

FINAL

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

BODIE ISLAND LIFESAVING/COAST GUARD STATION (HS-1A, HS-1B, HS-1C, ~~HS-100A~~)

AND/OR COMMON

Bodie Island Coast Guard Observation Tower

Bodie Island Ranger Station, Bodie Island Ranger Residence & Garage Building, and

2 LOCATION

STREET & NUMBER

5.3 miles south of the junction of U.S. Highway 64 and North Carolina 12.

CITY, TOWN

CONGRESSIONAL DISTRICT

Nags Head

VICINITY OF

First

STATE

CODE

COUNTY

CODE

North Carolina

37

Dare

055

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*

National Park Service/Cape Hatteras National Seashore

STREET & NUMBER

Route 1, Box 675

CITY, TOWN

STATE

Manteo,

VICINITY OF

North Carolina 27954

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Dare County Courthouse, Register of Deeds

STREET & NUMBER

Courthouse Building

CITY, TOWN

STATE

Manteo,

North Carolina 27954

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

NONE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>1955</u>
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Bodie Island Lifesaving/Coast Guard Station occupies a 10 acre district within an historic sub-zone of Cape Hatteras National Seashore. The structures consist of the Bodie Island Coast Guard/Lifesaving Station Residence and Garage Building, Bodie Island Coast Guard Station, and the Bodie Island Coast Guard Observation Tower.

The Bodie Island Coast Guard Station Residence (HS-1B) is a white, two-story structure 45'x20'. Its exterior is a combination board and batten and shingle (first floor), with the vertical boards having a circular cut and pierced pattern on the second level just above the belt course. A gabled roof is accented by a single, horizontally centered dormer on each of its two linear sides. An exterior chimney is located at the north end, an interior chimney cuts through the roof from near the center. Windows are four over four double sashed. Two single floor entrances are located on the east side of the structure. The interior has three lower level and three upper level rooms. Upstairs access is by means of a balustered stairway.

A breezeway connects the main house with the garage building (HS-100A). The garage is 36'x16', white framed board and batten construction. The interior walls are covered with beaded paneling. A track-mounted garage door opens on the west side. In addition, there are two single door entrances.

Some 375' to the south stands the Bodie Island Coast Guard Station (HS-1A). This three-story structure is 48'x38½'. Its weatherboard exterior is white. The cedar shake roof is hipped, although capped by a gable. A single interior chimney juts through the northern end of the roof. A second story roof runs the length of the west and south sides, the former side being a porch area more than half the length of the building. A staircase appends the porch. The building's lowest level is masonry walled. It has one exterior entrance and five rooms. The middle and upper levels are connected by balustered stairways which feature simple, squared newels. There are nine middle and four upper level rooms.

About 250' east of the station building is the Bodie Island Coast Guard Observation Tower (HS-1C). Located on Coquina Beach, the building is a square (approximately 12'x12') weatherboard structure, supported by a boarded platform and mounted on a steel framed tower some 25' high. A single door opens on the south, with window openings on each of the remaining three sides. Metal stairs which originally led from the ground to the tower have long since corroded away.

Even though there are gaps in the historic record, available documentation indicates that the present structures have been altered substantially. The original station (HS-1B) was built in 1878. It apparently had three rooms: a boat room and office downstairs; and a single room dormitory upstairs. A lower level room was added about 1890. The boat house was also built at about the turn of the century. Circular cister stored water collected from roof troughs.

Following construction of the new station building in 1925, the original station was converted to a galley and mess building. This required extensive alteration. During the work, the boat room doors were removed and replaced by a wall.

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The Building was moved to its present location in 1955 after an eroding shoreline and pounding surf threatened to destroy it. The original site was approximately 700' south east. Again, the structure was remodeled in a conversion to its present residential use. The room addition of 1890 was removed, the cisterns were removed, windows, doorways, and chimneys were relocated, and the breezeway was added.

