North Carolina Department of Natural and Cultural Resources

State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

August 24, 2018

Dan Scheidt, Chief
NPS Cultural Resources, Partnerships, and Science Division
Southeast Regional Office
100 Alabama Street, SW
Atlanta, GA 30303

Re: Cultural Landscapes Inventory, Portsmouth Village Historic District, Cape Lookout National Seashore, Core Banks, Carteret County, H22 (SERO-CRD), ER 18-1797

Dear Mr. Scheidt:

Thank you for your July 31, 2018, submittal of the National Park Service's Cultural Landscapes Inventory 2018 for the National Register-listed Portsmouth Village Historic District (CR 0007). We find that the inventory report provides a thorough and concise analysis and evaluation of the existing condition of the thirteen landscape characteristics identified for the Cape Lookout Village Historic District *viz*.: archaeological sites; buildings and structures; circulation; cluster arrangement; constructed water features; cultural traditions; land use; natural systems and features; small-scale features; spatial organization, topography; vegetation; and views and vistas.

We have reviewed the inventory report and concur with the findings/recommendations as follows:

- The Portsmouth Village Historic District retains sufficient integrity to convey the important associations of its period of significance.

- Based upon further research, documentation, and evaluation, the National Register nomination could be expanded to include Criterion D for information potential as intact prehistoric and historic archaeological sites, features, and deposits may exist throughout.

- The National Register nomination could be expanded to include Archaeology, Architecture (vernacular), Community Planning and Development, Maritime History, and Military History as additional areas of significance.

- Based upon further research, documentation, archaeological investigation, and evaluation, it may be possible to expand the district boundaries to include the nearby former Middle Community and Sheep Island settled areas. While both areas do not retain above-ground resources, based on limited survey and subsurface testing, archaeological information appears to exist to support their inclusion within the district.

- The broad period of significance given in the 1977 National Register nomination covering the nineteenth and twentieth centuries does not reflect the development, evolution, and decline of the village, or any specific dates associated with its history. We concur that a period of significance of 1753-1971 is appropriate as 1753 is the date the village was founded and 1971 is the date when the last permanent residents left the village.

- Based on our review of the inventory report, we further recommend that should the nomination for the district be revised, the revised document should include a more thorough documentation of the landscape features.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Ramona M. Bartos

cc: David Hasty, NPS, David.hasty@nps.gov

United States Department of the Interior

NATIONAL PARK SERVICE
Southeast Regional Office
Atlanta Federal Center
1924 Building
100 Alabama St., SW.
Atlanta, Georgia 30303

ER 18-1797

IN REPLY REFER TO:
H22 (SERO-CRD)

12 July 2018

Due -- 8/22/18

Ramona Bartos
Administrator and Deputy State Historic Preservation Officer
North Carolina State Historic Preservation Office
Department of Natural and Cultural Resources
Office of Archives and History
109 E. Jones St.
Raleigh NC 27601

R- 8/24/18
concur

Dear Ms. Bartos:

Enclosed please find a copy of the Cultural Landscapes Inventories (CLIs) for Cape Lookout Village Historic District and Portsmouth Village Historic District, both located in Cartaret County, North Carolina, at Cape Lookout National Seashore.

The CLI is an evaluated list of landscape properties in the National Park System considered eligible for listing on the National Register of Historic Places or that contribute to an existing historic property. In order for CLI data to become certified, National Park Service regulations require concurrence from the SHPO on the eligibility of these properties. We are requesting your review of these CLIs and ask that you sign and return the enclosed concurrence form.

The *Cape Lookout Village Historic District* was listed on the National Register of Historic Places in 2000, completed by Ruth Little of Longleaf Historic Resources in 1998 and amended by the North Carolina SHPO. The 2000 nomination focuses primarily on historic structures within the district and contains a brief description of the circulation networks and landscape features that emphasize the connection between the natural landscape and built environment. Overall the nomination lacks adequate documentation of landscape features.

The National Register nomination lists the district as significant under Criteria A and C, and Criterion Consideration B, while the cultural landscape documentation expands the criteria to include Criterion D, for data potential as there may be archeological sites that yield important information in prehistory or history. Further, the cultural landscape documentation adds Archeology and Military History as areas of significance to the previously listed areas of Social History, Maritime History, and Architecture (Vernacular). Although few above-ground resources

associated with this period have survived, the cape was extensively used to defend the coast during World War II, in addition to military operations during World War I and the Civil War.

The cultural landscape documentation suggests that if further research and documentation is completed, the boundaries of the historic district might be expanded to include World War II military-related sites and the 1910s jetty to the west

The *Portsmouth Village Historic District* National Register nomination was completed by Lenard E. Brown of the National Park Service Southeast Regional Office in 1977 and listed on the National Register the following year.

The 1977 nomination contains a historic overview of the district and short descriptions of the extant buildings and structures. Overall the nomination lacks adequate documentation of landscape features and some of the information is outdated. The investigation into the Portsmouth Village cultural landscape suggests an additional significance criterion and a more precise period of significance than the 1977 nomination.

The National Register nomination lists the district as significant under Criteria A and C, while the cultural landscape documentation expands the criteria to include Criterion D, for data potential as there may be archeological sites that yield important information in prehistory or history. Areas of significance for the National Register nomination include Commerce and Social/Humanitarian; the cultural landscape documentation includes Community and Maritime History, Military History, Architecture (Vernacular), and Archeology.

The 1977 National Register nomination lists the period of significance of the village as covering the nineteenth and twentieth centuries. This broad period of significance does not reflect the development, evolution, and decline of the village, or any specific dates associated with its history. The cultural landscape documentation suggests a period of significance from 1753-1971 to be utilized in an updated nomination; 1753 is the date at which the village was founded and 1971 is the date at which the last permanent residents left the village.

An updated National Register nomination is scheduled for 2018. Further investigation of the landscape could result in expanding the current 280 acre boundary of the Portsmouth Village Historic District to include the former Middle Community and Sheep Island settled areas. Although these areas do not retain integrity of above-ground resources, they were an important part of the community historically, and archeological information potential appears to exist that supports their inclusion within the district. While some survey and limited subsurface excavation has been conducted, additional investigations are needed to determine the extent to which evidence of these earlier eras survives in the archeological record that may contribute to the information potential of the district.

With concurrence from your office, the findings become certified in the CLI database. Your concurrence also gives us justification to submit proper additional documentation to you at a future date. If you have any questions about these documents, please contact David Hasty, Senior Historical Landscape Architect, Southeast Region, at (404) 507-5780 or by e-mail at david_hasty@nps.gov. If the findings are agreed upon, the concurrence form can be returned by e-mail to David Hasty.

We greatly appreciate your office's assistance with the project.

Sincerely,

Dan Scheidt
Chief, Cultural Resources, Partnerships, and Science Division
Southeast Region

Enclosures

We have reviewed the submitted documentation that identifies cultural landscape features at Portsmouth Village Historic District and Cape Lookout Village Historic District at Cape Lookout National Seashore in Cartaret, North Carolina. We concur with the findings of the Cultural Landscapes Inventories, and understand that these features have the potential to contribute to the existing National Register of Historic Places nominations for the park.

Renee Gledhill-Earley

North Carolina State Historic Preservation Officer

8.24.18

Date

National Park Service
Cultural Landscapes Inventory
2018

Portsmouth Village Historic District
Cape Lookout National Seashore

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Inventory Unit Summary and Site Plan

Inventory Unit

Cultural Landscape Inventory Name:	Portsmouth Village Historic District
Cultural Landscape Inventory Number:	550012
Parent Cultural Landscape Inventory Name:	Portsmouth Village Historic District
Parent Cultural Landscape Inventory Number:	550012
Park Name:	Cape Lookout National Seashore
Park Alpha Code:	CALO
Park Org Code:	5210

Landscape/Component Landscape Description:

Portsmouth Village is a National Register of Historic Places district located on the northern end of Cape Lookout National Seashore, Carteret County, North Carolina. Cape Lookout National Seashore was established in 1966 “to preserve for public use and enjoyment an area in the State of North Carolina possessing outstanding natural and recreation values” (U.S. Congress, 80 Stat. 33, approved 10 March 1966). Portsmouth Village is a village on the Core Banks south of Ocracoke Island. The district contains several dozen historic buildings and structures, associated circulation features, tidal creeks, sandy hammocks, vegetation communities, and a range of small-scale features, in addition to other related cultural landscape features.

The period of significance for the Portsmouth Village Historic District begins in 1753 and concludes in 1971, encompassing the establishment of the community through the time when the last permanent residents left the island. The district is significant at the state level under Criteria A, C, and D of the National Register of Historic Places, in the areas of social history, maritime history, military history, architecture, and archeology. The site retains sufficient integrity to convey the associations of its period of significance to the visitor.

The village of Portsmouth was initially established by an act of North Carolina colonial legislature and flourished as a place for lightering, a process in which cargo was removed from ocean-going vessels to warehouses until they were light enough to cross the bar at Ocracoke Inlet. In addition to maritime uses, Portsmouth was an active village with a customs house, marine hospital, and post office, with a population that peaked at 600 residents and over 100 dwellings in 1860. Additional land uses included agriculture and military activities. With the transfer of land management to the National Park Service (NPS) in 1966, land use shifted primarily to public recreation and limited residential use.

The majority of extant cultural features survive from the early to mid-twentieth century and the Portsmouth Village Historic District landscape most closely reflects its character as it evolved during this time. Surviving resources represent the continuation of the earliest patterns of construction, land use, and way of life. No buildings exist from the initial eighteenth century development period and only a handful of structures remain from the nineteenth century. The site lacks integrity for this early period. Other modifications to the historic district include changes in circulation, vegetation, and alterations to accommodate the administration of Cape Lookout National Seashore.

Inventory Unit Size (Acres):	280

Property Level: Landscape

Site Plan Graphic Information

Site Plan Graphic:

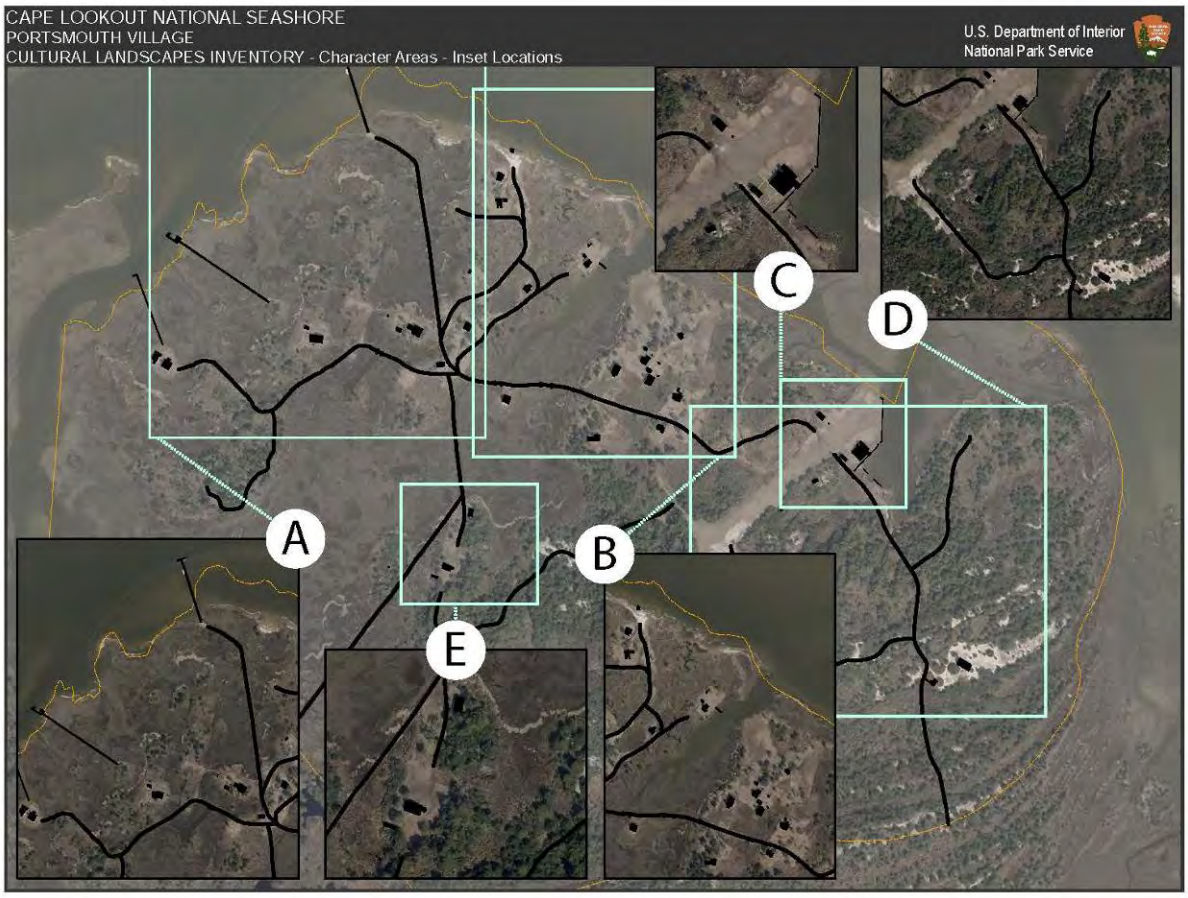


FIGURE 1: Portsmouth Village Historic District Boundary (in orange) and Inset Location Maps

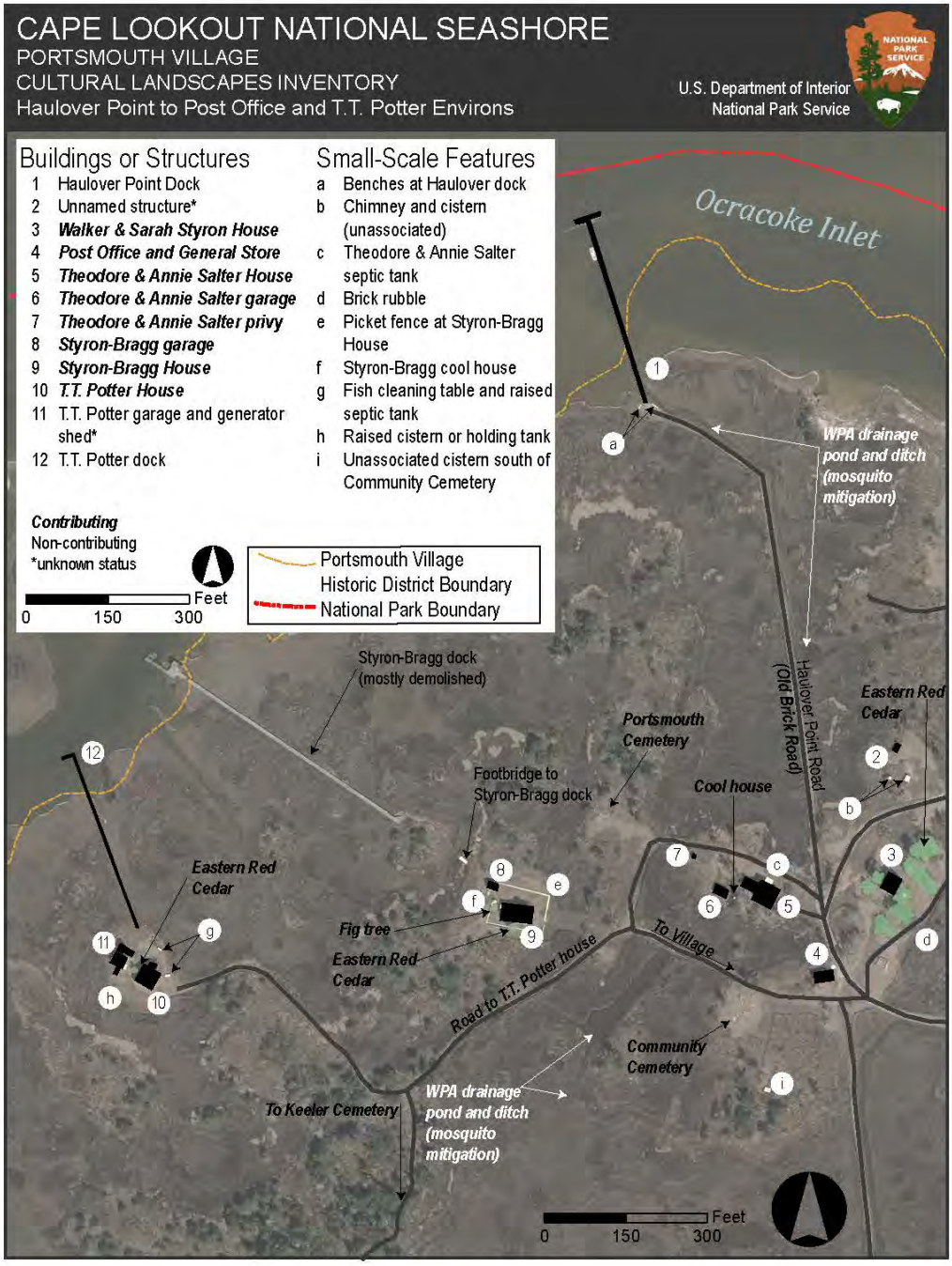


FIGURE 2. Map A: Haulover Point to Post Office and T.T. Potter Environs

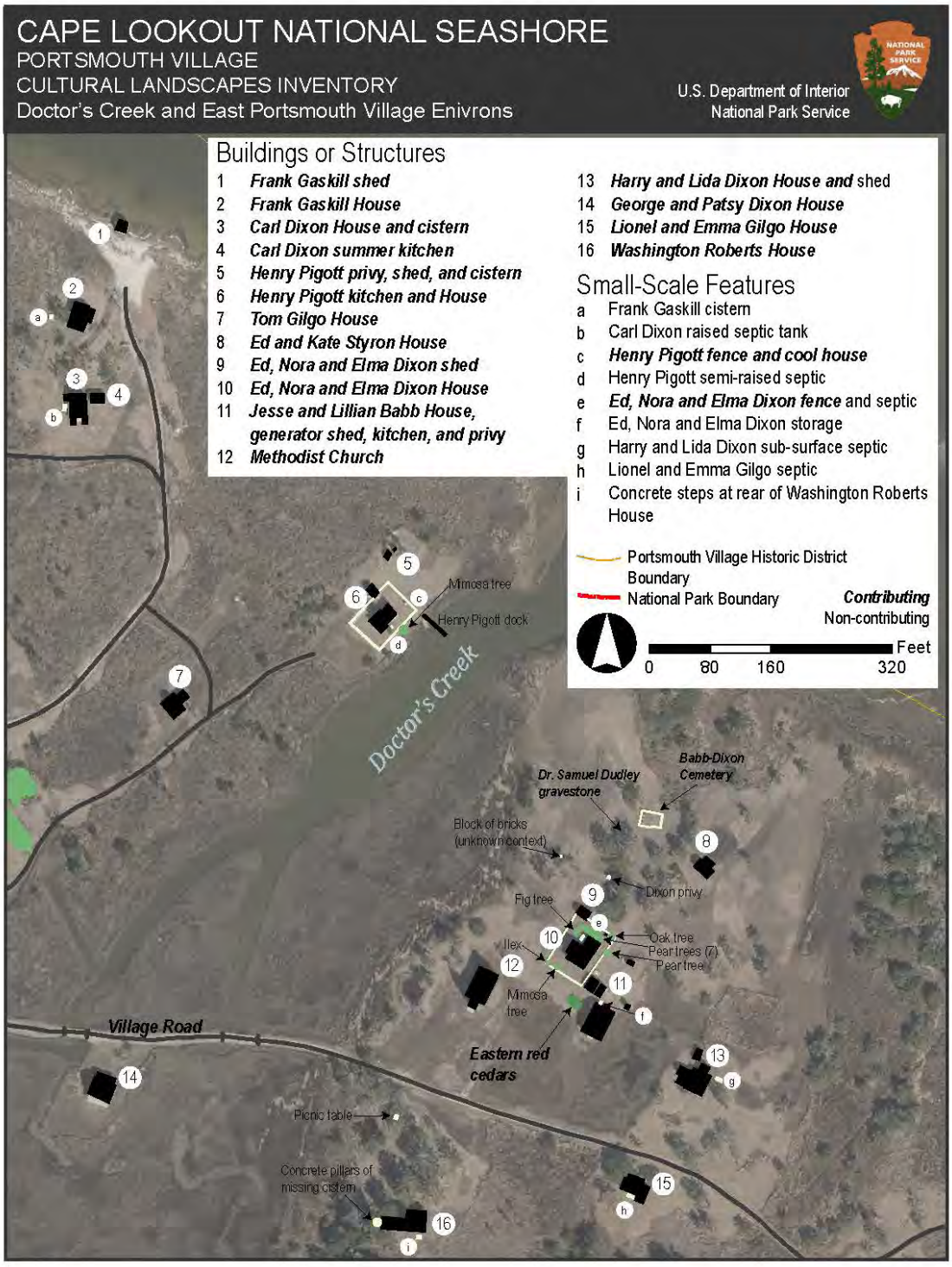


FIGURE 3. Map B: Doctor's Creek and East Portsmouth Village Environs

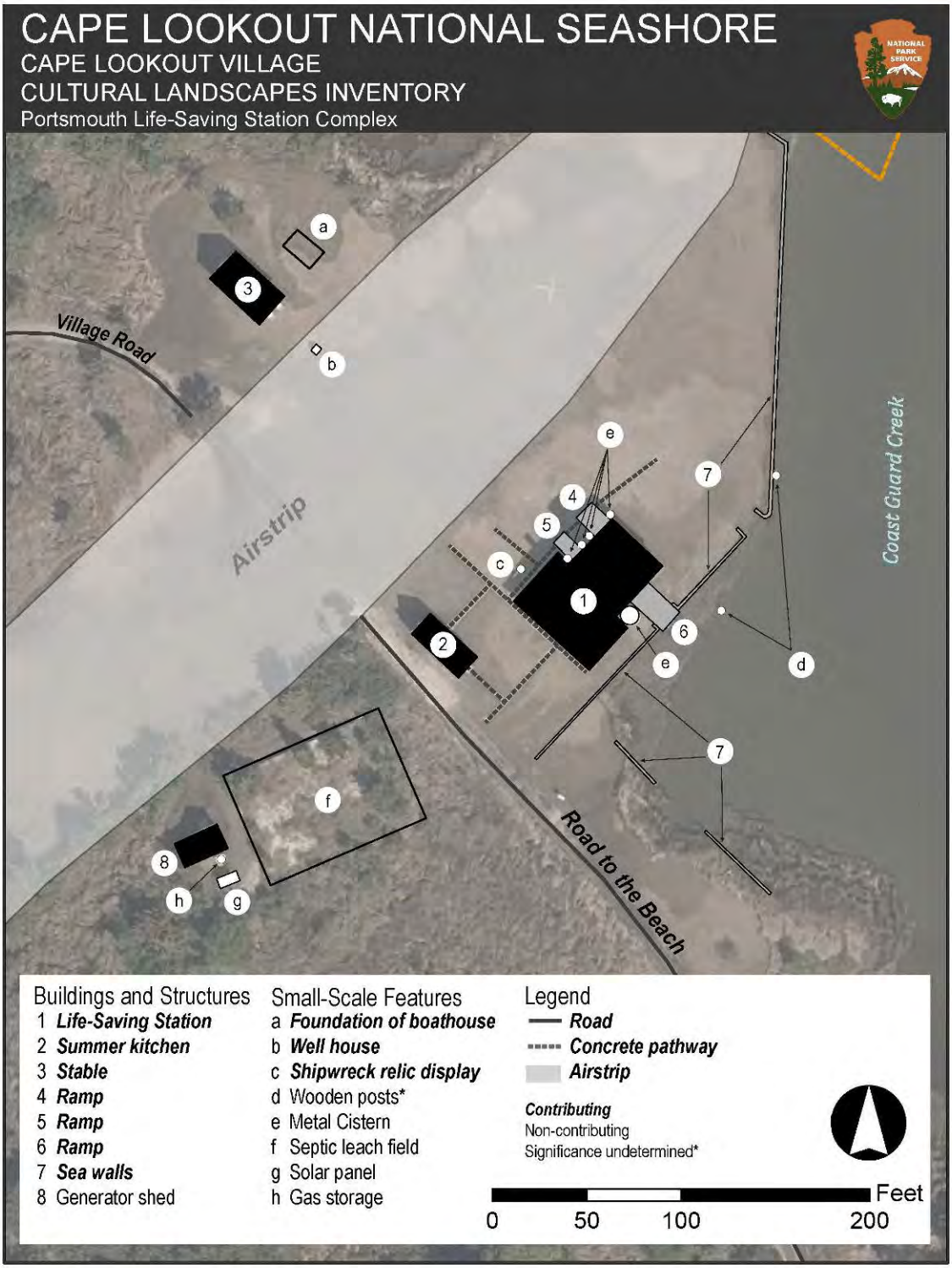


FIGURE 4. Map C: Portsmouth Life-Saving Station Complex

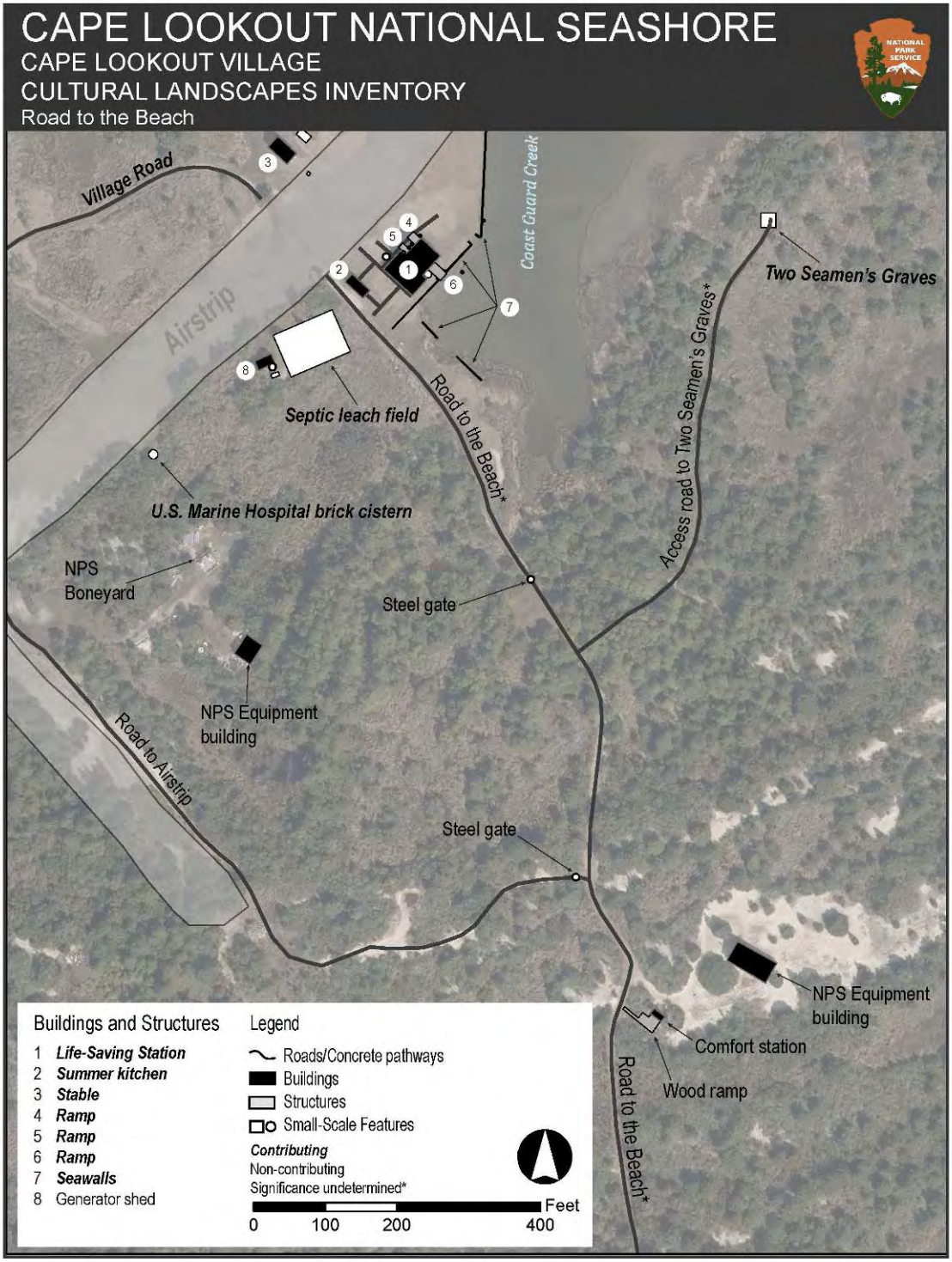


FIGURE 5. Map D: Road to the Beach

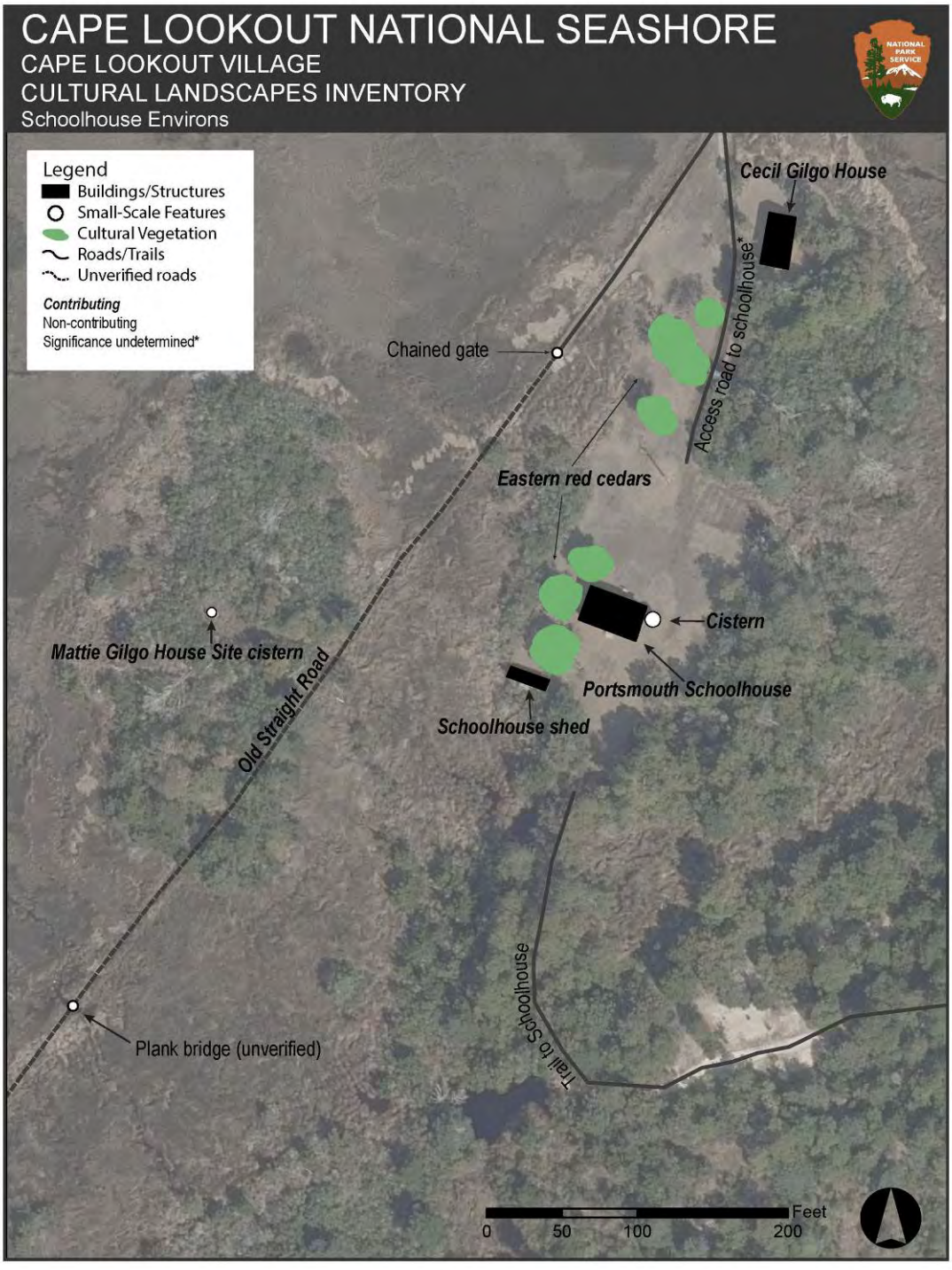


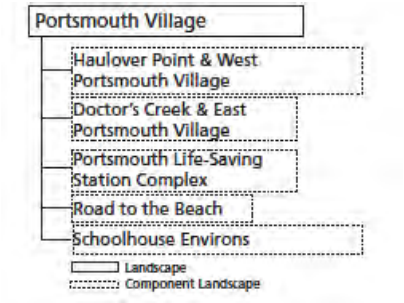
FIGURE 6. Map E: Schoolhouse Environs

CLI Hierarchy Description Graphic Information:

CLI Hierarchy Description:

The Portsmouth Village parent landscape contains five component landscapes: Haulover Point and West Portsmouth Village, Doctor's Creek and East Portsmouth Village, Portsmouth Life-Saving Station Complex, Road to the Beach, and Schoolhouse Environs

Inventory Description Graphic:



Concurrence Status

Completion Status Explanatory Narrative: The information in this CLI was derived from the Portsmouth Village Cultural Landscape Report, which was signed by acting Superintendent Michael McGee on November 13, 2007. Further fieldwork was completed by the Southeast Regional Office in June 2017 to update the district's existing conditions for this CLI.

Park Superintendent Concurrence: (To be filled in upon Supt. concurrence.)

Date of Superintendent Concurrence (To be filled in upon Supt. concurrence.)

National Register Eligibility: (To be filled in upon SHPO concurrence.)

National Register Eligibility Concurrence Date (SHPO/Keeper): (To be filled in upon SHPO concurrence.)

National Register Concurrence Explanatory Narrative: (To be filled in upon SHPO concurrence.)

Concurrence Graphic Information (To be filled in upon Supt./SHPO concurrence.)

Geographic Information and Location Map

Inventory Unit Boundary Description:

Cape Lookout National Seashore forms a portion of North Carolina's Outer Banks in the easternmost portion of the state. To the east lies the Atlantic Ocean and leeward are a series of named sounds, including Pamlico Sound, Core Sound, and Back Sound. The park includes North and South Core Banks and Shackleford Banks, with Portsmouth Village located at its northern end.

The Portsmouth Village Historic District extends over approximately 280 acres on the lee side of Portsmouth Island (Figure 7). The island is edged by Ocracoke Inlet to the north; Baymarsh Thorofare and Sheep Island, which are in turn edged by Core Sound, to the west; marshes and large expanse of tidal flats-known as Portsmouth Flats-to the east and south; and Warren Creek and shrub savannah to the southwest.

The district (Figure 1) encompasses the Life-Saving Station, the Post Office and General Store, Portsmouth Methodist Church, Schoolhouse, and several former residences, as well as the boat landings that provide connections between water approaches and these cultural areas. The natural environment that knits these complexes together—creeks, marshes, and shrub savannahs—is also included within the district boundaries.

Moving in a clockwise direction from its northernmost point—the waterfront at Haulover Point—the historic district boundary extends southeast along the high tide line past the mouth of Doctor's Creek and Coast Guard Creek for approximately 2,900 feet. The boundary then turns in a northern direction and encompasses a spit of land before turning south past the Portsmouth Life-Saving Station and towards the beach and then west along the high tide line to a point 2,200 feet due south of the Post Office crossroads. The boundary then turns 45 degrees west of north for approximately 1,500 feet to the head of Warren Creek and follows the south bank of this tidal slough for about 1,000 feet to the center of the channel—Baymarsh Thorofare—between Sheep and Portsmouth Islands, which it follows to its northern end. The boundary then follows the high tide line on the northwest shore to meet the beginning point at Haulover Point.

An updated National Register of Historic Places nomination is scheduled for 2018. Although the historic district boundary is the primary focus of this cultural landscape documentation, survey of the island suggests inclusion of the Middle Community and Sheep Island in future National Register updates. These adjacent areas were formerly integral components of the Portsmouth Island community but are little represented today in the built environment. Additional investigation into the archeological information potential within these areas conducted on behalf of the Portsmouth Village Cultural Landscape Report (CLR) and by the NPS suggests that these areas should be further surveyed and considered for inclusion within the historic district boundary.

Land Tract Number(s):

116-01, 116-02, 116-03, 116-04, 116-05, 116-06, 116-07, 116-08, 116-09, 116-10, 116-11, 116-12, 116-13, 116-14, 116-15, 116-16, 116-17, 116-18, 116-19, 116-20, 116-21, 116-22, 116-23, 116-24, 116-25, 116-26, 116-27, 116-28, 116-29, 116-30, 116-31, 116-32, 116-33, 116-34, 116-35, 116-36, 116-37, 116-38

Counties and States

State:	North Carolina
County:	Carteret County

Location Map Graphic Information

Location Map Graphic:

FIGURE 7. Location of Portsmouth Village Historic District in red circle.

Boundary UTM

Boundary UTM Source	Boundary UTM Type	Boundary UTM Datum	Boundary UTM Zone	Boundary UTM Easting	Boundary UTM Northing	Latitude, Longitude	Display Sequence
1:24,000	Area	WGS 84	18	402958.81	3880533.62	35.0628763, -76.0642396	1
1:24,000	Area	WGS 84	18	403453.55	3880619.06	35.06369408, -76.0588246	2
1:24,000	Area	WGS 84	18	403608.83	3880617.46	35.06369449, -76.0571217	3
1:24,000	Area	WGS 84	18	403774.07	3880691.24	35.06437548, -76.0553184	4
1:24,000	Area	WGS 84	18	403868.11	3880837.74	35.0657053, -76.0543042	5
1:24,000	Area	WGS 84	18	403867.85	3880892.05	35.06619485, -76.0543133	6
1:24,000	Area	WGS 84	18	403937.02	3881115.95	35.06822008, -76.0535807	7
1:24,000	Area	WGS 84	18	403937.02	3881115.95	35.0699479, -76.0546392	8
1:24,000	Area	WGS 84	18	403702.91	3881361.10	35.07040798, -76.0561765	9
1:24,000	Area	WGS 84	18	403624.27	3881220.35	35.0691315, -76.0570225	10
1:24,000	Area	WGS 84	18	403529.42	3881326.36	35.07007825, -76.058075	11
1:24,000	Area	WGS 84	18	403300.76	3881476.25	35.07140772, -76.0606058	12
1:24,000	Area	WGS 84	18	403270.32	3881540.25	35.07198175, -76.0609412	13
1:24,000	Area	WGS 84	18	403143.44	3881625.48	35.07273799, -76.0623426	14
1:24,000	Area	WGS 84	18	403025.31	3881689.20	35.07330111, -76.0636455	15
1:24,000	Area	WGS 84	18	402929.02	3881717.76	35.07354937, -76.0647049	16

1:24,000	Area	WGS 84	18	402900.02	3881660.32	35.0730287, -76.0650162	17
1:24,000	Area	WGS 84	18	402816.91	3881575.16	35.07225289, -76.0659176	18
1:24,000	Area	WGS 84	18	402759.22	3881615.84	35.07261416, -76.066555	19
1:24,000	Area	WGS 84	18	402729.69	3881563.90	35.07214295, -76.0668728	20
1:24,000	Area	WGS 84	18	402713.56	3881511.71	35.07167092, -76.0670436	21
1:24,000	Area	WGS 84	18	402673.82	3881536.22	35.07188801, -76.0674822	22
1:24,000	Area	WGS 84	18	402645.74	3881497.67	35.07153776, -76.0677857	23
1:24,000	Area	WGS 84	18	402618.73	3881449.95	35.07110497, -76.0680762	24
1:24,000	Area	WGS 84	18	402563.95	3881416.76	35.07080042, -76.0686731	25
1:24,000	Area	WGS 84	18	402518.61	3881366.33	35.07034132, -76.0691644	26
1:24,000	Area	WGS 84	18	402481.66	3881378.57	35.07044818, -76.069571	27
1:24,000	Area	WGS 84	18	402431.28	3880977.40	35.06682645, -76.0700763	28
1:24,000	Area	WGS 84	18	402431.28	3880947.38	35.06657634, -76.0677366	29

Regional Landscape Context

Physiographic:

Portsmouth Village Historic District is located at the far northern end of Cape Lookout National Seashore just below the Island of Ocracoke along North Carolina's Outer Banks. The historic district covers approximately 280 acres of the lee side of Portsmouth Island, part of the North Core Banks. The island is edged by Ocracoke Inlet to the north; the Baymarsh Thorofare and Sheep Island to the west; the Portsmouth Flat marsh and tidal flats to the east and south; and Warren Creek and shrub savannah to the southwest. Middle Community, a former component of the village that no longer includes substantial above-ground evidence of its cultural developments, is located on Portsmouth Island to the west of the historic district. Sheep Island, located across Baymarsh Thorofare, was also traditionally associated with Portsmouth Village, but little evidence of this portion of the community survives. Casey Island is located in the inlet north of the island's primary dock facility at Haulover Point. Wallace's Channel, an important site for lightering in the eighteenth century, is located beyond the historic district to the north and east.

Cape Lookout National Seashore includes Shackleford Banks, Core Banks, Portsmouth Island, and a portion of eastern Harkers Island where the park headquarters and visitor center are located. Portsmouth Village can only be reached by boat. Most of its 2,000 annual visitors arrive from either Cedar Island, located forty miles north of Harkers Island, or by private ferry from Ocracoke Island.

