Cape Lookout National Seashore

Cape Lookout Life-Saving Station

HISTORIC STRUCTURE REPORT

Historical Architecture, Cultural Resources Division

Southeast Regional Office

National Park Service

2004

The historic structure report presented here exists in two formats. A traditional, printed version is available for study at the park, the Southeastern Regional Office of the NPS (SERO), and at a variety of other repositories. For more widespread access, the historic structure report also exists in a web- based format through ParkNet, the website of the National Park Service. Please visit www.nps.gov for more information.

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Historic Structure Report
Life- Saving Station
Cape Lookout National Seashore
Cape Lookout Village
LCS#: 091835

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Cape Lookout Life-Saving Station

Historic Structure Report

Approved by: Robert A. Vogel 8-28-03

Superintendent Date

Cape Lookout National Seashore

Recommended by: 8-28-03

Chief, Cultural Resources Date

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Foreword

We are pleased to make available this historic structure report, part of our ongoing effort to provide comprehensive documentation for the historic structures and landscapes of National Park Service units in the Southeast Region. Many individuals and institutions contributed to the successful completion of this work. We would particularly like to thank the staff at Cape Lookout National Seashore for their assistance throughout the process, especially the park's facility manager Mike McGee, cultural resources manager Michael Rikard, and superintendent Bob Vogel. Special thanks go to Sam and Sarah Daniels, who have used the old life- saving station as a vacation retreat since 1969 and who were kind and generous in facilitating access to the building and providing information on its history. We hope that this study will prove valuable to park management in their treatment of the building and to everyone in understanding and interpreting the Cape Lookout Life-Saving Station.

Dan Scheidt, Chief
Cultural Resources Division
Southeast Regional Office
December 2004

Executive Summary

Historical documentation for the Life- Saving Station has come from three main sources- - the log books of the Cape Lookout Life- Saving Station, 1888- 1942;[1] the park's collection of maps and drawings from the Coast Guard's archives, including plat maps of the station in 1893, 1917, 1920, 1922, 1934, 1938, and 1958; and the park's collection of historic photographs. All of the log books have been scanned for relevant information, but continued research in Coast Guard records could provide additional important documentation for this building. Especially useful might be correspondence and other files of the Life- Saving Service and Coast Guard, as well as that of the Navy for the period 1919- 1946.

Building investigation was non- destructive and limited to a visual survey of all areas of the building that were accessible. Most of the floor and wall framing remained hidden from view. Laboratory

1. Records of U. S. Coast Guard, Record Group 26, Norfolk District, Log Books, Cape Lookout Life-Saving Station, original volumes at National Archives and Records Center, East Point, GA (here after "Cape Lookout Log").

analysis of materials was not within the scope of this project, but since the historic building remains almost completely intact, further study of painted finishes should be a priority. At a minimum, enough samples should be retrieved now, before any work is done on the building, that would allow for full analysis and interpretation at a later date.

In addition, because the Cape Lookout Historic District was only recently designated, the park's uses of the various historic structures in the district, including the Life- Saving Station, have not been fully explored or defined in terms of general management goals. Because of recent legal issues surrounding the park's leasing of historic buildings, this and other historic structure reports have been developed that would begin to set parameters for the treatment and use of the district's historic buildings.

In developing this historic structure report, NPS staff at the Park have been unstinting in their support for the project. In particular, Mike McGee, Facility Manager, has been extremely helpful in all phases of the work as have Michael Rikard, Resource Specialist; Karen Duggan, Interpretive Ranger; and, of course, Bob Vogel, park superintendent. In addition, Clark Davis, caretaker for the building's recent lessee, was generous in providing access to the house and discussing its history.

Research Summary

The Cape Lookout Life- Saving Station is one of three nineteenth- century buildings that remain in the Cape Lookout Village Historic District, and it has played a major role in the history of Cape Lookout. Until the 1930s, the station keeper and crew were almost always local men whose families- - - Gaskill, Guthrie, Willis, Nelson, and others- - - had settled in the area in the eighteenth century. From the time it was constructed in 1887 until it was replaced by a new building in 1917, the station remained a landmark, a source of shelter during storms and of assistance during all kinds of emergencies.

A simplified but significant example of Stick Style architecture, popular from the 1860s to about 1890, the building was built by the Federal government as a life- saving station and served in that capacity for over thirty years. In 1917 it was relocated a few yards from its original site for construction of the present Cape Lookout Coast Guard Station, which was occupied in January 1918. In 1919 the Navy established one of its new radio compass stations at Cape Lookout, and in 1921- 1922, the old life-saving station was adapted to house the Navy personnel who operated the radio station until after World War II. Surplused by the Coast Guard in 1957, the building was moved from the Coast Guard's property to its present site a few hundred yards north of the Coast Guard Station where it has been used as a private residence.

Architectural Summary

Structurally, the building is sound and in mostly good condition, the principal exceptions being some of the pilings and the front porches,

which are badly deteriorated. The porch roof at the second floor level has pulled away from the wall of the house as much as two inches, endangering the stability of the entire porch. In addition, the "lean- to" containing Room 100 (which was part of the original building) is in very poor condition, with portions of the floor severely rotted. Significant termite damage elsewhere in the building was not seen in the current investigation, but there is a very good likelihood of finding concealed damage once repairs get underway.

Most of the historic exterior finishes remain in place, although the original shiplap siding at the first floor has been covered with cement- asbestos shingles. The wood shingles at the second floor level are very worn, particularly on the south and west sides of the building, and there is widespread deterioration of other woodwork, due mainly to the failure to periodically repaint the building. The roof covering, which is now approaching thirty years old, is long past its useful life, and shingles are missing from several areas.

Some of the wall partitions, doors, and windows date to the 1920s as do the front porches and the roof dormers, but most of the original 1880s finishes interior remain intact as well. Except for its relocation in 1958 and minor modifications at that time, there have been very few changes to the building since World War II. Interior finishes appear to be in good condition, but because the flooring is almost completely covered with modern linoleum and vinyl, its condition could not be assessed.

The electrical and plumbing systems are in poor condition, with elements of both systems dating to the 1920s and a number of subsequent, often ad hoc, modifications to both systems. The historic heating system has been dismantled and not replaced.

Recommendations

Unlike most of the other structures in the Cape Lookout Historic District, which are simple vernacular buildings, the old Life- Saving Station is a distinguished, if deteriorated, example of historic architecture designed and later modified by the government for specific uses. In spite of being relocated in 1916 and again in 1958, it has retained its historical integrity and has the potential to be one of the district's most useful buildings for interpretation of the history of Cape Lookout.

Alternatives for use of the building have been considered, but since the buildings in the historic district have only recently come under the park's jurisdiction, the park's current General Management Plan (GMP) does not address their use. Continued residential use of the Life-Saving Station has been suggested, but additional exhibit space is also needed, especially as the Cape Lookout Village Historic District is incorporated into the park's interpretive program, and the Life- Saving Station could be appropriately adapted for that purpose. However, the historic buildings in the district differ markedly from one another in terms of scale, significance, and condition; and some buildings are clearly more- appropriate for certain uses

than others. A comprehensive planning process resulting in an amendment to the park's GMP will be necessary to insure that the park's and the public's needs are addressed and that the historic buildings are used appropriately.

Basic recommendations for treatment that will help preserve the building have been developed here, although a final use plan may require some amendments. Treatment would include returning the building to its original, well- documented location at the Coast Guard Station and restoration of the exterior to its appearance at the end of World War II. Preservation of the interior and basic rehabilitation of the building's plumbing and electrical systems are also recommended to insure the building's continued usefulness, residentially or otherwise.

Site

- Relocate building to its original site.
- Re- establish historic roadway that bypassed the station grounds.
- Remove pavement except for concrete apron in front of Maintenance Building.
- Restore concrete cistern.

Foundation

- Utilize existing pavement to form crawl- space slab.
- Reconstruct continuous brick foundation for main building with piers used internally and on porches.
- Include termite shields and access doors on new foundation.

Chimneys

- Repoint and preserve existing chimney.
- Reconstruct missing chimney on south east side of Room 100.

Structure

- Inspect and repair sills and joists when building is relocated.
- Reconstruct floor system in Room 100.
- Repair porches.
- Reconstruct front porch stairs.
- Rescreen front porch if desired.
- Reconstruct missing balustrades at both porches.

Windows

- Remove window on southeast side of Room 100 when chimney is rebuilt.
- Repair and preserve all other window sash and trim.
- Preserve steel weather stripping at all openings.
- Repair and preserve wood- framed screens.