Neither did the boat house escape change when it was moved to its present site in 1955 and became a garage. The greatest single alteration appears to have been the garage door, which replaced the double doors of the boat house.

The second station building also experienced change. When first built, it was rectangular except for a stair hall on the west side and a veranda on the east. The second story porch roof and decking ran the length of the south side and along most of the west side, forming an "L" shape. The lowest level served as utility space, the mid and upper stories housed offices and bunks.

Alterations were proposed in 1933, but the extent that they were carried out is not known. Most of the major changes to the exterior were made about 1955 to provide office and quarters for seasonal employees of the National Park Service.

The porch on the south end was enclosed for office space. The stair hall was extended and also enclosed for use as public restrooms. The veranda on the east was removed and a second story room constructed along the length of that side of the structure.

The observation tower has changed little but has deteriorated. Its access ladder is gone, much of its steel bracing is missing and its door and windows have been removed. It is located in such close proximity to the ocean that its complete destruction is threatened.

The grounds surrounding the station buildings have also changed. Once situated on a gently sloping beach, the station is today separated from the sea by man-made barrier dunes. The vegetative ground cover was previously limited to grasses but now includes shrubs and trees. Paved driveways lead to both of the stations. The drive access for the 1925 station terminates in a parking lot on the west side of the structure.

The historic district is bordered on the south by the Coquina Beach day-use area. The development of the beach area has brought many visual intrusions, such as bathhouses, parking areas and an environmental activity center, the SandCastle. An audible intrusion is created by traffic on nearby Highway 12.

Viewed collectively, the alterations to the structures and the present day intrusions have compromised the historic integrity of the Bodie Island Lifesaving/Coast Guard Station. The extent of that compromise is not as great as it might appear. The structures were built, but not frozen in time. Alterations resulted from changes in function. The process began in 1878 and continued.

B SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES 1878, 1925

BUILDER/ARCHITECT Allen A. McCullough (1878)

STATEMENT OF SIGNIFICANCE

The Bodie Island Lifesaving/Coast Guard Station represents more than 70 years of life saving service. It was one of 11 stations built along the North Carolina coast in the late 1870's. Its purpose was to strengthen the numerically inadequate line of stations built previously in 1874. Over the years, the original station was remodeled and a second station built. The structures today reflect an evolution of use and exemplify, at one site, two styles of Lifesaving/Coast Guard stations.

Shipwrecks have long been a part of the history of the Outer Banks. High winds and clashing water currents have driven hundreds of ships aground on the sandy barrier islands, giving them the ominous title, "Graveyard of the Atlantic". As maritime traffic increased along the Atlantic coast during the late 19th Century, the need to provide organized assistance for stranded seamen was recognized. In 1874 Congress authorized the United States Lifesaving Service to build a series of lifesaving stations along the North Carolina coast. The buildings were quickly erected and put into service. However, the new stations were located too far apart to provide effective assistance. That was tragically demonstrated in January, 1878, when the steamship "Metropolis" stranded more than four miles from the nearest station. Eighty-five people died in the disaster, largely because of the delay created by the distance the lifesavers were forced to travel. As a result, Congress authorized the building of additional stations. One of those created by the act of June 18, 1878, (20 Stat L 163) was the Bodie Island Station.

The Station was originally known as Tommy's Hummock, although officially designated as Station 15, Sixth District. It was built in 1878 on a three-acre tract of land about two miles north of Oregon Inlet at latitude 35° 33' 20". A keeper and six surfmen manned the facility which was built by Allen A. McCullough of Norfolk, Virginia, for \$2,240. The Station consisted of a single building that served as a combination boat house and quarters. Before the end of the century a seventh surfman was added to the ranks. Then in 1903 a separate boat house was built.