Cultural:

English settlement of coastal North Carolina began in the 1670s. During colonial times, the Outer Banks were thinly settled and used primarily for grazing stock. Portsmouth Village was initially established by an act of the colonial legislature of North Carolina in 1753 on fifty acres at the north end of North Core Bank. Prior to the opening of Hatteras Inlet in 1846, Portsmouth flourished as one of North Carolina's primary seaports due to its location on the principal access into Pamlico Sound and proximity to other ports across the sound. The federal government established a customs house at Portsmouth in 1806, a marine hospital in 1827, and a post office in 1840. The town reached the zenith of its growth in 1860, with more than 600 residents and 109 dwellings.

Evacuated during the Civil War, Portsmouth never fully recovered its population or its economic vitality, and the customs house was abolished in 1867. As the population declined, the number of residences in the town dwindled as well, falling to fifty-nine in 1870 and forty-four by 1880. By the late nineteenth century, the shifting sands of the Outer Banks had closed Ocracoke Inlet to shipping, forcing a dwindling population to turn to fishing for its livelihood. Many buildings sat abandoned, including the marine hospital, which burned in 1894; those that survived hurricanes and a generally harsh environment were dismantled or relocated as the village slowly contracted. A hurricane in 1913 destroyed the Primitive Baptist and Methodist Churches. The community remained strong enough to support reconstruction of the Portsmouth Methodist Church by 1915, however.

On August 23, 1933, a moderate hurricane swept across Hatteras, bringing heavy rain but not particularly strong winds to Portsmouth. Less than one month later, a much stronger hurricane hit the area, with winds over 100 mph and torrential rain. Most of the island was flooded and many houses were destroyed. So much damage was done that most residents left the island to resettle on the mainland. In 1937, the Coast Guard (Life-Saving) Station was closed, and by 1940, there were only forty-two full-time residents; by 1950 that number stood at fourteen. The post office closed in 1959.

During this period, a number of the old buildings were adapted for temporary use by sport fisherman, especially after World War II. The Life-Saving Station, for example, was used as a sportsmen's club in the 1950s and 1960s. In the twentieth century, the availability of motorboats allowed commercial fishermen to reside on the mainland, leading to the decline of permanent settlement on the Outer Banks, but providing for increased access by recreational users.

In 1966, the Cape Lookout National Seashore was authorized "to preserve and enhance the natural character and recreational opportunities" of the barrier island system. At that time, only a handful of permanent residents remained; those that were interested were offered life leases on their properties. With the death of the village's last surviving male resident, Henry Pigott, in 1971, the only other full-time residents, Elma Dixon and her niece Marion Babb, left Portsmouth. Portsmouth Village was thereafter used seasonally by locals and park visitors.

Political:

Cape Lookout National Seashore is a federally protected unit of the National Park System that has been administered by the NPS since 1966. Portsmouth Island is located within east-central North Carolina's Carteret County. Relatively rural, the county has an estimated population of 60,000 and extends over 532 square miles (U.S. Census Bureau, 2000). Local residents have traditionally derived their livelihood from farming and commercial fishing; in recent years, however, tourism and real-estate development have become important components of the local economy since the region is a popular destination for summer vacationers. Portsmouth Village itself is inhabited seasonally through a historic lease program. Six of the historic houses are available through the program. Volunteers and NPS personnel are also present at Portsmouth Village periodically throughout the year.

The closest towns are Beaufort (population 3,771), a fishing community and the county seat located approximately forty miles southwest and about four hours travel by boat and car, and Morehead City (population 7,707), a shipping and rail terminus that lies five miles to the southwest of Beaufort along U.S. Route 70 (U.S. Census Bureau, 2000).

Management Information

Management Category:	Should be preserved and maintained
Management Category Date:	To be filled in upon Superintendent signature
Management Category Explanatory Narrative:	Portsmouth Village meets National Register criteria and is compatible with the park's legislated significance. The historic district was listed on the National Register on November 29, 1978.

Management Agreement

Management Agreement:

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

NPS Legal Interest

Type of Legal Interest:	Fee Simple

Public Access to Site

Public Access:	Unrestricted
Public Access Explanatory Narrative:	While the public can openly access the inventory unit via boat, many of the buildings and structures are closed to the public. Some buildings contain exhibits and are open to the public on select days.

National Register Information

National Register Landscape Documentation: Entered – Inadequately documented

National Register Explanatory Narrative:

Several National Register of Historic Places nominations have been completed for Cape Lookout National Seashore between 1972 and the present day. The Portsmouth Village Historic District National Register nomination was completed by Lenard E. Brown of the National Park Service Southeast Regional Office in 1977 and listed on the National Register the following year.

The 1977 nomination contains a historic overview of the district and short descriptions of the extant buildings and structures. Overall the nomination lacks adequate documentation of landscape features and some of the information is outdated. The cultural landscape investigation into the Portsmouth Village landscape suggests an additional significance criterion and a more precise period of significance than the 1977 nomination.

The National Register nomination lists the district as significant under Criteria A and C, while the cultural landscape documentation expands the criteria to include Criterion D, for data potential as there may be archeological sites that yield important information in prehistory or history. Areas of significance for the National Register nomination include Commerce and Social/Humanitarian; the cultural landscape documentation includes Community and Maritime History, Military History, Architecture (Vernacular), and Archeology.

The 1977 National Register nomination lists the period of significance of the village as covering the nineteenth and twentieth centuries. This broad period of significance does not reflect the development, evolution, and decline of the village, or any specific dates associated with its history. The cultural landscape documentation suggests a period of significance from 1753-1971 to be utilized in an updated nomination; 1753 is the date at which the village was founded and 1971 is the date at which the last permanent residents left the village.

An updated National Register nomination is scheduled for 2018. Further investigation of the landscape could result in expanding the current 280 acre boundary of the Portsmouth Village Historic District to include the former Middle Community and Sheep Island settled areas. Although these areas do not retain integrity of above-ground resources, they were an important part of the community historically, and archeological information potential appears to exist that supports their inclusion within the district. While some survey and limited subsurface excavation has been conducted, additional investigations are needed to determine the extent to which evidence of these earlier eras survives in the archeological record that may contribute to the information potential of the district.

National Register Eligibility:	(To be filled in upon SHPO concurrence.)
National Register Eligibility Concurrence Date:	(To be filled in upon SHPO concurrence.)
National Register Concurrence Explanatory Narrative:	The Portsmouth Village Historic District nomination was determined to meet the National Register criteria by the SHPO and was entered in the National Register of Historic Places on November 29, 1978.
National Register Significance Level:	State
Contributing/Individual:	Individual

National Register Classification: District

National Historic Landmark Status: No

World Heritage Site Status: No

Statement of Significance:

In order for a site to be eligible for inclusion in the National Register, it must possess significance under one of four criteria. The Criteria for Evaluation (*Code of Federal Regulations, Title 36, Part 60)* state:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. That are associated with the lives of persons significant in our past; or
>
> C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. That have yielded, or may be likely to yield, information important in prehistory or history.

The 280 acre Portsmouth Village Historic District is located on the lee side of Portsmouth Island on the far northern end of Cape Lookout National Seashore. The 1977 National Register nomination lists the Portsmouth Village Historic District as eligible at the state level under Criteria A and C of the National Register, significant in the areas of Commerce and Social/Humanitarian. The cultural landscape research and analysis further illustrate and expand upon the themes established by the National Register nomination. Based on research and survey since the nomination was completed, Portsmouth Village can also likely be considered significant under National Register Criterion D, for the potential to yield important information in prehistory or history. Additional survey is suggested to further understand the archeological record. The National Register areas of significance are Community and Maritime History, Military History, Vernacular Architecture, and Archeology. Although the two communities have somewhat different histories and settings, a description used in reference to Cape Lookout Village applies equally well to Portsmouth: it is one of the last surviving and relatively intact historic settlements on the Outer Banks with an “inextricable connection of the natural landscape and the built environment” (Cape Lookout Village National Register nomination 2000, 19).

The National Register nomination lists the period of significance of the village as covering the nineteenth and twentieth centuries. This very broad period of significance does not reflect the development, evolution, and decline of the village, or any specific dates associated with its history. If the significance of the village is considered to be primarily related to its existence and survival as a community, then a reasonable starting date for the period of significance is 1753, the date when the village was founded, and a reasonable ending date is 1971, the date at which the last permanent residents left the village.

The period 1753 through 1971 is also supported by the characterization of Portsmouth Village presented in the 1977 National Register nomination form. The village is significant as a "surviving remnant of the thriving pre-Civil War port that reached its zenith in the decade prior to 1860. Its significance today is as the only existing village on the Core Banks south of Ocracoke Inlet—an existence that can be traced back over 200 years to the 1760s" (Brown, 1977). Although very few built resources that pre-date the 1860s survive, the period of significance is relevant in that archeological remains may exist from the earliest settlement of Portsmouth. Furthermore, the late nineteenth and early twentieth century buildings that do survive represent the continuation of the earliest patterns of construction, land use, and way of life.

Criterion A: Community and Maritime History

The history of Portsmouth Village is directly related to its geography and is eligible under Criterion A of the National Register in association with Community and Maritime History. As with other communities on the Outer Banks, the settlement, development, and historic land use of the town of Portsmouth was closely interrelated with geographic changes and alterations to the inlet and its channels. The village was initially established as a place for lightering and grew into an active village. Edmund Ruffin, an agricultural scientist from Virginia, described Portsmouth in the late 1850s as follows (Ruffin, 1861, 123-124):

> The village of Portsmouth owes its existence to the fact of its adjoining the nearest water of Pamlico sound, where vessels must anchor and wait for fair winds and tides to cross the shallow and dangerous bar of Ocracoke inlet—and after passing outward, as usual but partly laden, to wait to receive the remainder of the cargo, carried across the bar by lighters. The occupations of the whole resident population of Portsmouth are connected with the vessels which have to wait here. Pilots, and sailors, or owners of vessels, make up the greater number of the heads of families and adult males—and the remainder are the few, who as shopkeepers, &c., are necessary to minister to the wants of the others. If Ocracoke inlet should be closed by sand, (which is no improbable event,) the village of Portsmouth would disappear—or…remain only for its other use, as a summer retreat for transient visitors, sought for health and seabathing.

While its channels remained accessible, and while other inlets to the north remained closed, Ocracoke Inlet was the key port for shipping of goods from North Carolina. Its shallow entrance and changing channels made the role of marine pilots essential and provided a source of work to inhabitants of Portsmouth for many decades. The village grew up around activities related to the sea, particularly piloting and later the Life-Saving Service. The population peaked at around 600 residents and over 100 dwellings in 1860.

By the mid-nineteenth century, the channel and inlet were becoming unusable for commercial traffic, and the opening of Hatteras Inlet provided an alternate entrance along the North Carolina coastline. Together these factors led to the gradual and steady decline of Portsmouth as a maritime port in the middle nineteenth century. However, the community survived and evolved with an economy based on fishing and recreation into the second half of the twentieth century. Public amenities such as the Life-Saving Station, Portsmouth Methodist Church, Schoolhouse, and Post Office and General Store survived into the period of the mid twentieth century. New construction and development in the early decades of the twentieth century were a continuation of the way of life and cultural landscape of Portsmouth Village.

The village is characterized by informally placed residential buildings and outbuildings, located along narrow roads or grassy lanes. The buildings are sited on high grounds amidst the low salt-marsh vegetation characteristic of the Outer Banks. The relationship of the individual dwellings is typical of early coastal villages. The National Register nomination notes, "Except for these lanes, small cleared building sites and a grass landing strip for light planes, the environment of the district gives the appearance being untouched by the incursions of man" (Ruffin, 1861, 123-134).

The features that characterized the village throughout its history—and particularly its relationship to its setting, which governed its evolution—remain intact today.

Criterion A: Military History

The historic district is also eligible under Criterion A in association with Military History. From the Revolutionary War, when the British landed at Portsmouth and Ocracoke to attack New Bern in 1777, to the War of 1812 when a British fleet attacked Portsmouth and Ocracoke, and the Civil War when Union forces landed and took control of Cape Hatteras, Cape Lookout has been a part of several military operations. In 1915 the U.S. Life-Saving Service was merged with the Merchant Marine to form the U.S. Coast Guard that took over the operation of the Life-Saving Station. In 1937, the Coast Guard decommissioned the Portsmouth station as part of a consolidation of resources, although it was reactivated for a brief period during World War II. Cape Lookout played a role in coastal defenses from the start of U.S. involvement in World War I in 1917 through World War II, when soldiers were stationed at Cape Lookout to defend the harbor. While no significant aboveground features associated with the early military history of Portsmouth Village remain, the area played a role in several campaigns associated with coastal defense of the United States for two hundred years.

Beyond the historic district boundary along the island's eastern beach front in the vicinity of the mud flats, two garrisoned fortifications were established to protect the mouth of Pamlico Sound. The first was provided for by the same act that established a town at Portsmouth Village in 1753. Known as Fort Granville, the complex included a fascine battery, garrisoned with forty men and equipped with eight, 18-pound guns facing the Ocracoke bar, and twelve, 12-pound guns trained on the harbor. These fortifications were used for coastal defense during the French and Indian Wars, and rebuilt for use during the War of 1812 and the Civil War, but subsequently abandoned. During the War of 1812, 500 British soldiers attacked Portsmouth and Shell Castle Islands. Soldiers pitched tents on the banks, and Admiral Sir George Cockburn set up his headquarters at David Wallace's house. The British army destroyed much property on the island and appropriated hundreds of head of livestock, indicating that the raising of livestock was a primary agricultural pursuit of island residents at the time.

The inlet was blockaded during the Civil War. Confederates first established outposts in the area at Fort Morgan on Beacon Island in the Ocracoke Inlet and Fort Washington on Portsmouth Island. Five hundred troops were stationed at Portsmouth in barracks on the beach, and the fort was armed with thirty-pound guns. Union forces destroyed the Confederate garrison in August 1861 and maintained control of the region for the remainder of the war. One of their strategies was to block the inlet with sunken vessels.

While there are no aboveground resources associated with the island's early military history within the district boundaries, the island played important roles in several military campaigns from the mid-eighteenth century through World War II. Further investigation into the military history of Portsmouth Village is suggested for the planned National Register update.

Criterion C: Architecture

The Portsmouth Village Historic District is eligible for listing under Criterion C for embodying the distinctive characteristics of architectural types, in association with Vernacular Architecture adapted to the coastal environment. In the 1977 National Register nomination, the buildings at Portsmouth Village were not recognized as having architectural significance. Based upon information obtained as part of the present study, consideration should be given to the significance of the Life-Saving Station as an example of federal architecture in the Shingle Style and to the residential buildings as examples of mid-nineteenth-century coastal vernacular types.

During the 1870s and 1880s a series of small picturesque life-saving stations were built along the Outer Banks. The Portsmouth Life-Saving Station, completed in 1895, was one of twenty-one

stations constructed with similar designs. Of the ten surviving stations, the Portsmouth station is the least altered of the group. These stations survive at Cape Lookout (1888), at Portsmouth Village (1895), and at Oak Island (1891).

Several of the privately-built houses of the village are surviving examples of mid-nineteenth-century vernacular construction adapted to the coastal environment. These include the Washington Roberts House and the Walker and Sarah Styron House, both of which date to circa 1850. Residential buildings in the village are generally vernacular wood-frame houses of a consistent type. Although lacking individual significance, collectively these houses can be considered significant as examples of the particular vernacular dwelling type tailored to the Outer Banks environment. The houses are typically supported on piers or pilings that lift the structure off the ground and allow storm surges and shifting sand to move underneath. The houses are conventionally wood framed using dimensional lumber. Roofs typically have a very low pitch, a structurally desirable configuration for a hurricane-prone area. Although most of the buildings are simple and unadorned, a few buildings include decorative details relating to popular architectural styles of the time, such as the Craftsman-style front porch of the Harry and Lida Dixon House. Similarly, the Portsmouth Methodist Church incorporates Gothic Revival details but can mainly be considered a vernacular structure.

Criterion D: Archeology

The district has the potential to yield archeological information about prehistoric and historic habitation on the cape. Specific subject areas of potential interest for archeological investigation include prehistoric settlement, early settlement, Revolutionary War-era activities, and Civil War-era activities. Underwater surveys near the shoreline and offshore investigation could be performed to identify vessels from shipwrecks along the coast.

Recent archeological investigations by staff of the NPS Southeast Archeological Center (SEAC) and as part of the present study suggest that areas outside of the historic district boundaries at Middle Community and Sheep Island contain numerous archeological resources, such as gravesites, ruins, road traces, and probable house sites. The existing village historic district also contains numerous known house sites and ruins with archeological potential.

In 2008, pedestrian survey was completed in Portsmouth Village and the Middle Community area. Much of the Middle Community area was overgrown with dense vegetation, but one shovel test pit was excavated near the Middle Community Schoolhouse. Dense vegetation limited overall survey efforts and additional fieldwork was recommended to further consider the archeological potential of the site.

The 2015 Cape Lookout National Seashore Archeological Overview and Assessment completed by SEAC recommended more detailed subsurface testing be conducted at Portsmouth Village and the nearby Middle Community to identify early historic sites. The historic district can be considered eligible under this criterion due to its clear archeological potential, and this criterion suggests that the boundaries of the district could be revised based on the findings of further systematic survey.

NRIS Information

Park Alpha Code/ NRIS Name (Number):	#78000267
Other National Register Name:	Portsmouth Village Historic District
Primary Certification Date:	November 29, 1978

National Register Significance Criteria

National Register Significance Criteria:

- **A**: That are associated with events that have made a significant contribution to the broad patterns of our history
- **C**: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- **D**: That have yielded or may be likely to yield, information important in history or prehistory

National Register Significance Criteria Considerations

National Register Criteria Consideration: None

National Register Period of Significance

Start Year: 1753
Start Era AD/BC: AD
End Year: 1971
End Era AD/BC: AD

Historic Context Theme

Historic Context Theme:	Creating Social Institutions and Movements
Historic Context Subtheme:	Social and Humanitarian Movements
Historic Context Facet:	Historic Preservation Movement
Historic Context Theme:	Creating Social Institutions and Movements
Historic Context Subtheme:	Recreation
Historic Context Facet:	General Recreation
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Architecture
Historic Context Facet:	Vernacular Architecture
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Architecture
Historic Context Facet:	Shingle Style (1880-1900)
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Landscape Architecture
Historic Context Facet:	Protection of Natural and Cultural Resources
Historic Context Theme:	Shaping the Political Landscape
Historic Context Subtheme:	Political and Military Affairs, 1783-1860
Historic Context Facet:	War of 1812
Historic Context Theme:	Shaping the Political Landscape
Historic Context Subtheme:	Political and Military Affairs, 1783-1860
Historic Context Facet:	The Army and the Navy
Historic Context Theme:	Shaping the Political Landscape
Historic Context Subtheme:	The Civil War
Historic Context Facet:	Battles in the North and South

Historic Context Theme:	Shaping the Political Landscape
Historic Context Subtheme:	World War II
Historic Context Facet:	The Home Front
Historic Context Theme:	Developing the American Economy
Historic Context Subtheme:	Shipping and Transportation by Water
Historic Context Facet:	Ships, Boats, Lighthouses, and Other Structures
Historic Context Theme:	Developing the American Economy
Historic Context Subtheme:	Agriculture
Historic Context Facet:	Fish Farming
Historic Context Theme:	Transforming the Environment
Historic Context Subtheme:	Conservation of Natural Resources
Historic Context Facet:	Scenic Preservation
Historic Context Theme:	Expanding Science and Technology
Historic Context Subtheme:	Technology (Engineering and Invention)
Historic Context Facet:	Military (Fortifications, Weapons, and War Vehicles)
Historic Context Theme:	Peopling Places
Historic Context Subtheme:	Colonial Exploration and Settlement
Historic Context Facet:	English Exploration and Settlement
Historic Context Theme:	Peopling Places
Historic Context Subtheme:	Development of the Colonies
Historic Context Facet:	Physical Development
Historic Context Theme:	Peopling Places
Historic Context Subtheme:	Development of the Colonies
Historic Context Facet:	Social and Economic Affairs
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Landscape Architecture
Historic Context Facet:	Rural Cemeteries

National Register Areas of Significance

Area of Significance Category:	Social History (Community History) Maritime History Military History Architecture (Vernacular) Archeology

Chronology and Physical History

Primary Historic Function - Major Category:	Domestic (Residential)
Primary Historic Function - Category:	Village Site
Primary Current Use - Major Category:	Recreation/Culture
Primary Current Use - Category:	Outdoor Recreation
Ethnographic Study Conducted:	No

Cultural Landscape Types

Cultural Landscape Type:	Historic Vernacular Landscape Historic Site

Other Current and Historic Uses/Functions

Other Historic Function – Major Category:	Transportation
Other Historic Function – Category:	Water-related
Other Historic Function – Major Category:	Defense
Other Historic Function – Category:	Coast Guard Facility
Other Historic Function – Major Category:	Defense
Other Historic Function – Category:	Military Facility
Other Historic Function – Major Category:	Domestic (Residential)
Other Historic Function – Category:	Single Family Dwelling
Other Historic Function or Current Use:	Single Family House
Other Historic Function – Major Category:	Domestic (Residential)
Other Historic Function – Category:	Secondary Structure
Other Current Function – Major Category:	Government
Other Current Function – Category:	Government Office
Other Current Function – Major Category:	Education
Other Current Function – Category:	Interpretive Landscape
Other Historic Function – Major Category:	Landscape
Other Historic Function – Category:	Natural Area
Other Historic Function or Current Use:	Beach
Other Historic Function – Major Category:	Landscape
Other Historic Function – Category:	Scenic Landscape
Other Historic Function – Major Category:	Commerce/Trade
Other Historic Function – Category:	Department Store (General Store)
Other Historic Function – Major Category:	Agriculture/Subsistence
Other Historic Function – Category:	Fishing Facility

Current and Historic Names

Current and Historic Name	Type of Current and Historic Name	Display Sequence
Portsmouth Village	Current and Historic	1
Portsmouth	Current and Historic	2
Core Banks	Current and Historic	3
Portsmouth Village Historic District	Current	4

Chronology

Start Year of Major Event	Start Era AD/BC of Major Event	End Year of Major Event	End Era AD/BC of Major Event	Major Event	Major Event Description	Display Sequence
8000	BC	8000	BC	Inhabited	Artifacts indicate that the North Carolina coast has been inhabited since at least 8000 B.C.	1
1524	AD	1524	AD	Explored	Giovanni da Verrazzano sailed along the North American coast on behalf of French King Francois I and provided the first written descriptions of the North Carolina coast	2
c. 1580	AD	c. 1580	AD	Established	By the 1580s, there were interactions between the Iroquois-speaking people, called Neusiok, and English settlers	3
1584	AD	1584	AD	Explored	Explorers Philip Amadas and Arthur Barlowe scouted settlement possibilities on the North Carolina coast	4
1585	AD	1585	AD	Colonized	Sir Walter Raleigh attempted to establish a colony at Roanoke Island in present-day Dare County but did not succeed	5
1587	AD	1587	AD	Colonized	John White led a group of colonists to establish a settlement at	6

					Roanoke Island	
1590	AD	1590	AD	Abandoned	White departed to gather supplies from England and upon return in 1590, the settlement was abandoned	7
c. 1655	AD	c. 1655	AD	Colonized	The first permanent European settlements in North Carolina were founded at Albemarle Sound	8
1663	AD	1663	AD	Colonized	The first European settlement in Carteret County was attempted but was unsuccessful due to hostilities with native people	9
1670s	AD	1680s	AD	Colonized	English colonization of North Carolina increased	10
1685	AD	1685	AD	Established	First mention of a settlement at present-day Portsmouth	11
1690	AD	1720	AD	Military operation	The golden age of piracy in North Carolina introduced an effort by the British navy to defeat the pirates	12
1708	AD	1708	AD	Land transfer	John Nelson received a deed to 260 acres in “Core Sound” area, north of the North River	13
1710	AD	1710	AD	Colonized	By 1710, the Core Sounds area had become a small colony. Landowners included Shackleford, Ward, Moy, Worden,	14

					Simpson, Bell, and Fulford	
1711	AD	1711	AD	Established	The Tuscarora Nation, led by Chief Hancock, launched an attack on English settlers in response to increasing encroachment	15
1713	AD	1713	AD	Land transfer	John Porter acquired all of what is today known as the Core Banks and Shackleford Banks	16
1715	AD	1715	AD	Removed	A peace treaty was established between the Tuscarora and the settlers. The natives were expelled to a reservation in Hyde County	17
1722	AD	1722	AD	Established	Carteret was established as a precinct. Beaufort was incorporated as the seat of government	18
c. 1730s	AD	1800s	AD	Established	Ocracoke provided a passage between the sound and Atlantic Ocean	19
1740s	AD	1750s	AD	Established	Inlets along the coast were used as harbors by Spanish privateers who raided English shipping. A town and fort were established at Portsmouth to defend the coast	20
1753	AD	1753	AD	Established	An act was established “laying out a Town on	21

					Core Banks, near Ocacock Inlet, in Carteret County, and for appointing Commissioners for completing the Fort at or near the same place." Portsmouth existed as a place for lightering	
1756	AD	1763	AD	Military operation	England declared war on France; known as the Seven Years War or French and Indian War; ended with signing the Treaty of Paris. Canada and all territory east of the Mississippi were ceded to England	22
1757	AD	1757	AD	Established	The first tavern was opened in town by Valentine Wade	23
1758	AD	1758	AD	Built	Fort Granville and its barracks, at Portsmouth, were under construction	24
1760	AD	1760	AD	Developed	By 1760, the town had developed into the largest English port south of Virginia	25
1762	AD	1762	AD	Established	The fort garrison consisted of 25 men, including officers	26
1764	AD	1764	AD	Abandoned	The garrison consisted of four men and one commissioned officer. The fort was eventually abandoned	27

1766	AD	1766	AD	Removed	All reservations were closed following the Seven Years' War and the natives were expelled to New York	28
1767	AD	1767	AD	Land transfer	Pilot David Wallace acquired 100 acres of land in Portsmouth	29
1770	AD	1770	AD	Settled	Portsmouth Village was one of the largest settlements on the Outer Banks	30
1775	AD	1775	AD	Established	Henry Mouzon's map of North and South Carolina shows a road running southwest from the center of Portsmouth Village along the banks, likely the existing Old Straight Road	31
1777	AD	1777	AD	Military operation	The Revolutionary War came to North Carolina, when the British landed at Ocracoke and Portsmouth to attack New Bern	32
1781	AD	1781	AD	Military operation	With the assistance of the French navy, the colonists were ultimately able to defeat the British forces at the Battle of Yorktown	33
1783	AD	1783	AD	Established	With the Treaty of Paris, Great Britain recognized the independence of the United States	34

1784	AD	1784	AD	Established	North Carolina legislature created a new tax to finance the construction of a lighthouse at Bald Head, the first lighthouse in North Carolina	35
1789	AD	1789	AD	Established	November 21. North Carolina ratified the new U.S. Constitution as the twelfth state	36
1789	AD	1789	AD	Developed	John Wallace and John Gray Blount developed a shipping and trading center on Shell Castle that included wharves, warehouses, a store, a grist mill and windmill, and other facilities	37
1790	AD	1790	AD	Established	The first U.S. Census listed the population of Portsmouth as approximately 225, of whom 38 were enslaved	38
1790	AD	1790	AD	Land transfer	North Carolina transferred the ownership of the partially completed Bald Head Lighthouse to the federal government	39
1792	AD	1795	AD	Built	Congress appropriated funds to complete construction of the Bald Head Lighthouse, which was completed in 1795	40
1795	AD	1796	AD	Developed	Following a hurricane on Shell Island in 1795,	41

					warehouses, cisterns, and porpoise fishery were constructed the following year	
1797	AD	1800	AD	Established	Congress appropriated $44,000 for erecting a lighthouse at Cape Hatteras and a beacon on Shell Island in Ocracoke Harbor. The lighthouse on Shell Island included an adjacent oil house and keeper's dwelling, which were completed by 1800	42
1800	AD	1800	AD	Established	Approximately 25 people resided at Shell Castle	43
1800	AD	1800	AD	Established	Approximately 263 individuals, of whom 98 were enslaved lived in Portsmouth, with approximately 25 dwellings	44
1802	AD	1802	AD	Established	John Mayo of Portsmouth became the first Shell Castle lighthouse keeper	45
1803	AD	1803	AD	Purchased/Sold	The first customs officer, Captain James Taylor purchased land and built a dock at Portsmouth	46
1806	AD	1806	AD	Damaged	September. A severe storm damaged the port facilities at Shell Island. The first cutter, the Governor Williams, sank in the hurricane	47

1806	AD	1806	AD	Established	A Revenue Officer was placed at Ocracoke Inlet to collect custom duties	48
1806	AD	1806	AD	Established	An 1806 map depicts a windmill. The structure is also present on 1809 and 1821 maps. Windmills were considered very rare	49
1808	AD	1808	AD	Established	Jonathan Price's 1808 map of North Carolina depicted David Wallace Sr. and David Wallace Jr.'s houses, both of which were near the shore and used as landmarks, in addition to the Gaskill House. A two-story academy is depicted on 1806 and 1821 maps	50
1810	AD	1810	AD	Established	By 1810, approximately 40 people resided at Shell Castle, and the Wallace House was located at the west end of the island and the main warehouse was 100 feet in length	51
1810	AD	1810	AD	Established	By 1810, the population of Portsmouth was approximately 347 individuals, of whom 121 were enslaved. More than 80% of the working population was involved in commercial	52

					activities related to the sea	
1810	AD	1810	AD	Established	John Wallace died and was buried at Sheep Island	53
1812	AD	1812	AD	Military operation	Congress declared war on Britain. British ships sheltered at Cape Lookout Bight to attack American shipments	54
1812	AD	1812	AD	Altered	The channel leading to Shell Castle began to shoal up; its importance began to decline after the 1810s	55
1813	AD	1813	AD	Military operation	July 12. A British fleet attacked Portsmouth and Ocracoke. Two American vessels anchored at the inlet were captured by the British. Several hundred British troops occupied Portsmouth for five days, taking cattle, sheep, and fowl. Afterwards, a fortification was built on Beacon Island	56
1818	AD	1818	AD	Destroyed	Lightning destroyed the lighthouse and dwelling at Shell Castle. As the Ocracoke Inlet channel had shifted by this time, the lighthouse was no longer located by the main channel	57

1815	AD	1815	AD	Established	Seven ships sailed out of Portsmouth	58
1820	AD	1820	AD	Established	The Portsmouth population was approximately 265 white, 4 free blacks, and 92 enslaved persons, and approximately 37 dwellings. Approximately 60% were involved in occupations related to the sea, 3% in agriculture, and 6% in manufacturing	59
1822	AD	1829	AD	Established	36 vessels sailed from Portsmouth	60
1823	AD	1823	AD	Built	The Ocracoke Lighthouse was completed	61
1828	AD	1828	AD	Altered	Currituck Inlet closed up permanently, leaving Ocracoke Inlet as the only navigable channel through the Outer Banks north of Beaufort	62
1828	AD	1828	AD	Established	The government contracted with Dr. John W Potts to establish a marine hospital at Portsmouth	63
1830	AD	1830	AD	Established	The population of Portsmouth was approximately 339 persons, of whom 120 were enslaved, with approximately 51 dwellings	64
1830s	AD	1830s	AD	Established	1830s. Shipping through the Ocracoke Inlet was at its peak	65

1835	AD	1835	AD	Established	August 10. A hurricane struck Portsmouth	66
1836	AD	1837	AD	Established	1400 vessels passed through Ocracoke Inlet. The increase in shipping led to growth and employment	67
1836	AD	1836	AD	Moved	By 1836, the center of settlement shifted from the northeast shore of the island to inland locations	68
1839	AD	1839	AD	Established	A storm struck Portsmouth, covering the island in water, destroying gardens, drowning livestock, and sinking four ships	69
1840	AD	1840	AD	Established	A post office was established in the village	70
1842	AD	1842	AD	Established	Federal appropriation was made for a new marine hospital near the site of the original rented building	71
1845	AD	1845	AD	Purchased/Sold	The property was purchased by the government to construct a hospital. The property contained a two-story house built by Otway Burns in 1842	72
c. 1845	AD	c. 1850	AD	Built	Late 1840s. The Washington Roberts House was constructed	73
1846	AD	1846	AD	Altered	A major hurricane opened two new inlets north of	74

					Ocracoke – Hatteras Inlet and Oregon Inlet	
1847	AD	1847	AD	Built	October 1. The new marine hospital opened. It was a large, two-story building with piazzas on the north and south sides and a picket fence to keep out grazing livestock. Around this time, the hospital cistern was constructed	75
1850	AD	1850	AD	Established	The Portsmouth population was approximately 337 free persons living in 70 dwellings. Approximately 80% were involved in sea related trades, 4% as merchants, 4% as carpenters, 2% as farmers, 2% as doctors, and one as a teacher	76
1850s	AD	1850s	AD	Established	1850s. Otway Burns House was used as a dwelling for the marine hospital physicians	77
c. 1850s	AD	c. 1850s	AD	Built	The Walker and Sarah Styron House was constructed, possibly on the foundation of an earlier structure	78
1852	AD	1852	AD	Established	The hospital served 100 patients	79
1853	AD	1853	AD	Altered	A brick cistern replaced a wood one at the marine hospital	80

1854	AD	1854	AD	Established	The hospital served 288 patients	81
1860	AD	1860	AD	Abandoned	The marine hospital was discontinued (though it did provide treatment to Union soldiers during the Civil War)	82
1860	AD	1860	AD	Established	The population of Portsmouth was approximately 685 individuals, of whom 117 were enslaved. There were approximately 109 dwellings. About 85% of the working population were involved in sea-related occupations	83
1860s	AD	1860s	AD	Established	By the 1860s, Portsmouth was an established village. Some residences had fencing and there were scattered groups of loblolly pines and other dense vegetation	84
1860s	AD	1860s	AD	Developed	An attempt was made to develop the menhaden processing industry. A factory, known as Grey's Factory, was constructed in 1866	85
1861	AD	1861	AD	Built	After the battle of Fort Sumter on April 12-14, North Carolina seceded from the Union on May 20. Plans were drawn up for new forts to defend the Outer Banks, including Fort	86

					Ocracoke (or Fort Morgan), which was built on Beacon Island in early summer. It was pentagonal in shape and made of earth with a central magazine	
1861	AD	1861	AD	Established	Confederate authority was established over military units in Carteret County, including Fort Macon	87
1861	AD	1861	AD	Military operation	Late August. Union forces landed at Cape Hatteras. Confederate troops were ordered from Fort Morgan to support Fort Hatteras. Union troops took control of Hatteras Inlet, and destroyed Fort Ocracoke. Much of the civilian population fled at the time	88
1862	AD	1862	AD	Military operation	Union forces captured several cities and eventually took Fort Macon. The Outer Banks remained under Union control for the rest of the war and Ocracoke Inlet was closed to shipping	89
1864	AD	1865	AD	Military operation	Carteret County witnessed activity by Union troops in the winter	90
1867	AD	1867	AD	Abandoned	Ocracoke customs district was abolished	91

1868	AD	1868	AD	Established	July 4. North Carolina rejoined the Union	92
1869	AD	1869	AD	Established	Only three vessels were registered as sailing from Portsmouth	93
1870	AD	1870	AD	Established	The population of Portsmouth Village was approximately 227 inhabitants, with 44 dwellings. Most of the working population was still involved in occupations associated with the sea	94
1870s	AD	1870s	AD	Altered	Fishing replaced shipping as the primary occupation for islanders returning to Portsmouth Village. More for subsistence and barter than for commercial	95
1870s	AD	1910s	AD	Built	Mullet fishing was an important summer and fall activity off of the Core Banks and Shackleford Banks. Seasonal shacks were constructed for sleeping in and storing fish	96
1871	AD	1871	AD	Established	Congress established the U.S. Life-Saving Station to rescue vessels in distress	97
1874	AD	1874	AD	Established	U.S. Army Signal Corps established a weather observation station in the lighthouse	98

					keeper's dwelling at Cape Hatteras	
1876	AD	1876	AD	Established	A weather observation station was established at Portsmouth in the former marine hospital	99
1877	AD	1877	AD	Established	Last federal troops left Fort Macon as Reconstruction ended	100
1878	AD	1883	AD	Established	Many new Life-Saving Stations were along the Atlantic Coast, including three stations on the Core Banks	101
1878	AD	1888	AD	Established	A Life-Saving Station at Cape Lookout was authorized in 1878, but did not begin operation until 1888	102
1880s	AD	1880s	AD	Altered	Both Wallace's Channel and Ocracoke Inlet became unusable for major commercial passage	103
1880s	AD	1890s	AD	Developed	At the end of the nineteenth century, Portsmouth Village had two major roads, crossing near the Post Office, two churches, and the Life-Saving Station, in addition to residences	104
1881	AD	1885	AD	Established	A telegraph connection to the mainland existed	105
1883	AD	1885	AD	Abandoned	The weather observation station in	106

					Portsmouth was closed. It reopened briefly in early 1885, before being abandoned in May 1885	
c. 1887	AD	c. 1887	AD	Built	The George and Patsy Dixon House was constructed. There is a wood cistern on the property	107
1899	AD	1901	AD	Destroyed	The Methodist church was destroyed in a hurricane in August 1899 and rebuilt in 1901	108
1890s	AD	1890s	AD	Established	Dredging at Wallace's Channel was instituted. Hatteras Inlet was the primary passageway for maritime commerce	109
1893	AD	1893	AD	Planned	The new proposed Portsmouth Life-Saving Station is visible on a survey at the northeast corner of the hospital property	110
1894	AD	1894	AD	Built	The Portsmouth Life-Saving Station was completed by June 1894 and manned by Ferdinand G. Terrell. Two outbuildings – a privy and an oil and coal storage shed were built along with the station. A brick cistern may have been constructed this year but is not documented	111

					until 1903	
1895	AD	1895	AD	Built	The Harry and Lida Dixon House (also known as the Dennis Mason House or Captain Dave Willis House) was constructed. There is an associated shed with an unknown construction date	112
1896	AD	1896	AD	Built	A stable associated with the Life-Saving Station was constructed. This building was later destroyed in a hurricane	113
c. 1900	AD	c. 1909	AD	Built	The Pigott shed and privy were constructed	114
c. 1900	AD	c. 1909	AD	Built	The Theodore and Annie Salter House and associated cool house, shed, and privy were constructed	115
1900	AD	1909	AD	Built	The Post Office and General Store was constructed	116
c. 1902	AD	c. 1902	AD	Built	The Henry Pigott House was constructed	117
1903	AD	1903	AD	Established	The Life-Saving Station crew saved 421 people from the Vera Cruz VII during a nor-easter	118
1908	AD	1908	AD	Built	The Life-Saving Station kitchen was constructed	119
c. 1910	AD	c. 1910	AD	Altered	Maritime shipping through the Ocracoke Inlet ceased.	120

					Adams Creek Canal connected Beaufort Inlet with Pamlico Sound to the north, thereby making Ocracoke and Hatteras no longer used for ocean-going shipping	
c. 1910	AD	c. 1910	AD	Established	The use of motorboats in fishing was widespread, making it possible for fishermen to live on the mainland. It also made the Outer Banks accessible for recreational purposes	121
c. 1910	AD	c. 1910	AD	Built	The Schoolhouse, schoolhouse shed, and schoolhouse cistern were constructed on the east side of the Old Straight Road	122
1910s	AD	1910s	AD	Built	The Ed, Nora, and Elma Dixon House, and associated cool house, shed, and privy were constructed	123
1913	AD	1915	AD	Destroyed	The Methodist Church and Primitive Baptist Church were destroyed in 1913. The Methodist Church was rebuilt in 1915 and still stands	124
1915	AD	1915	AD	Established	The Revenue Cutter Service and the Life-Saving Service merged to form	125

					the U.S. Coast Guard	
1918	AD	1918	AD	Purchased/Sold	One of Harry Dixon's sons purchased the Harry and Lida Dixon House and remodeled it in the following decade	126
1920s	AD	1920s	AD	Built	Mid-1920s. The Tom and Lucy Gilgo House was constructed	127
1926	AD	1926	AD	Built	The Lionel and Emma Gilgo House was constructed on the site of the marine hospital	128
1928	AD	1928	AD	Built	A Life-Saving station stable (also called the Life-Saving Station shed) replaced an earlier stable destroyed in a hurricane. An associated shed and cool house were constructed in the 1920s	129
1928	AD	1928	AD	Moved	The Tom and Lucy Gilgo House was moved to its current location	130
c. 1928	AD	c. 1928	AD	Built	The Styron and Bragg House was constructed as a sportsmen's lodge	131
1930s	AD	1930s	AD	Built	The Frank Gaskill House was constructed. There is a brick cistern and metal shed outbuilding	132
1930s	AD	1930s	AD	Built	The Babb generator house, Babb garage, Babb privy, and Babb kitchen,	133

					associated with the Jesse and Lillian Babb House, were constructed	
c. 1930s	AD	c. 1930s	AD	Built	The Carl Dixon House and associated summer kitchen were constructed	134
1932	AD	1932	AD	Altered	The Henry Pigott House was raised to prevent flooding	135
c. 1932	AD	c. 1932	AD	Built	The Pigott summer kitchen and cool house were constructed	136
1933	AD	1933	AD	Destroyed	A hurricane destroyed many homes at Portsmouth. The storm also destroyed the remains of Shell Castle	137
1933	AD	1933	AD	Built	The Ed and Kate Styron House was constructed; it likely was constructed after the 1933 hurricane damaged the Styron family home	138
1935	AD	1935	AD	Built	The Jesse and Lillian Babb House was constructed	139
1935	AD	1935	AD	Moved	The Lionel and Emma Gilgo House was moved to its current location	140
c. 1936	AD	c. 1936	AD	Built	The Cecil and Leona Gilgo House was constructed	141
1938	AD	1938	AD	Abandoned	Portsmouth Coast Guard Station was deactivated	142