Doors

- Repair and preserve existing back door.
- Remove four other exterior doors and return three historic doors to original locations.

- Install new three- panel, nine- light wood doors at four exterior openings.

Exterior Finishes

- Remove and salvage cement- asbestos siding.
- Repair drop siding and wood- shingle siding.
- Repair and re- install missing gable finial.
- Repair all exterior woodwork as needed, matching existing materials.

Roofing

- Remove existing roof coverings.
- Document painted finishes, if any, on historic metal roofing beneath existing asphalt shingles.
- Install new standing- seam metal roof.
- Install half- round gutters and round downspouts on southeast side and reconnect to concrete cistern.

Interior

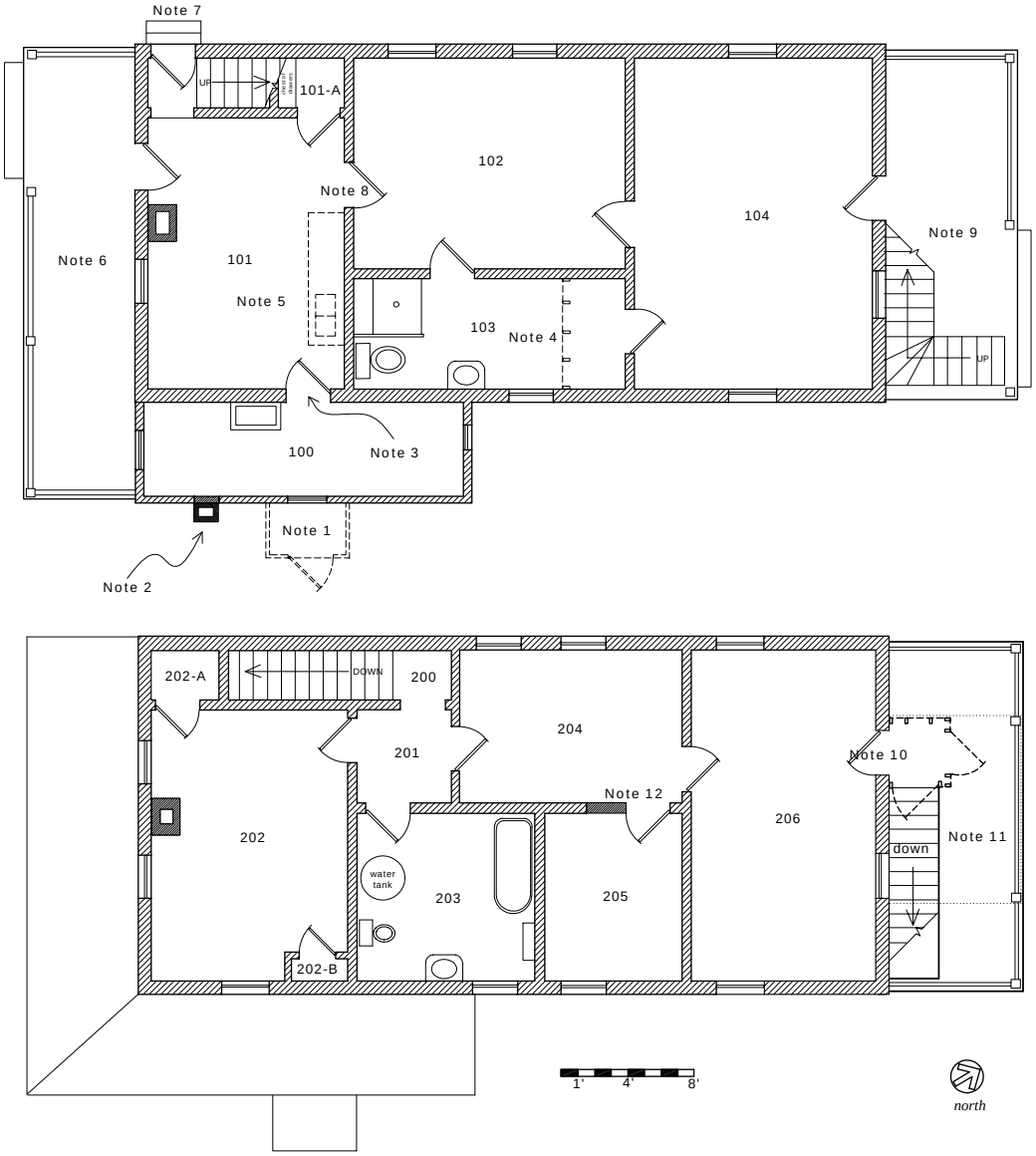
- Preserve all existing tongue- and-groove floor and wall and ceiling paneling.
- Reconstruct missing wall and door opening between Rooms 204 and 205.
- Reconstruct closet at northeast end of Room 103.
- Preserve door opening from stairwell to Room 101.
- Rehabilitate both bathrooms.
- Remove existing kitchen and install new kitchen in Room 100.

Utilities

- Replace all water lines and, if necessary, cast- iron waste lines and vent stack, running lines as they were historically run.
- Replace all existing wiring, using existing conduit if possible; install modern fixtures as needed.
- Install hot- water or other non- ducted heating system if house is to be occupied year- round; install electrical space heaters if not.
- Install complete fire/smoke detection system.

Handicapped Access

- On new site, install ramp to back porch between building and concrete retaining wall.



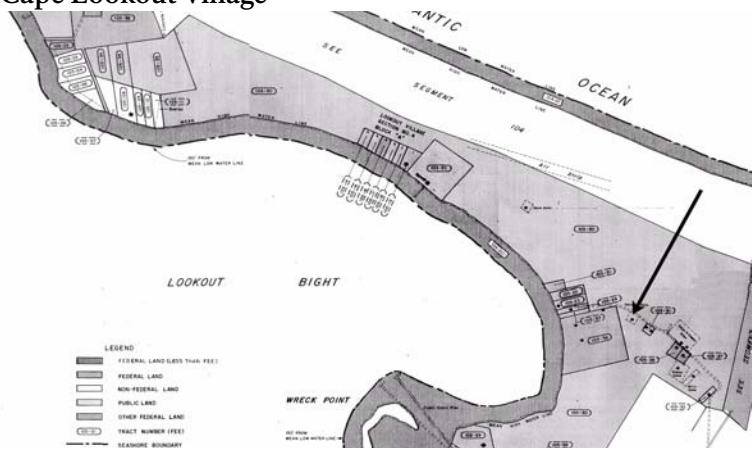
1. Remove existing vestibule and replace existing door with four-over-four window to match original.
2. Remove window and reconstruct chimney.
3. Install door currently leading to vestibule in this opening.
4. Remove modern wall that partitions Room 103.
5. Remove sink, counter, and stove from this room, and install new kitchen in Room 100.
6. Reconstruct missing bannisters and install single wooden step at location shown.
7. Install steps at this location and new door similar to new door at second floor porch.
8. Reinstall four-panel door now at door opening to second-floor porch.
9. Repair floor, remove added posts when second floor is repaired; reinstall balustrades at two locations shown, matching existing second floor balustrade; reconstruct stairs to second floor; install single step to ground.
10. Relocate present four-panel door to opening between Rooms 101 and 102; install new three-panel, six-light door.
11. Remove vestibule; repair floor and stabilize roof; replace missing balustrades, matching existing.
12. Reconstruct missing portion of wall and door opening; install five-panel door now in storage above shower in Room 103.

Administrative Data

Locational Data

Building Name:	CALO Life- Saving Station
Location:	Cape Lookout Village
LCS#:	CALO #091835

Cape Lookout Village



Related Studies

Denver Service Center. *General Management Plan/Development Concept Plan, Cape Lookout National Seashore*. December 1982.

Ehrenhard, John E. *Cape Lookout National Seashore: Assessment of Archaeological and Historical Resources*. NPS: Southeast Archaeological Center, Tallahassee, FL, 1976.

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Holland, F. Ross. *A Survey History of Cape Lookout National Seashore*. NPS: Division of History, Office of Archaeology and Historic Preservation, January 30, 1968.

Loonam, John. *Cape Lookout Lighthouse*. Bertie, NC: Self- published, 2000. <http://www.itpi.dpi.state.nc.us/caroclips/CapeLookoutstory.htm> (13 January 2003).

National Park Service Staff. *Cape Lookout National Seashore, Resources Management Plan and Environmental Assessment*. May 1983

Cultural Resource Data

National Register of Historic Places: Contributing structure in Cape Lookout Village Historic District, listed June 2000.