Of the rescues made by the crew of the Bodie Island Station, as it was re-named in 1882, none was as dramatic or as frustrating as the wreck of the "Florence C. Magee". The four-masted schooner stranded at midnight February 26, 1894, some 600 yards from shore. After sighting the floundering vessel, Keeper J. T. Etheridge and his surfmen made five successive attempts to employ the breeches buoy, but each attempt failed. Changing his tactics, Etheridge selected a crew and launched a surfboat. The waves were so high that those in the boat were often obscured from the sight of those on shore. While the surfboat was making its short but perilous trip a fishing smack approached and lowered a dory. Four of the seamen boarded the boat, but six others were left clinging to the shrouds. Finally the surfboat and crew reached the wreck, rescued the remaining crewmen then picked up the four in the dory. The return trip to shore was made with difficulty, but without incident.

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The Bodie Island Station was involved in other rescues. Among them were the "Flora Rogers" in 1908 and the "Carl Gerhard" in 1929. Rescues were not the only memorable events in which the crew took part.

A small-scale investigation was made when a bottle of brandy--kept on hand to warm shipwreck survivors--was found filled with water. The identity of the individual who consumed the original contents was not learned. In another instance, a surfman married the keeper's daughter. He was soon transferred, because the Service discouraged family members from working at the same station.

Events of a more serious nature occurred during World War I, as German U-Boats operated off the North Carolina coast. These military events, however, had little direct impact on the Bodie Island Station. The most significant change to take place during the period was an administrative one.

In 1915 the U.S. Lifesaving Service was one of two agencies consolidated in the creation of the Coast Guard. Under its new administration, a second station building was constructed about 1925. An observation tower was erected on the beach, while the original station was later converted to a galley and mess.

Activity around the station increased dramatically during World War II. German submarines again cruised the North Carolina coast, sinking a number of ships during the early war years. Five were sunk off Cape Lookout in one day--March 18, 1942.

Although the enemy submarines were effectively thwarted by 1943, the Coast Guard maintained a larger compliment of men at the Bodie Island Station throughout the war years. In April of 1946 a 39-acre tract was acquired in an area immediately surrounding the original three-acre site. However, there was no further development. Not only had the crisis of war passed, but the era of shipwrecks was virtually ended. No longer did mariners rely on water currents and winds to propel their ships. Engines had replaced sails.

The Bodie Island Coast Guard Station was deeded to the National Park Service on October 15, 1953. The building occupied by keepers and surfmen in 1878 now serves as a Park Service residence. The Coast Guard Station of 1925 is an office, the observation tower a deserted and rusting sentinel. The breeches buoys and surfboats are gone, but the buildings that housed them and the history of the men who manned them remain.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Cape Hatteras National Seashore Park Files.
 Stick, David, "Graveyard of the Atlantic", University of North Carolina Press, 1952.
 Stick, David, "Outer Banks of North Carolina", University of N.C. Press, 1958.
 U.S. Dept. of the Treasury, U.S. Lifesaving Service, "Letters Sent", Record Group 26,
 Washington, D.C., National Archives.
 U.S. Dept. of the Treasury, U.S. Lifesaving Service, "Annual Reports", 1872-1914.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 10 acres

UTM REFERENCES

A	18	449600	3965920	B	18	449680	3965680
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
c	18	449360	3965580	D	18	449300	3965820
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The district is an arbitrarily drawn rectangle located 1.2 miles northeast of the Bodie Island Lighthouse. It is as follows: beginning at a point in the center of the intersection of North Carolina Highway 12 and Coquina Beach north access road; thence south 50', thence east 900' to the low water line of the Atlantic Ocean; thence north along the water's edge 500', thence west 900' to the edge of Highway 12, thence south 450' to the point of beginning.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
NONE			
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Philip Noblitt, Park Ranger
 Mary Ann Peckham, Park Technician
 ORGANIZATION National Park Service/Cape Hatteras National Seashore
 DATE March 1, 1977
 STREET & NUMBER Route 1, Box 675
 TELEPHONE (919) 473-2116
 CITY OR TOWN Manteo
 STATE North Carolina 27554

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ___ NO ___ NONE ___

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ___ National ___ State ___ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