1939	AD	1939	AD	Moved	Ed Dixon moved the Ed, Nora, and Elma Dixon House from the Life-Saving Station area to near the Methodist Church	143
1940	AD	1940	AD	Abandoned	Core Banks Coast Guard Station was deactivated	144
1941	AD	1941	AD	Military operation	Dec 21. Troops arrived at Fort Macon to arrange coastal defenses following the attack on Pearl Harbor	145
1942	AD	1942	AD	Military operation	German U-boats targeted Allied shipping off the coast of North Carolina. Blackouts in towns along the coast were implemented	146
1942	AD	1942	AD	Altered	The Life-Saving Station kitchen was extended to include a dining room addition to the east	147
1943	AD	1943	AD	Abandoned	The Schoolhouse closed	148
1944	AD	1944	AD	Abandoned	November. Fort Macon was deactivated	149
1944	AD	1944	AD	Abandoned	Many of the last remaining residents left after a hurricane. The population decreased and many structures were abandoned or demolished	150
1945	AD	1949	AD	Purchased/Sold	The former Life-Saving Station was sold to a private sportsmen’s club	151

					and a landing strip was built	
1950	AD	1950	AD	Established	By 1950, Portsmouth Village had only 14 residents	152
1950s	AD	1960s	AD	Inhabited	Several houses were occupied seasonally by hunters and fishers. Housed were remodeled for seasonal use	153
1950s	AD	1960s	AD	Purchased/Sold	The state of North Carolina began to acquire land from private owners	154
1950s	AD	1950s	AD	Rehabilitated	The Ed and Kate Styron House was used as a part-time fishing lodge and remodeled	155
c. 1952	AD	c. 1952	AD	Built	The T.T. Potter House was constructed and modified for use as a seasonal fishing camp. A shed and boathouse are also on the property	156
1952	AD	1952	AD	Purchased/Sold	The George and Patsy Dixon House was sold and significant alterations were made	157
1955	AD	1955	AD	Altered	An addition was built on the southwest end of the Ed, Nora, and Elma Dixon House	158
1957	AD	1957	AD	Built	Construction of a paved highway and regular ferry service across Hatteras Inlet made Ocracoke a vacation destination	159

1959	AD	1959	AD	Abandoned	The Post Office at Portsmouth Village closed	160
1960	AD	1960	AD	Established	Ferry service connected Ocracoke to Cedar Island	161
1960	AD	1969	AD	Altered	The Life-Saving Station stable was altered	162
1963	AD	1963	AD	Land transfer	By 1963, the state had acquired about 80% of the land between Ocracoke Inlet and Cape Lookout	163
1965	AD	1965	AD	Established	The Salter Gun Club used the Theodore and Annie Salter House	164
1966	AD	1966	AD	Established	Cape Lookout National Seashore was established	165
1966	AD	1966	AD	Established	Portsmouth Village had three permanent residents, in addition to some vacation homes, and the Life-Saving Station as a seasonal lodge. Some buildings were unoccupied. Remaining residents were given life estate right while most properties were acquired by the NPS in the late 1960s	166
1965	AD	1970	AD	Established	Late 1960s. Tree and shrub cover had regrown. The settled area contracted to the village core	167

1970s	AD	1980s	AD	Altered	The National Park Service began clearing brush and trees from the post-WWII era. Mown turf was established around the houses	168
1978	AD	1978	AD	Established	Portsmouth Village was listed on the National Register of Historic Places	169
1978	AD	1984	AD	Rehabilitated	The Life-Saving Station kitchen was rehabilitated by the NPS	170
c. 1980	AD	c.1980	AD	Restored	The National Park Service undertook stabilization and restoration efforts in Portsmouth Village	171
1980	AD	1985	AD	Restored	The Harry and Lida Dixon House was restored	172
1984	AD	1984	AD	Removed	The addition to the southwest end of the Ed, Nora, and Elma Dixon House was removed	173
1993	AD	1993	AD	Established	The last former resident with life estate rights passed away	174
1997	AD	1997	AD	Stabilized	The Post Office building was stabilized by the NPS	175
1999	AD	1999	AD	Damaged	Hurricane Dennis came ashore at Cape Hatteras in August-early September; Hurricane Floyd followed in September. Buildings were lost including the Jesse and Lillian	176

					Babb House and privy at the Styron and Bragg House, in addition to two barns	
2002	AD	2002	AD	Stabilized	The Ed and Kate Styron House was stabilized	177
2002	AD	2002	AD	Stabilized	The Tom and Lucy Gilgo House was stabilized	178
2003	AD	2003	AD	Damaged	The district was affected by Hurricane Isabel, which overturned more than 400 trees and damaged numerous landscape features. Archeological resources were exposed and new water channels cause loss of land associated with a cemetery	179
2004	AD	2004	AD	Rehabilitated	The septic tank at the Jesse and Lillian Babb House was replaced	180
2005	AD	2005	AD	Damaged	Hurricane Ophelia led to the loss of more trees. The district has not been fully evaluated and is in need of stabilization and repair	181
2005	AD	2005	AD	Restored	A new top was added to the schoolhouse cistern and repainted prior to 2006	182
2005	AD	2006	AD	Rehabilitated	A new roof was put on the Walker and Sarah Styron	183

					House in 2005 and the residence was further rehabilitated the following year	
2006	AD	2006	AD	Restored	The schoolhouse shed was re-roofed and repainted prior to 2006	184
2006	AD	2006	AD	Established	Fieldwork for the Portsmouth Village Cultural Landscape Report was completed	185
2007	AD	2007	AD	Rehabilitated	The Washington Roberts House was rehabilitated by the NPS	186
2007	AD	2007	AD	Established	The Portsmouth Village Cultural Landscape Report was certified	187
2017	AD	2017	AD	Established	June. Fieldwork was completed for the Portsmouth Village CLI	188

Physical History

Physical History Time Period: 8000 BC – present

Physical History Narrative:

Prehistory to the Founding of Portsmouth

Exploration and Colonization in North Carolina

Artifacts indicate that the North Carolina coast has been inhabited since at least 8000 B.C. As depicted in John White's 1580s sketches and map and the Theodore de Brÿ map of 1590 (Figure 8), the first peoples of the Carolina coast encountered by English settlers were an Iroquois-speaking people called Neusiok, part of the Tuscarora Nation. In the 1580s, villages existing on the mainland included Newasiwac (at South River), Marasnico (at Adam's Creek), and Cwareweoc (near Core Sound) (Hill, 1975, 03).

In 1524, Giovanni da Verrazzano sailed along the North American coast on behalf of French King Francois I. He provided the first European descriptions of the North Carolina coast (Stick, 1958, 12-13).

English exploration of the North Carolina coast began in earnest in 1584, when explorers Philip Amadas and Arthur Barlowe scouted it for settlement possibilities. They recommended Roanoke Island for settlement. Barlowe described the sandy nature of the Outer Banks, with small hills, wildlife, and cedar trees (Stick, 1958, 14-16, spelling and punctuation modernized):

> We viewed the land about us, being…very sandy and low towards the water side, but so full of grapes, as the very beating and surge of the Sea overflowed them, of which we found such plenty…
>
> We passed from the Sea side towards the tops of those hills next adjoining, being but of mean height…This Island had many goodly woods, full of deer, conies, hares, and fowl… in incredible abundance… the highest and reddest cedars of the world.

The Amadas and Barlowe exploration was followed in 1585 by Sir Walter Raleigh's first attempt to establish a colony at Roanoke Island in present-day Dare County, North Carolina. This first settlement did not succeed, and the settlers returned to England in 1586. Led by John White, a group of colonists returned in July 1587 to re-establish the settlement at Roanoke Island. White departed for England in August to obtain more supplies but was delayed in England for several years, and by the time he returned in 1590, he found the Roanoke colony deserted. The mystery of this "lost colony" remains unsolved today. English attempts at colonization thereafter shifted north to Virginia, where a settlement was established at Jamestown in 1607.

Nearly fifty years later, circa 1655, the first permanent English settlements in North Carolina were founded at Albemarle Sound. The first attempted settlement in present-day Carteret County followed in 1663, but the hostility of the native peoples prevented this settlement from succeeding (Hill, 1975, 04).

English colonization of North Carolina progressed rapidly in the 1670s and 1680s. By 1685, there is the first mention of a settlement at present-day Portsmouth, described as being on the "south side of Ocracoke Inlet" (Davis and Hamilton, 1982, 63).

FIGURE 8. Detail from *Americæ pars, nunc Virginia dicta*. John With and Theodore de Brÿ, London, 1590. North is to the right on this map, with Ocracoke Inlet labeled "Wokokon" and Cape Lookout labeled "Promontorium tremendum."

Further English colonization in North Carolina continued in the early 1700s. In 1708, John Nelson received a deed to 260 acres in the "Core Sound" area, north of the North River. In 1713, John Porter acquired all of what is today known as the Core Banks and Shackleford Banks. At about this time, English settlers were recorded in the South River/ Adam's Creek area, having come from the Neuse-Pamlico area. Many of these settlers had arrived from England circa 1697 to 1702 (Hill, 1975, 6-7; Davis, 1982, 2). By 1710, the Core Sound area had become a small colony. Early landowners included Shackleford, Ward, Moy, Worden, Simpson, Bell, and Fulford (Hill, 1975, 7).

The increasing encroachment by the colonists on native territory caused the Tuscarora Nation, led by Chief Hancock, to launch an attack on the English settlers on September 22, 1711. Several years of violent confrontation between the English and the Tuscaroras followed. A treaty was signed in 1715, and the native peoples were expelled to a reservation in Hyde County (Hill, 1975, 04). The Carteret area was then open to English settlement.

The development of the area led to the establishment of Carteret as a precinct in 1722; Beaufort was incorporated as the seat of government. St. John's Parish (Anglican) was established in Beaufort as the "official" church of the colony in 1724, but this congregation was not popular with the settlers, who were mainly Quakers and Baptists (Davis, 1982, 3).

The effects of the clash of European empires in the mid-eighteenth century were felt in the colonies as well. In the 1740s and 1750s, inlets along the coast were used as harbors by Spanish privateers, who raided English shipping (Hill, 1975, 93; Holland, 1968, 6). Among the reasons for establishment of a town and fort at Portsmouth was to help defend the coast against the Spanish pirates and privateers.

Portsmouth from Its Founding to the Civil War

Ocracoke Inlet and the Founding of Portsmouth

As with other settlements on the Outer Banks, the development of the town of Portsmouth was closely interrelated with geographic changes and alterations to the inlet and its channels. As noted in the 1982 Historic Resource Study (Olson, 1982, 10):

> The settlements that have arisen on the Outer Banks, including Portsmouth, have generally been associated with a navigable inlet and have been established primarily to ease the navigational detriments to North Carolina's commerce. The tenuous existence of these towns has depended upon the erratic commercial progress of the inland ports and upon the unpredictable changes in the Outer Banks caused by natural forces… Portsmouth has been so thoroughly involved with Ocracoke Inlet… virtually every geographic change that occurred at the inlet was reflected in what happened at Portsmouth.

Inlets at Curratuck, Roanoke, and Hatteras were closed or closing by the 1730s, and ships traveled to Oracoke Inlet to gain passage between the sound and the Atlantic Ocean from that period until well into the nineteenth century. North Carolina's commercial interests were in naval stores including tar, pitch, and turpentine, and in exportation of shingles and other lumber products. The importance of Ocracoke to North Carolina's economy as a point of transshipment is illustrated by a description in 1835 as "the outlet for all the waters of North Carolina, excepting the Cape Fear and its tributaries" (Olson, 1982, 13). However, Ocracoke Inlet presented several obstacles to navigation, including the bar at the entrance and the shoal or swash within the inlet. The extent to which the bar and swash were passable varied widely. Even in optimum conditions, when many ships could cross the bar, larger ships could not cross the swash. Several channels led from the bar to deeper water within the inlet, but the degree to which these channels were passable also varied widely. When the northern channels became shallower and were unusable for commercial passage, Wallace's Channel to the south became more frequently used by larger ships, also encouraging development at Portsmouth.

Portsmouth existed primarily as a place for lightering, a process in which cargo was removed from ocean-going vessels to warehouses until they were light enough to cross the bar at Ocracoke Inlet. Goods were stored for trans-shipment inland. Departing vessels were reloaded outside the bar, with the cargo carried across the inlet by small boats known as "lighters."

The need for skilled mariners to guide ships through the changing channels and assist in the lightering process led to large numbers employed as pilots in and around the inlet. The pilots, working from twenty foot vessels with three to five hands per ship, also marked channels and posted signals for larger vessels. An act in 1715 by the colonial assembly provided for pilots at both Roanoke and Ocracoke inlets, and provision in 1723 authorized beacons or buoys to be placed at these inlets. These acts may not have been put into effect, and in 1738, a third act was passed for these improvements (Olson, 1982, 17, 23, 25).

In 1753, an act was established "laying out a Town on Core Banks, near Ocacock Inlet, in Carteret County, and for appointing Commissioners for completing the Fort at or near the same place." The commissioners were instructed "to lay out fifty acres of land on Core Banks, most convenient to the said harbour, adjoining the said Banks, for a town, by the name of Portsmouth, into lots of half an acre each, with convenient streets, as they may think requisite" (Stick, 1958, 40). The same act provided for establishment of a fortification to be known as Fort Granville.

A lot in the town could be acquired for 20 shillings, which was paid to one of the appointed commissioners and then turned over to the owner of the land, John Kersey (Olson, 1982, 27). Purchasers were required to build a frame or brick house or warehouse, not less than twenty feet long by sixteen feet wide (Olson, 1982, 25). In 1757, the first tavern was opened by Valentine Wade (Stick, 1958, 42). By 1760, Portsmouth had developed into the largest English port south of Virginia (Davis, 1982, 63). In the same year, St. John's Parish appointed John Toalson as reader at Portsmouth (Burke, 1958, 16).

There were no organized churches in Portsmouth at this time, although a minister named Alexander Stewart visited Portsmouth on October 7, 1766, and "baptized twenty-seven children from the different islands round me" (Stick, 1958, 42). In 1767, pilot David Wallace acquired 100 acres of land in Portsmouth (Olson, 1982, 29).

Fighting between the English and the French in the North American colonies occurred sporadically beginning with a skirmish between French forces and Virginia militiamen in western Pennsylvania in May 1754, and in 1756 England declared war on France. This conflict, known as the Seven Years' War in Europe and as the French and Indian War in the colonies, ended in 1763 with the signing of the Treaty of Paris. Canada and all the territory east of the Mississippi River, as well as Spanish Florida, were ceded to England.

During the war, defense of the port facilities of North Carolina was recognized as critical. During a visit to the Outer Banks on May 9, 1755, North Carolina Governor Arthur Dobbs reviewed the site of Portsmouth and found that the town had been laid out but that the proposed fort had not yet begun. Determined that the new town and its exposed harbor have protection, he urged construction of the fort. By 1758, Fort Granville and its barracks were under construction and manned. However, Dobbs noted in a 1761 report that the only guns at the fort were "old Ship Guns" (Olson, 1982, 34). In 1762, the garrison consisted of twenty-five men including officers, but by 1764, the year after the signing of the peace treaty, there were only four men and one commissioned officer and the fort was eventually abandoned (Olson, 1982, 34). Another repercussion of the war was the closing of all Indian reservations in North Carolina, and in 1766 the surviving native inhabitants departed for New York (Davis, 1982, 02).

By 1770, Portsmouth Village was one of the largest settlements on the Outer Banks. Collet's map of North Carolina, published in 1770 (Figure 9), shows Portsmouth shaded to indicate settlement. Henry Mouzon's map, published in 1775 (Figure 10), also shows Portsmouth having eight structures, one of which may be a church.

FIGURE 9. Detail from *A Complete Map of North-Carolina from an actual Survey by Capt'n Collet, Governor of Fort Johnston.* Engraved by I. Bayly, London, 1770.

FIGURE 10. Detail from *An Accurate Map of North and South Carolina.* Henry Mouzon et al., London, 1775.

Portsmouth during the Revolutionary War

Within a decade, the American colonies were openly in revolt against the taxation imposed by the British parliament. Throughout the Revolutionary War, Ocracoke Inlet remained open to colonial shipping. British ships sheltered at Cape Lookout Bight (Hill, 1975, 38; Holland, 1968, 40). The war came to North Carolina in mid-1777, when the British landed at Ocracoke and Portsmouth to attack New Bern. In September 1777, the Governor of North Carolina ordered Captain John Nelson and the Craven Militia to the Core Banks, where a few months later, a group of colonial soldiers (probably the same militia units) captured a thirty-ton British schooner at Cape Lookout Bight (Holland, 1968, 40).

With the assistance of the French navy, the colonists were ultimately able to defeat the British forces at the Battle of Yorktown in 1781. With the Treaty of Paris of 1783, Great Britain recognized the independence of the United States.

North Carolina ratified the new U.S. Constitution on November 21, 1789, as the twelfth state, after George Washington had taken office as the first president. The first U.S. census in 1790 listed the population of Portsmouth (including all of the Outer Banks south to Cape Lookout) as approximately 225, of whom 38 were enslaved (Holland, 1968, 40). David Wallace, Jr., a leading citizen of the town, owned sixteen enslaved individuals and by 1795 had two houses, one of which was a two-story structure.

Shell Castle

In 1789, John Wallace of Portsmouth and John Gray Blount purchased five islands and began to develop a shipping and trading center on Shell Castle (Stick, 1958, 77). The five islands were fifty-acre Dry Sand Shoal, twenty-acre Beacon Island, forty-acre Long Dry Rock, twenty-five acre Old Rock (renamed Shell Castle), and fifteen-acre Remus's Rock. Blount had established a mercantile business with his brothers in Washington, North Carolina in 1783, and the firm quickly became engaged in coastal trade with merchants in Boston, New York, Philadelphia, Baltimore, Norfolk, and Charleston (Keith, 1948, 194-205). To support this active trade, Blount needed lightering facilities at Ocracoke Inlet. His local partner, John Wallace, was the son of David Wallace, Sr., of Portsmouth Island. The Wallaces were one of the wealthiest families in Portsmouth; in the 1800 census, David Wallace, Sr., is listed as owning twenty-six enslaved individuals. In the early part of the nineteenth century, the Wallace family heirs built houses on Sheep Island, south of the village of Portsmouth (Cloud, 2006, 23-34). This development of Sheep Island by the Wallace family may be the first permanent settlement of Sheep Island. The location chosen by Blount and Wallace, Shell Castle, was described as (Price, 1926, 624-233):

> …a rock of oyster shells, half a mile in length and about sixty feet in width, dry at low water. …Wallace's channel runs on the south side, within forty feet of the rock: its depth there is three fathoms and one half [about 21 feet]. …Besides [John Wallace's] dwelling-house and its out-houses, which are commodious, here are ware-houses for a large quantity of produce and merchandize, a lumber yard and a wharf…

Blount and Wallace developed a complex of commercial structures including wharves, warehouses, a store, a grist mill and windmill, and other port facilities. Ships arriving at Ocracoke Bar had their cargoes taken by lighter to the island's warehouses, where the goods were stored until they could be sent inland. The island survived a hurricane in August 1795 without major damage (Price, 1926, 624-633), and further construction in the following years included additional warehouses, cisterns, and a porpoise fishery (Holland, 1968, 41). Correspondence from 1810 indicates that Wallace's house was at the west end of the island. The main warehouse had been extended to a 100 foot length, and cisterns had been built (Olson, 1982, 55).

In 1800, approximately twenty-five persons resided at Shell Castle, and in 1810, approximately forty persons resided there (Stick, 1958, 79-80). A severe storm in September 1806 greatly damaged the port facilities at Shell Castle (Stick, 1980, 23). In 1810, John Wallace died and was buried on Sheep Island. During the War of 1812, the channel leading to Shell Castle began to shoal up. Shell Castle therefore ceased to be an important port after the 1810s (Stick, 1980, 23). One last mention of Shell Castle is a request in 1835 by the firm Witterage and Wyman of Boston to the U.S. Treasury to lease the facilities at Shell Castle for storage of naval supplies (Burke, 1958, 39).

Lighthouses

The importance of lighthouses and other aids to navigation in promoting and protecting the shipping industry of North Carolina was recognized from the earliest days of independence. In 1784, the North Carolina legislature created a new tax to finance the construction of a lighthouse at Bald Head at the mouth of the Cape Fear River, the first lighthouse in North Carolina. Under the new federal Constitution, however, the federal government was responsible for providing aids to navigation, and in 1790 North Carolina transferred ownership of the partially completed Bald Head Lighthouse to the federal government (Burke, 1958, 39). In 1792, Congress appropriated funds to complete construction of Bald Head Lighthouse, which was finally lighted in 1795. This was followed in 1797 by an appropriation of $44,000 for erecting a lighthouse at Cape Hatteras and a beacon on Shell Island in Ocracoke Harbor (Stick, 1980, 14-19).

based on an actual survey by Jonathan Price.

An act to erect a lighthouse on Ocracoke Island was established in 1789, but the influence of development at Shell Castle led to a new act in 1794 to erect a lighthouse there instead. A small lot, 70 feet by 140 feet, was sold by Wallace and Blount to the government in November 1797 for construction of the beacon (Stick, 1958, 303) (Figure 11). The proposed lighthouse was to be 54-1/2 feet tall and built of pine covered with shingles and set on a stone foundation. The shaft was to be 22 feet wide at the base, tapering to 12 feet wide at the base of the lantern. The lantern was to be 6 feet high with a 3 foot dome or roof. To support the lighthouse, a 10 foot by 12 foot oil house and a 20 foot by 50 foot single-story keeper's dwelling were to be constructed adjacent. The finished appearance of this lighthouse is shown in a sketch printed on a vase owned by the Blount family, now in the collection of the North Carolina Museum of History (Figure 12). The lighthouse was completed except for the lantern by 1800, and John Mayo from Portsmouth became the first lighthouse keeper in 1802 (Olson, 1982, 20). In 1818,

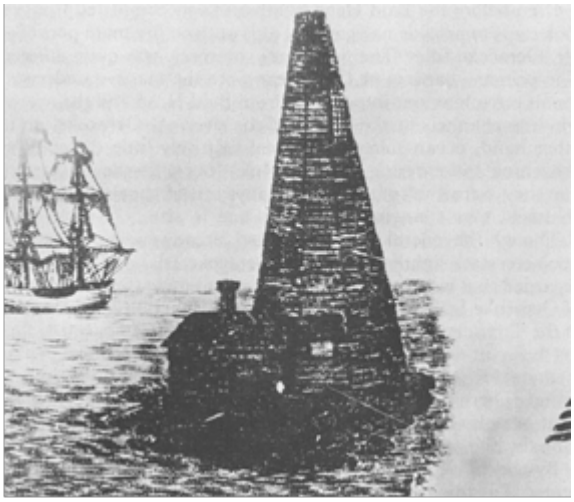


FIGURE 12. The Shell Castle lighthouse, as illustrated on a vase owned by the Blount family and now in the collection of the North Carolina Museum of History in Raleigh.

lightning destroyed both the lighthouse and the dwelling (Stick, 1980, 23). As the location of the Ocracoke Inlet channel had shifted by this time, the lighthouse at Shell Castle Lighthouse was no longer located at the main shipping channel, and a small light vessel was put into service in 1820. This vessel soon proved inadequate and was supplanted by the Ocracoke Lighthouse, completed in 1823 and still in existence today (Stick, 1980, 23-24).

Portsmouth as a Major Port

In 1800, approximately 165 white persons and 98 enslaved persons lived in Portsmouth, with a total of 25 heads of families and thus likely a similar number of dwellings (Holland, 1968, 41). As seen in a sketch of the inlet made in 1806, a two-story “academy” existed at Portsmouth (Figure 13) (Coles and Price, 1806 sketch map). In 1810, the population was approximately 226 white persons and 121 enslaved persons. More than 80 percent of the working population was involved in commercial activities related to the sea. In 1806, a Revenue Officer was placed at Ocracoke Inlet to collect customs duties (Olson, 1982, 68). Although the office was referred to as the Ocracoke Customs House, the customs officer lived and worked in Portsmouth during the first decades of the nineteenth century. The first customs officer, Capt. James Taylor had purchased land from David Wallace in 1803 and built a dock at Portsmouth (Olson, 1982, 68). The federal presence also included a U.S. revenue cutter, sailing from Portsmouth. The first cutter, the *Governor Williams*, sank in the September 1806 hurricane (Olson, 1982, 69; Burke, 1958, 26).

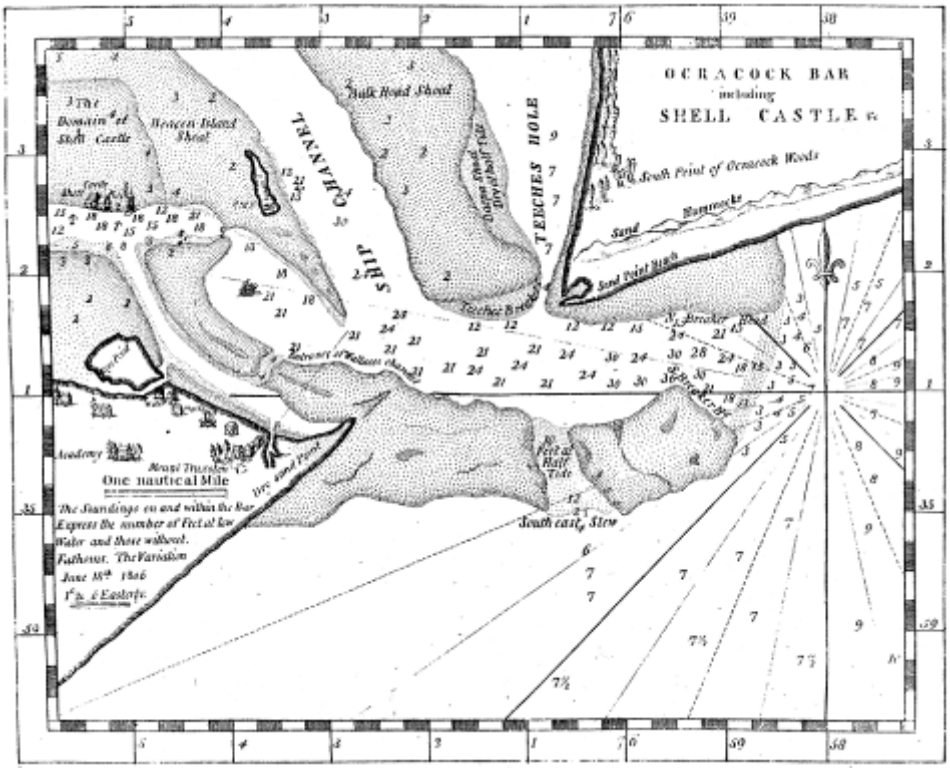


FIGURE 13. *A Chart of the coast of North Carolina between Cape Hatteras and Cape Fear from a Survey Taken in the Year 1806,* Thomas Coles and Jonathan Price.

In 1812, Congress declared war on Britain in response to the seizure of American shipping during the Napoleonic Wars. During the War of 1812, British ships again sheltered at Cape Lookout Bight to attack American shipping (Holland, 1968, 06). On July 12, 1813, a British fleet of at least two 74-ton frigates, five smaller frigates, several dozen other vessels, and 2,000 men attacked

Portsmouth and Ocracoke. Two American vessels anchored at the inlet were captured by the British. Several hundred British troops landed at Portsmouth and occupied the village for five days, taking 200 cattle, 400 sheep, and 1,600 fowl on their departure. After this attack, a fortification was built on Beacon Island, although the British never again attempted to raid North Carolina (Olson, 1982, 57-59; Cloud, 2006, 50).

After the War of 1812, the village saw steady growth. In 1820, approximately 265 white persons, 92 enslaved person, and 4 free blacks resided in Portsmouth. The presence of 37 heads of families suggests that there were a similar number of dwellings. Of the working population, reportedly 60 persons were involved in piloting, lightering, and other occupations related to the sea; 3 were involved in agriculture, and 6 in manufacturing (Holland, 1968, 42). The reference to "agriculture" may have been intended to indicate persons in Portsmouth with small kitchen gardens.

The growth of the town was also indicated by the number and size of ships leaving Portsmouth. In 1815, seven ships sailed out of Portsmouth, and between 1822 and 1829, a total of thirty-six different vessels sailed from Portsmouth. Many of these ships were two-masted schooners that were likely engaged in lightering. The number of larger vessels (985 tons or more) sailing from the port increased, and in the 1830s about one-fourth of the ships sailing out of Portsmouth were of this larger type; at least one had been built in Portsmouth (Holland, 1968, 43). In 1830, the population of Portsmouth Village was approximately 393 persons, of whom 120 were enslaved persons. There were 51 heads of families and therefore approximately that number of dwellings (Holland, 1968, 44).

In 1828, Currituck Inlet to the north finally closed up permanently. This left Ocracoke Inlet as the only navigable channel through the Outer Banks north of Beaufort. Shipping through the inlet was at its height in the 1830s. During a one-year period in 1836–1837, more than 1,400 vessels passed through Ocracoke Inlet (Stick, 1958, 306). This volume of traffic provided constant employment for ninety-three local vessels for lightering. Up to sixty vessels could be anchored at one time in Beacon Island Roads waiting for lightering and transit across the shoals (Olson, 1982, 68-69). The increase in shipping led to steady growth of both Portsmouth and Ocracoke.

The growth of Portsmouth continued in spite of frequent storms. One hurricane struck Portsmouth on August 10, 1835, and another storm in late August 1839 completely covered the island with water, destroying gardens, drowning livestock, and sinking four ships sheltering at the inlet. This storm was considered the worst since 1795 by longtime residents (Burke, 1958, 40).

In 1840, a post office was established in the Village (National Park Service). In 1842, the U.S. House Committee on Commerce reported, "Ocracoke Inlet is the outlet for all the commerce of the State of North Carolina, from the ports of Newbern, Washington, Plymouth, Edenton, and Elizabeth City . . . more than two thirds of the exports of the State of North Carolina pass out to sea at this point" (Stick, 1958, 87-88). By 1850, the population had reached approximately 377 free persons, living in 70 dwellings in the village. Of the working population, approximately 82 were engaged as fisherman, seamen, boatmen, and pilots; four as merchants; four as carpenters; two as farmers; two as doctors; and one as a teacher (Holland, 1968, 44).

Soon after Wallace's Channel was recognized as an important route through Ocracoke Inlet in the late eighteenth century, it began to fill up, particularly at the mouth of the channel. Dredging was instituted in the 1810s or 1820s to protect the continued use of Wallace's Channel, and by the 1830s a steam drive dredging machine was in use. However, despite continued dredging and the construction of a jetty to redirect the current, storms interfered with these operations and the channel continued to become shallower. By 1837, dredging attempts to maintain Wallace's Channel were abandoned. Although several proposals were made to improve passage at or near Ocracoke Inlet, they did not succeed.

The exact physical layout of the village in the late eighteenth and early nineteenth centuries is not well documented. It appears that the original center of settlement was at the northeast shore of the island, but this had shifted inland by 1836, when it was reported that the maritime hospital was “not in the centre of the inhabitants” (Olson, 1982, 66). The existing Old Straight Road was probably in place as early as the eighteenth century; the 1775 Henry Mouzon map of North and South Carolina shows a road running southwest from the center of the village along the banks (see Figure 10). Early structures in the village included the houses of David Wallace, Sr., and David Wallace, Jr., both of which were near the shore and were used as landmarks for vessels entering Wallace’s Channel to Shell Castle; and the Gaskill House, identified on Jonathan Price’s 1808 map of North Carolina (Figure 14). A two-story “academy” is shown on maps drawn in 1806 (see Figure 13) and 1821 (Olson, 1982, 70).

One early structure in Portsmouth about which relatively little is known is the windmill. Three maps document this structure, including Jonathan Price and Thomas Cole’s 1806 map (see Figure 13) of the inlet, an 1809 map published in *The American Coast Pilot*, and an 1821 map of the inlet drawn by the U.S. Corps of Topographical Engineers. Also, a property deed was recorded in 1774 transferring a property with windmill from John Nelson to Elijah Piggott. Windmills on the Outer Banks in the eighteenth century were very rare, and the Portsmouth windmill may be the earliest such structure. Dr. Samuel Dudley was assessed tax for a windmill in 1840, which is the last known mention of this structure (Olson, 1982, 69-70).

FIGURE 14. Detail from *The First Actual Survey of the State of North Carolina,* Jonathan Price, 1808.

Marine Hospital

In 1828, the government contracted with Dr. John W. Potts to establish a marine hospital at Portsmouth (Olson, 1982, 71). Potts rented a small house which one writer, Joseph Hurtow, described in 1831 (Hurtow, 1831):

> A small house has been rented and occupied for the purpose at $30 to $40 per year. The house stands about two feet above the level of the ocean and not too far from its margin, upon the Portsmouth Banks and on the naked sands, without the benefit of shade. The house itself is 16 to 18 feet by 20 or 22 feet in size, without plastering or as I believe glass windows. About six cots, a pine table or two and a few benches or chairs, and the furniture of the hospital has been described. There being no cistern to contain fresh water, the water used is gotten out of a hole about a foot depth in the sand. . . .

Hurtow likely exaggerated the conditions at this first hospital, as he proposed to personally take over the hospital contract and move the location to his home in Ocracoke village. Collector Joshua Taylor wrote to the Secretary of the Treasury on March 14, 1831, saying that the hospital was well situated and consisted of three rooms upstairs and two rooms downstairs.

Before his two-year contract was up, Potts left the position and by was succeeded by Dr. Samuel Dudley, who would serve as physician intermittently for more than thirty years and become one of the wealthier men in Portsmouth. Dudley had been born in New Hampshire around 1790. Records show that he owned seven ships in the 1830s, and he provided the land on which the first Methodist church was constructed. Dudley's home was located along a creek that became known as Doctor's Creek. Dudley treated local inhabitants as well as sailors (Cloud, 2006, 7; Olson, 1982, 71-72).

In 1842, a federal appropriation was made to construct a new marine hospital near the site of the original rented building. Inadvertently, the property purchased by the government in 1845 included the two-story house built by Otway Burns in 1842. Burns was the captain of the U.S. privateer *Snap Dragon* and a hero of the War of 1812. He also served in the North Carolina General Assembly and chose to retire to Portsmouth. Burns died in 1850, and the government then took possession of the house, which was used as a dwelling for the marine hospital physician in the 1850s (Olson, 1982, 71-73).

The new marine hospital opened on October 1, 1847. It was a large, two-story shingled frame building, measuring 50 by 90 feet, with ten rooms on the first floor and two on the second floor. The building was considered the best built in Portsmouth to that time, and it featured piazzas on both the north and south sides of the building, seven fireplaces, and exterior cypress shingle siding. Shortly after the building was completed, a picket fence was built around the hospital to keep out grazing livestock. A new wharf was built for bringing patients and supplies ashore. The initial staff included one physician, one nurse, and three enslaved persons (Olson, 1982, 74-75; Cloud, 2006, 05). The hospital at first had wooden cisterns, one of which was replaced with a brick cistern in 1853. The brick cistern, which still exists, was 8 feet deep and 10 feet in diameter, and included piping to run water directly to the hospital kitchen (Olson, 1982, 75). The hospital served 100 patients in 1852 and 288 in 1854, but there were periods when no patients were present. The number of employees ranged from five in 1847 to twelve in 1857, but only six in 1860, the year in which the hospital was discontinued (Olson, 1982, 75). During the Civil War, the hospital provided treatment for wounded Union soldiers (Cloud, 2006, 05).

Life in Portsmouth in the Early Nineteenth Century

The soil at Portsmouth was too poor for cultivation. Villagers in the early nineteenth century grew sweet potatoes and had gardens. They also kept horses, sheep, cattle, and goats, which fed on native grass and rushes. One inhabitant was reported as having over 700 sheep, 250 head of cattle, and 250 horses (Holland, 1968, 42). Portsmouth as it existed around 1860 was described by Edmund Ruffin, a writer from Virginia. Ruffin was a well-known geologist and agriculturalist and had published an influential book on the relationship between soil acidity and productivity. Ruffin wrote (Ruffin, 1861, 130-133):

> Except at and near Portsmouth, and where actual residents have possession, there is no separate private property in lands, on this reef, from Ocracoke to Beaufort harbor. . . . There are cattle and sheep on the marshes of this portion of the reef, obtaining a poor subsistence indeed, but without any cost or care of their owners. On the other hand, the capital and profits are at much risk, as any lawless depredator can, in security, shoot and carry off any number of these animals. But horses cannot . . . be caught and removed by thieves—and, therefore, the rearing of horses is a very profitable investment for the small amount of capital required for the business. There are some hundreds of horses, of the dwarfish native breed, on this part of the reef between Portsmouth and Beaufort harbor—ranging at large, and wild (or untamed), and continuing the race without any care of their numerous proprietors…
>
> *Twice a year…there is a general 'horse-penning,' to secure, and brand with the owner's marks, all the young colts. …The 'horse-pennings' are much attended, and are very*

> *interesting festivals for all the residents of the neighboring main-land… All the horses in use on the reef, and on many of the nearest farms on the main-land, are of these previously wild 'banks' ponies'… Any [horses] raised in other localities, if turned loose here, would scarcely live through either the plague of blood-sucking insects of the first summer, or the severe privations of the first winter.*

In 1860, approximately 568 white persons and a total of 685 residents lived in Portsmouth Village, in 109 dwellings. Of the working population, approximately 85 percent were occupied in sea-related occupations. New occupations listed in the census at that date included mechanics and seamstresses (Holland, 1968, 44).

The Landscape in the Mid-Nineteenth Century

In the 1860s, Portsmouth was an established village with numerous small residences spread over a wide area. Some residences included fences enclosing private yards. The settled portion of the village extended beyond the current National Register of Historic Places district boundaries. A factory was located on Haulover Point and the U.S. Marine Hospital was located east of the center of the village (a structure labeled "Grey's Factory" is shown on Topographic Survey T 1016, U.S. Coast and Geodetic Survey, Washington, D.C., 1866). Scattered groupings of loblolly pine trees or other dense vegetation broke up the open landscape.

The 1860 landscape of the Outer Banks was also described by Edmund Ruffin. He noted the lack of settlement on the Outer Banks, the scattered cedar and loblolly pine trees, the grazing livestock. He wrote (Ruffin, 1861, 123-126):

> The sand-reef (commonly termed, by residents on the main-land, the 'banks' or the 'beach') stretches along the whole sea-coast of North Carolina for about three hundred miles, and with an extension into Virginia. The few important breaches or inlets north of Beaufort harbor have been mentioned. There is not one of them navigable north of Ocracoke inlet, except the one newly opened, and still enlarging near Cape Hatteras. One other, Oregon inlet, has been passed through only by a small steamer of very shallow draft…
>
> The portion of the reef that extends from Ocracoke inlet to Beaufort harbor, until recently, was one continuous island, of some fifty miles in length, and of very regular general width, of less than three-quarters of a mile. New breaches are frequently made across the narrower and lower parts of the reef, by the ocean waves driven across by violent storms— and which breaches are usually soon closed again. One such was not long since opened through this before continuous island, and which is still increasing in depth, though not yet to more than two or three feet. It is ten miles south of Ocracoke inlet, and is known as Whalebone inlet. The small village of Portsmouth is near Ocracoke, on a wider part of this smaller island. The land there is one and a half miles wide. Except this place, and a similar but smaller enlargement of the reef near Cape Lookout (where, about the light-house, there are a few inhabitants,) there are no human residents, and no cultivation… The village of Portsmouth owes its existence to the fact of its adjoining the nearest water of Pamlico sound, where vessels must anchor and wait for fair winds and tides to cross the shallow and dangerous bar of Ocracoke inlet—and after passing outward, as usual but partly laden, to wait to receive the remainder of the cargo, carried across the bar by lighters. The occupations of the whole resident population of Portsmouth are connected with the vessels which have to wait here. Pilots, and sailors, or owners of vessels, make up the greater number of the heads of families and adult males—and the remainder are the few, who as shopkeepers, &c., are necessary to minister to the wants of the others. If Ocracoke inlet should be closed by sand, (which is no improbable event,) the village of Portsmouth would disappear—or, (like Nagshead) remain only for its other use, as a summer retreat for transient visitors, sought for health

and sea-bathing. Another such settlement or village, and supported in like manner, is at Ocracoke, north of the inlet.