Period of Significance: 1887- 1950

Proposed Treatment: Relocation, exterior restoration, interior preservation, and rehabilitation of plumbing and electrical systems.

Historical Background & Context

Cape Lookout is one of a series of capes along the North Carolina coast whose shoals were a hazard to navigation from the earliest days of European exploration. Cape Hatteras and its Diamond Shoals have long been the best known, but it was Cape Lookout that one of the area's earliest cartographers designated *Promontorium tremendum*, or "horrible headland."

As shipping increased along the Atlantic seaboard after the American Revolution, so too did maritime disasters and resultant loss of life. The federal government began to establish light houses and light stations as early as the 1790s, and a light house was completed at Cape Lookout in 1812. The light tower was too low to be effective, however, and was replaced by the present light house in 1859. In spite of these efforts, the sea continued to take a dreadful toll as sailing vessels were routinely blown onto the shoals and broken to pieces by the waves. Any crew that did not drown with the wreckage had little hope of escaping death from exposure once they

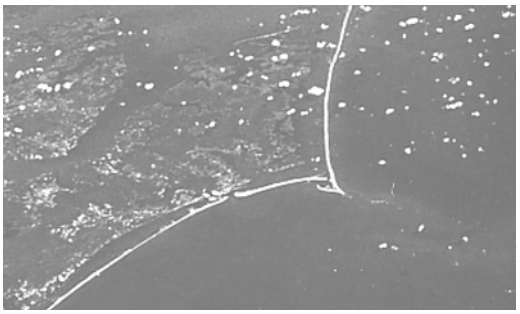


Figure 1 Cape Lookout as viewed from earth orbit, 1969. Breakers and shallows around its dangerous shoals can be distinguished stretching away from the cape. (CALO Coll. #F-184)

Figure 2 View to northeast of 1859 lighthouse at Cape Lookout in 1899. The site of the life-saving station was about 1-1/4 miles south of the lighthouse. (CALO Coll., #D-01)

reached what were, even in New England, sparsely- populated shores. The Massachusetts Humane Society established the first "Huts of Refuge" along the Massachusetts shore in the 1790s, providing shelter at least for shipwrecked sailors. In 1807 they began to equip some of these shelters with boats and equipment that could be used by volunteers to make rescues at sea. Other volunteer organizations sprang up, but these were generally limited to areas around busy ports, especially the Long Island and New Jersey approaches to the harbor at New York, and could provide help but to a few of the dozens of ships that wrecked along the Atlantic seaboard each year.[2]

U. S. Life-Saving Service

The origins of the federal government's Life-Saving Service can be traced to August 14, 1848, when Congress passed the Newell Act and appropriated $10,000 for "surf boats, rockets, carronades and other necessary apparatus for the better preservation of life and property from shipwrecks" along the New Jersey shore. Eight lifeboat stations were built and equipped, and in 1849 additional appropriations allowed construction of fourteen stations on the shores of New Jersey and Long Island.

In 1850, a station was established in Rhode Island, and lifeboats and boat houses (but no live- saving stations) were also funded (but apparently never built) for the shores of the Carolinas, Georgia, Florida, and Texas. Administered by the Treasury Department's Revenue Marine Division (later the Revenue Cutter Service), the life- saving service was perennially underfunded, and equipment and stations that were in place frequently fell into disrepair.

The loss of over two hundred lives in the wreck of the *Powhattan* off the New Jersey shore on

2. The U.S. Coast Guard's web site at *http://www.uscg.mil/hq/g-cp/history/h_USLSS.html* provides a comprehensive history of the Life-Saving Service.

April 16, 1854, spurred a Congressional investigation. Especially troublesome was the news that many of the bodies that washed ashore had been robbed by "shore villains," and the government had "no provision to prevent such depredations."[3] The wreck of the *New Era* at Deals Beach, New Jersey, in November 1854 claimed another 230 lives and solidified support for an effective Life- Saving Service; but it was not until 1857 that appropriations were made to begin implementation of the recommendations from the 1854 investigation. Full-time station keepers were hired for the first time, but their effectiveness was often limited by the difficulty in rounding up a crew when an emergency arose.

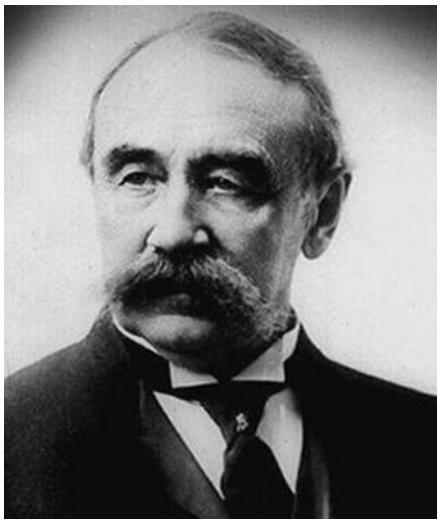


Figure 3 Sumner Kimball, General Superintendent of the U. S. Life-Saving Service, 1878-1915.

Another series of disasters in the winter of 1870- 71 exposed the sorry state of the life- saving service after years of neglect during the Civil War. In February 1871, responding to renewed calls for reform, the Treasury Department appointed a new director, Sumner Increase Kimball, for the Revenue Marine Division, which included the Life- Saving Service. Kimball promptly began a complete evaluation of the system of life- saving stations; and based upon his report, Congress appropriated $200,000 to employ life- saving crews and build new stations. New regulations and standards were established by Kimball, who succeeded in professionalizing the system and dramatically increasing its effectiveness.

3. Means, Dennis R. "A Heavy Sea Running: The Formation of the U.S. Life-Saving Service, 1846-1878." *Prologue: Journal of the National Archives*, Winter 1987, Vol. 19, #4.

Figure 4 Artist's rendering of surf boat launching. (Coast Guard Collection, CALO Coll. #G-03)

The system of life- saving stations was greatly expanded in the early 1870s, with twenty- three new stations built in 1874 alone, including stations on the Outer Banks at Currituck Beach, Caffey's Inlet, Kitty Hawk, Nags Head, Bodie Island (later called Oregon Inlet), Little Kinnakeet, and Chicamacomico.[4] Nonetheless, the

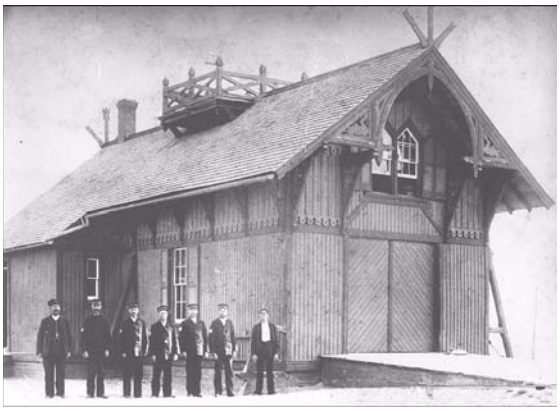


Figure 5 Little Kinnakeet Life-Saving Station, built in 1874 and typical of stations built in the 1870s. (North Carolina State Museum of Natural Sciences)

Figure 6 Surfman on patrol in foul-weather gear. (CALO Coll. #G-08)

recommended three- mile distance between stations was not yet achieved, especially along the isolated, southern reaches of the Outer Banks.

On November 24, 1877, the *Huron* ran aground and broke up off Nags Head, claiming ninety-eight lives. On January 31, 1878, amid the hue and cry over that disaster, the *Metropolis* went down, taking with it another eighty- five lives. Worse yet, the crew at the closest station were slow to notice the wreck and, when they finally did, botched the rescue. These disasters provoked another round of recriminations, and a bill was even introduced in Congress that would remove the Life- Saving Service from the jurisdiction of Kimball and the Treasury Department. Support for Kimball was strong, however, and the move failed. Instead House Resolution 3988 was passed on June 17, 1878, and signed into law by President Hayes the following day, formally establishing the Life- Saving Service as a separate agency within the Treasury Department. Sumner Kimball was named superintendent, a post he would hold as long as the Life- Saving Service existed as a separate entity.

The 1878 Act that created the Life- Saving Service also included authorization for thirty new life- saving and life- boat stations, including fifteen new stations on the coasts of Virginia and North Carolina. Eleven stations went up along the Outer Banks at Wash Woods, Penny's Hill, Poyner's Hill, Paul Gamiel's Hill, Kill Devil Hills, Tommy's Hummock (later called Bodie Island), Pea Island, Gull Shoal, Big Kinnakeet, Creed's Hill, and at Hatteras (later called Durants). In 1881, a station was built at Cape Fear and the following year at New Inlet, Cape Hatteras, and Hatteras Inlet as well.