The whole reef consists of several distinct kinds and characters of earth or soil… First, the ocean beach proper, or shore, or the space above low-water mark, and covered by every ordinary flood tide. This, as in all other cases along a low and sandy coast, is a very gradual slope, of beautifully smooth and firm sand…

Second, in the rear of the firm sea-shore, and lower than its highest ridge, or crest line, (above ordinary high-tide mark,) lies what I will distinguish as the sand-flat… In every storm, the waves which rise highest on the shore, pass, in part, over the ridge or highest beach line; and the water thence flows and spreads, in a very shallow sheet, over the whole of this lower flat…

Third, whenever this sand-flat is dry at its surface, the dry and loose sand, (the texture being very open and soft,) is either lifted or rolled by strong winds—and, if driven landward, when reaching higher ground, or the growth on the marsh, or any other obstructions, the grains of sand there are stopped, and accumulate in low ridges or mounds—or, where circumstances are favorable, begin to form ranges of sand-hills, which are of all heights not exceeding about one hundred feet. The grains of fine sand, which form these high hills, are so easily moved and shifted by high winds, that every exposed portion of the surface may be said to be in movement—and gradually the entire hill is thus moved land-ward… The broad sand-flat near Ocracoke, and the high sand mounds of latest formation, are bare of all vegetation, and entirely barren… These moderate accumulations of sand, but where no high sand-hills have been raised, in longer time, make a wretchedly poor and very sandy soil, on which, where it is of sufficient height and extent, some worthless loblolly pines (*p. tæda,*) can grow, and where the inhabitants, (if any) may improve for, and cultivate some few garden vegetables. No grain, or other field culture is attempted south of Ocracoke inlet.

Fourth, another kind of land is marsh, subject either daily, or otherwise at much longer intervals, to be covered by the flood tides of the ocean. This marsh is wet, soft, and more or less miry on the surface—but, in general, is firm enough to bear well the grazing animals. The coarse salt-water grasses and weeds, which cover these marshes, serve to supply all the food, and for both winter and summer, for the live-stock living on the reef.

Civil War and Reconstruction

After the battle at Fort Sumter on April 12–14, 1861, North Carolina seceded from the Union on May 20. During the fall and winter of 1861, Confederate authority was established over military units in Carteret County. Among the military facilities in the county, the most significant was Fort Macon near Beaufort.

FIGURE 15. Sketch of the destruction of Fort Ocracoke on Beacon Island on September 17, 1861, by a Union naval expedition under the command of Lieutenant Eastman. From a sketch by Lieutenant Le Rony.

Immediately following the secession of North Carolina in May 1861, plans were drawn up for new forts to defend the Outer Banks. One of these, called Fort Ocracoke or Fort Morgan, was built on Beacon Island in Ocracoke Inlet in early summer (Stick, 1958, 119). This location had been the site of several earlier attempts to construct fortifications to guard Ocracoke Inlet, most recently during the War of 1812. However, it appears the Civil War fort was the first to actually be put into operation. The fort was pentagonal in plan and constructed of mud, with a central magazine (Holland, 1968, 46; Olson, 1982, 85).

In late August 1861, Union forces landed at Cape Hatteras. The Confederate troops from Fort Morgan were ordered north to support Fort Hatteras. Despite the Confederate reinforcements, the Union troops succeeded in capturing Fort Hatteras and Fort Clark and took control of Hatteras Inlet. Union naval forces bombarded and destroyed Fort Ocracoke (Figure 15). After this Union victory, the Confederates retreated to the mainland, and Fort Morgan at Ocracoke was abandoned. It appears that much of the civilian population of Portsmouth and Ocracoke also fled at this time (Stick, 1958, 129).

The Union advance continued in 1862, as Union General Ambrose Burnside led his forces along the North Carolina coast (Figure 16). On March 14 Union forces captured New Bern; on March 22, Union forces occupied Morehead City; and on March 23, Union forces occupied Beaufort. Finally, during a battle on April 25 and 26, Union forces overwhelmed the Confederate defenders and took Fort Macon. The Outer Banks remained under Union control for the rest of the war, and Ocracoke Inlet was closed to shipping.

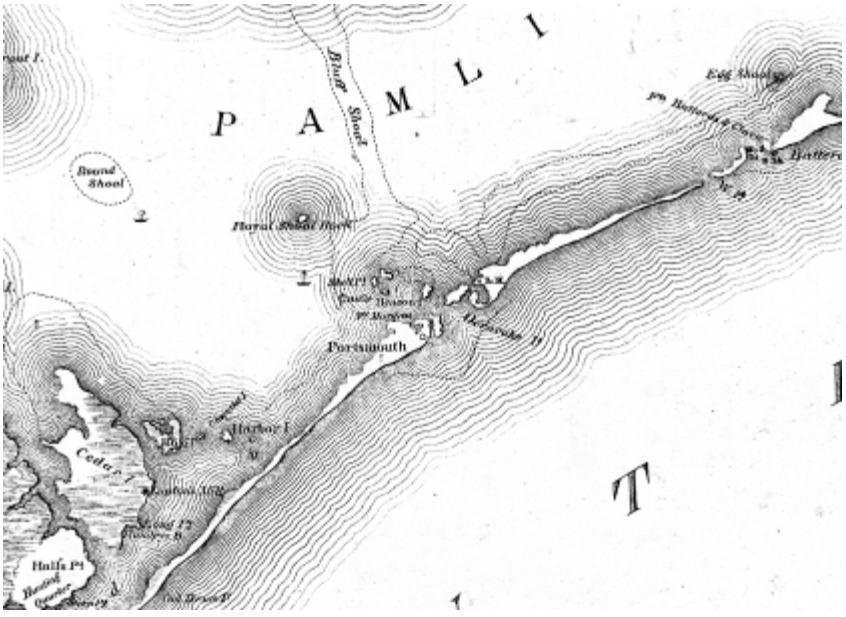


FIGURE 16. Detail from *Eastern Portion of the Military Department of North Carolina.* Washington, D.C.: War Department, May 1862.

In February 1864, Confederate forces under Brigadier General James G. Martin advanced into Carteret County, but the attack failed and the Confederates retreated to Wilmington. The inhabitants of Carteret County witnessed activity by the Union troops in the winter of 1864–1865, as supplies were passed through to the final battles of war in North Carolina near Wilmington (Davis, 1982, 5-7). North Carolina rejoined the Union on July 4, 1868. The last federal troops

left Fort Macon in 1877 as Reconstruction ended in the South.

Late Nineteenth Century through World War II

Although some residents returned to Portsmouth after the Civil War, the local economy had changed greatly as a result of shifting channels and changing inlets along the Outer Banks. In September 1846, a major hurricane had opened two new inlets north of Ocracoke. This included the Hatteras Inlet, and, farther north, Oregon Inlet on Bodie Island. Both of these inlets continued to enlarge, greatly reducing the natural water flow that had been passing through Ocracoke Inlet. As noted by Edmund Ruffin (Ruffin, 1861, 116):

> The newest [inlet] and the only one now navigable for sea-vessels, except Ocracoke (and north of the Beaufort harbor,) is near Cape Hatteras. This has been gradually becoming deeper as Ocracoke inlet has latterly been becoming more shallow. But while Ocracoke within a few years has become shallower by two feet, Hatteras inlet is not yet deep enough to offer a passage preferable to the diminished depth of Ocracoke.

Following the Civil War, fishing replaced shipping as the primary occupation for the islanders who returned to Portsmouth Village. Reflecting the greatly reduced volume of trade in the years after the Civil War, the Ocracoke customs district was abolished in 1867 and made part of the new Pamlico District, based in New Bern (Olson, 1982, 69). An attempt was made in the 1860s to develop the menhaden processing industry at Portsmouth (Goode, 1887, 495-496):

> A large factory was built about 1866 by a stock company from Rhode Island, known as the Excelsior Oil and Guano Company… [The company] built a factory at Portsmouth, near Ocracoke Inlet. The factory was supplied with modern apparatus for cooking and pressing the fish, and had experienced northern fisherman to handle the seines. The menhaden were soon found to be less plenty than had been expected. The average school contained less than 25 barrels, and the largest haul of the season was only 125 barrels. It was found that under the influence of the hot summer weather the fish would begin to decompose in a few hours, so that the fishing was limited to 25 miles on either side of the factory. Another difficulty was that 'outside fishing' could not be prosecuted on account of the shoalness of the water at the inlets, and the frequency of summer storms, which might come up during the hours of low water, when the vessels could not enter. Again, the fish taken in the sounds were found to be very poor, and, according to Mr. Grey, the average yield of oil was only 2 quarts to the barrel, and the largest did not exceed 8 quarts. At the close of the third year, when it had been thoroughly tested, the business was abandoned, with a loss of the original capital and $25,000 additional. Mr. Grey gives it as his opinion that it would be impossible to make the menhaden fisheries profitable along this coast.

The site is indicated as "Grey's Factory" on the 1866 survey map of Portsmouth (Figure 17). In 1867 the Treasury Department abolished the Ocracoke Collection District, indicating the decrease in shipping activity in Ocracoke Inlet, and the Collector's office in Portsmouth was abandoned (Holland, 1968, 47; Stick, 1958, 306; Burke, 1958, 56). By 1869 only three vessels were registered as sailing from Portsmouth (Holland, 1968, 48).

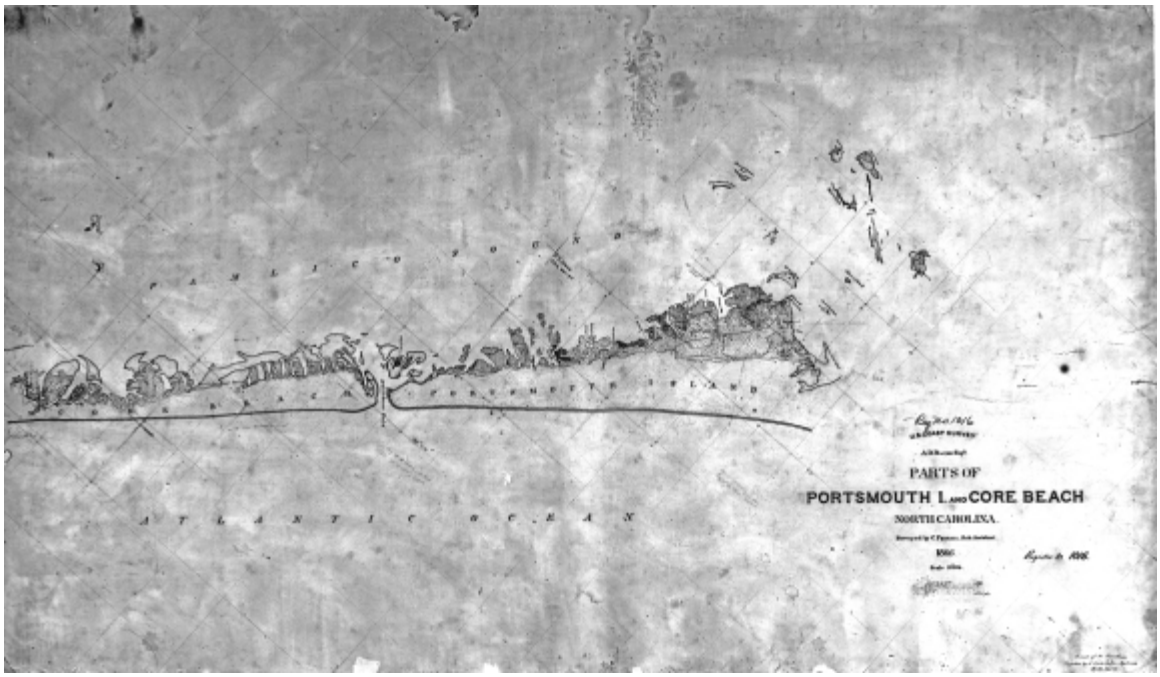


FIGURE 17. U.S. Coast and Geodetic Survey of Portsmouth, 1866.

In 1870, Portsmouth Village had approximately 227 inhabitants, living in 44 dwellings. Most of the working population was still involved with activities related to the sea, and Dr. Samuel Dudley was still the town doctor (Holland, 1968, 48). During the 1880s, both Wallace's Channel and Ocracoke Inlet became unusable for major commercial passage. Dredging at the channel was again instituted in the 1890s; however, Hatteras Inlet continued to be the primary passageway for maritime commerce from North Carolina (Olson, 1982, 21).

During the nineteenth century, the federal government expanded its role in ensuring maritime safety with the construction of new and larger lighthouses and establishment of the Life-Saving Service and a U.S. Army Signal Corps weather observation station. These government agencies provided a steady source of employment for residents on the Outer Banks.

U.S. Army Signal Corps Weather Observation Station

Other federal government activities came to the Outer Banks in the latter half of the nineteenth century. In 1874, the U.S. Army Signal Corps established a weather observation station in the lighthouse keeper's dwelling at Cape Hatteras. In April 1876, a similar station was established at Portsmouth in the former marine hospital. The federal government had attempted to sell the hospital without success in the years following the Civil War. Other rooms in the hospital were rented out to local residents.

The weather station was typically manned by a solitary observer. A telegraph connection to the mainland existed from 1881 to 1885. The weather observation station was closed in December 1883. It reopened briefly in early 1885 before finally being abandoned in May 1885 (Olson, 1982, 87-88; Stick, 1958, 307).

Life-Saving Service

In 1871 Congress established the United States Life-Saving Service to rescue vessels in distress. From 1878 to 1883, many new life-saving stations were established all along the Atlantic coast. The Life-Saving Service established three stations on the Core Banks. A Life-Saving Station at Cape Lookout was authorized as early as 1878 but did not begin operation until January 1888. Additional stations were proposed for Portsmouth and a location halfway between Ocracoke Inlet and Cape Lookout, the Core Banks Station (Holland, 1968, 36). The position of the Portsmouth Station was given as Latitude 35° 04' 00" Longitude 76° 03' 05". Although in 1893 the former marine hospital was still standing and could have been used as a life-saving station, local tradition in Portsmouth says that the hospital was deliberately burned in order to force the construction of a new station building (Olson, 1982, 76). An 1893 survey of the site shows the proposed Life-Saving Station at the northeast corner of the hospital property (Figure 18).

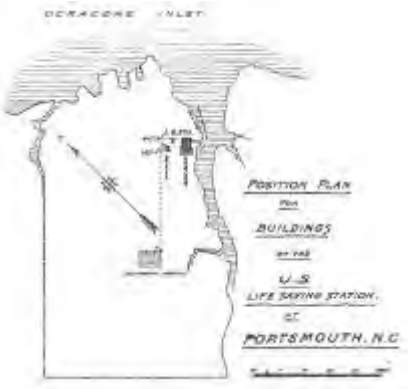


FIGURE 18. Plan for the first buildings of the Life-Saving Station, 1894.

The Portsmouth station was completed by June 1894 and manned by the first keeper, Ferdinand G. Terrell, by September 1894. The station was fully manned by November 1894. Two outbuildings—a privy and an oil and coal storage shed—were built along with the station in 1894. A stable was constructed in 1896. A brick cistern was also presumably built in 1894 as part of the original station development, but this structure is not documented before 1903 (Olson, 1982, 89). The United States Life-Saving Station was a source of employment and influence in the Portsmouth community, with crews made up of local citizens. A nightly guard scanned the waters for vessels in trouble and foot patrols walked the ocean beaches. Rescues were enacted by oar-powered surfboats, taken by ramp from the boathouse to sea, and by rescuers walking out through the water to stranded vessels. One of the most dramatic rescues from the Portsmouth station was the rescue of 421 persons from the *Vera Cruz VII* during a nor'easter on May 8, 1903 (Holland, 1968, 37; Olson, 1982, 92). As with other areas of the Outer Banks, activities of the Life-Saving Service were an important component of village life. There were at least seven wrecks at Portsmouth between 1899 and 1918 (Stick, 1952, 180-185, 252-254). In 1915, the Revenue Cutter Service and the Life-Saving Service were merged to form the U.S. Coast Guard.

Fishing

From the 1870s to the 1910s, mullet fishing became an important summer and fall activity (typically June to November) off the Core Banks and Shackleford Banks. Fisherman built seasonal shacks on the Outer Banks for sleeping and for storing fish. These shacks, as illustrated in the *National Geographic Magazine* in 1908, were typically circular thatched structures with conical or rounded roofs (Cobb, 1908, 509-515). Drag nets were used to harvest the fish, which were typically salted and shipped to market in barrels. At first this activity was limited to Carteret County, but fishermen in other areas began to fish for mullet, and by the early 1900s mullet stocks were in decline (Holland, 1968, 20-21; Stick, 1958, 213-224).

With the gradual end of maritime trading at Portsmouth after the Civil War, fishing became one of the primary means of livelihood for the residents. Fishing was not at a commercial scale, but rather for subsistence and barter. As described by George Brown Goode, a researcher for the U.S. Commission on Fish and Fisheries:

> The fishing is not extensive, and there are no large seines or pounds requiring the labor of any considerable number of men. The people do not fish with any regularity, many of them going out only during the height of the season. . . . In January, parties having large

> vessels or large boats are engaged in gathering oysters and clams, which they exchange with the people of the mainland for corn. . . . This business continues till April, when nearly all turn their attention to their small garden patches, where they raise such vegetables as are needed for their family use. The summer fishing is quite small, and only for local supply. . . . Early in September the fishing becomes quite extensive, and all of the fishermen are soon engaged in the capture of hogfish, spot, mullet, trout (*Cynoscion regale*), and small bluefish, for salting. . . . The catch in this fishery averages about 10 to 15 barrels of salted fish to the man. Early in November nearly all resort to the ocean shore for bluefish, where they are usually engaged till Christmas.

In addition to the above, there is an extensive fishery for clams or quahaugs to supply the clam cannery of Maltby & Edwards in Ocracoke Inlet. This cannery was located at Elizabeth City in 1876, but on account of the distance to which the clams must be carried it was removed to its present site the following season (Goode, 1887, 483-484). Goode notes that the one seafood that was not eaten by the Bankers was shrimp, in spite of their abundance of this resource.

Village Development

Portsmouth Village at the end of the nineteenth century included numerous individual residences over a wide area, reaching as far south as Sheep Island. Two major roads, crossing near the Post Office and General Store, were the primary circulation and development corridors for the village. Two churches were located within the village, and the new Life-Saving Station complex was sited to the east of the residential area. A few new houses were built in the village in the late nineteenth century, including the George and Patsy Dixon House, built circa 1887 (Jones, 2004).

In the great hurricane of August 1899, the Methodist Church was destroyed (Willis and Salter, 2004, 67-69). It was rebuilt in 1901. In 1913, both the Methodist Church and the Primitive Baptist Church were destroyed during a hurricane. The Methodist Church was rebuilt in 1915 and still stands today (Jones, 2004, 163; Holland, 1968, 48).

Maritime shipping through Ocracoke Inlet, already greatly reduced by the end of the nineteenth century, was brought to an end around 1910. New canals were developed that linked North Carolina's rivers and sounds to Chesapeake Bay to the north and the natural harbor at Beaufort to the south. The privately-owned Albemarle and Chesapeake Canal in Virginia opened in 1859. This canal was purchased by the federal government in 1913 and made toll-free. By 1910, the Adams Creek Canal connected Beaufort Inlet directly with Pamlico Sound to the north. Thereafter, Ocracoke and Hatteras Inlets ceased to be used as ports of entry for ocean-going shipping, although federal engineers continued to maintain and mark the inlets for local fishing boats (Stick, 1958, 182-183).

By about 1910, the use of motorboats for fishing was widespread. The use of motorboats made it possible for fisherman to live on the mainland and still fish near the cape. In the same way, motorboats also made the Outer Banks more accessible for vacationers and part time recreational users.

Interwar and World War II

The village in the 1920s and 1930s was described by Dorothy Bedwell, who spent summers on the island with her family from 1922 to 1940. Her family's summer house, no longer extant, stood just to the south of the Carl Dixon House. Bedwell wrote (Bedwell, 1984, 16):

> Houses in the village were scattered at random, generally facing the narrow roadways but some set back among the trees, accessible only by footpaths. The larger houses

> were two-story with steep dormer windows, and many smaller ones consisted of only one, two or maybe three rooms. Regardless of size, all had a front porch or piazza as the residents called it. Most everyone had a fig tree, and many a jar of fig preserves was boiled off in late summer. Some of the houses had kitchens apart from the main house. A few had what they called their summer kitchens with lots of windows where families cooked and ate in hot weather.

In addition to the main village, Bedwell also recalled settlement at Sheep Island, where "homes were scattered" (Bedwell, 1984, 46). She and her family survived the hurricane of September 16, 1933, which damaged and destroyed many houses in Portsmouth and led some families to relocate to the mainland.

> During the storm the tide peaked just below the floors of our house. Papa had bored holes in the floor so that the house would not float off its foundation blocks if the water got too high… At other homes it flooded the ground floors. …Mr. Tom Bragg and Mr. Jody Styron reported a foot of water in their home. …After the hurricane, it was a gruesome sight to look out over the sound and see the carcasses of drowned cattle floating (Bedwell, 1984, 62).

The 1933 hurricane also destroyed the visible remains of Shell Castle (Olson, 1982, 57). This severe storm triggered another noticeable drop in the population of Portsmouth, when after the storm "everybody just left," according to Henry Pigott (Olszewski, 1970, 70). Sheep Island was particularly affected by the storm and was not inhabited after this time. For example, the original Ed and Kate Styron House, the southernmost house on Sheep Island, "just blew off" during the storm (Gilgo, 2004, 9). After the storm, the Styrons built a new house in Portsmouth Village, the existing Ed and Kate Styron House.

By the 1930s advancing radio technology permitted the phasing out of many Coast Guard stations, as ships were equipped with better navigational instruments. In addition, rescuers were able to obtain better equipment and faster boats. In 1938, Portsmouth Station was deactivated, and in 1940 Core Banks Station was deactivated (Holland, 1968, 38).

After the attack on Pearl Harbor on December 7, 1941, the military moved quickly to re-establish American coastal defenses. On December 21, 1941, troops arrived at Fort Macon to arrange the coastal defenses at the Morehead/Beaufort harbor. During the spring of 1942, German U-boats targeted Allied shipping off the coast of North Carolina, sinking many ships. Losses were generally not reported to the public, but coastal residents observed explosions and debris washing ashore. After May 1942, blackouts of towns along the coast and implementation of the convoy system reduced losses from U-boat activity.

During the war, Cape Lookout Bight was used as shelter for convoys bound for Europe, and soldiers were stationed on Cape Lookout to defend the natural harbor. The Portsmouth Coast Guard Station was reactivated as part of the coast watch (Olson, 1982, 92). After 1943, the tide of the war shifted, and by November 1944, Fort Macon was deactivated. Many of the last remaining residents in Portsmouth left after a hurricane in 1944. By the mid-1940s, the village had decreased in population and numerous structures had been abandoned or demolished.

Postwar and the National Seashore
Recreation, Conservation, and the Changed Federal Role

The decades after World War II on the Outer Banks saw the continued decline of full time residential use. After World War II, changes in the role of the federal government in the region contributed to this process, as the Coast Guard, which had provided for continuous employment opportunities at Portsmouth since the establishment of the Life-Saving Service in the late nineteenth century, gradually disappeared. The federal government instead began to serve as

steward of the natural and recreational environment through the efforts of the National Park Service.

In describing the economic improvements of the 1950s on the upper Outer Banks, related primarily to tourism, David Stick commented on the lack of development on the lower Outer Banks (Stick, 1958, 253):

> But on the lower Banks, at Portsmouth, Core Banks, Cape Lookout, and Shackleford Banks, where stock continued to graze on an open range through World War II and afterwards with no effort made to control erosion, where there was no one . . . to push through the construction of roads and bridges, and where there still is no connection with the mainland, the long stretches of bald beach remain, devoid of vegetation and flooded by every storm tide— but the people have long since departed.

By 1950, Portsmouth Village had only fourteen residents (Stick, 1958, 307). By 1956, a postage stamp was the only item purchasable in the town, and in 1959, the Post Office closed. By the late 1940s, the former Life-Saving Station was sold to a private sportmen's club, and a landing strip was built, obliterating the site of the former marine hospital (Jones, 2004, 28). Some sources give a date of the 1950s for the creation of the landing strip. Another club, the Salter Gun Club, used the Theodore and Annie Salter House beginning in 1965 (Olson, 1982, 95). Other houses in the village were occupied seasonally by hunters or fishermen throughout the 1950s and 1960s. Often, the older houses were remodeled or rehabilitated by these seasonal users.

In 1957, the construction of a paved highway on Ocracoke Island and the beginning of regular ferry service across Hatteras Inlet made Ocracoke village more accessible as a vacation destination. By circa 1960, ferry service connected Ocracoke to Cedar Island, the eastern terminus at that time of U.S. Highway 70 (Olson, 1982, 301). Some schemes for private resort-type development were proposed in the 1950s and 1960s, but intensive recreational development was forestalled by government action. The state of North Carolina had begun to acquire land from private owners on Portsmouth Island, Core Banks, and Shackleford Banks starting in 1959, and by June 1963, had acquired about 80 percent of the land between Ocracoke Inlet and Cape Lookout (Figures 19, 20, and 21).

FIGURE 19. Aerial photograph of Portsmouth looking northwest, 1969. The Life-Saving Station is visible in the left foreground, with the cleared landing strip separating the station from its stable and shed. The church is at the center of this view, and the Schoolhouse is visible at the left edge of the photograph.

Cape Lookout National Seashore

North Carolina turned to the federal government for assistance in managing this large resource. Initially consideration was given to extending Cape Hatteras National Seashore to include the Cape Lookout area. However, Cape Lookout was established as a National Seashore in its own right in 1966, encompassing a fifty-four mile stretch of the Outer Banks from Cape Lookout to Ocracoke Inlet, and the nine mile long Shackleford Banks running westward to the Beaufort Inlet. From the founding of the National Seashore, the objective of the National Park Service has been to provide for natural and scenic recreational use while preserving

the seashore in its natural condition (Cape Lookout Master Plan Draft, 1968).

By 1966, the village had only three permanent residents. Some buildings were used as vacation homes, and the Life-Saving Station served as a seasonal lodge for a hunting and fishing club. Other buildings were unoccupied, and some had fallen into disrepair. The remaining residents were given life estate rights to a home in the village, while most of the remaining properties were acquired by the National Park Service in the late 1960s. With the death of Henry Pigott in early 1971, the last two permanent residents, Elma Dixon and Marion Babb, left Portsmouth.

FIGURE 20. Aerial photograph of Portsmouth looking southwest, 1969. Visible in this photograph are the George and Patsy Dixon House (510), the Tom and Lucy Gilgo House (512), the Walker and Sarah Styron House (513), the Cecil and Leona Gilgo House (515), the Schoolhouse (516), the Post Office (518), the Theodore and Annie Salter House (519), the Carl Dixon House (521), the Frank Gaskill House (522), the Styron and Bragg House (523), the Will Willis House (525), and the Henry Babb House (556).

By the late 1960s, most of the houses in the village were abandoned or inhabited only seasonally. Tree and shrub cover had regrown within the village. The settled portion of the village had contracted to the core area currently included in the National Register Historic District; as noted above, the settlement of Sheep Island had been abandoned after the 1933 hurricane, and the vacant structures in Middle Community were later destroyed by fire.

Portsmouth Village was listed in the National Register of Historic Places in 1978, including the thirty primary structures, and numerous secondary structures and site features. The National Park Service undertook restoration and stabilization work at numerous structures in Portsmouth around 1980. For many structures, this included repainting or repair of historic wood siding and

wood windows; removal of non-historic synthetic cladding materials; and replacement of asphalt-shingle roofing with wood shingles. The periodic seasonal occupation of some houses in the village that had begun after World War II continued under the National Park Service historic leasing program in the 1970s and 1980s. Also during the 1970s and 1980s, National Park Service staff began to clear brush and trees that had grown up in the decades after World War II, in part to reduce the risk of fire to the historic structures. Mown turf was established around many of the houses. In 1993, the last former resident with life estate rights in the village passed away (Cloud, 2006, 72).

FIGURE 21. Aerial photograph of Portsmouth looking southwest at Doctor's Creek, 1969. Visible in this photograph are the Lionel and Emma Gilgo House (502), the Harry and Lida Dixon House (503), the Jesse and Lillian Babb House (504), the Ed and Kate Styron house (505), the Ed, Nora, and Elma Dixon House (507), the Portsmouth Methodist Church (508), the Washington Roberts house (509), the George and Patsy Dixon House (510), the Henry Pigott House (511), the Tom and Lucy Gilgo house (512), the Walker and Sarah Styron House (513), the Cecil and Leona Gilgo House (515), the Schoolhouse (516), the Post Office (518), the Theodore and Annie Salter House (519), the George Willis House (520), the Henry Babb House (556), and one unidentified house (570).

In late August through early September 1999, Hurricane Dennis came ashore at Cape Hatteras and 19.13 inches of rain fell in Ocracoke. In mid-September 1999, Hurricane Floyd moved northward along the Atlantic coast and brought further heavy rain and severe flooding to North Carolina. During these storms, several buildings were lost, including a barn at the Jesse and Lillian Babb House and a privy at the Styron and Bragg House. In addition, a barn that had been sited near the shore between the McWilliams House and the water, near the creek, was lost during these storms. Another barn located near the Life-Saving Station stable, which had been dismantled by National Park Service and was to be reconstructed, was also lost (Personal interview, Mike McGee, Maintenance Supervisor, Cape Lookout National Seashore, 2007). The 2006 List of Classified Structures (LCS) documentation includes mention of the Jesse and Lillian Babb Barn and the Styron and Bragg privy, although these structures are no longer extant.

In 2003, the district was heavily affected by Hurricane Isabel, which made landfall on the Core Banks between Cape Lookout and Portsmouth Village on September 18. The storm overturned more than 400 trees, and damaged fences, outbuildings, cemeteries, roads, pathways, and other historic features. The George and Patsy Dixon House, already noted to be in poor condition when surveyed for the Historic Structure Report in 2002, suffered heavy damage. Subsequent to the storm, the house was stabilized with plywood board-up and timber shoring, which remains in place. The Life-Saving Station was also damaged by the storm. Archeological resources were exposed, and the establishment of new water channels caused loss of land associated with a cemetery. Impacts from subsequent storms, including Hurricane Ophelia in September 2005, led to the loss of hundreds more trees; to date, the cumulative damage from these recent storms has not been fully evaluated or mitigated, and much of the district is in need of stabilization and repair. In 2006, the fieldwork for the Portsmouth Village Cultural Landscape Report was completed and the following year the document was certified.

Analysis and Evaluation of Integrity

Analysis and Evaluation Summary:

Portsmouth Village Historic District retains sufficient integrity to convey the important associations of its period of significance to the visitor. The period of significance of 1753 through 1971 has been utilized to compare historic and existing landscape conditions within the district. As discussed previously, this period has been suggested to resolve the imprecise period recorded in the 1977 National Register nomination for the district. Documentation within the Analysis and Evaluation section focuses on the evolution of the community from its earliest establishment in 1753 to the time when the last permanent residents left the island in 1971, including the changes to the physical contexts of the Ocracoke Inlet and the Outer Banks, and the primary economic endeavors of commercial shipping and fishing. To indicate the changes that have occurred over time, the analysis describes the features and characteristics that have comprised the community since its establishment in 1753.

The Portsmouth Village Historic District most closely reflects its early to mid-twentieth century formation and character. The strong connections between the siting of buildings and structures and natural features and processes continue to be expressed in the surviving fabric of the historic district. The historic use of materials dating from the early twentieth century are built upon earlier developments that are no longer present. Important visual and spatial connections also survive to a great degree. Overall, extant cultural features primarily remain from the early to mid-twentieth century.

There are no extant structures from the initial development phase of Portsmouth Village in the eighteenth century and only a limited number from the nineteenth century. The site thus lacks integrity for the eighteenth and nineteenth century period of significance. Additional investigations are needed to determine whether evidence of these earlier eras survives in the archeological record that may contribute to the information potential of the district. The comparative analysis nonetheless includes a discussion of what is known about these early features due to their significance and influence on later development.

This analysis and evaluation section links extant features to their period of origin and assesses whether they are contributing to the significant historic fabric. Those features that are not associated with the period of significance are identified as non-contributing. Changes that have been made to historic features are noted. Features that are known to have existed during previous periods but are no longer extant are identified as missing. Landscape characteristics are used as the basis for the comparative analysis. These include: Archeological Sites, Buildings and Structures, Circulation, Constructed Water Features, Land Use, Natural Systems and Features, Small-Scale Features, Spatial Organization, Topography, Vegetation, and Views and Vistas.

Landscape Characteristics Summary

The primary organizing element of the former village is a pair of circulation routes that meet near the core of Portsmouth Village. These roads extend north/south from the dock at Haulover Point to the Old Straight Road and east/west from the marsh along Warren Creek to the Portsmouth Life-Saving Station complex and beyond to the beach and tidal flats. Modest wood frame dwellings, the Post Office and General Store, and Portsmouth Methodist Church edge these roads. Various unimproved access roads arise from the primary roads and lead to additional residences. Elevated landforms or hammocks dot the landscape. These have frequently been utilized to site important cultural features such as dwellings and cemeteries due to their higher topography and slight protection against flooding. Ruins of former dwellings are found on many of the hammocks. The landscape around each of the dwelling complexes is maintained in closely mown grasses; some cultural properties also include fencing around the dwelling precinct.

Dwellings and outbuilding structures such as sheds, cool houses, privies, cisterns, and above-ground septic tanks form cultural precincts associated with most properties. Beyond the precincts, much of the landscape is dominated by salt marsh, meadow or grasslands, and shrub savannahs and thickets. In the southern portion of the district and to its south, the landscape is dominated by shrub savannah that is difficult to penetrate and marshes along what is known as the Baymarsh Thorofare. The area around the Life-Saving Station is generally characterized by shrub savannah and grassland, with expansive tidal flats beyond. Between Haulover Point and the Old Main Road, the vegetation is generally a shrub thicket community. The village is edged on most sides by salt marsh, tidal flats, and creeks or Ocracoke Inlet. There is also a pine plantation that edges a portion of the village, including its grass airstrip.

The primary soil type associated with Portsmouth Island is Lafitte-Hobucken-Carteret. This is a poorly drained organic and mineral soil on nearly level land that sometimes includes mucky material formed from herbaceous plant remains over mineral sediments. It also occurs in marshes flooded frequently with salt water. These soils have a seasonal high water table and are subject to frequent flooding. Portions of the island are also associated with Newhan-Corolla Beaches soil. These soils are on dunes near beaches and waterways, and are formed from sandy marine sediments. They are sandy throughout their soil profiles, excessively drained with very rapid permeability, and a low shrink-swell potential. They also have seasonal high water tables, which has the potential to impact septic system.

NPS activities within the historic district include maintenance of the buildings and landscape, in addition to the staffing the Theodore and Annie Salter House, which functions as a visitor contact facility, periodically from April to November. Exhibits and restrooms are available to visitors here and at the Life-Saving Station. A historic lease program previously afforded opportunities for seasonal use of the village dwellings. In 1982, the General Management Plan noted that there were twelve special use permits in effect for occupancy of structures in Portsmouth Village at that time; there were six in 2006. These permits were intended to help protect the historic structures in the village (Final Environmental Impact Statement, 1982, 54).

When comparing the landscape of Portsmouth Village during its period of significance to present-day conditions, one of the primary differences is the increase in tree and shrub cover. By 1971, few residents remained on the island, and little care was taken to maintain vegetative growth. Much of the island became overgrown by trees and shrubs. More recently, park staff has worked diligently to remove much of this woody vegetation and enhance the legibility of the community's historic cultural resources. Hurricanes and other storms have contributed to this effort, but the tree cover remains more extensive than during the period when the village sustained an active community. Based on review of historic photographs and aerials, the landscape appears to have been even more open before the exodus of residents in the 1940s due to a series of severe storms. Little is known about the vegetative character of the community during the nineteenth century, but it is clear that most residents raised livestock that were allowed to roam and graze freely about the island. This would likely have resulted in very open vegetative cover.

Other changes include the loss of some of the buildings and structures that were present in 1971, which has diminished the extent of the historic community, and the deterioration of the many outbuildings and fences.

The visual and physical connection to Middle Community and Sheep Island, both areas of residential development associated with Portsmouth Village, has also been obscured by vegetative growth, and many of the features associated with these areas have been lost due to a lack of maintenance and a fire that burned many of the residences.

There are some features located within the historic district that post-date the period of significance such as a comfort station and NPS equipment buildings, signage to support visitor use and education, a new dock at Haulover Point, and septic tanks outside of many of the buildings.

Aspects of Integrity:

The district possesses integrity of location as the original site of the community established to support commercial shipping activities and their navigation through the treacherous shoals of the Ocracoke Inlet remains. Despite the nineteenth century demise of these activities, the community of Portsmouth Village survived and continued to occupy the same general area of the island first settled in the 1760s. Many of the twentieth century features remain in their original locations.

The district also possesses integrity of design, materials, and workmanship for the late nineteenth/early twentieth century period through the maintenance of existing institutional features such as the Schoolhouse, Portsmouth Methodist Church, and Life-Saving Station as well as numerous dwellings, outbuildings, attendant landscape features, and cemeteries. Many residents began to abandon their properties within the community after World War II; little has been done since to alter the architectural integrity, materials, or spatial organization of the surviving resources, although there are examples of buildings that have been modified to accommodate seasonal hunting and fishing club use. Care must be taken in maintenance and repair projects to ensure that the integrity of these properties is maintained.

Integrity of setting is particularly strong within the district due to the community's location on an island with no sites of late-twentieth century development within view of the community. The relationship between the town and the ocean environment has not been altered and the overall association between the district and the surrounding natural features is vital to the district's setting. The setting of the Portsmouth Village Historic District is maintained through the cumulative effect of the natural systems and features, building and structures, topography, spatial organization, and views and vistas. The district's relationship to its natural systems and features is vital.

The historic district also possesses integrity of feeling and association for the late nineteenth/early twentieth century due to the presence of the many dwellings, cemeteries, roads, and community buildings such as the Post Office and General Store, Portsmouth Methodist Church, Schoolhouse, and Life-Saving Station that provided work and services for community members. Dense woody growth currently detracts from the district's integrity of feeling, obscuring the sense of openness, and therefore connectedness that once linked community members. Vegetation, however, inevitably changes over time, and can be considered a reversible condition whereby the integrity of the site can be enhanced by thinning non-historic vegetation and enhancing historic views and spatial patterns.

Aspects of Integrity

Location
Design
Setting
Workmanship
Materials
Feeling
Association

Landscape Characteristics

1. ARCHEOLOGICAL SITES:

Limited archeological investigation has been conducted to date at Portsmouth Village. An archeological reconnaissance of Portsmouth Island and a portion of Sheep Island was conducted between February 26 and March 3, 2007, by a two-person crew during the cultural landscape field investigation. The purpose of the reconnaissance was to identify and locate cemeteries and other archeological features outside the boundaries of the established Portsmouth Village Historic District but known to local informants.

An assessment of archeological and historical resources within Cape Lookout National Seashore was completed in 1976, a 2006 archeological survey was prepared by the SEAC, and the previously mentioned pedestrian survey was completed during the cultural landscape documentation in 2007. Results from the 2007 survey are available in the Portsmouth Village Cultural Landscape Report, Appendix A. The 2007 survey encompassed Portsmouth Island and a portion of Sheep Island and concluded that intact archeological and landscape features from past occupations of the island have survived outside of the historic district. The CLR recommended that these features be further surveyed and mapped and could result in the expansion of the historic district boundary.

An archeological survey was undertaken by SEAC in 2008 to investigate historic properties as a result of the recommendation in the 2007 Cultural Landscape Report. Fieldwork consisted of a pedestrian survey and limited subsurface testing. Pedestrian survey was completed in Portsmouth Village and in the Middle Community area. One shovel test was completed near the purported home site of nineteenth century resident Dr. Samuel Dudley and another was completed near the Middle Community Schoolhouse. Ultimately, due to the dense vegetation and mixed results of the survey, additional survey within the Middle Community was recommended.

Further fieldwork was undertaken in 2009 in preparation for completing the Cape Lookout National Seashore Archeological Overview and Assessment, finalized in 2015. Fieldwork included recording several new historic sites on Sheep Island.

A Hurricane Irene Damage Assessment was completed in 2011 followed by further archeological site condition assessments in 2012 including within the Portsmouth Village area.

The 2015 Cape Lookout National Seashore Archeological Overview and Assessment recommended more detailed subsurface testing be conducted at Portsmouth Village and the nearby Middle Community to identify early historic sites. The document contains descriptions of the archeological sites throughout the National Seashore, including detailed descriptions of the individual gravesites in Portsmouth Village.

To date, no individual archeological sites at the Cape Lookout National Seashore have been listed on the National Register of Historic Places.

2. BUILDINGS AND STRUCTURES:

Numerous buildings and structures survive within Portsmouth Village from the period of significance. All of the buildings and structures currently in evidence are considered contributing resources, with the exception of a generator shed, the comfort station along the Road to the Beach, and two NPS maintenance buildings south of the Life-Saving Station. Most of the buildings and structures within Portsmouth Village have been re-roofed within the past decade and the roofs are in good condition. Additionally, there are three extant docks and several bridges within the historic district, which are non-contributing.

There are, however, many historic buildings and structures that are no longer extant. Historic records are uneven in the amount of information available about these features. The following section includes descriptions of the evolution of surviving contributing and missing buildings.

Contributing Buildings and Structures

The Life-Saving Station, also known as the Coast Guard Station, Signal Corps, and Station 188 Seventh Coast Guard District, was constructed in 1894, and designed by federal architect George R. Tolman, who worked for the Life-Saving Service from 1891 to 1896. Located on the east side of the historic district, the Life-Saving Station is rectangular in plan with a modified hip roof (Figures 22, 23, 24, 25, 26, and 27). A hip roof porch is located at the south end of the station, wrapping around to the east and west sides. The exterior wall and roof surfaces are covered with wood shingles. Most of the windows are double-hung units with divided lights. The building is supported on wood posts, and there is a central brick chimney. The doors and trim are painted a dark red. The building has a lookout tower at the north end of the roof, affording a 360-degree view of the station's surroundings, including the ocean. There are concrete ramps that lead from the double doors on the northwest and southeast sides of the building to the ground that are in fair condition.

The station is one of twenty-one Shingle style stations built along the eastern seaboard between 1894 and 1904, of which ten survive. The first station designed by Tolman was located at Quonochontuag, Rhode Island, and was constructed in 1891. The Quonochontuag station formed the prototype for the other stations, and its architecture was deemed the Quonochontuag style (Jones, 2006, 1). Portsmouth's Life-Saving Station retains a high degree of integrity and is one of the best preserved of these remaining stations.

The building was constructed on a portion of the abandoned U.S. Marine Hospital site. The station expanded in 1914 when the federal government acquired the rest of the property. The site was well protected on both the ocean and sound sides of the island, yet afforded special opportunities for the lookout and launching needs of the station. The land occupied is some of the highest within the village. Nearby was Mount Truxston, one of the highest points of the island. This knoll was used for patrols.

The building was adaptively reused in the early twentieth century (Jones, 2006, 1):

> Technological advances in the early twentieth century reduced the need for the Life-Saving Service, and in 1915, it was merged with the United States Merchant Marine to form the United States Coast Guard. The Coast Guard continued the work of the Life-Saving Service, but as part of the country's military establishment the Coast Guard also played a major role in defense and in control of the nation's coasts against smuggling and illegal immigration. In 1937, the Coast Guard decommissioned the Portsmouth station as part of a consolidation of resources, although it was reactivated for a brief period during World War II. Used as a hunting club after the war, the building was once again returned to government ownership after authorization of the Cape Lookout National Seashore in 1966.

The building was altered between 1940 and 1949 to accommodate a gun club. A sportsmen's club used the Life-Saving Station until at least 1958. The building was rehabilitated by the NPS in 1978–1980 and stabilized in 1998.

After construction of the main building, ancillary structures were added in the years after 1896. These included a summer kitchen, which survives; an outbuilding for oil and coal storage; a warehouse; and a privy, as well as the existing horse stables and cistern. A flagpole and wreck pole were later added. A horse pond and boathouse were added in 1913. A sand fence was later added that ran along the shore north of the station and to its east and south to protect against flooding. The privy survived at the station until circa 1940. The boathouse was lost during the early twenty-first century; evidence of this structure on the site today includes wood piers near the stables. Station logs and historic photographs suggest that the oil storage building and warehouse were removed between 1937 and 1942.

The associated Life-Saving Station Kitchen, also known as the Sugar Shack or Summer Kitchen, was likely constructed in 1908 as a single-room structure (Figure 28). In 1942, the building was extended to include a dining room addition to its east. The addition was finished with shiplap siding after construction, while the older part of the structure had shingled exterior walls. The summer kitchen was rehabilitated by the NPS in 1978–1984, including installment of wood shingles over the entire building. It is a one-story rectangular structures with a brick chimney on the northwestern side. Like the Life-Saving Station, the summer kitchen has dark red trim.

Also associated with the Life-Saving Station, the Life-Saving Station stable, also known as the Portsmouth Life-Saving Station shed, was constructed circa 1928 northwest of the Life-Saving Station, across the airstrip (Figures 29, 30, and 31). This building replaced an earlier stable that had been destroyed during a hurricane. After horses left the station in 1932, the building was used for storage and as a garage. The stable was altered between 1960 and 1969. The LCS documentation prepared in 2006 noted damage from Hurricane Ophelia in 2005 to exterior siding, sills, and wall framing, and the need for repair of three windows and doors at this building. The stable is a one-story gable roof structure set atop a continuous concrete foundation. The roof is clad in wood shingles and the walls are board and batten. The doors and windows were boarded over at the time of survey.

A concrete seawall with a cap of flat stones embedded in a mortar slurry with seashell aggregate edges Coast Guard Creek in proximity to the east and north sides of the Life-Saving Station (Figure 32). This wall was cast-in-place, as were three concrete boat ramps that extend from the Life-Saving Station. The ramps and seawalls were constructed circa 1914–1918. Portions of the wall have become embedded in marshland and silt. The ramps are evidencing some deterioration and are in fair condition. There is vegetative growth in some of the control joints and chipping of the concrete. Some cracking and chipping is in evidence on the seawall.

Approximately halfway between the Life-Saving Station and the core of the village are a cluster of buildings on the north and south sides of Village Road including the Lionel and Emma Gilgo House; the Washington Roberts House; the Methodist Church; the Ed and Kate Styron House; the Ed, Nora, and Elma Dixon House; the Jesse and Lillian Babb House; and the Harry and Lida Dixon House.

The Lionel and Emma Gilgo House is located south of Village Road (Figure 33). The Lionel and Emma Gilgo House, also known as the Roy Robinson House and the Robinson-Gilgo House, was constructed circa 1926 on the foundation of the U.S. Marine Hospital and moved to its current location by 1935. The Lionel and Emma Gilgo House is a one-story, hip roof structure supported on wood posts. The house is rectangular in plan with a hip roof porch extension along the north front and an open platform porch at the southeast rear corner. The walls are board-and-batten siding painted a light grey-blue. The double-hung windows are generally two over two, aside from two windows at the front porch which are six over six. The roof is wood shingle, with a

brick chimney; localized areas of the roof were replaced following Hurricane Isabel in 2003. A cool house formerly associated with this property is no longer extant.

Southwest from the Lionel and Emma Gilgo House is the Washington Roberts House. Constructed in the late 1840s, with a kitchen/dining room wing added circa 1910, this house is likely one of the oldest surviving structures within the village (Figure 34 and Figure 35). According to Chester Lynn, the traditional house on the island is known as a "story and a jump," that is, one-and-one-half stories. The Washington Roberts House is one of the surviving examples of this house type.

The house includes two building masses: a main 1-1/2-story gable roof portion and an attached one-story wing at the west end. The one-story attached kitchen/dining wing was reconstructed by the NPS after it was destroyed by Hurricane Isabel in 2003. The house is supported on wood posts and is clad with unpainted clapboard siding and has a wood shingle gable roof. The windows are nine-over-six double-hung units. Wood posts mark the location of a missing rear porch. The house was rehabilitated in 2007, receiving new exterior siding, doors, and windows. The remains of an outbuilding appear to exist to the east of the main house, and mounds around the property may suggest the presence of other former outbuilding sites.

Heading north from the Lionel and Emma Gilgo House, on the north side of Village Road is the Portsmouth Methodist Church, also known as the Methodist Episcopal Church (Figures 36, 37, 38, 39, and 40). The original Methodist Church, established on the island as early as 1840 on land acquired from Dr. Samuel Dudley, was destroyed in a storm in 1913. The location of the original church is not currently known, although it is possible the existing church occupies the same site. The current church building was completed to replace the earlier structure by 1915. This wood building survives today and occasionally hosts services and ceremonies; services became irregular after 1950. The building is listing towards the southeast, causing separation of some of the window frames from the interior walls.

The church is supported on red brick piers and has wood siding painted white and a wood shingle gable roof. The church steeple features decorative cut shingles. Gothic Revival-style elements include the divided light pointed arch windows and the pointed arch door opening. The main entrance to the church is in the steeple tower at the southwest end, approached via concrete steps.

North and east from the Portsmouth Methodist Church is the Ed and Kate Styron House, which is also known as the Styron main house and referred to as the Kitty Cabin Home of Ed and Kate Styron in the National Register nomination (Figure 41). The Ed and Kate Styron House is one of the smallest houses on the island. This house was likely built after a severe hurricane in 1933 that damaged the original Styron family dwelling. The Styrons first lived on Sheep Island in a small two-story wood-frame house. A hurricane in 1933 is said to have greatly altered the landscape of Sheep Island and severely damaged the Styron House. The family thereafter built a new house close to the center of the village, which they appear to have occupied until near the end of World War II, when many other residents left following a 1944 hurricane. By the 1950s, the house was used as a part-time fishing lodge (Jones, 2004, 9). The house was remodeled in the 1950s, when asphalt shingles and siding were installed to replace wood shingles and siding, and an addition was constructed. It was leased as a temporary lodge for hunters and fishermen under a special use permit until 1989 (Jones, 2004, 1-2).

Stabilized in 2002, today the Ed and Kate Styron House is a simple rectangular one-story cottage supported on wood posts. The walls are unpainted board and batten siding. The roof is wood shingle, with a brick chimney. The windows were boarded over at the time of survey and an entry on the east side had a whole in it. An open platform porch extends across part of the north elevation. A brick pad at the northeast corner of the house marks the location of the historic cistern for the house. The tank was filled through a gutter from the rear shed of the roof; the tank and gutter are no longer present (Jones, 2004, 12, 15-16).

Traveling back south, located to the northeast of the Methodist Church, is the Ed, Nora, and Elma Dixon House (Figure 42). This house was reportedly moved to the village from near the Life-Saving Station, where it had served as the home of keeper Charlie McWilliams. Mr. Dixon appears to have bought the house circa 1937 and moved to its current site after the station closed and many buildings became available for sale. An addition was built to its southwest end around 1955, but was later removed circa 1984 (Jones, 2004, 2). Elma Dixon, one of the island's last residents, lived in this house until 1971.

The house has an irregular plan and is clad with vertical wood siding painted light yellow and a wood shingle gable roof with a galvanized metal ridge cap. The house is supported on wood posts and has six over six double-hung windows and a porch across the south front with Queen Anne style posts. The house is surrounded by a wood picket fence, and within the enclosure behind the house is a cool house. A shed is located at the northwest corner of the fenced yard, and a privy is located behind (north of) the house, outside of the fenced area. The shed was used as a wash house and was relocated from the George and Patsy Dixon House site in the late 1930s. The associated cool house, shed, and privy were likely constructed in the 1910s and match the appearance of the house with vertical yellow wood siding and gable roofs clad in wood shingles. Some of the shingles are loose and the wood is deteriorating on both the house main house and outbuildings.

Southeast and adjacent to the Ed, Nora, and Elma Dixon House is the Jesse and Lillian Babb House, also known as the Marion Gray Babb House, and built circa 1935 by a cook and machinist employed at the Coast Guard Station (Figures 43, 44, and 45). The septic tank was replaced in 2004. A barn associated with the property was lost in the 2000s to storm-related flooding. Its former location is marked by a scatter of shells.

The house is a dormer front bungalow supported on brick piers. The walls are clapboard siding painted yellow, and the windows are three-over-one double-hung units. The roof is wood shingle, with a brick chimney. A large porch extends across the south front of the house, and there is a second porch at the northeast rear corner. The house includes a number of Craftsman-style details, such as eave brackets.

Also known as Babb shed no. 1, the Babb generator house structure is thought to have been constructed in the 1930s. The generator shed is a small structure located north of the house and has a side gable roof and was re-roofed in the 2000s. To the northwest of the residence is the Babb kitchen, also known as Babb shed no. 2 that was constructed in the 1930s, and is a rectangular in plan with gable roof clad with wood shingles and vertical wood siding painted yellow. Immediately the west of the kitchen is the Babb Garage. The garage is square in shape and has a hip roof clad in wood shingles and vertical wood siding painted wood. Constructed in the 1930s, this structure is now used for vehicle and equipment storage. The garage was re-roofed in the early 2000s. Lastly, the Babb privy is located northeast of the house and has a front gable roof.

The final residence in the cluster is located east of the Jesse and Lillian Babb House. The Harry and Lida Dixon House, also known as the Captain Dave Willis House, was originally built circa 1895 with three rooms (Figure 46 and Figure 47). It was later owned by Captain Dave Willis and Harry Dixon. One of Dixon's sons bought the house around 1918 and extensively remodeled it in the 1920s. The house was restored in 1980–1985.

The house is irregular in plan, featuring a front bungalow with two small one-story wings, one to the west side and one to the north. The house is supported on wood posts. The walls are clapboard siding painted yellow, and the windows are six over six double-hung units. Some of the windows on the backside of the house were boarded over at the time of survey. The roof is wood shingle, with a brick chimney. A large front porch with brick piers extends across the south front of the house. There is also a small rear porch at the northwest corner of the house. The addition on

the west side has a separate entrance under a small gable roof entry. The house includes a number of Craftsman-style details, including tapered porch columns and eave brackets. Several capstones on the brick pillars on the front of the house have cracked or are missing material.

Behind the house is a small rectangular outbuilding on grade with unpainted board and batten siding and a wood shingle gable roof. While the roof is in good condition, large portions of the siding are missing. The date of origin of this structure is not currently known.

The core of the historic district, situated around the intersection of Village Road and Haulover Point Road, includes the George and Patsy Dixon House; the Post Office and General Store; the Styron and Bragg House; the Theodore and Annie Salter House; the Walker and Sarah Styron House; the Tom and Lucy Gilgo House; and the Henry Pigott House.

Located to the west of the previously described cluster and on the south side of Village Road is the George and Patsy Dixon House (Figure 48 and Figure 49). The George and Patsy Dixon House was constructed circa 1887. It was severely damaged by the storm surge of Hurricane Isabel, and has since been stabilized within the past decade.

The 2004 Historic Structure Report (HSR) indicates that the George and Patsy Dixon House "was leased as a temporary lodge for hunters and fishermen under one of the park's special use permits until the mid-1980s. …It is one of a handful of nineteenth century structures remaining in the village" (Jones, 2004, 1). The HSR also indicates that the house was first altered after World War II as a hunting and fishing lodge; many of the historic finishes were removed from the interior and exterior as part of that effort (Jones, 2004, 2). The HSR notes, "In spite of the damage done by termites, and insensitive remodeling, the building's original form, floor plan, and fenestration remain mostly intact and readily discernible" (Jones, 2004, 2). The George and Patsy Dixon House was sold in 1952. The subsequent owners are said to have "made significant alterations to the house for use as a part-time residence" (Jones, 2004, 16). The house originally included a separate kitchen outbuilding connected to the main house by a porch or breezeway. This was torn from its foundation during a storm in the late nineteenth or early twentieth century. It was subsequently connected to the main house (Jones, 2004, 19). This feature was removed in the 1950s remodeling. Prior to the hurricane, the house had asphalt composition siding, six over six double-hung windows, a brick chimney, and front and rear porches. The house historically also had a kitchen/dining room wing.

Following post-Hurricane rehabilitation, the George and Patsy Dixon House is a one-and-a-half story wood frame rectangular plan residence on raised wood posts. The gable roof has a steep pitch and is clad in wood shingles and the walls are unpainted horizontal clapboard siding. There is an open porch across the north (front) façade with a shed roof. There is also a rear open porch; at the time of survey the rear shed porch roof was not attached and was laying across the porch decking. The windows were boarded over at time of survey.

On the northwest side of the road intersection in the core of the historic district is the Post Office and General Store. The Post Office and General Store was built circa 1900–1909 (Figures 50, 51, and 52). An outbuilding that is no longer extant stood adjacent to the structure and is visible in photographs taken in the 1930s. The Post Office was stabilized in 1997. In 2006, the LCS reported that the building exhibited interior damage from Hurricane Isabel. As noted in the *George Dixon House Historic Structures Report,* "George Dixon was a fisherman by trade, but [his wife] Patsy also worked to support the family by operating a store…According to Patsy's daughter [Elma], the first store was located on the north side of Doctor's Creek along the road to Henry Pigott's House. Later Patsy acquired or built a larger store directly across the road from the Dixon's house on the south side of Doctor's Creek—Elma Dixon remembered that 'you could step off the road onto the steps of the store.' How long it operated has not been documented, but it was eventually moved across Doctor's Creek (probably after Patsy's death in 1914) and remained the community's primary store and location of its post office until both were closed in

the 1950s" (Jones, 2004, 12-13). Various members of the family also served as postmaster for the island during the late nineteenth and early twentieth centuries.

The Post Office and General Store is rectangular in plan and supported on wood posts. It has painted white clapboard and vertical wood board siding, in addition to a steep pitch gable roof clad in wood shingles and featuring a galvanized metal ridge cap. The front gable end has a central recessed entrance door and a pair of six over six double-hung windows.

Further west from the Post Office and General Store is the Styron and Bragg House, also known as the Jody Styron-Tom Bragg House or simply the Styron-Bragg House, which was constructed circa 1928 as a sportsmen's lodge (Figures 53, 54, and 55). The property includes a shed and cool house. A privy that was formerly associated with the property is no longer extant. A dock and boardwalk behind the house are damaged and no longer in use.

The 1-1/2-story Styron and Bragg House with a one-story rear wing has a wood shingle hip roof with four dormers and galvanized metal ridge caps. The walls are clad with clapboard painted yellow. The house is supported on wood posts and has brick chimneys, Colonial Revival type porch columns, and two-over-two double-hung windows, many of which were boarded over at the time of survey. A painted wood picket fence partially encloses the yard, which contains a cool house, a shed, and a contemporary plastic septic tank. The Styron and Bragg shed and associated cool house were constructed in the 1920s (Figures 56, 57, and 58).

North of the Post Office and General Store is the Theodore and Annie Salter House. This structure is also known as the Theo Salter House and the Salter Gun Club (Figure 59 and Figure 60). Constructed circa 1900–1909, this house is thought to have been moved to its present site circa 1930. The Salter Gun Club was established in 1965–66. The building is currently utilized as the site's visitor contact station and features exhibits and a comfort station inside. The NPS submitted a funding request in 2004 to repair storm-related damage to the building, primarily interior flooring, flooring on the porch, and siding on the summer kitchen. This work appears to have been completed in 2005.

This large T-shaped two-story structure with rear one-story wing has a hip roof that is wood shingled, and the walls are clad with white painted clapboard. The house is mainly supported on wood posts but includes brick porch posts and several brick chimneys. The front façade is symmetrical and the front porch has tapering wood columns and a front-facing gable on its hip roof. At the time of survey there were several rocking chairs on the front porch for visitors. The windows are two-over-two double-hung units. Around the house are several outbuildings, including a cool house, shed, and a privy.

The Theodore and Annie Salter cool house was constructed circa 1900-1909 and is a small square box with vertical wood siding and a gable roof clad in wood shingles, on raised wood posts. The cool house is missing screens. The associated shed, also known as the Salter shed and Salter outbuilding no. 2, was also constructed circa 1900–1909 and is rectangular in plan with vertical wood siding painted white and a hip roof clad in wood shingles. The structure is resting on wood posts and has several door opening and two light windows. The associated Salter privy was also constructed circa 1900–1909 and is a small square structure entirely clad in wood shingles with a hip roof.

East of the Theodore and Annie Salter on the east side of Haulover Point Road is the Walker and Sarah Styron House (Figures 61, 62, 63, and 64). Also known as the Robert Wallace House and Old Grace House, the Walker and Sarah Styron House is another surviving example of the "story and a jump" house type and was constructed in 1850. The National Register nomination suggests that this house was constructed on the foundation of an earlier house, partially visible along the north side of the existing house. A 1955 photograph indicates that there was once a long kitchen extension associated with the house that is no longer extant (Figure 65). A new roof was put on the building in 2005.

The 1-1/2-story Walker and Sarah Styron House is supported on wood posts. The house is rectangular in plan with two wide gabled dormers on the front and back roof plane. The exterior is clad with painted white clapboard siding, and the building has a wood shingle roof. The house has a brick chimney. The windows are two over two double-hung units, most of which were boarded over at the time of survey. A porch extends across the front of the house. The house once included a kitchen/dining room wing to the east.

To the north of the Walker and Sarah Styron House is an unassociated wood shed (Figure 66). The shed likely was an outbuilding associated with the former Henry Babb house site. The Henry Babb House is no longer extant, although the shed, cistern, and remnants of a chimney remain. The shed is a rectangular structure on grade with board and batten walls and a gable roof clad in wood shingles. There is also a brick chimney at the former house site (Figure 67).

Further northeast along the access road from the Walker and Sarah Styron House are the Tom and Lucy Gilgo House and thereafter the Henry Pigott House. The Tom and Lucy Gilgo House was built in the mid-1920s near the Life-Saving Station and moved to its current location in 1928 (Figure 68). The small T-shaped house was substantially rehabilitated by the NPS in the 1990s. Further stabilization work was conducted in 2002, including the removal of an addition that was added in the 1950s; installation of new foundation pilings; repair and replacement of damaged sills, studs, and siding; and re-roofing of the structure. The house is supported on wood posts. Some walls are clad in unpainted board and batten, while other are clad in unpainted clapboard siding and the windows are six over six double-hung units. The intersecting gable roof is wood shingle. A small open porch extends across part of the front elevation and is sheltered by a flat porch roof.

The Henry Pigott House was constructed circa 1902 by Harmon Austin, a carpenter from Ocracoke (Figures 69, 70, and 71). In 1904, the house was purchased by Rosa Abbot, Henry Pigott's grandmother. The house was reportedly raised to prevent flooding in 1932. Two outbuildings appear to have been added to the property around the same time.

The house is roughly T-shaped in plan, with a gable on the front facade. The house is supported on wood posts and has clapboard siding painted yellow, a wood shingle gable roof, and a brick chimney. The windows are four over four double-hung units. A porch extends across the entire front façade and exhibits a balustrade and balusters painted white under a hipped porch roof clad in wood shingles. Following Hurricane Isabel in 2003, the building reportedly required repainting, roof replacement, and the porch rails, roofing, and siding required repair to damage.

The yard is enclosed by a wood picket fence painted white. Extant outbuildings include a summer kitchen, cool house, shed, privy, and cistern. The outline of a former outbuilding is marked on the ground by wood piers (Figure 72). The Pigott summer kitchen, constructed circa 1932, is currently used for general storage. It is rectangular in plan and has a board and batten exterior, painted yellow, and a gable roof clad in wood shingles. It has a collapsed brick chimney on the west elevation and is overall deteriorated. The Pigott cool house was constructed circa 1932 and is a small square raised structure painted white with a gable roof clad in wood shingles. Screening was absent at the time of survey. To the northwest of the house are the shed and privy. The shed was constructed circa 1900–1909 and is a small rectangular building with yellow vertical wood siding and a shed roof clad in wood shingles. The Pigott privy was constructed circa 1900–1909 and is a small square structure with yellow vertical wood siding and a gable roof clad in wood shingles. There is a small dock on the east side of the property, extending into Doctor's Creek.

Further north of the historic district core towards the north end of the island and on the east side of Haulover Point Road are the Carl Dixon House and Frank Gaskill House. Constructed circa 1930s, the Carl Dixon House is a front gable structure supported on wood and brick posts (Figure 73 and Figure 74). The walls are clad in white clapboard siding and the residence has a gable roof with wood shingles. An open front porch has a hip roof and is supported on brick piers. The

windows are two over two double-hung units. There is a raised cistern on the west side of the house. To the east of the house is the Carl Dixon summer kitchen that was constructed in the 1930s (Figure 75). The rectangular structure has unpainted clapboard walls and a sheet metal roof. The windows were boarded over at the time of survey. A net house mentioned as part of the property in the National Register nomination appears to no longer be extant.

Just north of the Carl Dixon House is the Frank Gaskill House, also constructed in the 1930s (Figure 76 and Figure 77). It is thought to be sited on the location of an earlier dwelling. The house has a hip roof covered with wood shingles and galvanized metal ridge caps. Many shingles were missing at the time of survey. The house is supported on wood posts and has painted clapboard siding that requires repainting. At the front door is a small open platform porch. The house has a brick chimney and six over six double-hung windows. This property includes a brick cistern on the west side of the building and a metal shed outbuilding to the north on the shore of the inlet (Figure 78). The associated shed is on raised wood piers with sheet metal walls. The shed is missing a few panels and is rusting. At high tide the shed piers were in the water.

On the far western side of the historic district lies the T.T. Potter House (Figure 79 and Figure 80). This structure is also known as the Armfield House and Armfield-Potter House. It was built circa 1952 and modified for seasonal recreational use as a fishing camp. This house may be sited on the location of an earlier dwelling. The T.T. Potter House is a larger, ranch-type house supported on wood posts. The walls are clad with composition board siding, and the roof is asphalt shingle. The house has a mix of window types and a large porch along the north side. The exterior is in poor condition with a significant split in the structure.

Two outbuildings are associated with the house: a shed and boathouse/shed (Figure 81). Little is known about the history of either building. They are currently used by the NPS to store ATVs and other large equipment. Also on the site are a contemporary plastic storage tank, and an outdoor fish cleaning table with sink (see Figure 145, Small-scale Features).

South of the historic district core, on the east side of Old Straight Road, where it intersects with Haulover Point Road, are the Cecil and Leona Gilgo House and the Portsmouth Schoolhouse. The Cecil and Leona Gilgo House is also known as the Ben Salter House (Figure 82). Constructed circa 1936, it is believed the house was built from materials salvaged from a circa 1905 structure on Sheep Island. Funding was requested to stabilize the house in 2003, including replacement of foundation pilings and repair of sills, studs, and siding, and reconstruction of the roof of the front porch.

The Cecil and Leona Gilgo House is a rectangular one-story structure supported on wood posts. The walls are clad with unpainted vertical wood board siding, and the gable roof is clad in wood shingles with a galvanized metal ridge cap. The house has a brick chimney and six over six double-hung windows. There is an open platform porch at the front door approached by wood steps with one hand rail.

To the south of the Cecil and Leona Gilgo House is the Portsmouth Schoolhouse constructed circa 1910 (Figures 83, 84, and 85). It survives today and contributes to the historic district. It may have replaced at least one, and possibly two, earlier schools on the island. A historic map from the early nineteenth century, references one of these as “the academy.” The other appears to have been located outside of the historic district closer to the Middle Community, according to local resident Chester Lynn (see Cultural Landscape Report, Appendix A). The existing school closed in 1943. Its original entrance door, located on the end of the building adjacent to the cistern, was removed to accommodate rehabilitation of the building as a residence at some time between 1943 and NPS acquisition of the structure in the mid-1970s. A funding request was submitted for 2008 to restore the Schoolhouse, including leveling, reinforcing, and repair of walls, and repair or replacement of the roof, windows, and doors.

The rectangular hip roof structure is supported on brick piers and has walls clad with painted white clapboard siding. The wood shingle roof has galvanized metal ridge caps. The windows are mainly six over six double-hung units with dark green painted shutters. The school has a brick chimney and sits adjacent to a cylindrical cistern.

A cistern and a shed survive in association with the Schoolhouse (Figure 86 and Figure 87; for cistern see Figure 84 and Figure 85). A privy mentioned in the National Register nomination is no longer present. The shed was constructed circa 1910 and is composed of two parts: the front part has a brick foundation, clapboard walls, and a wood shingle roof; the rear part is supported on wood posts and has asphalt composition shingle roofing and wall cladding. The schoolhouse cistern was also constructed circa 1910. A new top was added to the structure in 2005 and the building was repainted prior to 2006.

Non-Contributing Buildings and Structures

There are non-contributing buildings within the Portsmouth Village Historic District, south of the Life-Saving Station precinct. These include a generator shed south of the Life-Saving Station that was constructed in 1982. A gas storage unit and a solar panel system are on the south side of the generator shed. There is a wooden comfort station that is accessed via a wooden ramp on the Road to the Beach. Additionally, there are two NPS maintenance/equipment buildings, one northeast of the comfort station and the other in the boneyard area south of the Life-Saving Station, that are non-contributing.

Docks and Bridges

No docks survive from the period of significance, although a few appear on historic maps of the island. Docks appear on the 1866 survey near present-day Coast Guard Creek and Baymarsh Thorofare. At least one dock was also associated with the Life-Saving Station complex after 1894. There may have been a dock associated with the U.S. Marine Hospital and another with Grey's Factory at Haulover Point, although docks do not appear in these locations on the survey. The three existing docks all post-date the period of significance and are non-contributing resources.

Today, Haulover Point is the primary boat landing point for visitors to Portsmouth Village. Although this landform has changed in shape over the years due to shifting tides and current, it has remained an important docking site since at least the nineteenth century. At Haulover Point today there is a thirty-five foot long, T-shaped dock and boardwalk that extends from the island to water deep enough for a boat to land (Figure 88). The dock, constructed by the NPS, is constructed of marine-treated round pylons and nominal lumber boards. It appears to be in good condition.

A second dock/boardwalk is located near the T.T. Potter House. The boardwalk extends across marsh land to a dock on Ocracoke Inlet (Figure 89). The L-shaped dock was established by the NPS for their use in bringing equipment, housed in the T.T. Potter house sheds, to the island. This dock and boardwalk complex appears to be in good condition.

There was previously a dock and boardwalk complex behind the Styron and Bragg House that is damaged and no longer in use (Figure 90). Additionally, a small dock extends into Doctor's Creek behind the Henry Pigott House (Figure 91). This dock appears to be in good condition.

There are currently no jetties associated with Portsmouth Village. Historically, a jetty was built to help keep Wallace's Channel open during the mid-nineteenth century. It is no longer extant.

No bridges survive from the period of significance, although two appear on historic maps of the island. Existing non-historic bridges include three wooden bridges along Village Road and one wooden bridge along Old Straight Road. A wood plank bridge is located along the Old Straight

Road to provide access across a wet area. Additionally, a wooden footbridge accesses the Styron and Bragg House that is currently in poor condition. See Circulation for more information on bridges.

Non-extant Buildings

The village of Portsmouth arose slowly after 1753 to support lightering operations within Ocracoke Inlet and Wallace's Channel. Houses were primarily built on lands on the northeast shore of Portsmouth Island originally owned by the Wallace family. By 1775, a road is shown on maps in the general location of the Old Straight Road. An 1806 map of the village indicates a cluster of three houses near the future U.S. Marine Hospital and Life-Saving Station site below Mount Truxston. Another house is shown to the west, while a windmill appears further west along the shoreline, and a cluster of three buildings is shown below Haulover Point labeled with the name "Watering Place." A building labeled "Academy" is located inland, and two additional buildings are located southwest of Haulover Point. Although not shown on these maps, an earthen fortification is known to have been constructed along the mud flats to protect the harbor that was garrisoned during the French and Indian War. These buildings and structures do not survive today.

The island's eastern beachfront again witnessed development of a military fort garrisoned during the War of 1812. The community suffered at the hands of the British Army, which overran the island in 1813, burning many buildings and structures and appropriating residents' livestock. At the time, various residences existed in the northeastern portion of the island that were described as unusually large, including the two-story David Wallace House, known to have existed until 1813, and the Burns House. This area of the island was very unstable, however. Because of shifting sand dunes, residents began to move their houses inland during the mid-nineteenth century, and the center of the village shifted there. Nonetheless, it was this part of the island where the U.S. Marine Hospital was established in 1847 on lands formerly occupied by the Burns House.

The 1850 census listed seventy houses on Portsmouth, while the 1860 census listed eighty-one; this was considered the high point of development on the island. During the Civil War, the fortification site along the eastern coast of the island was again utilized, first by the Confederate Army after April 1861, and later by the Union Army, which captured the fort in August 1861.

After the war, the U.S. Marine Hospital closed, and the customs ceased to operate due to the filling of Wallace's Channel, leading to a slow decline of the community. All of the features from this period are now missing except three houses.

While the establishment of a Life-Saving Station in 1894 provided a much-needed boost to the local economy, the community continued to decline in population.

Severe storms and hurricanes during the early twentieth century further contributed to the decline in the number of residents, as people chose to relocate to safer ground. Chester Lynn suggests that between 1900 and 1915 at least three houses were moved on barges to Belhaven on the mainland. The Captain Terrell House is said to exist there to this day. Mr. Lynn also noted that during this period, many of the older houses were dismantled and reconfigured into smaller dwellings due a shortage of wood and to the fact that many families had fewer children to accommodate. By 1940, only forty-two people lived on the island. In 1971, the last male resident, Henry Pigott, died, and the last two female residents left the island.

Mr. Lynn provided information about local construction methods in an interview with the cultural landscape report project team in October 2006. He suggested that one of the local construction methods was to design the lower floor to flood by constructing flooring of tongue-and-groove wood through which the water could rise, thus preventing structural damage from the pressure of rising water. A hatch was also cut in the floor to help allow the water to enter the structure when

flooding occurred. The residents would go up to the upper story until the water receded. He also noted that many chimneys were built from ballast stone, and oyster shells were typically thrown under the houses to keep the ground dry.

Known information about these individual missing structures is provided below.

In 1836, Dr. Samuel Dudley is known to have resided in a 36-by-30-foot two-story dwelling house in Portsmouth Village and used an adjacent house as a hospital. Dudley is thought to have sold the land utilized to build the first Methodist Church to the congregation. Dudley succeeded Dr. John W. Potts, who served as the island's doctor between 1828 and 1830. Potts used a small wooden house for boarding, lodging, nursing, medicine, and medical assistance for his patients. His water supply was a hole about a foot in depth dug in the sand. Dudley served as the island's doctor until 1837, when he was replaced by Dr. Edmund Harvey. Dudley was later reinstated between 1842 and 1844. A building formerly used as a U.S. government boathouse was converted to a hospital during the 1830s. It blew away in a 1938 storm, however. A shell mound south of Doctor's Creek thought to be the site of this former house was located during the 2006 archeological assessment.

A scatter of shell and brick was identified during the 2006 archeological assessment that may indicate the site of the former Rose or Rosa Pigott House along the southern banks of Doctor's Creek near the former location of the Dr. Samuel Dudley House. The house, or a shed built on the same site, was used as maintenance shed during NPS administration of the village. This structure collapsed during Hurricane Dennis.

Three taverns were listed as existing on Portsmouth in 1804; while two were listed in 1806. A post office was established in 1840. Another former commercial enterprise was a factory for processing menhaden fish, known as Grey's Factory, which existed from 1866 to 1869 near Haulover Point.

Shown on maps dated 1806, 1808, 1809, and 1821, a windmill was likely established by John Nelson in the 1760s and sold to Elijah Piggott in 1774. It was described as occupying a high and level part of the island. It may have been the first windmill on the Outer Banks. A milling operation was described in association with the mill in 1790 by Governor Wallace. The windmill disappears from documentary records by 1840. The 2006 archeological assessment suggests that the site of the windmill has been located and is likely the same site as the gristmill identified on 1982 Historic Resource Study (HRS) maps.

Portsmouth had a customs house by 1806. Two acts in 1764 and 1770 established this as an inspection point for Ocracoke Inlet. Customs officers oversaw two lighthouses and seven light vessels within the district.

Maps dated 1806 and 1821 show "The Academy," a schoolhouse in the central part of the village. In 1815, the school and two acres of land are documented as being set aside for use by the academy "forever." Chester Lynn notes that there is an old school site in Middle Community now covered in oyster shells. This site may have been identified during February 2007 archeological reconnaissance.

The U.S. Marine Hospital was sited "on the waterfront at the junction of Horse Island Channel and the South West Creek" on land formerly belonging to David Wallace (Olson, 1982, 73). It was described in the 1982 Historic Resources Study (HRS) as follows (Olson, 1982, 74):

> The large, two-story building was the most elaborate ever built at Portsmouth. It was constructed of 'superior' pitch pine and measured 50 by 90 feet. There were ten rooms below and two above. The first story consisted of four central wards with high-pitched ceilings and three small rooms on the east and west ends of the building. The three west rooms were set aside for the hospital surgeon's quarters, while the east rooms housed

> servants and cooking facilities. There were piazzas on both the north and south sides of the building's central portion. The structure had seven fireplaces. It was plastered and whitewashed on the interior and equipped with green-painted Venetian blinds. The exterior was covered with cypress shingles.

The site also included the first wooden cisterns to be constructed on the island. Picket fencing was built to keep livestock off the grounds. One-quarter acre of land was set aside for a garden, but, due to the difficulties inherent in cultivating the island's sandy soil, the garden never came to fruition. In 1847, a wharf was built to bring patients and supplies to the hospital. In 1849, it was one of only five marine hospitals in the United States. In 1853, one of the wooden cisterns was replaced with an eight foot deep, ten foot diameter brick cistern, which survives today. The hospital was decommissioned in the 1860s because of the Civil War. The building is said to have been occupied by a detachment of Confederate troops during the early part of the Civil War. After the war, the government was not able to sell or rent the building. It granted permission to the U.S. Signal Corps to occupy the property as a weather bureau station between 1876 and 1885, although this station never served as more than an observation center due to the difficulty in securing wood to install poles for the telegraph lines. The complex is said to have been deliberately burned in 1893 to force construction of a new structure for the proposed Life-Saving Station.

The Burns House was located on the site of the U.S. Marine Hospital. Described as constructed by 1813, this house and outbuilding complex included a two-story house with a kitchen, smokehouse, and other outbuildings. Acquired by the hospital in 1850, the property was in a state of disrepair by 1853. It was rehabilitated as a dwelling for the U.S. Marine Hospital physician and his family in 1857.

The Daly House was located across the street from the George and Patsy Dixon House. Located west of the Schoolhouse was the former location of the Ambrose Styron House. Finally, David Wallace, Sr., and David Wallace, Jr., each had a house on the island by the late 1790s. The David Wallace, Sr. House was one of only a few two-story houses on Portsmouth.

There are several house sites on the island that include remnants of former structures. Among these are the Henry Babb house site that includes a wood shed, a cistern, and brick chimney (see Figure 66 and Figure 67). The house is thought to have been constructed circa 1919. It is located near Haulover Point Road.

The Ed Keeler house site is located near the Keeler-Styron Cemetery and includes either one structural ruin with two brick chimneys or the ruins of two structures located very close to one another. There are three sets of brick piers and numerous wood pilings associated with the site. The house is thought to have been constructed circa 1900. Two surviving cisterns are located nearby.

A brick chimney and brick and plaster cistern mark the location of the Ben Dixon house site, located east of the Keeler ruins. The house is thought to have been constructed circa 1900.

Ruins and rubble indicate the location of the Tine Bragg former house site northwest of the Styron and Bragg House. Historic aerial photographs suggest that there was once a cistern nearby that is not currently evident due to woody vegetative growth. The house is thought to have been constructed circa 1900.

The Will Willis house site had collapsed prior to Hurricane Isabel in 2003. A pile of rubble north of the Portsmouth Cemetery suggests the location of this former structure. The house is thought to have been constructed circa 1915. It has variously been described as belonging to Ed or Carl Dixon and identified as the circa 1900 Jim Willis house site.

The Sam Tolson house site is identified in the 2006 archeological assessment as a collapsed brick chimney. The house is thought to have been constructed circa 1900. It was located southwest of the Portsmouth Cemetery.

The Monroe and Mattie Gilgo house site was identified in the 2006 archeological assessment as including nine wood pilings. The house is thought to have been constructed circa 1900 for Elijah Dixon, and the location is also known as the Dixon-Gilgo site. A large brick and concrete cistern survives at the site. The site is located across the Old Straight Road from the Schoolhouse.

Remnants of the Claudia Daly house site include scattered brick piers and the remains of a brick cistern. The remnants associated with this circa-1900 house were located as part of the 2006 archeological assessment. The house was located near the crossroads to the south of the Post Office and General Store.

Wood piers and a brick scatter associated with the remains of the circa-1900 Joe Roberts house site that were identified as part of the 2006 archeological assessment. The site is located across the Village Road from the Harry and Lida Dixon House.

The George Willis House was reportedly constructed circa 1919 on a site southeast of the Harry and Lida Dixon House along the Village Road and was indicated on a map of the district dated 1981 included within the HRS.

The 1982 Historic Resource Study (HSR) of Portsmouth Village includes the former location of the Homer Harris building to the northwest of the Life-Saving Station Stables, as well as the former location of the Alfred Dixon house site to the south of the Carl Dixon House. The Harmin Austrin House was located southeast of the Tom and Lucy Gilgo House. The 2006 archeological assessment indicates the presence of wood piers on a slightly raised shell platform or scatter at this site.

The Ann Yurn House stood along Village Road near, but across the road from, the Methodist Church.

The Dorothy Byron Biddlewell house site could not be located during the archeological assessment, although it was described during a personal interview with Chester Lynn, who said that the house had a roof with a steep peak in front, a short section of peak in the rear, and a flat shed-type roof behind. Likewise, no evidence of the circa 1900 George Gilgo house site was located as part of the 2006 archeological assessment. No evidence of the circa-1900 Joe Abbott house site was located as part of the 2006 archeological assessment. The 1982 HRS indicates its location as south of the airplane landing strip, between an NPS weather station and fuel farm, near a high point formerly known as Joe's Hill.

In addition to the known former house sites, there are four unknown sites. The first unknown site includes brick piers and a brick chimney north of the Marine Hospital cistern. The site is an unlabeled structure indicated on the 1982 HRS mapping. The second unknown house site includes a brick pier and a scatter of bricks and shell. The site does not appear on the 1982 HRS mapping. The unknown Portsmouth structure no. 3 site includes brick piers and a scatter of shells behind the Portsmouth Methodist Church. The 2006 archeological assessment report suggests that this site merits further investigation as a possible parsonage for the church. The fourth unknown house site, located east of the Henry Pigott House, includes ten wood pilings on a prepared shell surface platform.