4. Richard L. Chenery III, *Old Coast Guard Stations, Volume II, North Carolina* (Station Books, 2000).

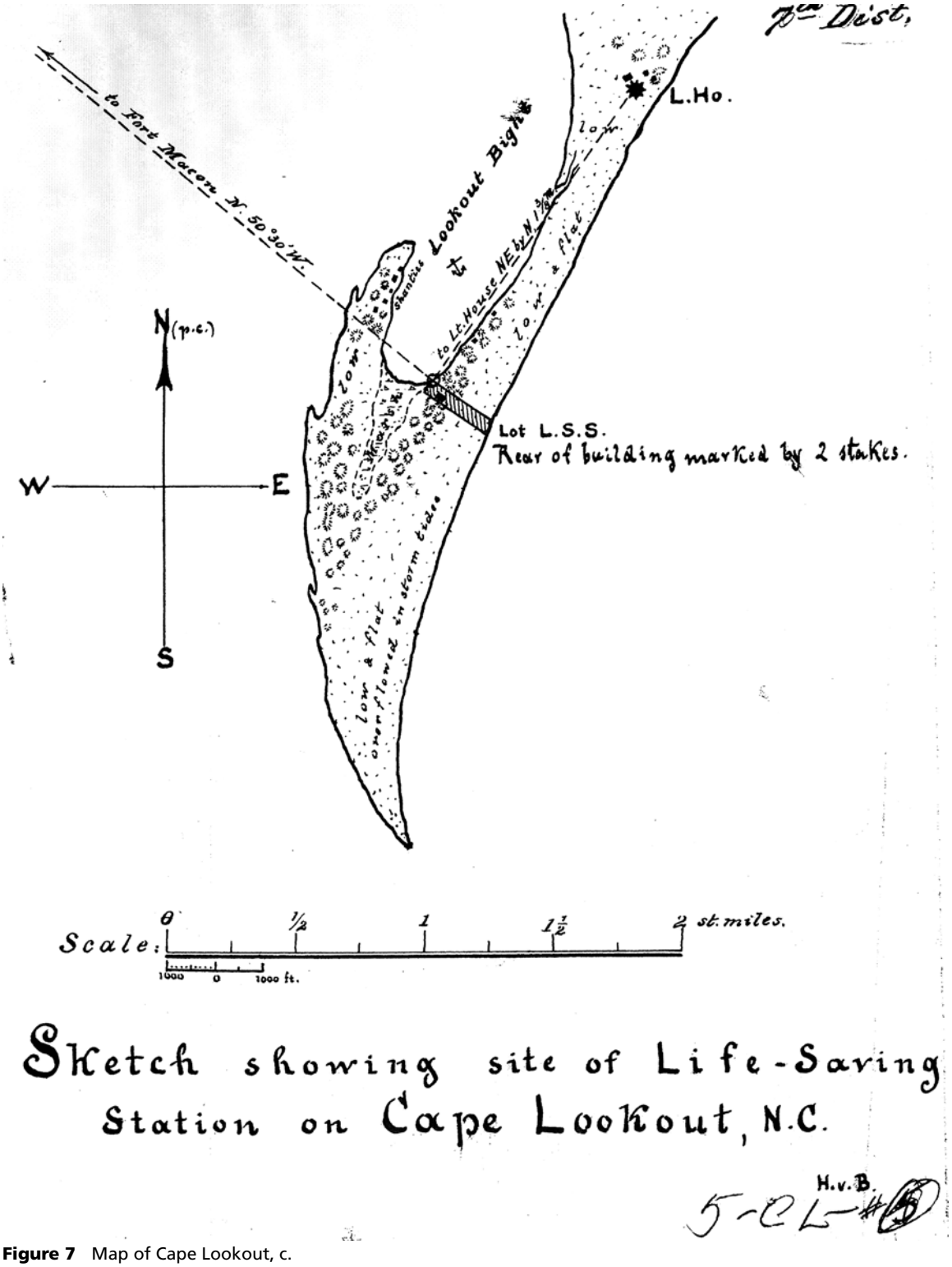


Figure 7 Map of Cape Lookout, c. 1893. (Coast Guard Coll.)

Figure 8 View to north of Cape Lookout LIfe-Saving Station, 1893. Lighthouse is barely visible on the horizon at extreme right. (CALO Coll. G-09)

Like so much else with the Life- Saving Service, however, full appropriations to construct new stations at the recommended intervals were slow to be made, and not until 1886 was a station built at Cape Lookout, the first station along the forty- mile length of Core Banks. In 1894, a life- saving station opened at Portsmouth at the north end of Core Banks; the following year, a station opened about half- way between Portsmouth and Cape Lookout. Called Core Banks Station (later Atlantic Station), it was the last station built on Core Banks and still left each station with many miles of shoreline to patrol.

Cape Lookout Life-Saving Station

On May 19, 1886, C.T. and Nettie Watson, David and Julia Bell, and Thomas and Mary Daniels conveyed to the United States government title to a tract at Cape Lookout for a life-saving station.[5] It appears, however, that this parcel, which was located not far from the point of Cape Lookout and two and a quarter miles southwest of the lighthouse, was found to be unsuitable for the station. In July 1887, another transaction with the Watsons, et. al., conveyed a larger parcel further north to the federal government. Located less than a mile and a half southwest of the Cape Lookout Lighthouse, the property was 300' wide and ran

5. Carteret County Records of Deeds and Mortgages, Book NN, pp. 273-276. The deed reserved fishing rights for the grantors.

from the high water mark on the Atlantic to the high water mark on Cape Lookout Bight (see Figure 7).[6] The site lay at the southern end of the so- called "Cape Hills," which were but a series of higher dunes, sparsely vegetated but offering a commanding view of the great shoals to the southeast.

The Construction Branch of the Department of the Treasury was responsible for the design of the Life- Saving Service's new stations and generally used standardized designs and plans for their stations. The design and plan of the new station at Cape Lookout followed those developed in 1882, with only slight variations from the typical plan (see "Chronology of Development and Use," below). Like the stations built in the 1870s, the Cape Lookout station incorporated a boat room and the crews' living quarters into the same building. A privy was also included on the original plans, and other support buildings would be added on the site between 1888 and 1896.

The station was completed by the end of August 1887, but William Howard Gaskill (1857-1914) was not appointed Keeper until December 15.[7] His first crew reported for duty on January 24, 1888, which brought the station into full operation. That first crew included Denard Guthrie, Abraham Moon, Israel S. Wade, Alexander Moon, Valentine Gaskill, David Jones, and John G. Hudgins.[8]

In June 1891, Watson and the other grantors from the first transaction, conveyed additional property to the government for construction of a boat house.[9] Situated on "the south side of Cape Lookout Bay," the boat house was completed by the time the new "self- sailing, self-righting life boat" was delivered in January 1892. The station also acquired a team of mules in November 1891, which required construction of a stable that winter. With the stable complete, the crew built another boathouse near the station in the spring of 1892 and a cook house in the fall of 1892. A tank house was built in 1894 and a boat house in the bight about 300 yards from shore in 1896, completing the first phase of the life- saving station's historic development.[10]

In addition, the 1893 plat of the station (see Figure 9) shows a "Dwelling Private" located about 120 feet due west of the station.[11] Labeled "Gaskill," it seems likely that it was a part- time residence for station keeper William H. Gaskill and his wife, although no sure documentation for that assumption has been located. Until 1917, the Keeper himself was on duty on a

6. The deed for this transaction has not been located, but it is noted on the map in Figure 6.
7. Coast Guard web site provides completion date.
8. Records of U. S. Coast Guard, Norfolk District, Log Books (here after "Cape Lookout Log"), Cape Lookout Life-Saving Station, original volumes in Record Group 26 at National Archives and Records Center, East Point, GA. Also see U. S. Coast Guard webb site for Cape Lookout Coast Guard Station #190 at *http://www.uscg.mil/hq/g-cp/history/h_USLSS.html*.
9. Carteret County Records of Deeds and Mortgages, Book QQ, p. 211.
10. Cape Lookout Log document these dates.
11. The site appears to have been on or just west of the crest of the dune or hillock directly in front of the present Coast Guard Station.