Haulover Point to Post Office and T.T. Potter Environs Buildings and Structures:

Name	Alternate Name	Date of Construction	Comments	NR Status	Historic Structure no. and LCS no.	Condition
Buildings and Structures						
Walker and Sarah Styron House	Robert Wallace House; Old Grace or Wallace House (NR Name); John Wallace House	1850–1859	Windows are boarded over and portions of exterior are deteriorated	C	HS-513 (LCS: 012522)	Fair
Post Office and General Store	-	1900–1909	-	C	HS-518 (LCS: 012526)	Good
Theodore and Annie Salter House	Dixon-Salter House; Visitor Center; Theo Salter House (NR Name)	1900–1909	-	C	HS-519-A (LCS: 012527)	Good
Theodore and Annie Salter Cool House	Salter Cool House; Salter Outbuilding #1	1900–1909	-	C	HS-519-B (LCS: 091757)	Good
Theodore and Annie Salter Shed	Salter Outbuilding #2; Salter Shed	1900–1909	-	C	HS-519-C (LCS: 091758)	Good
Theodore and Annie Salter Privy	Salter privy	1900–1909	-	C	HS-519-D (LCS: 091759)	Good
Styron and Bragg House (Styron-Bragg House)	Jody Styron and Tom Bragg House	1928	Exterior deteriorated, most windows boarded over, deterioration of roofing	C	HS-523-A (LCS: 012530)	Fair to Poor

			materials, water damage, vegetation on rear porch			
Styron and Bragg Shed	Styron-Bragg Shed	1920–1929	Roof in good condition; siding missing and needs repainting	C	HS-523-B (LCS: 091761)	Poor
Styron and Bragg Cool House	Styron-Bragg Cool House	1920–1929	Screens are missing, exterior is deteriorated, and needs repainting	C	HS-523-C (LCS: 091762)	Poor
T.T. Potter House	Armtek House; Armfield House	1952	Exterior is deteriorated and there are structural integrity problems (building is split in one place)	C	HS-524-A (LCS: 012531)	Poor
T.T. Potter Equipment Shed/Garage	-	?	-	Undetermined	-	Good
T.T. Potter Generator Shed	-	?	-	Undetermined	-	Good
Docks						
Dock and boardwalk at Haulover Point	-	After 1966	-	NC	-	Good
Dock and boardwalk at T.T. Potter House	-	After 1966	-	NC	-	Good
Dock and boardwalk behind Styron and Bragg House	-	After 1966	Large portions damaged and not in use	NC	-	Poor
Bridges						
Small footbridge to the Styron and Bragg dock	-	?	-	NC	-	Poor

Doctor's Creek and East Portsmouth Village Environs Buildings and Structures:

Name	Alternate Name	Date of Construction	Comments	NR Status	Historic Structure no. and LCS no.	Condition
Buildings and Structures						
Frank Gaskill House	-	1930	Significant deterioration of roofing materials, loss of paint, structural damage (use of guy wires to stabilize structure\)	C	HS-522 (LCS: 012529)	Poor
Frank Gaskill Shed	-	?	Rust visible and some siding missing	C	-	Fair
Carl Dixon House	-	1930	-	C	HS-521-A (LCS: 012528)	Good
Carl Dixon Summer Kitchen	Carl Dixon Shed	1930–1939	Windows are boarded over	C	HS-521-B (LCS: 091760)	Good/Fair
Henry Pigott House	Henry Pigott Cottage (NR Name)	1900–1909	-	C	HS-511-A (LCS: 012520)	Good
Pigott Summer Kitchen	-	1900–1909	Deteriorated exterior with collapsed chimney	C	HS-511-B (LCS: 091747)	Fair
Pigott Cool House	-	1900–1909	Missing screening	C	HS-511-C (LCS: 091748)	Fair
Pigott Shed	-	1900–1909	Shed no longer extant, wood foundation posts present	-	-	-
Pigott Shed #2	-	1900–1909	Some siding deterioration visible	C	HS-511-E (LCS: 091750)	Good

Pigott Privy	-	1900–1909	Moved; original wood foundation posts visible	C	HS-511-F (LCS: 091751)	Good
Tom and Lucy Gilgo House	Tom Gilgo House (NR Name)	1920s	-	C	HS-512 (LCS: 012521)	Good
Ed and Kate Styron House	Kitty Cabin, home of Ed and Kate Styron (NR Name)	1933	Windows are boarded over	C	HS-505 (LCS: 012516)	Good
Ed, Nora, and Elma Dixon House	Elma Dixon House (NR Name); McWilliams-Dixon House	1910–1919	Roof in good condition; exterior deteriorated, siding missing, in need of repainting	C	HS-507-A (LCS: 091779)	Fair
Ed, Nora, and Elma Dixon privy	McWilliams-Dixon privy	1910–1919	Structural deterioration, leaning to the front	C	HS-507-D (LCS: 091782)	Poor
Ed, Nora, and Elma Dixon shed	McWilliams-Dixon shed	1910–1919	Roof in good condition; siding missing and deteriorated	C	HS-507-C (LCS: 091781)	Fair/Poor
Ed, Nora, and Elma Dixon cool house	McWilliams-Dixon cool house	1910–1919	Deteriorated and missing screening	C	HS-507-B (LCS: 091780)	Fair/Poor
Jesse and Lillian Babb House	Marion Gray Babb House (NR Name), Jesse Babb House	1935	-	C	HS-504-A (LCS: 012515)	Good
Babb Kitchen	Babb Shed #2	1935	Siding is damaged and missing in places	C	HS-504-B (LCS: 091752)	Fair
Babb Garage	-	1935	Siding is deteriorated in some places	C	HS-504-C (LCS: 091746)	Good
Babb Generator Shed	Babb Shed #1	1935	Roof in good condition; deteriorated exterior with some siding missing, vegetation on	C	HS-504-D (LCS: 091753)	Fair/Poor

			exterior			
Babb Privy	-	1935	-	C	HS-504-E (LCS: 091754)	Good
Wood shed at Henry Babb house site	-	?	-	C	-	Fair
Portsmouth Methodist Church	Methodist Church	c. 1915	-	C	HS-508 (LCS: 012518)	Good
Harry and Lida Dixon House	Dave Willis House (NR Name); Dennis Mason House, Captain Dave Willis House	1895	-	C	HS-503-A (LCS: 012514)	Good
Harry and Lida Dixon shed	Mason shed	?	Roof is in good condition; sections of siding are missing	C	-	Poor
George and Patsy Dixon House	George Dixon House (NR Name)	1887	Rear porch roof not attached and sitting on porch decking	C	HS-510-A (LCS: 012519)	Good
Lionel and Emma Gilgo House	Lionel Gilgo House (NR Name); Roy Robinson House	1926	Exterior is weathered	C	HS-502 (LCS: 012513)	Fair
Washington Roberts House	-	1840s	Some windows boarded over	C	HS-509 (LCS: 091783)	Good
Docks	**Alternate Name**	**Date of Construction**	**Comments**	**NR Status**	**Historic Structure no. and LCS no.**	**Condition**
Dock east of Henry Pigott House	-	?	-	Undetermined	-	Good
Bridges	**Alternate Name**	**Date of Construction**	**Comments**	**NR Status**	**Historic Structure no. and**	**Condition**

					LCS no.	
3 wood bridges along Village Road	-	?	-	NC	-	Good

Portsmouth Life-Saving Station Complex and Road to the Beach Buildings and Structures:

Name	Alternate Name	Date of Construction	Comments	NR Status	Historic Structure no. and LCS no.	Condition
Buildings and Structures						
Portsmouth Life-Saving Station	Portsmouth Coast Guard Station; Station 188, 7th Coast Guard District	circa 1894	Flooding has led to some structural deterioration and weathering	C	HS-501-A (LCS: 012512)	Good
Portsmouth Life-Saving Station Kitchen	Sugar Shack; Summer Kitchen	1908	-	C	HS-501-B (LCS: 091745)	Good
Portsmouth Life Saving Station Stable	Portsmouth Life-Saving Station Shed	1928	Some of the boards are bowing out on the front façade; windows boarded over	C	HS-501-C (LCS: 012534)	Fair
Concrete seawalls and ramps at Portsmouth Life-Saving Station	-	?	Cracking, chipping, vegetative growth in joints	C	-	Fair
NPS maintenance buildings, generator shed, comfort station, and comfort station ramp	-	After 1966	-	NC	-	-

Schoolhouse Environs Buildings and Structures:

Name	Alternate Name	Date of Construction	Comments	NR Status	Historic Structure no. and LCS no.	Condition

Buildings and Structures						
Cecil and Leona Gilgo House	Ben Salter House; Cecil Gilgo House	1936	-	C	HS-515 (LCS: 091784)	Good
Portsmouth Schoolhouse	-	1910–1919	-	C	HS-516-A (LCS: 012524)	Good
Schoolhouse Shed	-	1910–1919	Clapboard somewhat weathered	C	HS-516-B (LCS: 091755)	Good
Bridges						
Wood plank bridge along Old Straight Road	-	?	Grass growing in planks	Undetermined	-	Good; unconfirmed

Non-extant Buildings and Structures	**Alternate Name**	**Date of Construction**	**Comments**
Dr. Samuel Dudley House	-	by 1836	36x30 foot two-story house; an adjacent building served as a hospital
Dr. John W. Potts House	-	c. 1820s	Wooden house used for boarding, lodging, medicine
U.S. government boathouse	-	?	Boathouse was converted to a hospital in the 1830s, blew away in 1938
“Academy”	Schoolhouse	?	Visible on 1806 and 1821 maps in central part of village
Military fort	-	?	Likely constructed during the War of 1812; later utilized by the Confederate Army after April 1861 and the Union Army in August 1861
Three taverns	-	?	Three taverns were on an 1804 map, two on an 1806 map
Grey’s Factory	-	c. 1866	Commercial enterprise for menhaden fish, existed from 1866 to 1869
Windmill	-	c. 1760s	Likely established by John Nelson in the 1760s, gone from the records by 1870
U.S. Customs House	-	by 1806	-
U.S. Marine Hospital	-	1847	Two-story building; closed at the end of the Civil War
Burns House	-	1813	A two-story house with a kitchen, smokehouse, and other outbuildings. The U.S. Marine Hospital was established on this site
Captain Terrell House	-	?	One of three houses moved from Portsmouth to Belhaven on the mainland between 1900 and 1915

Rose or Rosa Pigott House	-	?	-
David Wallace Sr. and David Wallace Jr. Houses	-	by late 1790s	-
Daly House	-	?	-
Ambrose Styron House	-	?	-
Henry Babb House	-	c. 1919	Remnants include a cistern and brick chimney
Ed Keeler House	-	c. 1900	Remnants include two brick chimneys, brick piers
Ben Dixon House	-	c. 1900	Remnants include brick chimney and brick and plaster cistern
Tine Bragg House	-	c. 1900	-
Will Willis House	-	c. 1915	Collapsed prior to Hurricane Isabel in 2003
Sam Tolson House	-	c. 1900	-
Monroe and Mattie Gilgo House	Dixon-Gilgo site	c. 1900	Remnants include large brick and concrete cistern
Claudia Daly House	-	c. 1900	-
Joe Roberts House	-	c. 1900	Remnants include wood piers and brick scatter
George Willis House	-	c. 1919	-
Homer Harris building	-	?	-
Alfred Dixon House	-	?	-
Harmin Austrin House	-	?	-
Ann Yurn House	-	?	-
Dorothy Byron Biddlewell House	-	?	-
George Gilgo House	-	c. 1900	-
Joe Abbott House	Joe's Hill	c. 1900	-

FIGURE 22. Looking east toward the Portsmouth Life-Saving Station and kitchen, including the station's wreck pole, coastal warning display tower, and oil house, circa 1916. Wood board fencing enclosed the complex.

FIGURE 23. Looking north toward the Portsmouth Life-Saving Station complex, circa 1920s.

FIGURE 24. The same view as Figure 23 toward the Portsmouth Life-Saving Station, illustrating the loss of buildings, such as, from left to right, the carriage or cart house, boathouse, oil house, and privy (far right), as well as the board fencing around the station precinct. The summer kitchen and stables survive.

FIGURE 25. Looking northwest toward the stables from the western corner of the Portsmouth Life-Saving Station, circa 1935.

FIGURE 26. Looking north toward the Portsmouth Life-Saving Station. The Coast Guard crew stands on the southeast porch, circa 1903–1915.

FIGURE 27. The same view as Figure 26 toward the Portsmouth Life-Saving Station, indicating the filling of Coast Guard Creek that has occurred. This building is one of ten surviving examples of numerous Quonochontuag-style stations built during the late nineteenth/early twentieth centuries.

FIGURE 28. The associated summer kitchen is visible to the right of the Life-Saving Station.

FIGURE 29. Looking west toward the Portsmouth Life-Saving Station stable, circa 1916.

FIGURE 30. The Portsmouth Life-Saving Station stable, circa 1983.

FIGURE 31. The same view as Figure 30 toward the Portsmouth Life-Saving Station Stable, showing the 1928 stable built in the same location as previous stables. This view illustrates the loss of the four-board fencing associated with the use of the building as an active stable for horses (seen in Figure 29).

FIGURE 32. View along the concrete seawall and wooden mooring posts in Coast Guard Creek at the Portsmouth Life-Saving Station.

FIGURE 33. The Lionel and Emma Gilgo House.

FIGURE 34. Looking southwest toward the Washington Roberts House, circa 1983.

FIGURE 35. The Washington Roberts House in 2017 is no longer boarded up and the addition has been reconstructed. Many of the trees around the house have been lost, however.

FIGURE 36. Looking east toward the Portsmouth Methodist Church, circa 1946.

FIGURE 37. Looking southwest toward the Portsmouth Methodist Church from the yard of the Ed, Nora, and Elma Dixon House, circa 1950s.

FIGURE 38. Looking northwest toward the Portsmouth Methodist Church, date unknown.

FIGURE 39. The front façade of the Portsmouth Methodist Church.

FIGURE 40. The Portsmouth Methodist Church.

FIGURE 41. The Ed and Kate Styron House.

FIGURE 42. The Ed, Nora, and Elma Dixon House.

FIGURE 43. Looking east toward the Jesse and Lillian Babb House, circa 1950s.

FIGURE 44. Looking north toward the Jesse and Lillian Babb House, circa 1940s.

FIGURE 45. The Jesse and Lillian Babb House is very similar to its earlier appearance in Figure 44, although the picket fence is missing. Note also the loss of vegetation behind the house.

FIGURE 46. Looking north toward the front of the Harry and Lida Dixon House, date unknown.

FIGURE 47. The same view of the Harry and Lida Dixon House as Figure 46. Note the loss of the decorative trellis on the porch, the pickets along the side addition, the low fencing in front of the house, and the change in mortar associated with the brick.

FIGURE 48. The north facade of the George and Patsy Dixon House, circa 1979.

FIGURE 49. The George and Patsy Dixon House.

FIGURE 50. Post Office and General Store with addition, circa 1930s.

FIGURE 51. View west toward the Post Office and General Store, date unknown.

FIGURE 52. The Post Office and General Store, showing changes since the 1930s including the loss of the addition and removal of the porch and overhang. The vent pipe in the rear is also gone.

FIGURE 53. The Styron and Bragg House, circa 1979.

FIGURE 54. The Styron and Bragg House. The second story has been shingled, and the lattice under the porch has been altered, a picket fence has been added, and there has been some loss of vegetation since previous documentation.

FIGURE 55. The Styron and Bragg House.

FIGURE 56. The Styron and Bragg cool house, circa 1983.

FIGURE 57. The Styron and Bragg cool house on left in background and shed on right in background. Note the loss of vegetation around the house precinct.

FIGURE 58. The Styron and Bragg shed.

FIGURE 59. The Theodore and Annie Salter House, circa 1974.

FIGURE 60. The Theodore and Annie Salter House, demonstrating the change in vegetation.

FIGURE 61. The Walker and Sarah Styron House.

FIGURE 62. Looking north toward the Walker and Sarah Styron House, circa 1955.

FIGURE 63. The Walker and Sarah Styron House, illustrating changes in vegetation, and the loss of the long building extension (kitchen wing) to the right of the Walker and Sarah Styron House. Note the replacement of the central dormer with two dormers and alteration of the porch posts and railing. Woodwork beneath the porch is no longer present.

FIGURE 64. Looking northwest across the north facade of the Walker and Sarah Styron House, circa 1981.

FIGURE 65. Looking across the north façade of the Walker and Sarah Styron House, illustrating changes in the building roof line, the loss of a step leading out of the building, and the dramatic loss of vegetation behind the house. There are several wood posts and a pile of bricks that indicate the outline of the former kitchen addition.

FIGURE 66. Unassociated wood shed near the Walker and Sarah Styron House. The shed likely was an outbuilding associated with the former Henry Babb house site.

FIGURE 67. Brick chimney remnant associated with the Henry Babb house site.

FIGURE 68. The Tom and Lucy Gilgo House.

FIGURE 69. Looking southwest toward the Henry Pigott House, date unknown.

FIGURE 70. The view toward the Henry Pigott House, illustrating changes to the property such as the loss of the chimney on the outbuilding and the tree along the fence, deterioration of the cool house, and replacement of the pink paint.

FIGURE 71. The Henry Pigott House main entrance.

FIGURE 72. Outbuildings northwest of the Henry Pigott House, including a shed, privy, and building outline of wood posts.

FIGURE 73. The north facade of the Carl Dixon House, circa 1979.

FIGURE 74. The north facade of the summer kitchen east of the Carl Dixon House, circa 1979.

FIGURE 75. Carl Dixon House and summer kitchen. Changes since 1979 include loss of the front porch, replacement of the roof, and a change in paint color. Changes to the summer kitchen includes the boarded window, different cladding of the shed, the addition of a vent pipe, replacement of the door, addition of wooden steps, and lack of paint.

FIGURE 76. Looking southwest toward the Frank Gaskill House, circa 1979.

FIGURE 77. The Frank Gaskill House, illustrating the loss of the roof overhang associated with the porch, and the wood stair and landing along the side/rear of the house. The vegetation is now mown cool-season grass, whereas the earlier view suggests native warm-season grasses were present previously. Cabling is currently stabilizing the structure.

FIGURE 78. The Frank Gaskill shed on raised wood piers on the inlet shore.

FIGURE 79. The T.T. Potter House, circa 1970.

FIGURE 80. The T.T. Potter House. There is an addition to the building along its rear facade, the screen porch has been removed, and the siding has been replaced.

FIGURE 81. Garage/storage outbuilding associated with the T.T. Potter House.

FIGURE 82. The Cecil and Leona Gilgo House.

FIGURE 83. The north facade of the Schoolhouse, circa 1969.

FIGURE 84. Looking south toward the Schoolhouse and cistern, date unknown.

FIGURE 85. The same view as Figure 84 toward the Schoolhouse and cistern. The features look very similar today, although the antenna has been removed and the roof re-shingled.

FIGURE 86. The Schoolhouse shed, circa 1979.

FIGURE 87. The same view as Figure 86 of the schoolhouse shed. Although the door appears to have been replaced and the roof re-shingled, the shed looks very similar today.

FIGURE 88. The T-shaped dock and boardwalk at Haulover Point.

FIGURE 89. View of the L-shaped boardwalk at the T.T. Potter House.

FIGURE 90. View of the damaged dock and boardwalk behind the Styron and Bragg House.

FIGURE 91. View of the small dock east of Henry Pigott House.

3. CIRCULATION:

Historic Conditions:
Circulation within the Portsmouth Village Historic District that survives from the period of significance includes two primary routes—the Old Straight Road and the Village Road—as well as various secondary and access roads leading to the T.T. Potter House, Portsmouth Cemetery, Frank Gaskill House, Henry Pigott House, Babb-Dixon Cemetery, the Schoolhouse, and the 1940s airstrip. All of these routes existed on the site by the end date of the period of significance.

Circulation routes originally served pedestrians, horses, and wagons, and evolved to support automobile and powerboat traffic. During the period of significance, circulation within Portsmouth Village centered around a primary north/south route extending between Haulover Point and Middle Community—referred to today as the Old Straight Road. The 1866 survey of the community indicates the presence of this route, which survives today both as an extant route along its northern segment and a road trace along its southern segment past the Schoolhouse. Secondary routes are also shown to the west of the Old Straight Road extending to and between various residences. The history and date of origin of the other main route, the Village Road, is currently unknown.

Many of the village dwelling complexes are not shown as connected with the main road in any way on the 1866 survey. There were likely, however, paths and trails that were not developed enough to appear on the document. Additional secondary routes appear in the vicinity of the marine hospital complex, leading to the “Great River” tidal creek, and between one of the properties in the western-central portion of the village and the waterway of Baymarsh Thorofare. Two bridge crossings are also shown at Doctor’s Creek within the Middle Community area across Lawrence’s Creek. A dock extends into the ocean along the northeastern margin of the island near Coast Guard Creek. It is likely that other docks existed at this time but are not represented on the survey.

During earlier periods, there were other circulation routes that appear on historic aerial photographs and maps that are no longer present. These include a route leading between the Frank Gaskill House and the Henry Pigott House; a route extending from the Village Road to the former Marine Hospital site that parallels the route leading to the Life-Saving Station; and a route leading to the Marine Hospital from the nearby tidal creek. A road is also shown within Middle Community leading west from the Old Straight Road to a tidal creek labeled as Bay Landing. It provided connections to several houses located in this area. Very little is known about other routes in use prior to 1866. Because much of the cultural development present during this time followed the northern margin of the island, there was likely a route linking this development with the Old Straight Road. Roads mentioned in historic documents dating to the mid-nineteenth century include the Old Cart Road and Main Cart Road, suggesting the type of vehicle use that was predominant at that time.

Some routes present during the twentieth century have since been lost, including a connection between the airstrip and the beach, a route leading south from the Schoolhouse, and various routes leading along the northeastern margin of the island between Haulover Point and the Life-Saving Station complex, including a bridge across Doctor’s Creek. A route leading along the northern margin of the island toward Haulover Point from the vicinity of the Frank Gaskill House is also missing, and a dock at the Life-Saving Station located within Coast Guard Creek at the end of the period of significance is no longer present.

Existing Conditions:
Haulover Point is the primary boat landing site at Portsmouth Village with a thirty-five foot long T-shaped dock and boardwalk. The other main dock is near the T.T. Potter House. There was previously a dock at the Styron and Bragg House that is damaged and no longer in use. A small dock extends into Doctor’s Creek behind the Henry Pigott House but is not a common means of accessing the village. None of the docks date to the period of significance.

At present, there are two primary road systems located within the historic district, and various secondary or access roads that lead to residences. Roads are all generally unimproved and composed of sand surfaces maintained through periodic grading. Circulation features listed on the LCS (LCS 012532) include twelve unimproved roads, described as eight to ten feet wide, with a total length of 8,400 feet, and in good condition. None are mapped or named, however, so it is not clear which of the roads described herein are specifically included on the LCS. The cultural landscape report documentation recorded twelve road corridors within the historic district.

The Haulover Point Road is a long, straight, sand road that extends south between Haulover Point at the northern end of the island to the core of the village, where it continues south as the Old Straight Road (Figure 92 and Figure 93). The northern portion of the road frequently floods and can remain wet. The road is generally in good condition, except for where ponding occurs near the boardwalk.

The Old Straight Road is the historic route of travel between Portsmouth Village and the Middle Community. It joins Haulover Point Road around the core of the historic district. This route has a mown grass surface. The portion of the road that is interpreted within the historic district is in good to fair condition, although it requires constant maintenance to remain unobstructed by vegetative growth. Beyond the historic district boundary, heading south past the Schoolhouse, the road is difficult to follow and overgrown due to vegetation. There is a chained gate on Old Straight Road northwest of the Schoolhouse, to the south of which the road is overgrown, although the track is still evident (Figure 94).

At the core of the historic district, Haulover Point Road intersects the Village Road, which is the primary east/west trending road that extends on the west side to the Styron and Bragg House (and associated former dock) (Figure 95 and Figure 96). To the east, the road extends to the Portsmouth Life-Saving Station. This road crosses various tidal creeks and drainages, with wooden bridges serving as water crossings. This road is generally in good condition, although sections near the Methodist Church appear to experience ponding.

Past the Life-Saving Station on the east side of the district, the Village Road veers south and becomes the Road to the Beach that accesses the beach and tidal mud flats that edge the historic district (Figure 97). This road is variously surfaced with graded sand and mown grass. Past a steel gate to the south of Coast Guard Creek, an access road leads northeast from the Road to the Beach to the two seamen's graves. This access road is generally in good condition.

Additional roads lead off of the Village Road, providing access to various dwellings, and cemetery sites. North of the intersection of the Village Road and Haulover Point Road, an access road heads west from Haulover Point Road and travels along the north side of the Theodore and Annie Salter House towards the Portsmouth Cemetery. The road then travels back south past the Theodore and Annie Salter privy to reconnect with the Village Road. This road has a mown-grass surface. It is generally in good condition.

Heading east from Haulover Point Road, also north of Village Road intersection, an access road leads northeast to the Carl Dixon and Frank Gaskill houses at the northern end of the island (Figure 98). The access road has a mown-grass surface and is generally in good condition. One arm of the access road heads north to the Frank Gaskill shed on the coastline, while another arm veers west along the south side of the Carl Dixon House.

South of the two previously mentioned access roads, a road leads east/northeast from the intersection of the Village Road and Haulover Point Road to Walker and Sarah Styron House, Tom and Lucy Gilgo House, and extends to the Henry Pigott House on Doctor's Creek (Figure 99). The road has a mown-grass surface and is generally in good condition. The road partially parallels the access road to the Carl Dixon and Frank Gaskill houses and a small northwest-

southeast trending spur road connects to the two on the north side of the Tom and Lucy Gilgo House.

On the west side of the historic district and west of the Haulover Point and Village Road intersection, a road leading towards the T.T. Potter House, associated dock, and Keeler-Styron Cemetery arises just east of the Styron and Bragg House and leads southwest away from the Village Road. The sand- and grass-surfaced road splits with one branch leading south to the Keeler-Styron Cemetery and the other leading northwest to the T.T. Potter House (Figure 100 and Figure 101). This road is generally in good condition.

Old Straight Road travels directly south from the village core. There is a short access road off of Old Straight Road that leads to the Cecil and Leona Gilgo House and the Portsmouth Schoolhouse (Figure 102). This road is generally in good condition, although there is vegetation along its perimeter in some areas that must be maintained to keep the road passable. Further south of this precinct the Old Straight Road is no longer maintained.

The 1940s northeast-southwest trending airstrip adjacent to the Life-Saving Station is said to have been built to support access to the hunting, fishing, and gun clubs present on the island (Figure 103). It is no longer in use. It has a mown-grass surface and extends between the edges of the marshland to the north of the Life-Saving Station in a southwesterly direction for approximately 1,600 feet. It crosses between the Life-Saving Station and the Life-Saving Station Stables building. This feature is generally in good condition.

An access road to the airstrip begins north of the comfort station off of the Road to the Beach. The access road travels west and the northwest to connect with the southern end of the airstrip. The road also continues past the southern end of the airstrip, traveling northwest to the south side of the Lionel and Emma Gilgo House. There is an additional small access road on the southeast side of the airstrip that approaches the maintenance boneyard and associated maintenance/equipment building.

A footpath known as the Schoolhouse Trail leads from the southern side of the airstrip through the woods and emerges on the south side of the Schoolhouse (Figure 104). The footpath is marked with a wood sign at the trail entrance near the Schoolhouse.

No bridges survive from the period of significance, although two appear on historic maps of the island. Within the historic district, the 1866 survey indicates that there was once a bridge across Doctor's Creek. Beyond the district boundary, a bridge is shown along the Old Straight Road near the Middle Community. The existing bridges all post-date the period of significance and are non-contributing resources (see Buildings and Structures).

Existing non-historic bridges include three wooden bridges along Village Road. The Village Road crosses wet areas, creeks, and channels in three locations. Each crossing is associated with a V-shaped wood bridge, constructed of tightly set timbers laid perpendicular to the road, and edged by 6 inch by 6 inch wood timbers nailed to their good condition.

There is also a wooden bridge along Old Straight Road. A small wood plank bridge is located along the Old Straight Road to provide access across a wet area. There is another small footbridge over a marshy area to access the Styron and Bragg House. The bridge is composed of wood planks, approximately three feet wide, and is currently in poor condition with vegetation growing in and around the footbridge and several boards missing.

There are also several small-scale features related to circulation throughout the historic district (see Small-scale Features). These generally include steps, ramps, and walkways used to approach and access buildings. At the Life-Saving Station, concrete walks approximately three feet wide edge the Life-Saving Station. One concrete walk runs along the front façade of the building and continues west into the airstrip. Another walk travels along the west side of the

building and continues north towards Coast Guard Creek, with a short west bound section also leading into the airstrip. There are two walks that extend south from the Life-Saving Station, one of which accesses the summer kitchen. One walk extends east from the summer kitchen and connects with the other south-trending concrete walk (Figure 105). This system of concrete walks was built in 1914–1918, except for the walk to the summer kitchen, which was added in 1942. The paths exhibit some evidence of deterioration, including cracking and spalling, and vegetative growth within many of the control joints. They are in fair to good condition.

There are also three concrete boat ramps at the Life-Saving Station. Two ramps are on the northwestern side of the building and one is on the southeast side. The ramps lead from double doors to the ground and are in fair condition. The ramps were used to facilitate transfer of rescue boats from the boathouse to the water.

At the comfort station on the Road to the Beach, there is a wood ramp system and flight of steps to access a non-historic comfort station (Figure 106). The ramp system includes handrails at two heights, one for wheelchair accessibility. Vegetation around the ramp is overgrown and the ramp and stairs appear to be in fair to poor condition.

Overall Cape Lookout Village Historic District Circulation Features:

Contributing Features	**Date of Construction**	**Comments**	**Condition**
Haulover Point Road (with modifications)	Pre 1930	HS-550-A; LCS ID: 012532 Some ponding	Good
Village Road (with modifications)	Pre 1930	HS-550-A; LCS ID: 012532 Some ponding	Good
Old Straight Road	Present by 1860s	HS-550-A; LCS ID: 012532 Overgrown south of the Schoolhouse	Good/Fair

Haulover Point to Post Office and T.T. Potter Environs Circulation Features:

Contributing Features	**Date of Construction**	**Comments**	**Condition**
Haulover Point Road (with modifications)	Pre 1930	HS-550-A; LCS ID: 012532 Some ponding	Good
Old Straight Road	Present by 1860s	HS-550-A; LCS ID: 012532 Overgrown south of the Schoolhouse	Good/Fair
Access Road to Theodore and Annie Salter House, Portsmouth Cemetery, Will Willis house ruins	Pre 1930	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Access Road to T.T. Potter House, dock, Keeler-Styron Cemetery	Pre 1950	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Access Road to Walker and Sarah Styron, Tom and Lucy Gilgo, and Henry Pigott Houses	Pre 1930	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Non-Contributing Features	**Date of Construction**	**Comments**	**Condition**
Docks at Haulover Point, T.T.	After 1966		Good

Potter House, and Henry Pigott House			
Dock at Styron and Bragg House	After 1966	Damaged and no longer in use	Poor
Small footbridge to the Styron and Bragg dock	Modern	Vegetation growing in bridge and boards missing	Poor

Doctor's Creek and East Portsmouth Village Environs Circulation Features:

Contributing Features	**Date of Construction**	**Comments**	**Condition**
Village Road (with modifications)	Pre 1930	HS-550-A; LCS ID: 012532 Some ponding	Good
Access Road to Carl Dixon and Frank Gaskill Houses	Pre 1930	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Access Road to Walker and Sarah Styron, Tom and Lucy Gilgo, and Henry Pigott Houses	Pre 1930	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Non-Contributing Features	**Date of Construction**	**Comments**	**Condition**
Docks at Haulover Point, T.T. Potter House, and Henry Pigott House	After 1966		Good
3 wood bridges along Village Road	Modern		Good

Portsmouth Life-Saving Station Complex and Road to the Beach Circulation Features:

Contributing Features	**Date of Construction**	**Comments**	**Condition**
Village Road (with modifications)	Pre 1930	HS-550-A; LCS ID: 012532 Some ponding	Good
Old Straight Road	Present by 1860s	HS-550-A; LCS ID: 012532 Overgrown south of the Schoolhouse	Good/Fair
The airstrip	1940s		Good
Concrete walks and ramps associated with Portsmouth Life-Saving Station	Present by 1930s	Some wear evident	Good/Fair
Road to the Beach	Pre 1930	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Access Road to Two Seamen's Graves	Pre 1930	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Non-Contributing Features	**Date of Construction**	**Comments**	**Condition**
Ramp to comfort station	Modern	Deteriorated	Fair/Poor

Schoolhouse Environs Circulation Features:

Contributing Features	**Date of Construction**	**Comments**	**Condition**
Old Straight Road	Present by 1860s	HS-550-A; LCS ID: 012532 Overgrown south of the Schoolhouse	Good/Fair
Access Road to Schoolhouse and Cecil Gilgo House	Pre 1930	HS-550-A; LCS ID: 012532 Likely different alignment than during historic period	Good
Non-Contributing Features	**Date of Construction**	**Comments**	**Condition**
Wood plank bridge along Old Straight Road	Modern		Good
Undetermined Features	**Date of Construction**	**Comments**	**Condition**
Schoolhouse walking trail	Unknown		Good

FIGURE 92. View north along Haulover Point Road.

FIGURE 93. View south along Haulover Point Road.

FIGURE 94. Old Straight Road is no longer maintained south of the chained gate near the Portsmouth Schoolhouse.

FIGURE 95. Village Road looking east with Portsmouth Church on left and Washington Roberts House on right.

FIGURE 96. Village Road and wooden bridge over Doctor's Creek with Portsmouth Church on left side.

FIGURE 97. Road the Beach with the comfort station in the background vegetation.

FIGURE 98. Access road to the Frank Gaskill and Carl Dixon houses (Carl Dixon summer kitchen visible on right).

FIGURE 99. Access road to the Tom and Lucy Gilgo House.

FIGURE 100. Access road to the Keeler Cemetery.

FIGURE 101. Access road to the T.T. Potter House.

FIGURE 102. Access road and bridge to the Cecil and Leona Gilgo House and the Portsmouth Schoolhouse.

FIGURE 103. View southwest along airstrip with the Life-Saving Station summer kitchen on left and stable on right.

FIGURE 104. The Schoolhouse Trail access point south of the Portsmouth Schoolhouse.

FIGURE 105. Concrete walks extend between the Portsmouth Life-Saving Station and summer kitchen, as well as into the landscape.

FIGURE 106. Wooden ramp and steps leading to the comfort station along the Road to the Beach.

4. CLUSTER ARRANGEMENT:

See Spatial Organization

CONTRIBUTING FEATURES:

NON-CONTRIBUTING FEATURES:

5. CONSTRUCTED WATER FEATURES:

At least one pond and two channels exist within the village that are said to have been established through the Works Progress Administration in support of mosquito control during the 1930s or early 1940s (Figure 107). The pond lies east of the road leading south from Haulover Point, and the channels edge Haulover Point Road and follow a portion of the Village Road. These features appear to be in good condition.

See Small-Scale Features and Natural Systems and Features for discussion of septic systems, cisterns, and water boxes.

Contributing Features	Condition	Comments
WPA-era channels and ponds for mosquito control	Good	

FIGURE 107. Drainage channel along the northern portion of Haulover Point Road by the WPA for mosquito control.

6. CULTURAL TRADITIONS:

See Land Use

CONTRIBUTING FEATURES:

NON-CONTRIBUTING FEATURES:

7. LAND USE:

Historic Conditions:
The principal land uses associated with Portsmouth Village Historic District today are museum, interpretive, and educational, in addition to recreational and cemetery. The recreational and cemetery land uses, in addition to limited residential uses, survive from the period of significance, while the museum and educational uses that take place on the property today post-date the period of significance and are non-contributing.

During the period of significance, the historic district supported many more land uses than are present today. These included full-time residential, industry, coastal navigation and maritime services, agriculture, coastal defense/military, commerce, medical facilities, and educational facilities. Industrial land uses included gristmilling associated with the windmill present during the late eighteenth and early nineteenth century, a fish processing plant present on the island between 1866 and 1869, and possibly a boat-building enterprise. Coastal navigation and maritime services were supported by the pilots who helped ships pass through the channels, shoals, sand bars, and swash of Ocracoke Inlet, and by the building complex along the southeastern side of the village that was variously utilized as a Life-Saving Station, Coast Guard Station, and Signal Corps facility from 1894 to 1937 and from 1942 to 1945. Historic records indicate that a telegraph line was established and maintained on the island between 1881 and 1885.

Agricultural activities conducted on the island focused primarily on the pasturing of livestock, including cattle, sheep, goats, horses, and fowl. Watering holes were sometimes dug for livestock. Ponies, rounded up biannually for transport to market, were one of the commercially raised species. The horses were driven into a pen established at the narrowest point on the island along Horse Island Channel located just off Portsmouth's north face, which was presumably named for the horses roaming that reef.

Many of the early residents were slave owners. Enslaved individuals were likely involved in lightering as well as agricultural occupations. Henry Pigott's family is said to have descended from enslaved people owned by a Portsmouth Village family (Cape Lookout: Henry Pigott interpretive pamphlet). Local residents were also involved in state politics. Early residents John Wallace, John Wallace's son David, Elijah Piggott, and John Mayo represented Carteret County in the state's House of Commons. It is currently unclear if Elijah Piggott and Henry Pigott are related. Wallace, who is buried on Sheep Island, served as one of the first provisional Governors of North Carolina in the 1790s.

Coastal defense and military uses included the establishment, beyond historic district boundaries, of earthen fortifications on the island that were garrisoned during the French and Indian Wars, the War of 1812, and the Civil War. Historic commercial endeavors included not only the commercial fishing and canning enterprise described above, but also various stores that have been located within the historic district over time. Today, one of the buildings that served as a store and post office survives, although it is no longer a commercial endeavor.

Medical uses focused on the U.S. Marine Hospital developed in the 1840s, although this building complex was preceded by smaller medical facilities maintained by an island doctor during the 1820s and 1830s. The marine hospital was decommissioned circa 1866. An educational "academy" is known to have existed on the island during the early nineteenth century. The Schoolhouse that served the local population between the early 1900s and the 1940s survives on the island today.

Historically, hunting, fishing, and gun clubs were present on the island and supported the sporting interests of members and guests. There have been at least two sports clubs on the island to support such recreational pursuits as hunting, fishing, and shooting. The Pillintary Hunting Club existed on the island during the late nineteenth and early twentieth centuries. Czar Nicholas of

Russia is said to have visited this club. Franklin Delano Roosevelt is also said to have visited before he became president. The Life-Saving Station was used as a hunting and fishing club after the federal government's departure. The Theodore and Annie Salter House was rehabilitated as a gun club during the second half of the twentieth century. These uses are no longer present.

Existing Conditions:
When the island became part of the Cape Lookout National Seashore in 1966, the diversity of land uses began to diminish. Today, the primary land uses of the district are educational, museum, and interpretive. Other land uses associated with the historic district include recreational and cemetery.

The primary land uses associated with Portsmouth Village Historic District are educational, museum, and interpretive. The NPS protects and maintains the historic properties located within the district and makes them available for visitor education and interpretation. There are numerous opportunities for interpretation within the district, particularly in association with exhibits housed within the Theodore and Annie Salter House (used as a visitor contact facility), Life-Saving Station, the Post Office, residences that are open to the public with interpretive information, and information conveyed about many of the other properties through signage and brochures. There was previously a historic leasing program for volunteers to live on the island part-time and today NPS personnel and volunteers periodically staff local dwellings including the Life-Saving Station kitchen. There are thus occasional part-time residential uses within the historic district.

Today, passive recreational uses of the site, such as walking, are enjoyed by visitors. The primary recreational land uses associated with the historic district are the opportunities to walk throughout the village landscape and to the beach, in addition to picnicking, fishing, and viewing wildlife. Cape Lookout National Seashore recorded 458,000 recreational visitors during fiscal year 2016.

There are numerous small cemeteries located throughout the historic district. While there have not been any burials in these cemeteries since the 1970s, it appears that there are no legal restrictions preventing descendants of former residents from being buried in one of the Portsmouth Island cemeteries (Personal communication, Michael Rikard, Resource Management Specialist, Cape Lookout National Seashore, 2007).

Contributing Features	**Condition**
Cemetery land use	N/A
Recreational land use	N/A
Non-Contributing Features	
Informal educational land use	N/A
Museum land use	N/A
Interpretive land use	N/A
Missing Features	
Full-time residential land use	N/A
Commercial land use	N/A
Military land use	N/A
Agricultural land use	N/A
Hospital/medical	N/A

8. NATURAL SYSTEMS AND FEATURES:

The topography at Portsmouth Island is typical of a barrier island. The portion of the island facing the sound consists of stable dunes separated by salt marsh and low, wet ground containing small ponds of fresh water. The dunes are a few feet above sea level, well drained, and covered in long leaf pine and Eastern red cedar trees. The majority of these areas have a dense understory of brush, brambles, and marsh grass; hurricanes have knocked down large numbers of trees. The island is dotted with elevated landforms known locally as hammocks that were the focus of human habitation. At Portsmouth Island these hammocks were often named after the residents who lived on them.

Historic Conditions:
The Portsmouth Village Historic District landscape is generally low-lying, with little of the island extending more than five feet above sea level at high tide. Most of the historic district is currently characterized by marshes, level areas, and small hammocks. It is edged by the ocean at Ocracoke Inlet, Baymarsh Thorofare, and three tidal creeks: Doctor's Creek, Coast Guard Creek, and Warren Creek. These conditions have remained relatively consistent since the community's early establishment and all contribute to the character and significance of the district. Due to the fact that the community is sited on the western or leeward side of the island and away from the ocean surf, it is less affected by littoral drift and erosion than the eastern side of the island outside of the historic district.

There have, however, been modest changes to the margins of the island, including the shape and configuration of Haulover Point and to the northeastern and northwestern shorelines since the eighteenth century. The land mass of Portsmouth Island is thought to have gradually receded on the north and northeastern faces between 1753 and 1861. Warren Creek is currently in an erosional phase, threatening a graveyard associated with the Sheep Island settlement. It is not known to what degree changes such as these affected the community, although shifting sands in the area of Haulover Point have most likely altered boat docking and other activities numerous times over the years.

Unstable sand in the vicinity of the existing Life-Saving Station is known to have led to the relocation of many dwellings to the west during the early nineteenth century. Dry Sand Point, a regularly inundated sand flat located to the east of the village, was an important area for lightering operations and for horse round-ups during the nineteenth century. This landform is no longer extant.

While little is known about vegetation on the island prior to eighteenth-century settlement, scientists believe that Portsmouth Island was one of the few locations along the Outer Banks to sustain maritime forest. This live oak, loblolly pine, and Eastern red cedar-dominated community type was likely lost to early settlers as the trees were cut for firewood and building material. This vegetation type is generally rare on the Outer Banks. Although scattered remnants of cedar, pine, and oak remain, the historic maritime forest is missing from the landscape today.

It is also likely that a patchwork of grasslands, shrub savannah, shrub thicket, and dune and marsh plant communities was present at the time of settlement; these communities continue to be present today. The island, however, is known to have been heavily grazed by livestock owned by community members. Horses, sheep, and cattle were present in large numbers on the island and allowed to roam free. Grazing by livestock likely had a large impact on vegetation, affecting the composition and health of grasslands, and further diminishing the presence of woody vegetation (Barber and Pikley, 2001).

Shifts in deeper water channels through Ocracoke Inlet have had a profound effect on the community. Sand deposition within the inlet has led to problems for boats trying to gain access to the island since the eighteenth century, although approaches to the island are far more limited today than they were during the eighteenth and nineteenth centuries. Wallace's Channel, which

was one of driving forces of commercial shipping through Ocracoke Inlet after it was opened by a hurricane in 1752, almost immediately began to fill with sand. Various measures were taken to keep the channel open through the early to mid-nineteenth century, but it eventually was lost and is no longer an important feature of the inlet. The island of Shell Castle, which supported a thriving lightering business and various industrial endeavors at one time, was heavily affected by various storms, most notably a hurricane in 1933. Today the island is only about ten feet wide.

Various place names associated with the area's historic geography appear on historic maps of the island and surrounding Ocracoke Inlet. While many of these place names continue to appear on contemporary mapping, such as the most recent USGS quadrangle map, others have either fallen out of use, or the sites have been lost. These place names are listed below and annotated to indicate whether they survive. Additional information about these places is provided in the following Existing Conditions section.

Dry Sand Point. This feature is not labeled as such on the USGS map, but is the landform that curves to the east of the historic district.
Brant Shoal Marsh. This occupied a portion of Dry Sand Point. It is not labeled on current USGS mapping as such, but likely survives.
Brant Shoal Rocks. These are not labeled on the current USGS map; they were located northeast of Haulover Point.
Ayer's Rock. This feature is not labeled on the current USGS map; it was located south of Beacon Island in Ocracoke Inlet.
Beacon Island. This feature survives and is labeled on current USGS mapping; it is located northeast of Haulover Point.
Casey Point. This feature is not labeled on the current USGS map.
Casey's Bay. This feature survives and is labeled on the current USGS map. It is located below Baymarsh Thorofare, west of Middle Community.
Baymarsh Thorofare. This feature survives and is labeled on the current USGS map.
Lawrence's Creek. This feature is not labeled on the current USGS map.
White Shoal. This feature is not labeled on the current USGS map.
Haulover Point. This feature survives and is labeled on the current USGS map.
Sheep Island. This feature survives and is incorrectly labeled on the current USGS map as Evergreen Island; Sheep Island is incorrectly labeled to the west of the village.
Sheep Island Creek. This feature is not labeled on the current USGS map; it was located to the southwest of Casey's Bay.
Wallace's Channel. This feature survives and a label on the current USGS map indicates the Wallace Channel Light. The channel is far less prominent than it was historically.
Shell Castle Island. This feature survives and is labeled on the current USGS map. The island is far less prominent than it was historically.
Ocracoke Inlet. The channel is far less prominent than it was historically.
Pamlico Sound. Exists.
Horse Island Channel. This feature is not labeled on the current USGS map, but its location was between the village and the spit of land labeled Brant Shoal Marsh, and a similar feature may still exist. This channel is said to have been named for the horses pastured nearby.
Mount Truxston. This feature is not labeled on the current USGS map; the high point that was referred to as Mount Truxston overlooks the Life-Saving Station and mud flats. It likely still exists and could potentially be located.

Existing Conditions:
Natural resources associated with the Portsmouth Village Historic District include island landforms, tidal creeks, sandy hammocks, and vegetation communities ranging from salt marshes to shrub savannahs. All of the plant communities on the island have been heavily impacted by cultural activities, particularly the raising of livestock, which were allowed to graze over much of the island until the 1950s. Oral histories suggest that vegetation was periodically burned in the past to encourage new growth for grazing (Natural Resource Management Plan for Cape Lookout National Seashore, 1976, 18).

There are several landforms noted on Portsmouth maps. These include Haulover Point, which is a natural extension of the island's landform that is used as a landing area. Mount Truxston is a high point in the eastern portion of the island that appears on historic maps. It is described as a lookout point for the village. The location of Mount Truxston was not identified during this study.

Two tidal creeks extend from the heart of the village to the shoreline. These include Doctor's Creek and Coast Guard Creek. Doctor's Creek is located in the central part of the village below Haulover Point (Figure 108). The Henry Pigott House was constructed along the creek margin to take advantage of the boat access once afforded from this location. A small dock extends from the house precinct into the creek. Pigott was once the mail carrier for the island and received mail deliveries at this dock. The creek has two branches that extend to the main east/west roadway and converge west of the Ed, Nora, and Elma Dixon House. Wooden bridges carry the road over these branches. This tidal creek appears to be in good condition, although sand deposits have made it very difficult to access this part of the island, and the creek likely does not serve boat traffic as well as it did in the past.

Coast Guard Creek extends from the Life-Saving Station to Ocracoke Inlet along the eastern margin of the historic district (Figure 109). This creek was an important consideration in the siting of the Portsmouth Life-Saving Station. While the building is sited far enough inland to be relatively sheltered, access to the coastal waters for the Life-Saving Station rescue boats was afforded via this creek. In 1908, the Life-Saving Station crew dammed the western end of Coast Guard Creek just east of the station and backfilled with sand, which significantly shortened the creek (Jones, 2006, 30). A seawall and ramps were constructed in 1918 along the edge of the creek to facilitate access to the water for rescue boats. Siltation has occurred within the creek, evidenced by the portions of the seawall now embedded in its banks. Otherwise, this tidal creek appears to be in good condition.

Warren Creek is a tidal creek that edges the historic district to the west. The Keeler-Styron Cemetery sits atop a hammock overlooking the creek. This creek also appears to be in good condition.

Ocracoke Inlet is a body of water that extends between Ocracoke Island and Portsmouth Island. The inlet, while currently too shallow for most boat traffic, once served as a primary shipping thoroughfare between Pamlico Sound and the Atlantic Ocean. Casey Island is located to the northwest of Portsmouth Island at the edge of the inlet; Shell Castle Island sits further to the west within Pamlico Sound. Wallace's Channel sits within the inlet and extends outside of the historic district. It can be reached via a pedestrian path that arises from the Road to the Beach. A dock is located along the edge of the channel.

On Portsmouth Island, there are numerous hammocks, sandy landforms that are slightly more elevated than their surroundings, located within the historic district. They have been utilized to site cultural features due to the slight protection against flooding afforded by their elevation. The hammocks generally appear to be stable and in good condition.

Salt and brackish marsh occupies much of the western portion of the district, its southern margins, and the margins of Doctor's and Coast Guard Creeks (Figure 110 and Figure 111). These naturally-occurring plant communities arise over areas that are regularly inundated with salt water due to tides. The primary species characteristic of the low marsh are smooth cordgrass and saltwort (*Salicornia perennis*). Other glassworts, sea lavender (*Limomium carolinianum*), and salt grass (*Distichlis spicata*) may also be present. The high marsh is more diverse, and characterized by saltmeadow cordgrass, sea ox-eye (*Borrichia frutescens*), and various rushes (*Juncus spp.*). Brackish marshes are dominated by saltmeadow cordgrass, fimbristylus (*Fimbristylis spp.*), little bluestem (*Andropogon virginicus*), foxtail grass (*Setaria geniculata*), and panic grass (*Panicum spp*.). Shrubby components of the marshes include marsh elder (*Iva frutescens*), silverling (*Baccharis halmifolia*), and sometimes wax myrtle. Needlegrass and

sedges (*Scirpus americanus*) are also present in brackish marshes. These communities appear generally to be in good condition. No invasive alien plant species were observed to be threatening these communities during field investigations conducted for this project.

Shrub savannahs and shrub thickets are present over portions of the Portsmouth Village Historic District (Figure 112). These plant communities are characterized by species such as Eastern red cedar, yaupon holly (*Ilex vomitoria*), and wax myrtle but differ in their degrees of woody plant cover. Additional species that may be present include persimmon (*Diospyros virginiana*), poison ivy (*Rhus radicans*), Hercules' club (*Zanthoxylum clavaherculis*), live oak, silverling, marsh elder, beautyberry (*Callicarpa americana*), red mulberry(*Morus rubra*), dogwood (*Cornus stricta*), bamboo vine (*Smilax laurifolia*), Virginia creeper (*Partenocissus quinquefolia*), pepper vine (*Ampelopsis arborea*), and muscadine grape (*Vitis rotundifolia*). Savannah communities are characterized by grasslands dotted with open grownshrubs and small trees. Thickets include more woody vegetation, and arise in response to increased protection against wind and salt spray from the ocean and overwashes. Both of these community types generally appear to be in good condition. No invasive alien plant species were observed to be threatening these communities during field investigations conducted for this project.

Also present within the historic district are open grasslands dominated primarily by grasses and forbs. These occur where woody growth is less apt to become established because of winds, salt spray, a lack of available soil moisture, and the potential for overwash or storm damage. Species characteristic of Portsmouth Village grasslands include: saltmeadow cordgrass (*Spartina patens*), water pennywort (*Hydrocotyle bonariensis*), seaside goldenrod (*Solidago sempervirens*), fimbristylis, and purple muhly (*Muhlenbergia capillaris*). The grassland areas serve as habitat for various birds such as the common Eastern meadowlark, mourning dove, boat-tailed grackle, and marsh hawk. This plant community type generally appears to be in good condition. No invasive alien plant species were observed to be threatening these communities during field investigations conducted for this project. Both the shrub and grassland communities generally appear to be migrating toward the tidal flats, forming very clear bands of vegetation. Scientific study is being conducted by local natural resource specialists to determine the cause of this unusual successional pattern.

Responses to Natural Systems and Features:
Many examples of cultural responses to natural resources and features within Portsmouth Village survive from the period of significance. In particular, these include the siting of the village on the leeward or sheltered side of the island; the use of cisterns to collect rainwater due to the difficulty of accessing freshwater aquifers beneath the island; the siting of buildings and cemeteries on hammocks; and built connections to tidal inlets affording opportunities to access the ocean. Docks have traditionally been used to access the water, although all of the existing docks post-date the period of significance. Ditching for mosquito control along Haulover Point Road and portions of Village Road also survives from the period of significance (see Constructed Water Features).

Many other examples of responses to natural resources associated with the initial settlement and first one hundred years of the village's history are no longer extant. These include features established to support shipping and lightering activities; a sand dredging machine to keep Wallace's Channel open for shipping; a fish factory; and a windmill sited to take advantage of ocean breezes to power milling operations.

Initial settlement of Portsmouth Village occurred in response to the availability of a break in North Carolina's Outer Bank/barrier island system that allowed for the passage of commercial ships. Two obstructions to navigation exist in association with the Outer Banks: sand bars at inlet entrances and shoals or "the swash" inside the inlets. Channels typically extend through these features but are constantly changing. Most ships were historically able to cross the bar at optimal conditions, but large ships rarely attempted to cross the swash especially when laden with cargo. A storm in 1752 is believed to have created a passage through Ocracoke Inlet in the form of a

new, relatively deep channel. This passage afforded an opportunity for North Carolina's goods and agricultural products to be shipped downriver and to market via ocean transport. Previously blocked by the dangerous sand bars and shoals encompassing the extensive sand bar system, commercial shipping activities quickly led to a new local industry: lightering. In this process, knowledgeable locals helped pilot ships through the shoals after cargo had been unloaded to lighten the ships and raise their draw. The cargo was then reloaded.

By legislative act in 1753, a town to support this industry was to be laid out over fifty acres "most convenient to the harbor" (Stick, 1958, 40). A residential community and complexes of warehouses and customs houses, as well as various other enterprises supporting the resultant community, slowly arose in response to these activities and the local conditions.

The community of Portsmouth Village, which included pilots, customs officials, and workers involved in lightering activities, was sited on the lee side of the landform closest to Wallace's Channel, the best hope for large ships to pass through Ocracoke Inlet. A harbor existed along the northeastern margin of Portsmouth Island; Dry Sand Point extended between the harbor and Wallace's Channel. Boats could be docked here, including at Haulover Point, apparently named for the role it played in connecting the community with ocean transport.

Wallace's Channel slowly filled in after 1758; various efforts were made to keep the passage open, including the use of a steam-driven dredging machine between 1810 and 1837 at the mouth of the channel and construction of a jetty in 1835 to throw the current of Wallace's Channel out over Flounder Slue. The dredging machine was anchored at Horse Island Channel at night. Dredging was tried again for a short time in the 1890s. In 1846, a hurricane established a new passage through Hatteras Inlet that heavily influenced regional shipping activities. By the 1880s, Wallace's Channel and the entire Ocracoke Inlet became unusable for major commercial passage which moved north. Today, the inlet and the channel are no longer passable, and most shipping activities through the region have ceased, obscuring the initial reasons for the establishment and development of Portsmouth.

The earliest settlers included members of the Wallace and Burns families, who constructed their homes on the island's eastern end. This area, however, was very unstable. Shifting sand dunes eventually led residents to move their houses inland; by the second quarter of the nineteenth century, the center of the village of Portsmouth had followed (Olson, 1982, 66).

Nonetheless, the U.S. Marine Hospital was sited in the same area in the mid-nineteenth century to take advantage of the healthful breezes afforded on this, one of the high points of the island. The Life-Saving Station later occupied the same ground as the marine hospital because of the access the site afforded to later-named Coast Guard Creek, used to launch rescue boats. The seawall that edges Coast Guard Creek near the Life-Saving Station was established during 1914–1918 to facilitate boat access to the creek.

Other natural factors that influenced the siting of cultural features remain apparent. The siting of the community within the center of the island protected it from much of the overwash and salt spray occurring along the island's eastern margin. This relationship is still evident today. In addition, buildings and structures were generally sited on hammocks, low sand mounds that were higher than the surrounding landscape and thus partially protected from overwash. Some buildings, such as the Life-Saving Station, were sited adjacent to tidal inlets, affording them access to the water. Haulover Point was used to establish a menhaden processing plant known as the Excelsior Oil & Guano Company between 1866 and 1869. The site is listed as Grey's Factory on the 1866 coastal survey. Menhaden fish caught in the area were processed in the factory.

Village traditions of the design and placement of cultural features can be tied to the community's ocean environment as well. These included docks, seawalls, a windmill, and attempts at agriculture. During the period of significance, docks appear to have existed near the Life-Saving

Station, Haulover Point, and along Baymarsh Thorofare. Although only a few residents are known to have owned boats; the highest recorded ownership was during the period when Wallace's Channel was being maintained through dredging. Bridges are also shown spanning tidal creeks, such as those across Lawrence's Creek in the Middle Community and across Doctor's Creek, in nineteenth-century maps. The seawall discussed above was established during the early twentieth century in association with the Life-Saving Station.

A windmill associated with the village appears in historic documents as early as 1774 and as late as 1840 in a transfer from John Nelson to Elijah Piggott. It is also described as located on the highest and most level part of the island. A milling operation associated with the windmill is described by Governor Wallace in 1790. A map of the island dated 1806 shows the windmills midway along the northeastern shoreline. The windmill disappears from documentary sources after 1840.

While many residents and institutions such as the marine hospital attempted to cultivate gardens and fruit tree orchards, the harsh conditions, including heavy winds, salt spray, poor soil, and frequent storms were not overly conducive to agriculture. The crop that has been the most successfully grown is sweet potatoes. By the third quarter of the eighteenth century, Portsmouth Village residents had learned that pasturing livestock—sheep, cattle, and horses—was the best use of the island's natural environment for raising food. Livestock appear to have foraged freely over the island; fencing and outbuildings may have been used to contain livestock periodically.

Shell Castle Island was located northwest of Portsmouth Village. It was heavily developed in the eighteenth century to support lightering operations as well as various industrial activities. A fishing endeavor is known to have been established that produced porpoise oil, which was both sold at market and used to power local lighthouses. These uses arose because of the island's proximity to Wallace's Channel and the opening of a new harbor, known as Upper Anchorage, about 1787. Warehouses and many other features were built there by the Wallace family. These operations were commercially more important that those established at Portsmouth until the late eighteenth century (Olson, 1982, 66). During the nineteenth and early twentieth centuries, Shell Castle was almost entirely obliterated by storms.

Lighthouses were built near, but not on Portsmouth Island during the same period. These structures were needed as an aid to navigation through this challenging region. A lighthouse was erected at Shell Castle Island in 1800. In 1823, another lighthouse was built on Ocracoke to replace the Shell Castle Island lighthouse, which was becoming obsolete due to the filling of Wallace's Channel and the movement of shipping channels to the north.

Few fresh water sources exist on the Outer Banks. An artesian well was tapped during the nineteenth century on Casey Island, and many local residents acquired fresh water from the source. The pipe was broken during the twentieth century when a boat crashed into it, and this water source is no longer available.

Today, several cultural responses to natural resources are still evident within the district. Examples include the use of docks and boardwalks to facilitate access to the water; bridges to cross tidal creeks; the establishment of a seawall and ramps at the Portsmouth Life-Saving Station to facilitate access to the water; ditching for mosquito control; the siting of cultural features on hammocks to avoid flooding; the use of cisterns to collect and store rainwater; the use of above-ground septic systems to avoid pollution of the saturated soils; and the establishment of an airstrip on the island's most level area.

Docks and boardwalks are located at Haulover Point, near the T.T. Potter House, and the Henry Pigott House. The margin of Coast Guard Creek is edged by a seawall and ramp system associated with the Life-Saving Station (Figure 113). The seawall was complete in 1918. The ramps were used to facilitate transfer of rescue boats from the boathouse to the water and the seawall to maintain clear access to the water. In 1908, the Life-Saving Station crew dammed the

western end of Coast Guard Creek just east of the station and backfilled with sand, which significantly shortened the creek (Jones, 2006, 30).

A relatively level section of the island near the Life-Saving Station complex was adapted as an airstrip during the 1940s (see Figure 103). Some of the area was regraded to establish the airstrip.

At least one culturally-derived pond and two channels exist within the village that are said to have been established through the Works Progress Administration in support of mosquito control during the 1930s or 1940s (see Figure 107, Constructed Water Features). The pond lies east of the road leading south from Haulover Point, and the channels edge Haulover Point Road and follow a portion of the Village Road. These features appear to be in good condition.

The Keeler cistern and Keeler-Styron Cemetery are two examples of cultural features sited on hammocks for protection against storm flooding.

Most residents of Portsmouth Island derived their fresh water from the collection of rainwater stored in cisterns (see Figure 85, Small-Scale Features). Most properties within the historic district have a cistern or water box. The condition of wells, water boxes, and cisterns on the island and their ability to provide and store drinking water is not currently known.

A 1978 study of the ground-water resources of the Cape Lookout National Seashore provides information about the availability of freshwater within the district. It indicates that there are two aquifers that underlie the Core Banks, an upper confined sand aquifer, or freshwater lens, and a lower confined system comprised of upper and lower strata. The confined system is thought to retain fresh water south of New Drum Inlet (Final Environmental Impact Statement, 1982, 39). The study indicated the presence of several shallow wells and three deeper wells within the vicinity in the late 1970s: one on Casey Island; one associated with the Margaret Wallace property outside the district; and a third associated with the Charles McKay property, which appears to be located in the vicinity of the Henry Pigott House. The well on Casey Island (Ct-134) is indicated as 306 feet deep and having been drilled in 1910. This well may have originally reached the lower confined aquifer, but could only be sounded to the upper confined aquifer in 1978. The connection to this well is said to have been broken by the impact of a boat hitting the pipe and no longer exists. The Wallace property well was described as eight feet deep and yielding five gallons per minute. The well on the Charles McKay property was described as three feet deep, yielding five gallons per minute, and associated with the upper unconfined aquifer that extends beneath the Core Banks.

The existence of these wells was not confirmed by this study. The study also indicates the following about fresh water sources within the district (Winner, 1978, 49):

> A relatively large area around the Village of Portsmouth is estimated to be underlain by a lens of freshwater, based on the data from [two wells]. Most of the island, however, is less than 5 feet in altitude and is subject to overwash from storms, which could temporarily contaminate the freshwater lens with saltwater… It is probable that the aquifer contains saltwater beneath this section of Portsmouth Island.

Lastly, many of the dwellings on Portsmouth Island have above-ground septic tanks for managing and treating effluent (Figure 114). These tanks are generally located in close association with the houses and enclosed within low wood fencing, which obscures much of the view of the feature but does not impede maintenance access. Given the high water table on the island, these tanks are likely an important adaptation to existing conditions.

Contributing Features	Comments	Condition
Haulover Point	Erosion of beach near lighthouse Keeper's Dwelling a concern	Good
Doctor's Creek and Coast Guard Creek		Good
Ocracoke Inlet		Good
Salt and brackish marshes		Good
Hammocks		Good
Shrub savannah and shrub thicket	Locations of contributing communities not determined	Good
Grassland	Locations of contributing communities not determined	Good
Docks and boardwalks	Extant docks are not contributing but use of docks is contributing	See structures
Seawall and three ramps		See structures
Airstrip		See circulation
Pond and channels established during the Works Progress Administration era		Good
Siting of cultural features atop hammocks		Good
Cisterns and wells		See structures
Non-Contributing Features	**Comments**	**Condition**
Above-ground septic systems at many properties and the leach field near airstrip		See structures
Undetermined Features	**Comments**	**Condition**
Warren Creek	Currently eroding	Good

FIGURE 108. View southeast toward Doctor's Creek and the Henry Pigott dock.

FIGURE 109. View northeast along Coast Guard Creek.

FIGURE 110. View towards the Portsmouth Methodist Church of one of the marsh areas dominated by black needlegrass.

FIGURE 111. View of marsh areas dominated by salt meadow cordgrass.

FIGURE 112. An example of shrub thicket vegetation on the Road to the Beach.

FIGURE 113. View northeast along the seawall and ramp that afforded access to Coast Guard Creek for Life-Saving Station needs.

FIGURE 114. Above-ground septic systems, such as this one associated with the T.T. Potter House, are typically used for wastewater treatment and management in association with most buildings in the district.

9. SMALL-SCALE FEATURES:

Historic Conditions:
Little is known about small-scale features associated with Portsmouth Village during the eighteenth and early nineteenth centuries. Fencing is indicated on the 1866 coastal survey in association with many of the properties. Cemetery headstones are another small-scale feature that has likely characterized the landscape since the early nineteenth century. The small-scale features described below date from the period of significance and contribute to the significance of the historic district.

The Grace cemetery near the intersection of Haulover Point Road and Village Road is enclosed within a perimeter picket fence (Figure 115 and Figure 116). Established in 1872, there are two single headstones and one double headstone. Some features are in need of repair, including several headstones that are no longer attached to their bases but rather lying nearby directly on the ground (Figure 117). West of the Grace Cemetery, the Community Cemetery is significantly larger and includes thirty headstones associated with the graves of members of the Babb, Dixon, Styron, Williams, Daly, Gilgo, and Roberts families (Figures 118, 119, and 120). There are twenty-four commercial headstones and associated foot markers and grave plots edged by brick and concrete borders. The cemetery was established in 1885.

The Babb-Dixon Cemetery, also known as Babb-Dixon-Pigott Cemetery, east of the historic district core, includes perimeter picket fencing, the headstones of five burials, and two family pet graves (Figure 121 and Figure 122). This cemetery was established in 1945. Henry Pigott is buried here. Located in the western portion of the historic district, the Keeler-Styron Cemetery, which dates from circa 1900, includes at least ten headstones and one brick crypt (Figure 123 and Figure 124). Some of the cemetery features are in need of repair.

The Portsmouth Cemetery is located west of Haulover Point Road between the ruins of the Tolson House and the Will Willis House (Figure 125). The cemetery includes various headstones and footstones. Established circa 900, it may have been known formerly as the Bragg Cemetery. Many of its features are in need of repair.

Smaller grave sites also exist within the historic district. Two seamen's graves, located on the east side of the historic district, mark the early nineteenth century burial sites of two sea captains (Figure 126). These appear to be in fair condition. In the northern portion of the district is Elijah Gaskill's grave (Figure 127). Little is known about this headstone, which is not listed on the LCS. A single headstone marks the former burial site of the island's mid-nineteenth century physician, Dr. Dudley. Dr. Dudley's remains were reinterred off-island in the 1920s.

Historically, several of the individual buildings were enclosed by fencing as indicated on historic maps. The Henry Pigott House was and continues to be enclosed within a perimeter picket fence. The Styron and Bragg House was also enclosed within a perimeter picket fence. Likewise, the Ed, Nora, and Elma Dixon House was enclosed within a perimeter picket fence.

Existing Conditions:
Small-scale features generally have a shorter useful life than many other features and are typically more easily replaced. Thus, most of the small-scale features in the district date from after the period of significance and are associated with recreational uses and accommodation of visitors that date from after the establishment of the seashore in 1966. The noncontributing small-scale features located within the district today are primarily signage and other features associated with visitor interpretation and wayfinding and features associated with the adaptive reuse of buildings by the NPS, including more recent septic structures, and picnic tables. There are also numerous small-scale features associated with circulation.

Additionally, there are small-scale features associated with the historic cemeteries, cisterns and water boxes, and fencing remain that from the period of significance. There are a range of other small-scale features including remnants of buildings and structures in the form of brick rubble and wood post foundations.

Cemeteries

The Babb-Dixon Cemetery (see Figure 121 and Figure 122, LCS 012517) is located west of the Ed, Nora, and Elma Dixon House. This family cemetery includes seven burials. Three of the burials are set within brick-edged rectangular precincts, and two are set within concrete block precincts. The precincts also include granite headstones and footstones, and some are marked with silk flowers. The dates of the interments range from 1945 to 1971. Two of the burials are the tiny graves of pet parakeets.

The Grace Cemetery is located across Haulover Point Road from the Post Office and General Store (see Figure 115 and Figure 116). There are four family burials associated with the cemetery. These date between 1872 and 1912. There are three marble headstones and four footstones included within the cemetery. The headstones are sited in a line. Two are free-standing marble slabs with angled tops set in rectangular marble bases. The headstones are carved with a graphic as well as text. The other two burials are marked by a double headstone similar in character to the other two, but with rounded tops and no marble base. Very small footstones are located behind the headstones. The cemetery is surrounded by a picket fence. The cemetery was assessed as in poor condition by the LCS in 1998 due to the condition of headstones and the fact that most had fallen down and were lying flat on the ground, exposing the carved surfaces to weathering. However, in April 2005, local resident Dave Frum re-set the headstones in an upright position.

Community Cemetery is located behind the Post Office and General Store building (see Figures 118, 119, and 120). The earliest recorded burial dates to 1812, the most recent to 1961. There are approximately twenty-four headstones located within the confines of the cemetery, associated with twenty-seven burial areas. At least two graves are unmarked. Most headstones are accompanied by footstones. Some of the burial plots are covered with a thin concrete vault cover. Many of the graves are grouped together in linear arrangements edged by concrete and/or brick bands. There are also individual graves.

The Portsmouth Cemetery is located west of the Theodore and Annie Salter House along a short access road (this cemetery may historically have been referred to as the Bragg Cemetery. National Park Service documents refer to it as the Portsmouth Cemetery, which is the name used throughout this document for consistency (see Figure 125). Additional investigation into the local name for this cemetery is warranted). Marble, granite, and concrete headstones and footstones mark fifteen burials within the cemetery. There is no surrounding fence. Some of the burials are grouped together and surrounded by concrete-block edging, two blocks high. It is assumed that a fence once enclosed the cemetery to prevent livestock from accessing the area.

The headstones associated with Two Seamen's Graves are relatively large and ornate in comparison with others within the district (see Figure 126). They include detailed funerary carvings. These gravestones appear to be in fair condition due to deterioration of the inscriptions. The first includes the following epitaph: "To the memory of Captain Thomas W. Greene of Providence, R.I. who died Jan. 17, 1810 in the 32nd year of his age. In thy fair book of life divine my God inscribe my name that may fill some humble place beneath the slaughtered lamb." The epitaph of the second includes the following epitaph: "In memory of Capt. William Marten who died Oct. 4, 1821 aged 36 years 2 months 27 days. Far from my native land my spirit wings its flight to dwell at God's right hand with angels fair and bright."

The Keller-Styron cemetery includes ten grave sites and is maintained in mown grass (see Figure 123 and Figure 124). Headstones exist for seven graves. The burials date between 1866 and

1932. The headstones are marble and granite. There are a few footstones. One grave is outlined in a single row of mortared brick. Some of the headstones are eroding. The brick outline is losing some of the bricks. Like the Portsmouth Cemetery, it is believed that a fence previously enclosed the cemetery to prevent livestock from accessing the area.

An unmarked gravesite is located seventeen feet south of the Babb-Dixon Cemetery. This gravesite has been identified as that of Dr. Samuel Dudley, a physician stationed at the U.S. Marine Hospital during the early nineteenth century, although his body has been reinterred on the mainland. An interpretive sign is associated with the grave. In the northern portion of the district, a single marble headstone marks the grave of Elijah Gaskill (see Figure 127). The grave is located near the Carl Dixon House. The headstone is in good condition.

Fences

The Grace Cemetery is surrounded by a white picket fence (see Figure 116). A gate provides access into the cemetery along the side facing the road. The fence is constructed with simple unadorned squared pickets attached to cross boards and anchored by corner posts. This fence appears to be in good condition.

The Babb-Dixon Cemetery is surrounded by a wood picket fence similar in design and construction to the Grace Cemetery fence, with a gate located along the southwestern face (see Figure 122). The area enclosed by the fence is primarily rectangular, with a small bump-out along the southeastern side. This fence is in good condition.

White-painted picket fencing surrounds the Styron and Bragg House precinct (see Figure 54, Buildings and Structures). The pickets are cut to rounded points at the top. They are nailed to two cross boards, one near their top, and the other along the base of the fence. Corner posts are set inside the fence sections. There is an opening in the front that is off-center from the door of the house; this may have included a gate at one time. Sections of the fence in the rear have been removed. This fence is in relatively good condition where it exists. The missing segments lower the overall condition rating to fair.

Simple wood posts with remnant fence rails are located near in front of the Washington Roberts house. The remnant peeled cedar log fence posts are located in the yard to its west and are part of an incomplete fence system that is in poor condition. Remnant board fence materials are also located near the Mattie Gilgo house site and are in ruin.

A picket fence around the Ed, Nora, and Elma Dixon House is similar to other picket fences within the district (see Figure 42, Buildings and Structures). The fence exhibits peeling or lack of paint, but otherwise appears to be in good to fair condition. There is a picket fence with a missing gate around the Henry Pigott House precinct. This fence is similar to other picket fences within the district (see Figure 70, Buildings and Structures). The fence is generally in good condition but is missing the front gate and some sections in the rear and is thus rated in fair condition.

A metal gate hung on wood posts along the Road to the Beach south of the Life-Saving Station limits vehicular access to the southeast portion of the historic district. Wood posts with chains are set to the sides of the posts, providing a structure to support the gate when it is open and a means for securing it. This gate system is in good condition. Wood bollards and posts with metal chains are part of the gate system set along the edge of the Road to the Beach in order to prevent vehicles from circumnavigating the gate. These features are in good condition. There is also a chained gate on Old Straight Road to the north of the Portsmouth Schoolhouse. The gate is composed of two wood posts connected by a metal chain, and limits vehicular access where Old Straight Road becomes overgrown.

Signage

A unified sign system is utilized within the historic district to identify and provide information about historic structures, historic roads, and cemeteries. The signs are approximately two feet tall and

composed of a rectangular metal base with an attached rectangular panel at an angle with an inset interpretive panel that includes the name of the structure and interpretive information (Figure 128 and Figure 129). The bottom section of the interpretive panel includes an image.

The district previously exhibited signs composed of painted square wood posts and painted wood boards nailed to them that had a rectangular area for text. The rectangular area was oriented with the long dimension running horizontally. The upper left corner was punctuated by a carved extension fashioned to resemble the Portsmouth Methodist Church steeple. The signs were painted white, with a black border and black text. While most of these signs have been replaced by the current metal signs, one still exists at the Schoolhouse Trail (see Figure 104, Circulation).

Other signage around Haulover Point includes a National Park Service Historic Portsmouth Village sign, a three-paneled interpretive display about the district, and a smaller directional sign adjacent to a former trash bag dispenser (Figure 130 and Figure 131). Another former dispenser located on the Road to the Beach. The dispensers are white painted wood boxes with an opening along the bottom where bags can be removed and affixed to painted square wood posts. At the time of survey the dispensers were no longer in use. There are small signs attached to metal posts with information and a QR code for a self-guided tour.

Brown painted wood signs with routed letters painted white indicate directions around the historic district, such as “To Beach” and “To Schoolhouse” (Figure 132). Additionally, there are interpretive waysides located throughout the district (Figure 133).

There is a vertical wooden high water mark sign adjacent to the Post Office that records the flood water level associated with weather events since the 1980s (Figure 134).

Septic Structures
A large wood retaining wall is located near the generator shed associated with the Portsmouth Life-Saving Station (Figure 135). The wall retains a raised soil area approximately 3-1/2 feet high used as a septic leach field. This feature appears to be in good condition.

Behind the Styron and Bragg House is a low wooden-board structure that encloses an above-ground septic system. The system is comprised of a yellow tank connected by a pipe to the house, set within sand, and edged by the wooden structure. The wooden fencing provides general screening, but the system is not covered. This feature appears to be in good condition. A septic system at the T.T. Potter House is similar to the Styron and Bragg cistern (see Figure 114, Natural Systems and Features).

A metal covering in the lawn adjacent to the Harry and Lida Dixon House suggests that there may be an underground septic tank (Figure 136). This metal cover appears to be in good to fair condition, although there is rust in evidence that should be treated and painted. Many of the residential properties within the district include an aboveground fiberglass 500-gallon septic tank set in sand edged by a low wooden retaining wall. This type of septic system can be found at the Ed, Nora, and Elma Dixon House; the Lionel and Emma Gilgo House; the Henry Pigott House (Figure 137); and the Carl Dixon House (Figure 138). They appear to be in good condition. The wooden retaining wall at the Styron and Bragg House remains although the tank has been removed.

In the yard to the north of the Theodore and Annie Salter House there is an eight inch high raised rectangular concrete slab approximately six by eight feet in size that covers a septic tank. This feature appears to be relatively new or recently reconditioned, and appears to be in good condition (Figure 139).

Cisterns and water boxes:
There are cisterns and water boxes associated with many of the properties located within Portsmouth Village. Although specific dates of construction are not known for many, they all

appear to date from the period of significance and are contributing resources of the historic district.

In the eastern portion of the historic district, the U.S. Marine Hospital brick cistern is located adjacent to the airstrip. Reportedly constructed circa 1847, this brick structure is one of the largest cisterns still extant within the district (Figure 140). It measures ten feet in diameter and is eight feet deep. The brick structure is round and open at the top. Standing water is visible within. The cistern appears to be in fair condition; it is evidencing biological growth, efflorescence, and a portion of the brickwork appears to have been repointed with incompatible mortar.

On the porch of the Life-Saving Station building is a large brick cistern structure with a wooden cover and hatch. The Portsmouth Life-Saving Station cistern is approximately ten foot long, four foot wide, and five foot high structure is painted red and matches the detailing of the Life-Saving Station. This structure appears to be in good condition. There is also a cylindrical metal cistern, originally erected in 1921, in storage.

South of the historic district core, the schoolhouse cistern is a cylindrical structure composed of vertical boards with a conical metal roof capped with a short metal pole (see Figure 85, LCS 091756). The structure is approximately eight feet in height, and sits on wooden posts one to two feet off of the ground. The structure is painted white.

On the northern end of the district, the Henry Pigott cistern is a wooden box located adjacent to one of the property's two sheds (LCS 091749). Wood roof gutters are connected to a pipe that feeds the cistern. This cistern appears to be in good condition.

A brick structure sits adjacent to the Carl Dixon House. The brick extends approximately 2-1/2 feet above the ground. This structure appears to be in fair to good condition. Some of the parging is missing along the bottom portion of the brick structure, and the lid needs painting. Similar to the Carl Dixon House cistern, the Frank Gaskill brick cistern is a rectangular in-ground structure edged by a two foot-high brick enclosure and covered with a pitched metal roof. The cistern is located further away from the house than the cistern at the Carl Dixon House. This structure appears to be in fair to good condition. Some of the parging is missing along the bottom portion of the brick structure, and the wooden lid needs painting.

The ruins of a cistern associated with the Henry Babb house site are located along the access road to the Frank Gaskill House (Figure 141). It is a rectangular cement structure with an arched roof that is in disrepair. This cistern is in poor condition.

In close proximity to the Keeler-Styron Cemetery on the far western side of the district are two round cisterns, previously associated with the Ed Keeler House, now in a ruinous state. The concrete cistern is approximately three feet high and ten feet in diameter. The brick cistern is slightly smaller. They are currently open to the air. These cisterns are exhibiting some signs of deterioration and are in fair condition. East of the Keeler-Styron Cemetery, the cistern associated with the Mattie Gilgo site is a circular parged brick structure, similar to those located near the Keeler-Styron Cemetery. Approximately three feet tall and ten feet in diameter, the cistern is open to the air, and there are plants growing inside. It is exhibiting some signs of deterioration such as efflorescence, chipping of the mortar slurry that covers the brick and biological growth. It is in fair condition.

A wooden structure attached to the side of the Ed, Nora, and Elma Dixon House appears to serve as the water collection and storage structure for the property. It sits adjacent to the steps leading to the side porch. This structure is in fair condition; it is in need of painting and some repair of the wooden planks. Similarly, the Jesse and Lillian Babb House has a wooden water box that is connected to the roof gutters (Figure 142). It is located adjacent to the rear facade of the building. This water box appears to be in relatively good condition.

Associated with the Life-Saving Station stable is a well house; a small, three by four foot structure consisting of a concrete block base and a wood shingle gable roof with a vent (see Figure 31, Buildings and Structures). The structure is set in the ground and appears to be in good condition.

Other Utilities:
Southwest of the Life-Saving Station Kitchen is the generator shed, constructed by the NPS in 1982. This outbuilding consists of a small gable roof structure with a wood shingle roof and unpainted plywood wall cladding. There is a gas storage unit and a solar panel system atop a wood frame on the south side of the generator shed.

There are cool houses associated with the Styron and Bragg House, the Henry Pigott House, and the Ed, Nora, and Elma Dixon House (Figure 143). These are generally small rectangular structures raised on wood posts with overhanging gabled roofs and screened openings to access the interior space. Most of the cool houses no longer have their original screening.

Other Small-Scale Features:
There are several wood posts associated with the Portsmouth Life-Saving Station. Within Coast Guard Creek on the east side of the seawall, there are two square wooden posts set into the ground. The posts may be used to secure boat lines and are in good to fair condition. On the northwest side of the Life-Saving Station area four wooden posts. Also on the west side of the Life-Saving Station building area artifacts associated with a boat wreck (Figure 144). The remains are bolted to two wood posts. The exhibit is in good condition.

Remnant wood posts outline the rectangular form of a boathouse structure that once stood adjacent to the Life-Saving Station stable. This structure washed away during one of the early twenty-first century hurricanes that affected the island. These posts are in fair condition.

There are several small-scale features associated with the Henry Pigott House. There is a wooden storage bin attached to the house. The remains of a missing outbuilding associated with the house include wooden foundation posts and a sill plate. This feature is located behind the summer kitchen. These features are in fair condition. Adjacent to the privy are four wood posts, possible the foundation of an addition outbuilding, or the original location of the privy itself. At the end of the wooden dock associated with the Henry Pigott House there is a grey metal mailbox, with a red flag, on a square unpainted wooden post. This feature relates to Henry Pigott's role as the island's mailman for many years. The mailbox is in good condition.

At the T.T. Potter House, the larger shed located behind the main house is edged by a simple wooden platform. A large plastic tank is stored on the platform. The platform appears to be in good condition. Additionally, a wood work table with in-set metal sink and faucet sits on the side of the yard of the house (Figure 145). The table was likely used to clean fish. The table is collapsing and in poor condition. On the west side of the T.T. Potter House, an eastern red cedar is growing out of a pile of bricks (Figure 146). The corners of the former brick structure are still visible, though many of the bricks are scattered about.

Other residences have various small-scale features often associated with non-extant structures. On the backside of the Washington Roberts House are several wood posts and two concrete steps that supported and accessed the former back porch. Additionally, there are ten short concrete posts on the west side of the house that likely held a cistern. Further west is a brick rubble pile. There is also a brick pile to the northwest of the Ed, Nora, and Elma Dixon House.

There are simple wood picnic tables near the Washington Roberts House that appear to be in good condition. There are benches at Haulover Point, just south of the dock.