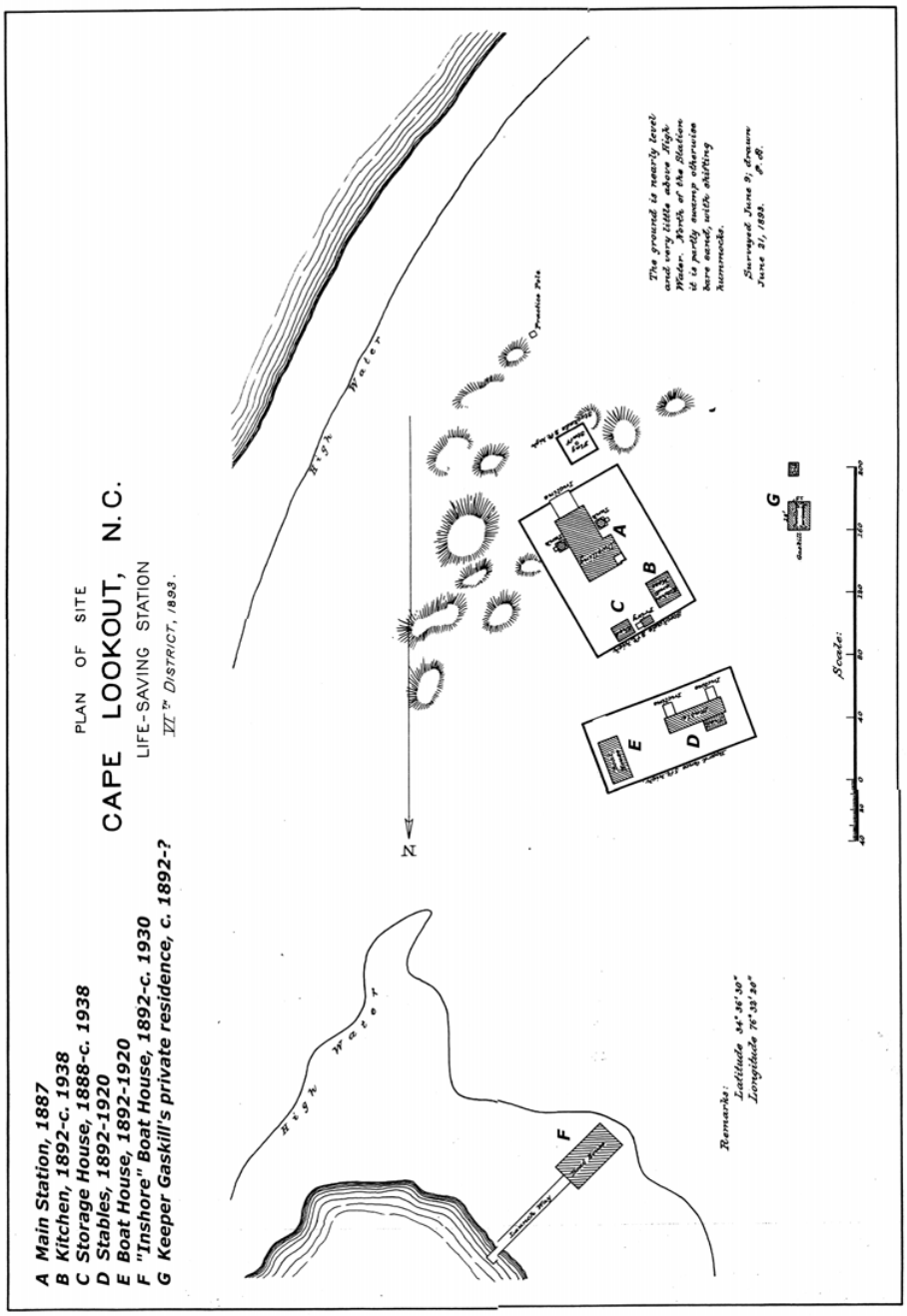


Figure 9 Plot of Cape Lookout Life-Saving Station in 1893, showing 1887 station building (A), 1892 Kitchen (B), 1888 oil house (C), 1892 stable (D), 1892 Boat House (E), 1891 inshore Boat House (F), and Keeper Gaskill's private residence (G). (Coast Guard Coll.)

year- round basis, it would have been very convenient to have a house for his family nearby.[12] The station's crew was present only during the "active season," which ran from September 1 through April 30 until 1897, when it was extended from August 1 through May 31. Only after the Life- Saving Service became part of the U. S. Coast Guard in 1915 were crews employed year- round.

If disaster struck during the off- season, as it sometime did, the Keeper was forced to round up a crew from local fishermen.[13] During the active season, watch was kept from the lookout tower, and there were patrols of the beach itself. To insure that patrols were actually taking place, time clocks were stationed at the north and south ends of the patrol, and the man on duty was required to key into the clock on each round, making indentations on small metal plates that could then be checked by the Keeper before being sent to District Headquarters for verification. Failure to key into the clock could mean loss of liberty or, if there were repeated offenses, dismissal from the service.

Part of the crew's duties was simply to warn ships away from the shoals, using kerosene lamps with red chimneys as a signal. Often, however, the crews' first sighting of a vessel came when it was already aground on the shoals, sometimes as much as eight or ten miles from shore. In those circumstances, the life boat was quickly launched and rowed out to the wreck site. It was grueling work that sometimes kept the crew in the boats all day and into the night.

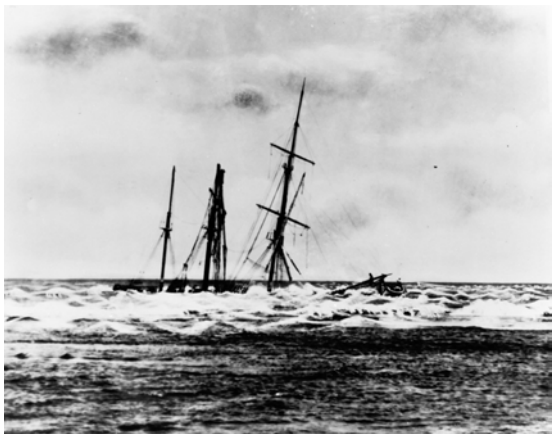


Figure 10 Undated photograph of life boat going through surf to ship breaking up, location unknown. (U.S. Coast Guard Coll., CALO Coll. G-02)

Although the government kept the station supplied with equipment and provisions, it was the Women's National Relief Association that provided for the victims of disaster. The station routinely received shipments of clothes, blankets, sugar, tea, reading matter, and other items from the Association that the Keeper used to aid those who might seek refuge at the station.[14]

The wreck of the 387- ton, three- masted schooner *Sarah D. J. Rawson* in February 1905, loaded with lumber and a crew of seven, was the Cape Lookout crew's most- famous rescue. Sailing from Georgetown, S. C., for New York, the ship came into a gale that drove it on

12. Log entries suggest that the house was never a primary residence. See especially June 15,1887; May 1, 1889; January 25, 1892; and January 22, 1895.
13. Cape Lookout Log Book, July 17, 1891.
14. Cape Lookout Log Book, June 19, 1888.

to the breakers on the south side of Lookout Shoals nearly nine miles southeast of the station. The ship soon began breaking up, and one of the crew was washed overboard along with most of the cargo of lumber. By then it was dark, and a heavy fog that settled across the cape prevented the crew in the watchtower from seeing the ship's masts until nearly noon the following day. Gaskill and his crew, most of them ill with influenza, set out for the wreck within twenty- five minutes of the sighting and, by four o'clock in the afternoon had reached the stranded vessel. Beset by heavy seas and threatened by floating lumber and wreckage, the crew could get their boat no closer than 200 hundred yards of the *Sarah Rawson* and, with nightfall, were forced to drop anchor on the shoals a few hundred yards away, hoping for a respite in the stormy weather. After a long night in an open boat, the crew was still not able to get close to the ship until nearly one o'clock the following afternoon. Not until five o'clock that afternoon, twenty- eight hours after they had set out, did Gaskill and his crew get themselves and the six surviving crew members of the *Sarah Rawson* back to the safety of the Life- Saving Station. For their heroic efforts, gold medals were awarded to the men of the Cape Lookout Life- Saving Station on April 12, 1905. Recipients were Keeper William H. Gaskill and Surfmen Kilby Guthrie, Walter M. Yeomans, Tyre Moore, John A. Guthrie, James W. Fulcher, John E. Kirkman, Calupt T. Jarvis, and Joseph L. Lewis.[15]

15. From the U.S. Coast Guard web site at http://www.uscg.mil/hq/g-cp/history/10%20FEB%201905.html

Most of the station's rescues were not nearly so dramatic or arduous nor were they all that frequent in their occurrence. Through much of the season, the life- saving crew spent most of their time on duty in drills and exercises and in routine maintenance of the station, including some construction and nearly all of the painting and repairs of the station's buildings. Almost every daily entry in the station log began, "House thoroughly swept, dusted and opened to air, all metallics polished." And "hauling shells for the yard" in an effort to stabilize the drifting sands around the station was one of the more frequent entries in the log books.