At the former Henry Babb house site to the north of the Walker and Sarah Styron House are a shed, cistern, and remnants of a tall chimney remain.

Attached to the west side of the Walker and Sarah Styron House is the base of a brick chimney, with five to six courses of brick still present. To the west of the house are several posts creating a rectangular outline, with a pile of bricks at one end (Figure 147). Similarly, to the southeast of the Harry and Lida Dixon House are several short posts, likely a foundation, and remnants of a brick chimney (Figure 148). There is also a wood post foundation of the former boathouse associated in the Life-Saving Station complex on the west side of the airstrip.

Other small-scale features include a flagpole at the corner of the picket fence surrounding the Styron and Bragg House. The metal flagpole no longer includes flag-raising hardware. The flagpole is rusted and in fair condition. A flagpole at the Post Office appears to be new with all hardware intact.

The CLR documented three steel cattle guards that cross the length of wet areas along the Old Straight Road. These grates were not verified during the 2017 fieldwork, but were reported in good condition for the CLR.

There is furniture on some of the residence porches, including rocking chairs on the Theodore and Annie Salter House porch. There are also several small-scale features inside of residences as part of museum exhibits

Circulation related Small-Scale Features:
At the Portsmouth Life-Saving Station, simple concrete steps lead to the porch and entrance. These steps are very narrow. They are in relatively good condition, with some evidence of wear. Narrow concrete steps provide access to the two entrances into the Life-Saving Station kitchen. They are in relatively good condition, with some evidence of wear. A flight of four simple wood steps without handrails leads to the door of the generator shed near the Life-Saving Station. The steps appear to be in good condition.

The Theodore and Annie Salter House near the core of the historic district includes a concrete stairway consisting of two risers with a ground-level concrete landing that provides access to the front porch of the house (see Figure 60, Buildings and Structure). The stair is flanked to either side by 18-inch-tall brick walls capped with concrete. These steps appear to have been repaired recently and are in good condition.

The Post Office and General Store, also located near the core of the historic district, has a set of unpainted wood steps without handrails that leads to the front entry of the building. The steps have three risers simply constructed of stringers and planks. The steps appear to be in good condition. A set of unpainted wood steps, also without handrails, leads to the south entry of the Post Office and General Store. There are three risers simply constructed of stringers and planks. The steps appear to be in good condition.

To the north of the intersection of Village Road and Haulover Point Road, the Walker and Sarah Styron House has a set of unpainted wood steps without handrails leads to the front porch of the house. The steps have two risers and are simply constructed using stringers and planks. The steps appear to be in good condition.

A simple wood ramp, approximately eight feet wide, provides vehicular access into the shed T.T. Potter shed, on the west side of the island (see Figure 81, Buildings and Structures). The ramp is not edged in any way. This ramp appears to be in good condition. A flight of unpainted wood steps without handrails leads to the front entrance into the house and porches at the rear and side of the house. These steps appear to be in good condition. There is also a flight of unpainted wooden steps that accesses the T.T. Potter generator shed.

Painted wood steps provide access to the front and side porches of the Styron and Bragg House (see Figure 55, Buildings and Structures). The steps are constructed of five wood treads that

extend beyond the stringers and the face planks. There is no handrail associated with either flight of steps. These steps appear to be in good condition.

Simple wood steps with a single handrail lead to the entrances into the Cecil and Leona Gilgo House (see Figure 82, Buildings and Structures) associated with front and rear porches. The steps appear to be in good condition.

There are two concrete steps that access that Schoolhouse entrance. The steps appear to be in good condition.

Four concrete steps lead from a concrete landing to the entrance of the Portsmouth Methodist Church (see Figure 39, Buildings and Structures). The concrete is parged with stucco. The steps and landing appear to be in good condition.

A flight of four painted wood steps without handrails lead to the front porch of the Jesse and Lillian Babb House (see Figure 45, Buildings and Structures). The steps appear to be in good condition. Likewise, flights of painted wood steps lead to the front and side porches of the neighboring Ed, Nora, and Elma Dixon House (see Figure 42, Buildings and Structures). Both have wood handrails with posts at the base. The rear porch handrail also has pickets. The steps appear to be in good condition, although they may need to be painted.

Two sets of concrete steps lead to the porch of the Harry and Lida Dixon House, also to the east of the historic district core (see Figure 47, Buildings and Structures). The steps have brick side walls on either side, consistent with the brick porch columns. The steps appear to be in good condition. Two concrete steps with brick side walls that match the adjacent brick columns access the porch of the Theodore and Annie Salter House.

A narrow flight of two simple wood steps provides access to the front porch of the Lionel and Emma Gilgo House, located to the south of Village Road on the east side of the district core (see Figure 33, Buildings and Structures). The steps appear to be in good condition. Steps also access the rear deck.

Two sets of painted wooden steps lead to the front and side porches of the Henry Pigott House on the north side of the district (see Figure 71, Buildings and Structures). Handrails with pickets edge the flights of four steps. The steps appear to be in good condition. Nearby, simple wooden steps without handrails lead to the porch along the front of the Tom and Lucy Gilgo House (see Figure 68, Buildings and Structures). The steps appear to be in good condition. Just further north in the district, simple wooden steps lead to the deck to the Frank Gaskill House (see Figure 77, Buildings and Structures). There are no handrails associated with the steps, which appear to be in good condition. Likewise, a set of three narrow wooden steps with no handrails lead to the porch of the nearby Carl Dixon House (see Figure 75, Buildings and Structures).

Additionally, Haulover Point Road are Village Road are lined with lumber on both sides for portions of the road (Figure 149).

Overall Portsmouth Village Historic District Small-scale Features:

	Historic Structure No. and LCS No.	**Comments**	**Condition**
Non-contributing Features			
Signs marking historic properties (at Theodore and Annie Salter House property, Post Office, Grace Cemetery, Walker		Newer metal signs replaced former wooden signs	Good

and Sarah Styron House, Styron and Bragg House, Keeler/Styron Cemetery, George and Patsy Dixon House, Cecil and Leona Gilgo House, Schoolhouse, Monroe and Mattie Gilgo house site, Washington Roberts house, Portsmouth Methodist Church, Jesse and Lillian Babb House, Ed, Nora, and Elma Dixon House, Dr. Samuel Dudley Gravesite, Dixon-Babb Cemetery, Dennis Mason House, Lionel and Emma Gilgo House, Portsmouth Life-Saving Station, Portsmouth Life-Saving Station Kitchen, Portsmouth Life-Saving Station Stable, U.S. Marine Hospital, Road to the Beach, near Two Seaman's Graves site, Henry Babb ruins, Tom and Lucy Gilgo House, Henry Pigott House, Carl Dixon House, Frank Gaskill House)			
Wayside exhibits			Good
Porch furnishings			Good
Museum exhibits located within village residences			Good
Undetermined Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Wood lining along roads in district			Good to fair
Steel cattle guard crossings of wet areas along Old Straight Road			Good – unverified

Haulover Point to Post Office and T.T. Potter Environs Small-scale Features:

Contributing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Picket fence around Grace Cemetery			Good
Grace Cemetery headstones	HS-514 (LCS: 012523)	Fallen headstones	Poor
Picket fence around Styron and Bragg House precinct		Missing segments	Fair

Community Cemetery headstones	HS-517 (LCS: 012525)	24 head and footstones, some are weathered	Fair
Concrete vault covers, Community Cemetery		Some are broken and cracked	Fair
Portsmouth Cemetery headstones and footstones, concrete block surrounds		15 headstones in groups; broken, leaning and eroded stones	Fair/Poor
Flagpole at Styron and Bragg House		Missing hardware, rusted	Fair
Theodore and Annie Salter House water box			Good
Keeler-Styron Cemetery headstones		10 headstones and footstones, some headstones are broken or leaning	Fair/Poor
Brick outline of one grave, Keeler-Styron Cemetery		Missing bricks	Fair
Ed Keeler Cemetery headstones			Fair
Septic tank and wooden enclosure, Styron and Bragg House			Good
Henry Babb cistern ruin		In ruin	Poor
Brick cistern near Keeler-Styron Cemetery		Some deterioration	Fair
Concrete cistern near Keeler-Styron Cemetery		Some deterioration	Fair
Non-contributing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Flagpole at the Post Office			Good
Historic Portsmouth Village sign and three-panel interpretive sign			Good
Directional sign for "Haulover Point Dock"			Good
Trash bag receptacles		Do not appear to be in use	Fair
Undetermined Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Fence posts at Community Cemetery		Only remaining feature are peeled cedar posts	Poor
Fence posts at Portsmouth Cemetery		Only wooden posts remain	Poor
Brick and concrete steps at Theodore and Annie Salter House			Good
Wood steps, front and side, Post Office entrance			Good
Wood steps, front, Walker and Sarah Styron House			Good
Wood posts creating			Fair

rectangular outline, Walker and Sarah Styron House			
Fish cleaning table, T.T. Potter House		Collapsing	Fair to poor
Concrete slab with asphalt that covers a septic tank at Theodore and Annie Salter House			Good
Brick rubble pile, T.T. Potter House		Unknown origins	Fair
Wood steps leading to porch, Styron and Bragg House; ramp leading to kitchen Porch			Good
Wood posts, Walker and Sarah Styron House		Remnant	Poor
Fence posts at Keeler-Styron Cemetery		Only corner posts remain	Poor
Missing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Sections of picket fencing, Styron and Bragg House			NA
Fencing at Walker and Sarah Styron House			NA
Fencing at Keeler-Styron Cemetery, Portsmouth Cemetery, Community Cemetery			NA

Doctor's Creek and East Portsmouth Village Environs Small-scale Features:

Contributing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Picket fence with gate around Babb-Dixon Cemetery			Good
Babb-Dixon Cemetery headstones	HS-506 (LCS: 012517)	5 headstones	Good
Picket fence around Ed, Nora, and Elma Dixon House precinct, four gates		Needs paint	Good/Fair
Picket fence with missing gate around Henry Pigott House precinct		Missing sections	Fair
Dr. Samuel Dudley grave headstone			Fair
Henry Pigott cistern	HS-511-D (LCS: 091749)	Constructed 1900–1909.	Good
Ed, Nora, and Elma Dixon House water box		Wood planks need repair	Fair
Carl Dixon cistern		Constructed of brick, parging missing, needs paint	Fair/Good
Frank Gaskill cistern		Constructed of brick,	Fair/Good

		parging missing, needs paint	
Concrete landing at entrance to Portsmouth Church			Good
Jesse and Lillian Babb House water box			Good
Elijah Gaskill headstone			Fair
Non-contributing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Septic tank and wooden enclosure, T.T. Potter House			Good
Septic tank and wooden enclosure, Ed, Nora, and Elma Dixon House			Good
Septic tank and wooden enclosure, Henry Pigott House			Good
Septic tank, Harry and Lida Dixon House			Good
Septic tank and wooden enclosure, Carl Dixon House			Good
Septic tank and wooden enclosure, Lionel and Emma Gilgo House			Good
Septic cover, Harry and Lida Dixon House			Good
Wood picnic tables at Washington Roberts House			Good
Undetermined Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Remnant fence posts, west of Washington Roberts House		Incomplete remnants	Poor
Wood posts and brick chimney remnant, southeast of Harry and Lida Dixon House			Fair
Wood ramp to T.T. Potter shed			Good
Wood steps to sheds, porches, T.T. Potter House			Good
Wood steps leading to front and rear porches, Jesse and Lillian Babb House			Good
Wood steps leading to front porch and side porch, Ed, Nora, and Elma Dixon House		Needs paint	Good
Concrete steps leading to			Good

porch, Harry and Lida Dixon House			
Wood steps leading to front porch and rear deck, Lionel and Emma Gilgo House			Good
Wood steps leading to front and side porches, Henry Pigott House			Good
Wood steps leading to porch, Tom and Lucy Gilgo House			Good
Wood steps leading to deck, Frank Gaskill House			Good
Wood steps leading to Carl Dixon House			Good
Outbuilding remains, Henry Pigott House			Fair
Mail box on wooden post by dock, Henry Pigott House			Good
Storage bin at Henry Pigott House			Good
Brick rubble pile, Ed, Nora, and Elma Dixon House; Washington Roberts House		Unknown origins	Fair
Missing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Fencing at Washington Roberts House			NA
Low fencing at Portsmouth Methodist Church, Jesse and Lillian Babb House, Ed, Nora, and Elma Dixon House			NA

Portsmouth Life-Saving Station Complex and Road to the Beach Small-scale Features:

Contributing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Two Seamen's graves		Etching deteriorated	Fair
Wood boat relic, mounted for display near Life-Saving Station			Good
U.S. Marine Hospital brick cistern		Constructed in 1853	Good
Concrete steps leading to front and side entrances, Life-Saving Station Kitchen		Some wear evident	Good
Concrete steps leading to porch, Life-Saving Station			Good
Portsmouth Life-Saving			Good

Station cistern			
Life-Saving Station well house			Good
Non-Contributing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Metal gate and wood posts limiting vehicular access to the village from the Road to the Beach			Good
Wood bollards and posts with metal chains as part of gate system at Road to the Beach			Good
Wood ramp/steps leading to the comfort station along the Road to the Beach		Deteriorated	Fair to Poor
Septic leach field near airstrip			Good
Wood bollards and posts with metal chains as part of gate system at Road to the Beach			Good
Brown painted wood sign indicating "To Beach"		“To Beach” sign on ground	Fair
Solar panels			Good
Unpainted wood informational sign along Road to the Beach			Good
Tanks associated with Generator Shed, Portsmouth Life-Saving Station			Good to Fair
Undetermined Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Wood post, northwest side of Portsmouth Life-Saving Station			Good
Wood mooring posts in Coast Guard Creek, Portsmouth Life-Saving Station			Good
Missing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Coastal warning display tower at Life-Saving Station			NA
Wreck pole at the Life-Saving Station			NA
Board fencing around Life-Saving Station precinct			NA
Board fencing around Life-Saving Station Stable			NA

Schoolhouse Environs Small-scale Features:

Contributing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Schoolhouse cistern	HS-516-C (LCS: 091756)	Constructed 1910-1919. The cistern has structural deterioration due to neglect	Good
Brown painted wood sign indicating “To Schoolhouse”		“To Beach” sign on ground	Fair
Wood post and chain barrier on Old Straight Road			Good
Mattie Gilgo House site cistern		Efflorescence, chipping	Fair
Undetermined Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Concrete steps at Schoolhouse entrance			Good
Wood steps leading to front and rear porches, Cecil and Leona Gilgo House			Good
Board fence remnants, Monroe and Mattie Gilgo house site		In ruins	Poor
Missing Features	**Historic Structure No. and LCS No.**	**Comments**	**Condition**
Fencing at Mattie Gilgo House			NA

FIGURE 115. View northeast toward Grace Cemetery, date unknown.

FIGURE 116. Grace Cemetery, taken in 2017. Note the loss of much of the vegetation seen behind the cemetery in Figure 115, the addition of a small interpretive marker in front of the picket fence, and the repair and painting of the fence.

FIGURE 117. Headstones lying on the ground in Grace Cemetery.

FIGURE 118. The Community Cemetery, circa 1960.

FIGURE 119. View southwest across the Community Cemetery, circa 1978.

FIGURE 120. Although the Community Cemetery appears to have changed little since the 1978 view, the vegetation behind the cemetery has changed dramatically.

FIGURE 121. View west across the Babb-Dixon Cemetery, circa 1978.

FIGURE 122. The Babb-Dixon Cemetery, taken in 2017. The cemetery is very similar in appearance although the vegetation behind the cemetery is no longer present.

FIGURE 123. The Keeler-Styron Cemetery.

FIGURE 124. Brick crypt at the Keeler-Styron Cemetery.

FIGURE 125. The Portsmouth Cemetery.

FIGURE 126. The headstones of the two Seamen's Graves and associated interpretive sign.

FIGURE 127. The Elijah Gaskill headstone.

FIGURE 128. A typical sign within the historic district with the house name, build date, paragraph with family and house history, and graphic.

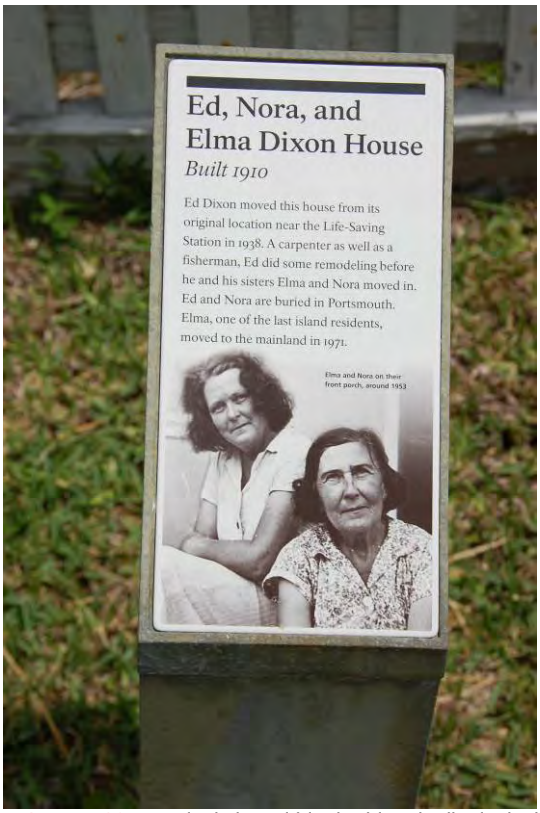


FIGURE 129. A typical sign within the historic district including the house name, build date, paragraph with family and house history, and graphic.

FIGURE 130. The Historic Portsmouth Village sign at Haulover Point.

FIGURE 131. Three panel interpretive display at Haulover Point.

FIGURE 132. One of the brown-painted wood signs with routed text within the district.

FIGURE 133. Interpretive waysides are located around the historic district, including this one with information about the Portsmouth Schoolhouse.

FIGURE 134. High water mark sign adjacent to the Post Office.

FIGURE 135. Septic leach field with wood surround, located southwest of the Life-Saving Station.

FIGURE 136. The Harry and Lida Dixon House metal septic cover on right.

FIGURE 137. An above-ground septic tank and wooden enclosure at the Henry Pigott House.

FIGURE 138. An above-ground septic tank and wooden enclosure at the Carl Dixon House.

FIGURE 139. Rectangular concrete slab north of the Theodore and Annie Salter House that covers a septic tank.

FIGURE 140. Cisterns like the U.S. Marine Hospital structure shown here were used to store rainwater on the island and are the primary source of fresh water.

FIGURE 141. Henry Babb cistern ruins and adjacent shed.

FIGURE 142. The Jesse and Lillian Babb water box is visible attached to the back of the house, to the right of the rear porch stairs.

FIGURE 143. The cool house associated with the Theodore and Annie Salter House.

FIGURE 144. A shipwreck relic displayed near the Portsmouth Life-Saving Station.

FIGURE 145. Next to the T.T. Potter House is a fish cleaning table with a sink.

FIGURE 146. An eastern red cedar grows out of a pile of bricks adjacent to the T.T. Potter House.

FIGURE 147. Wood posts and pile of bricks adjacent to the Walker and Sarah Styron House.

FIGURE 148. Wood posts and brick chimney remnant adjacent to the Harry and Lida Dixon House.

FIGURE 149. Sections of Haulover Point Road are wood lined on both sides.

10. SPATIAL ORGANIZATION:

Historic Conditions:
Over time, the broad patterns of spatial organization within the village have changed as settlement moved further inland. Initial settlement is described as occurring along the edge of the water, but few of these buildings survive today. A large concentration of built features that once occupied the district's high point near the surviving Life-Saving Station is also no longer extant.

The 1753 act establishing the town indicated that the fifty-acre site was to be divided into lots, one-half acre in size, with "convenient" streets. The act noted that those buying lots were required to "build a good substantial habitable framed or brick house or a good substantial warehouse, of not less dimensions than 20 feet in length and 16 feet wide" (Stick, 1958, 40). One of the best primary source documents illustrating the composition of the village during its most populated period is the 1866 U.S. Coast and Geodetic Survey Map (see Figure 12). This map indicates a high concentration of buildings south of Haulover Point, along the northeastern shoreline, and in the vicinity of the Marine Hospital. Below Portsmouth Village, there are various houses in the area locals referred to as Middle Community. There are many dwellings shown on the map set within a heavily vegetated landscape indicated as "bushes." Many of the structures are surrounded or enclosed by fencing forming a series of square or rectangular dwelling precincts. Much of the development edges the historic Haulover Point/Old Straight Road alignment. Few other roads are indicated.

Existing Conditions:
Today, the configuration of the village centers on the Haulover Point/Old Straight Road alignment as well as the Village Road that do not appear on the 1866 survey map. The composition of the community and its patterns of spatial organization survive from the period of significance but more closely approximate patterns representative of twentieth century adaptations to the changed economy after the filling of Wallace's Channel.

In addition to the Portsmouth Life-Saving Station complex, there are some dwellings on the island that have been sited to take advantage of proximity to the water. The Henry Pigott and the T.T. Potter houses are the primary examples of cultural features that have direct connections to the water through docks and boardwalks. The relationship between the village and the water is partially obscured today by woody vegetation.

Creating a central village area, many of the features are sited along the Village Road between its intersection with the Haulover Point Road/Old Road and the Life-Saving Station complex (Figure 150). In addition to numerous dwellings, this relatively open streetscape also includes the Post Office and General Store and the Portsmouth Methodist Church. The streetscape of dwellings, the church, and post office is in relatively good condition, but trees sometimes obscure formerly important visual connections.

Many of the dwellings, institutional buildings, and cemeteries located within the historic district have distinct precincts delineated by perimeter fences, closely mown turf, and collections of outbuildings oriented along the same axes as the primary dwelling or building (Figure 151). These precincts are maintained in mown lawn and are relatively legible and therefore in good condition.

The current entrance to the Schoolhouse faces southwest, away from the existing access road to the building (Figure 152). The original entrance to the building was located on the east facade, behind the existing cistern.

Contributing Features	Comments	Condition
Relationship of building sites to water transportation	Partially obscured by vegetation	Fair
Streetscape of dwellings, church, and post office/general store along main roads; crossroads community	Loss of many historic features	Fair
Precincts associated with cultural features	Loss of many historic features	Fair
Siting of Schoolhouse	Entrance of building no longer connected to road	Fair

FIGURE 150. Many of the village properties are sited along the Village Road, forming an open residential district.

FIGURE 151. Most of the properties located within the historic district, such as the Henry Pigott House shown here, are maintained through close mowing of the grass to establish an open precinct around the buildings.

FIGURE 152. The original entrance to the Schoolhouse was at the end wall where the cistern is now located. This former entrance was closed up when the building was converted to living quarters circa 1940s.

11. TOPOGRAPHY:

Historic Conditions:
The topography of the Portsmouth Historic District is primarily low-lying with wide sandy beaches. During the period of significance, there appear to have been few culturally derived topographic modifications that can be described with certainty. Those topographic conditions and modifications that survive from the period of significance and contribute to the village's significance are described below. The elevated sand mounds referred to as hammocks have been used since at least the nineteenth century to site buildings and cemeteries. The seawall constructed in association with the Life-Saving Station between 1914 and 1918 to facilitate access to the adjacent tidal creek for rescue boats likely involved earth-moving. During the Works Progress Administration era in the 1930s, ditches and possibly ponds were dug near the village as part of a mosquito control program. These are located along Haulover Point and Village Roads and near the Schoolhouse. There is a pond located along Haulover Point Road. An airstrip was established near the Life-Saving Station in the 1940s through grading by local residents with hand-held equipment; this endeavor is thought to have disturbed or destroyed archeological evidence of the Marine Hospital.

Mount Truxston, a high point indicated on an 1806 survey of the area, is known to have been used as a lookout for lightering operations as well as the Life-Saving Station and possibly for various coastal defense efforts. This landform was located near the site of the Wallace and Burns houses. It likely survives today but may be obscured by tree growth.

The sand roads within the village are maintained through periodic grading. In the past, this was done with the use of a horse-drawn scraper or by hand using shovels.

Outside the boundaries of the historic district, a dredging machine was used to maintain access along Wallace's Channel for shipping needs. The dredging machine does not appear to survive.

Existing Conditions:
Much of Portsmouth Island is relatively level (Figure 153). Most of the island is only about five feet above mean sea level at high tide. The highest elevation on the island is approximately eight feet above mean sea level, which occurs in two locations overlooking the tidal mud flats outside of the historic district. Within the historic district, the high point is generally considered to be the area where the marine hospital was once sited near the existing brick cistern. Otherwise, the landform of the island gently undulates between lower-lying areas and the slightly higher sand mounds known as hammocks. Ditches have been established to drain some of the lower lying lands, such as the road to Haulover Point, for mosquito control.

Topographic modifications that post-date the period of significance include the establishment of the septic leach field along the airstrip behind the marine hospital cistern and grading of Haulover Point Road.

Although hammocks are only raised slightly above the surrounding elevation, they have traditionally afforded local residents a degree of protection against flooding and overwashes.

As noted above, there are at least one pond and two channels within the village that appear to be culturally-derived (see Constructed Water Features). These are located in lower-lying marshy areas along the road leading south from Haulover Point and the Village Road.

An example of man-made changes to the topography includes the airstrip. Personal communication with local residents suggests that the relatively level expanse of the airstrip was established through minor grading during the 1940s (Figure 154). This landscape feature continues to be maintained in mown grass and is in good condition.

Contributing Features	Condition
Grading to establish airstrip	Good
Hammocks	Good
WPA-era pond and channels	Good

FIGURE 153. The topography of Portsmouth Village is primarily level.

FIGURE 154. View southwest along the island's airstrip established in the 1940s with limited grading.

12. VEGETATION:

Historic Conditions:
Little is known about cultural vegetation associated with the historic Portsmouth Village community. The soils of the island are not highly conducive to raising crops or growing trees to produce edible fruits or nuts. Shade trees, similarly, may have been difficult to establish and maintain. However, there is a line of poplar trees across the road from the Methodist Church. These trees indicate the site of the former Ann Yurn House. Poplars within the former Middle Community also generally mark former house sites. Farming is said to have occurred on a limited basis through small domestic gardens. Sweet potatoes were one of the more successful crops grown. Otherwise a limited range of vegetables were attempted. Other attempts to grow fruit and shade trees at the U.S. Marine Hospital are known to have failed due to yearly overflow of salt water. Currently, there is evidence that peach trees have been grown within the village. Examples exist at the Styron and Bragg House and at the Ed, Nora, and Elma Dixon House. There is also a fig shrub present at the latter residence.

It is unlikely that the specimens survive from the period of significance, but similar plantings may have existed prior to 1971. There are also limited examples of perennial and ornamental shrub plantings associated with some of the historic dwellings. These plantings generally have been established and maintained by those holding historic leases, but have likely changed over the decades.

Portsmouth Village community descendant Chester Lynn provided information about other ways that local residents acquired food and household goods on the island. Mr. Lynn indicated that sea kale was collected and cooked like collards. Residents also ate birds, fish, and shellfish, including clams, oysters, whales, porpoises, and sea gull eggs. Naturally-occurring bayberry was collected to make candles. The most popular wood used for cooking was oak. The stumps of cut oak trees were left to re-sprout. Ornamental vegetation was found in association with some properties; a popular plant was hydrangea.

Many residents raised livestock, fed on the naturally occurring grasses and shrubs. The island's tree cover is said have been kept closely clipped by free-roaming livestock. The raising of livestock is said to have been of little cost or trouble to owners; fences were not used to pen the animals, and no supplemental food was provided since they ate the native marsh grasses as fodder. The most prominent livestock were sheep, horses, and cattle. Chickens were also raised. No pigs were kept on the island, due to the damage they caused to vegetation.

Existing Conditions:
In addition to the vegetation described under Natural Resources and Systems, there are plantings and maintained vegetative conditions that are specific to cultural properties within the district. Each of the historic properties, for example, is surrounded by a mown grass precinct, while less closely mown grassland and shrubby growth typically edge the precincts. A few former residential properties also include ornamental and shade trees and shrubs or perennial and bulb plantings. There is a plantation of loblolly pines to the northwest of the airstrip.

The grass around most of the historic properties is closely mown, forming an open precinct for visitors to explore. The species of grasses are not currently known, but the lawn areas appear generally to be in good condition. There are Eastern red cedar trees located in association with many of the residential properties within the district. Eastern red cedars are a primary component of the landscape surrounding the Walker and Sarah Styron House (Figure 155). There are also Eastern red cedars on the west side of the Jesse and Lillian Babb House. These native evergreens are also associated with many of the cemeteries within the district, including the Keeler-Styron Cemetery (Figure 156). Many of the trees within the cemetery appear to be suffering from damage due to storms or salt spray and are stunted. They range individually from good to poor condition.

Located south of the Village Road between the Washington Roberts House and the airstrip and behind the Lionel and Emma Gilgo House is a loblolly pine plantation. This planting has existed since at least the 1970s. Little is known about who planted the trees, when they were planted, and why, although Boy Scout troops are known to have planted pines elsewhere in the region, including Cape Lookout in the 1960s, and may have been involved in this planting. This plantation appears to be in good condition.

The cultural vegetation in Portsmouth Village varies from home to home. While most home surrounds are maintained in mown grass, several homes have foundation plantings that include non-native shrubs and shade trees. A fig tree, an oak tree, a mimosa tree, ilex, and several pear trees are growing in the yard of the Ed, Nora, and Elma Dixon House (Figure 157). The plantings appear to be relatively well tended and in good condition. Additionally, there is a mimosa tree at the Henry Pigott House. Within the area enclosed by picket fencing at the Styron and Bragg House, there is a single ornamental shrub that was not identified by genus and species during fieldwork, in addition to a fig tree and an Eastern red cedar. A 1979 set of drawings of Portsmouth Village properties indicates that the property included a cluster of four peach trees at that time.

The cultural vegetation has changed within the district over the past decade. The Cultural Landscape Report documented fall flowering bulbs in October 2006 growing to either side of the steps leading to the Jesse and Lillian Babb House porch. Bearded irises were observed growing in a rock-lined planting bed in front of the Post Office and General Store also during CLR fieldwork. These were no longer present at the time of survey in 2017.

The CLR reported a rock-lined planting bed edging the Ed, Nora, and Elma Dixon House porch, and a circular planting bed in the yard in front of the house. Perennials such as gaillardia were growing in these beds and a rose bush was trained on the picket fence in front of the house. What appear to have been canna lilies were growing next to the steps leading to the back door. The stump of a poplar was also evident in the front yard. These elements were no longer present at time of survey in June 2017.

Contributing Features	**Comments**	**Condition**
Eastern red cedar trees scattered throughout the district		Good
Undetermined Features	**Comments**	**Condition**
Mown grass precincts around residential complexes		Good
Pine plantation		Good
Managed as Cultural Resources	**Comments**	**Condition**
Ornamental/cultural vegetation found in the village including fig tree at Styron and Bragg House; mimosa tree at Henry Pigott House; and fig shrub, pear trees, mimosa tree, and oak tree in Ed, Nora, and Elma Dixon House yard	Ornamental/cultural vegetation likely dates from after period of significance	Good

FIGURE 155. Eastern red cedars are found in close proximity to many residences, such as the Walker and Sarah Styron House shown here.

FIGURE 156. Eastern red cedars edge many of the cemeteries, including the Keeler-Styron Cemetery.

FIGURE 157. Cultural vegetation behind the Ed, Nora, and Elma Dixon House including several pear trees, a fig tree, and an oak tree.

13. VIEWS AND VISTAS:

Historic Conditions:
Little is recorded about historic views and viewsheds at Portsmouth Island. Mount Truxston is marked on an 1806 map and was likely used for lookout purposes. The village was generally sited to view Wallace's Channel and the lightering activities occurring there. Earthen fortifications were constructed on the mud flats and beach front to the east of the village to protect Ocracoke Inlet and were likely to have included good views of ocean approaches to the inlet. The Life-Saving Station includes an elevated lookout tower to support lifesaving endeavors (Figure 158). This view survives today.

Existing Conditions:
Views associated with Portsmouth Village include short views of dwelling complex features, broader views of the community from the vicinity of the Portsmouth Methodist Church, views to Ocracoke Inlet from the northern and far western sections of the village, longer views along road corridors, and expansive views from the Life-Saving Station watchtower. Throughout the Portsmouth Village landscape, groves of Eastern red cedar trees and shrub thickets limit expansive views.

Views include those from the watchtower located atop the Life-Saving Station that affords a 360-degree view of the island and its surrounds. Much of the village is visible from this vantage point. A linear view is afforded along the Village Road, particularly from its intersection with Haulover Point Road near the Post Office and General Store toward the Portsmouth Methodist Church (Figure 159). The steeple of the church is a landmark for district views.

Boats arriving at Haulover Point dock from Ocracoke Island pass along the northern edge of the island. From this vantage point, there is a good view of the village, punctuated by the Portsmouth Methodist Church steeple (Figures 160, 161, 162, and 163).

Contributing Features	**Condition**
Expansive views from Life-Saving Station tower	Good
Views of the Portsmouth Methodist Church	Good
View to village from boat approach along Ocracoke Inlet	Good

FIGURE 158. View of Portsmouth Village looking west from the Portsmouth Life-Saving Station watchtower, circa 1986.

FIGURE 159. The view east along Doctor's Creek toward the Portsmouth Methodist Church, circa 1983.

FIGURE 160. View towards the Portsmouth Methodist Church.

FIGURE 161. View south down Haulover Point Road towards the central residential area.

FIGURE 162. View looking east/southeast towards the Frank Gaskill shed.

FIGURE 163. View from the sound towards the Frank Gaskill House and Haulover Point area.

Condition

Condition Assessment

Condition Assessment

Overall Historic District:
Portsmouth Village Historic District: Good

Component Landscapes:
Haulover Point to Post Office and T.T. Potter Environs: Poor
Doctor's Creek and East Portsmouth Village Environs: Good
Portsmouth Life-Saving Station Complex: Good
Road to the Beach: Fair
Schoolhouse Environs: Good

Assessment Date June 28, 2017

Condition Assessment Explanatory Narrative:

The Portsmouth Village landscape is in Good condition. The majority of cultural features survive from the early to mid-twentieth century and the Portsmouth Village Historic District landscape most closely reflects this time period. Although some buildings and structures are in Poor and Fair condition, overall the landscape characteristics are in good condition and the site retains sufficient integrity to convey the associations of its period of significance to the visitor and maintains the seven aspects of integrity.

Impacts to Inventory Unit

Deferred Maintenance (Internal Impact) and Neglect (Internal Impact)
Maintenance has been deferred on several of the buildings within the historic district resulting in Fair and Poor condition assessments. These buildings include: the Walker and Sarah Styron House; Styron-Bragg House; T.T. Potter House; Frank Gaskill House; Ed, Nora, and Elma Dixon House; Lionel and Emma Gilgo House; and the Life Saving Station Stable. Additionally, there is evidence of deferred maintenance and/or neglect on several outbuildings, the ramp to the comfort station, cemetery headstones, and the dock associated with the Styron-Bragg House.

Deferred maintenance is evident in the Haulover Point to Post Office and T.T. Potter Environs, Doctor's Creek and East Portsmouth Village Environs, and Portsmouth Life-Saving Station Complex component landscapes.

Structural Deterioration (Internal Impact)
Deferred maintenance has led to the structural deterioration of several historic buildings and structures. As noted above, some buildings and structures within the historic district are noted in Fair and Poor condition. Evidence of deterioration includes boarded windows, deterioration of roofing material, missing and rotting siding, peeling paint, missing window screens, among other examples (see Buildings and Structures section for additional details). Small-scale features such as cisterns also show deterioration. There are numerous cemeteries in the district, with several headstones eroded, leaning, and lying down.

Deterioration is evident in the Haulover Point to Post Office and T.T. Potter Environs, Doctor's Creek and East Portsmouth Village Environs, Portsmouth Life-Saving Station Complex, and Road to the Beach component landscapes.

Exposure to Elements (Internal and External Impact) and Wind (Internal and External Impact)
Salt water spray, wind, and impacts from storms including hurricanes have impacted the resources. Evidence of exposure to elements within the district include deteriorated small-scale features such as individual water boxes and the T.T. Potter fish cleaning table in the Haulover Point to Post Office and T.T. Potter Environs landscape and the continued deterioration of ruins such as the Henry Babb cistern ruins in the and Doctor's Creek and East Portsmouth Village Environs landscape. The condition of the headstones, several of which are leaning or lying down, is likely the result of exposure to elements and neglect.

Inundation/Flooding (Both Internal and External Impact) and Inundation/Sea Level Rise (External Impact) and Erosion (Both Internal and External Impact)
Due to the proximity to water, the district is subject to erosion, tidal flooding, and larger flooding events. Like flooding, sea level rise is a significant impact to the historic district. A high water mark sign adjacent to the Post Office records the level of water over recent years during hurricanes and large storm events. Flooding and hurricanes affect all the component landscapes.

Release to Succession (Internal Impact) and Vegetation (Internal)
The Old Straight Road within the Schoolhouse Environs is overgrown south of the Schoolhouse.

Removal/Replacement (Internal Impact)
The district has lost many historic features including numerous buildings and structures. Several structures within the historic district have been demolished or moved during and after the period of significance. Fences have been removed from residences, the Portsmouth Methodist Church, and cemeteries. Removal/Replacement affects all the component landscapes within the district.

Treatment

Cultural Landscape Inventory Name:	Portsmouth Village Historic District
Cultural Landscape Inventory Number:	550012
Parent Cultural Landscape Inventory Name:	Portsmouth Village Historic District
Parent Cultural Landscape Inventory Number:	550012
Park Name:	Cape Lookout National Seashore
Park Alpha Code:	CALO
Park Org Code:	5210
Approved Landscape Treatment:	Rehabilitation
Approved Landscape Treatment Completed:	No

Approved Landscape Treatment Explanatory Narrative:

Based upon the park's need to meet current and projected future interpretive, functional, and management goals, *rehabilitation* is recommended as the appropriate treatment approach for the Portsmouth Village Historic District landscape, with a strong emphasis on preservation of this unique community that survives with a very high degree of integrity. Because rehabilitation is defined as the act or process of making possible a compatible use for a property, this approach allows for protection of the site's historic character and resources while carefully addressing the needs for limited enhancement of interpretive opportunities and circulation routes, ecological maintenance and restoration, and the improvement of visitor amenities as outlined in the GMP.

Within the rehabilitation treatment, stabilization, protection, and preservation of historic and natural resources are actions that must occur to allow for the limited accommodation of new uses. As part of the treatment recommendations, those resources and systems within Portsmouth Village Historic District that are to be the focus of stabilization, protection, and preservation are noted. Sensitive habitats and biotic resources, as well as sites of known and potential archeological resources, for example, should be treated with great care. In general, the CLR recommends preservation of archeological resources unless a compelling research question or informational need justifies disturbance or excavation, or mitigation to accommodate unavoidable change is necessary.

In considering the other treatment alternatives recognized by the Secretary of the Interior for the Portsmouth Village Historic District landscape, the Cultural Landscape Report found them inappropriate for the following reasons. Preservation is overly restrictive because it does not allow for the enhanced interpretation and site access recommended in the GMP. Restoration and reconstruction are inappropriate for the Portsmouth Village Historic District landscape because they assume, as a prerequisite, that sufficient documentation exists to accurately portray a lost historic condition. At this time, it does not appear that there are documentary sources detailed enough to support restoration or reconstruction of the Portsmouth Village Historic District cultural landscape.

Approved Landscape Treatment Document:	Cultural Landscape Report
Approved Landscape Treatment Document Date:	2007

Approved Landscape Treatment Cost:	(Optional)
Approved Landscape Treatment Cost Date:	(Optional)
Approved Landscape Treatment Level of Estimate:	(Optional)
Approved Landscape Treatment Cost Estimator:	(Optional)
Approved Landscape Treatment Explanatory Narrative:	(Optional)
Approved Landscape Treatment Completed:	(Optional)
Approved Landscape Treatment Cost Explanatory Narrative:	(Optional)

Bibliography and Supplemental Information

Cultural Landscape Inventory Name:	Portsmouth Village Historic District
Cultural Landscape Inventory Number:	550012
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Park Name:	Cape Lookout National Seashore
Park Alpha Code:	CALO
Park Org Code:	5210

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Supplemental Information

Recommendations for Further Research

Currently, the Marine Hospital cistern does not appear to be included on the List of Classified Structures. If this is the case, it should be added.

Historic Structure Reports should be prepared for the historic buildings of the village. Priority should be given to the public buildings of the village not already documented: the Portsmouth Methodist Church, the Schoolhouse, and the Post Office and General Store. Among the houses of the village, priority should be given to the Walker and Washington Roberts Houses (which date to the nineteenth century); any house where stabilization work is likely to be required in the near term; and houses such as the Theodore and Annie Salter House and Henry Pigott houses, which receive more intensive present-day use.

Consideration should be paid to updating the National Register nomination for the district to include Middle Community and Sheep Island. Due to the fact that most of the resources are no longer extant, inclusion will be primarily dependent on the archeological information potential of these areas.

More extensive archeological investigations should be undertaken. For example, systematic survey and testing should be conducted within the current historic district around places where structures are no longer standing, including the Marine Hospital and several houses indicated on maps that today are marked only by a few small brick piers, cisterns, and collapsed chimneys. An intensive systematic survey should also be completed for the Middle Community and Sheep Island areas of cultural development. The 1866 coastal survey is a particularly accurate document that could guide these investigations.

Finally, additional personal interviews with descendants of the community and local residents with long-standing history within the region could yield important information about twentieth century developments within the period of significance. In some cases, interviews might be conducted on site to help connect physical resources with the site's history.