Ships apparently did not hesitate to hoist a signal, to which the station had to respond, even though the request might be no more critical than that a message be sent to the *New York Herald* or to the ship's owner attesting to the ship's whereabouts. Requests for water and "coal oil" (kerosene) were common; but in one instance, having spent thirty minutes rowing out to the schooner *Gracie Buchanan*, the Keeper found the emergency to be the ship's mess being out of potatoes![16]

The crew was also engaged in salvage of material that washed ashore, like the "quantity of yellow pine lumber which drifted ashore" on March 26, 1890. While locals were apt to scavenge, the life- saving crew's responsibility was to move the material out of reach of high tide and make a report to the Treasury Department's Wreck Commission, which might or might not be able to determine ownership.

16. Cape Lookout Log Book, October 25, 1907.

Only occasionally would small quantities of material be salvaged by the crew for use at the station.[17]

Lumber was not all that washed ashore; on at least two occasions, the crew retrieved a battered corpse from the surf. Unable to identify the remains of one, they "placed it in a suitable box and buried [it] among the hills."[18] The other corpse, which washed ashore near the light house, probably came from the wreck of the *Sarah D. Rawson*; but it, too, was placed in a pine box and buried "in the higher ground among the hills."[19]

Especially after the abandonment of Diamond City after 1899, the station crew was called on frequently to aid the fishermen and others who resided around Cape Lookout. Besides providing emergency medical transport to Harker's Island or to Beaufort, the life- saving crew acted as undertakers for Cape residents on several occasions. In January 1908, for instance, the 14- year- old son of M. A. Guthrie drowned in the bight, and it was the station crew who recovered the body the next day, "took it in the cart to his house, stripped, dressed, and prepared [it] for burial." One of the crew made a coffin, which was lined and covered, and the next day, took the remains back up to the light house landing for transport back to Harker's Island for burial.[20]

17. Cape Lookout Log Book, November 2, 1893, and November 4, 1902.
18. Cape Lookout Log Book, February 17, 1891
19. Cape Lookout Log Book, April 6, 1905.
20. Cape Lookout Log Books, January 20, 1908; January 30, 1910; December 17, 1914.

The fishermen who frequented the cape often benefitted from the crew's services, especially during the hurricanes, tropical storms, and "Nor'easters" that periodically buffeted the cape. In October 1893 and again in October 1894, for instance, as many as fifty fishermen and at least "one lady and one child" crowded into the station to spend the night "on account of stormy weather and high tides." After some of these storms, the beach would be so eroded and "cut through with gullies" that the surf watch patrols could not be completed.[21]

Cape Lookout has always suffered from storm damage, but the hurricane that struck August 18- 19, 1899, was one of the deadliest ever recorded on the Outer Banks. Thought to have been a Category 4 storm, the so- called *San Ciriaco* or "Great Hurricane" decimated the Banks. Winds at Hatteras reached 140 m.p.h. before the anemometer blew away, and the entire island was submerged under as much as ten feet of water. The storm surge swept completely across Shackleford Bank, knocking houses from their foundations, uprooting trees, and uncovering bones in the graveyards. Another hurricane at Halloween produced an even greater storm surge, eroding the beach in places to the point that high tides washed all the way across the bank.

Before the year was out, some of the residents of Shackleford Banks had already decided that the next storm might be their last and that it was time to move on. William Henry Guthrie was the first to go, buying sixty acres of land on

21. Cape Lookout Log Book, October 13, 1893; October 9, 1894; October 12, 1896.

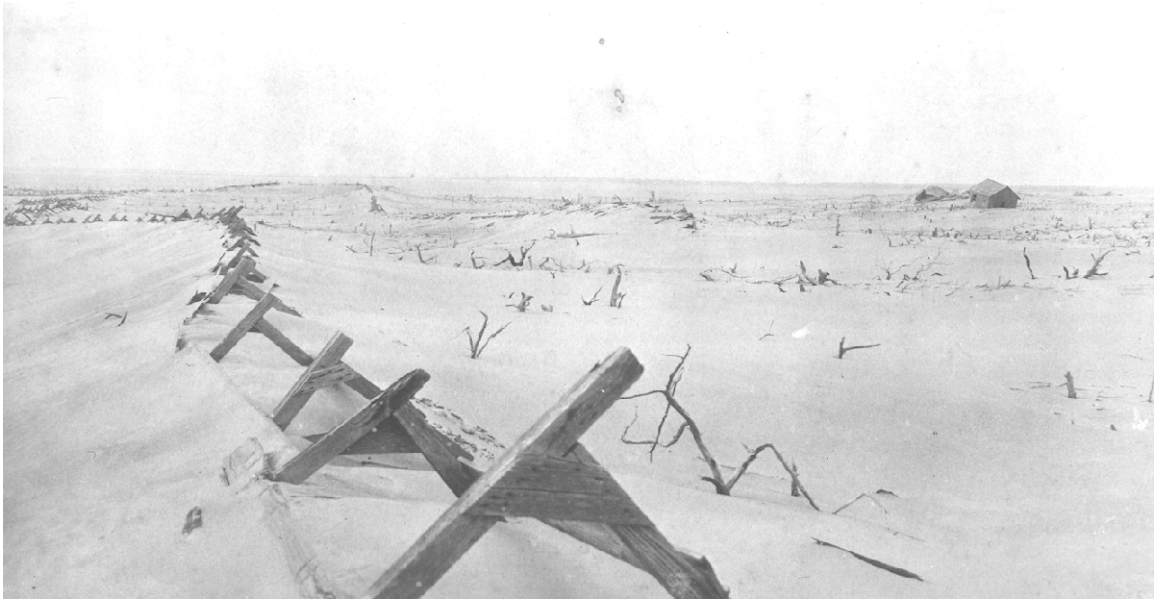


Figure 11 View of Shackleford Banks after "Great Hurricane" of August 1899. (CALO Coll. F-184)

Harker's Island and, in the spring of 1900, dismantling his house at Diamond City and rebuilding it on Harker's Island. Others followed, creating a booming settlement on an island that had been mostly uninhabited in the nineteenth century. Other residents of Shackleford Banks relocated to Bogue Bank or to Morehead City; a few even relocated to the Cape Hills on the eastern side of the bight. By 1902, there was little left of the villages on Shackleford Banks. In 1909, the last whale was killed and, after that, even the commercial fishermen abandoned Shackleford Banks, leaving only cattle and horses to roam the old paths that had once been streets in Diamond City.[22]

While Keeper Gaskill rarely had difficulty recruiting his seven- or eight- member crew in the 1890s, the demise of Diamond City made it increasingly difficulty to keep a full crew, since few were willing to undergo the isolation and hardship of service at such a remote location.

The advent of "gasoline boats" in the early twentieth century was a boon to Gaskill and the life- saving service, making it practical for men residing as far away as Beaufort, Morehead City, and Marshallberg to sign on for service at Cape Lookout. Many, if not most, of the crew acquired their own power boats in the first decade of the twentieth century, thereby enabling them to work at the station and still get home to Harker's Island, Marshallberg, Beaufort, or Morehead City for regular liberty, which frequently lasted less than a day.[23]

22. David Stick, *The Outer Banks of North Carolina, 1584-1958* (University of North Carolina Press, 1958), pp. 192-194. Much of his narrative history of Diamond City appears to have been based on oral interviews with old residents, all of whom are now presumably deceased.

By the early twentieth century, the age of commercial sailing vessels was over, and steam power and better navigational aids dramatically reduced the number of ships that foundered on the shoals of the "graveyard of the Atlantic" along the Outer Banks. The advent of power boats, too, changed the nature of the Life- Saving Service, and as early as 1905, the Keeper was sometimes borrowing or renting gasoline-powered boats for station operations. Not until the fall of 1909, however, did the Cape Lookout station acquire its own gasoline- powered life boat.[24]

Keeper Gaskill's health apparently began to fail after 1910, and he was absent due to illness for increasingly long periods. After several long absences in 1911, Gaskill was so ill at New Year's 1912 that he could not leave the station. On January 10, he was finally able to be taken to his home in Morehead City, leaving Kilby Guthrie as acting keeper. He did not return, and on April 20, 1912, W. T. Willis, Keeper at the Core Banks Station, was appointed to replace him. Guthrie, who had been at the station almost as long as Gaskill, apparently had some expectation of getting the appointment himself. As a result, Willis noted in the station's log, "the No. 1 man Kilby Guthrie deserted upon my arrival."[25]

Willis was apparently appalled at the condition of the station, noting in several of his early entries, "Station needs thoroughly overhauling, leaks bad and is rotten. Kitchen, Store House, barn and all outbuildings in bad condition; need a boat house at once." The condition of the latter, which was the boat house that was constructed in the bight in 1892, was a special concern, its pilings so rotten that it was "liable to fall at any time."[26] Such major repairs were not immediately forthcoming, however, probably because there was already movement toward a complete reorganization of the Life-Saving Service.

The Life- Saving Service was perennially underfunded, with no retirement system and certainly no compensation for injured crew. More importantly, salaries remained so low that it was difficult to hire new recruits. Kimball had long recognized these problems, but not until 1913 was there enough support to realize his proposals.

On May 26, 1913, Senate Bill #2337 was introduced into the Senate to combine the Life-Saving Service and the Revenue Cutter Service into a single entity, to be called the United States Coast Guard. Signed into law by President Wilson on January 28, 1915, the bill not only combined the two services but also provided for the retirement of Kimball and many of the older keepers and surfmen, something Kimball had advocated for years.

After forty- four years of service, Kimball could be proud of what he had almost single- handedly brought into being. During that period,

23. The Cape Lookout Log Books recorded the passing of as many as three dozen power boats in a day as early as September 18, 1911.
24. Cape Lookout Log Book, October 30, 1909.
25. Cape Lookout Log Book, April 20, 1912.
26. Cape Lookout Log Book, June 8, 1912.

Figure 12 View south of Cape Lookout Coast Guard Station shortly after completion of the new building, left, in 1917. The old 1887 station is at center, its watch tower still intact. (CALO-Coll. D-57)

28, 121 ships and 178,741 people had benefitted from Life- Saving Service rescue missions, and the death toll where stations were in existence was limited to 1,455 during the same period.

United States Coast Guard

Freddie G. Gillikin was appointed keeper of the life- saving station at Cape Lookout on July 1, 1914, and he retained that position after the Cape Lookout Life- Saving Station became the Cape Lookout Coast Guard Station (#190) in 1915.

As part of the reorganization, renovations of the Cape Lookout station began almost immediately. Throughout the spring and summer of 1916, the crew was busy repairing and rebuilding the outbuildings, fences, and walks. Renovation of the interior of the station itself got underway as well, including installation of a new floor in the crew's sitting room on the first floor.

In addition, a new main building was constructed to replace the original station. The nearby 400- acre Army reservation was considered as a site for the new station, but the decision was made instead to build on the site of the old life- saving station. Six sets of plans, specifications, and bid proposal forms for the new building were received at the station on May 9, 1916, but not until two months later did the Seventh District superintendent arrive at the Cape to complete laying out the site for the new station.[27]

On August 25, 1916, W. L. Schull of Newport, N. C., who had been awarded the construction contract, arrived at Cape Lookout to begin work. With the crew still in residence, the old station was "blocked up" and, over the course of several days, slowly rolled to its new site a few yards west of its original location. In early September, the move was completed, and on September 9, construction began on the new station. Bad weather caused some delays in construction, however, and not until May 28, 1917, was the Coast Guard's superintendent of construction, P. Julian Latham, able to make his final inspection.[28]

As the new station was under construction, the station's crew was engaged in a major renovation of the entire site. In September 1916, the boat house built in the bight in 1892, which the keeper had warned was on the verge of collapse, was "handed over to John A. Dill, Jr., upon receipt from him of $40.50." Presumably he salvaged the materials from the structure. Between regular duties in 1917, the crew repaired and refurbished all of the outbuildings, many of which were relocated to "more suitable" locations within the station compound.[29]

Telephone service had been inaugurated between Cape Lookout and Beaufort in March 1898, but there were constant problems with downed poles and broken lines. In the spring of 1917, work began on new telephone and telegraph lines to the life- saving stations at Core Banks and Portsmouth and across Shackleford Banks to Beaufort. Early that fall, the lines were complete, with the telephones at the new Coast Guard Station and at the Lighthouse being tested in early October.

Although the new Coast Guard station appears to have been essentially finished in early 1917, there was an unexplained delay in actually occupying the building. Most likely the country's entry into World War I in April 1917 disrupted the project, and not until the end of January 1918 was the new building actually occupied by the crew of Coast Guard Station #190.[30]

Navy Radio Compass Station

Among the reasons for the demise of the Life-Saving Service as a separate entity were the great improvements in ship- to- shore communications that occurred in the early 1900s. These improvements fundamentally altered the nature of the Life- Saving Service's mission, but they also gave the old life- saving station itself a new lease on life. The Coast Guard demolished some of the old outbuildings at the Cape Lookout station after World War I, but not the old life- saving station, which was well built and remained in generally good condition. In 1919, plans were set for adapting the old station house for use as a residence for the crew of one of the Navy's new "radio compass" stations.

27. Cape Lookout Log Books, May 9, July 26, August 9, 1916.
28. Cape Lookout Log Book, August-September 1916.
29. Cape Lookout Log Books, August 1916-May 1917.
30. Cape Lookout Log Book, January 23-24, 1918.

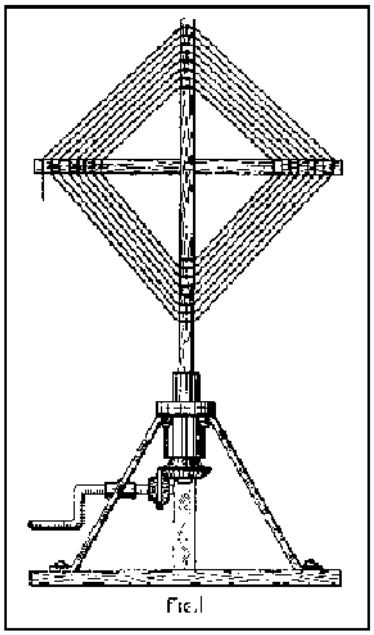


Figure 13 Drawing of radio compass device, published in *Radio Amateur News* in September 1919.

Figure 14 The Navy's "radio shack" at Cape Lookout Coast Guard Station. (CALO Coll, D20)

Historically, communication between ship and shore had depended entirely on visual contact, with flares and signal flags all that could be done to warn ships against impending disaster. The advent of battery- powered "occulting lights" in the early 1900s allowed the station to communicate through Morse code, not only with ships at sea but also with the life- saving stations at Core Banks and at Fort Macon. Nevertheless, visual contact was still necessary and even the station's occulting light was virtually useless under foggy or stormy conditions.

Radio waves were first detected in 1887 by Henrich Hertz; but it was Guglielmo Marconi who, in 1895, built the first radio transmitter, marking the birth of wireless communications. The technology's utility in protecting shipping interests was quickly realized, and the first official naval radio message, using Morse code, was sent from ship to shore in 1899. By the early 1900s, the major shipping lines had on- board radio transmitters; but only after the *Titanic* disaster in April 1912 did ship- board radio transmitters become nearly universal, greatly reducing the isolation of ships during emergencies and bringing about an almost immediate reduction in the loss of lives in maritime disasters.

Reginald Fessenden, a Canadian- born inventor who had worked under the great Thomas Edison, is generally regarded as the "father" of modern radio, having made the first radio transmission of sound in December 1900. Early in 1901, working under contract for the U. S. Weather Bureau, he began construction of three signal stations at Manteo and Buxton on

the Outer Banks and at Cape Henry, Virginia. Living at Manteo for a year and a half, he was able to fine tune his system of continuous-wave transmissions, leading to the first true radio broadcast on Christmas Eve 1906.[31]

The *Titanic* disaster gave Fessenden the impetus to perfect his submarine fathometer, an echo depth finder that was later known as Sonar (Sound Navigation and Ranging); and in the years leading up to World War I, applications of the new radio technology proliferated. In 1916, the Navy first used radio telephones between ships and, with the United States' entry into the war in 1917, radio quickly became one of the Navy's most important tools.

The need for a reliable means of locating the source of suspicious radio signals led the Navy to build on Fessenden's work to create the "radio compass." Utilizing a system of triangulation, the origin of signals could be determined, and within a short time, all radio transmissions not directly controlled by the Army or Navy were silenced.

Fears that the trans- Atlantic telegraph cables would be cut also encouraged the use of radio telegraph communications, and in 1918, the Navy established twenty- nine radio compass stations along the Atlantic and Gulf coasts to track German submarine activity. Their utility as an aid to navigation was quickly recognized: with the radio compass, no longer did ships have to guess at their location, whatever the weather or visibility. As Secretary of the Navy Josephus Daniels reported in 1919, "The system of radio compasses on shore . . . proved such a useful aid to navigation that during the past year [a total of nineteen] additional stations have been constructed," including, he might have added, one at Cape Lookout.[32] In addition to the antennae that were constructed in the station yard, a small, wood- framed building was constructed a few yards southwest of the old life- saving station, which itself was then remodeled as a dormitory for the four or five Navy men who manned the station. Until the end of World War II, the "radio shack" at the Cape Lookout Coast Guard Station would play a critical role in the country's network of radio telegraphy.

In the decade or so before World War I, Cape Lookout was, according to one visitor, "a bustling place," and there were plans to establish a coaling station at Cape Lookout and even plans for large- scale residential development of the cape as a resort. Construction began on an extended breakwater that would enlarge the bight, but appropriations ceased with the outbreak of war, and when a planned railroad from Beaufort to the cape did not materialize, the residential development was abandoned as well.

The widespread use of motor boats by 1910 benefitted not only the employees of the Life-Saving Service. Motor boats also made it unnecessary for fishermen who worked the fisheries around Cape Lookout to make their

31. Thomas Yocum, "Reginald Fessenden, Pioneer of Wireless Radio," <www.coastalguide.com/bearings/wirekess01.htm>.

32. http://www.multied.com/Navy/Tug/Adelante.html.

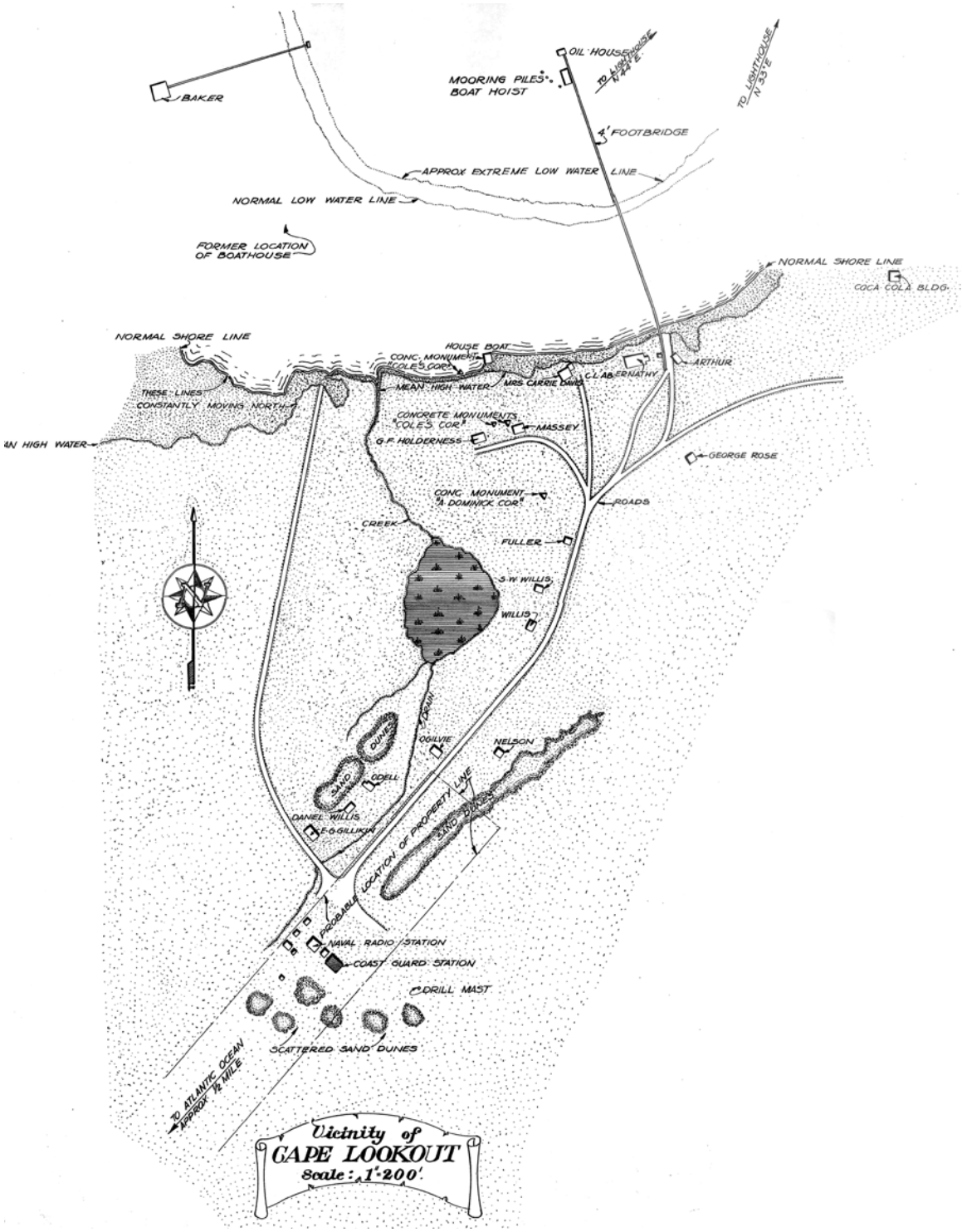


Figure 15 Map of Cape Lookout, 1934. (Coast Guard Coll.)

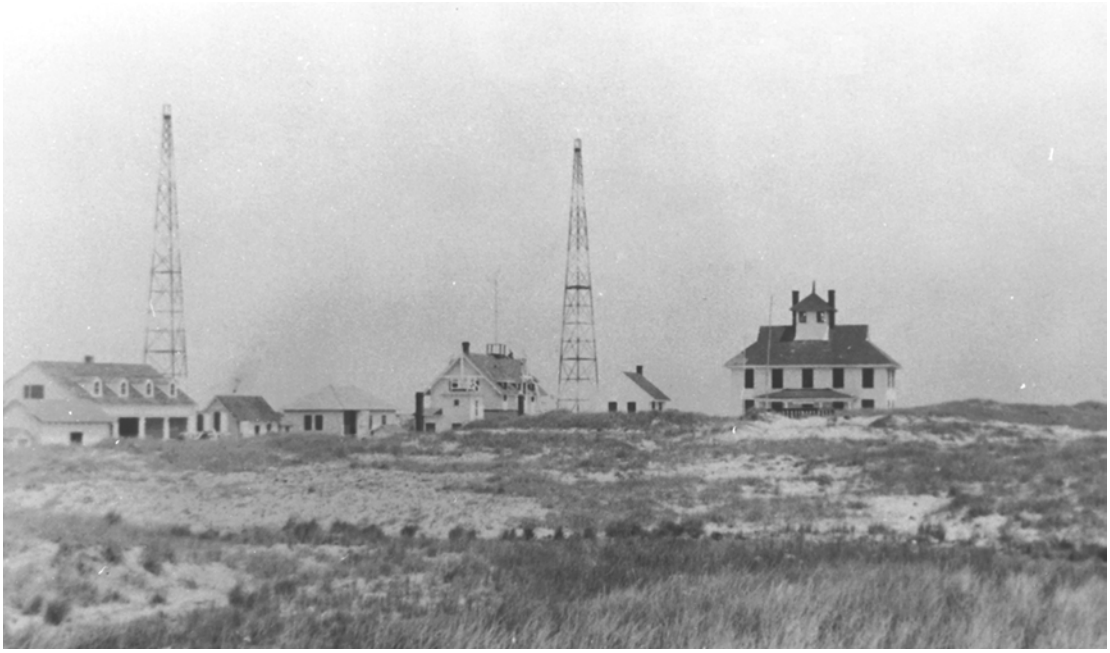


Figure 16 View north of Cape Lookout Coast Guard Station, 1941. (CALO Coll. D-55)

permanent residence there; and after World War I, there was "a general exodus" of year-round residents from the Cape. The one- room school closed at the end of the 1919 school year, and some thirty or forty houses were moved from the Cape to Harkers Island around the same time.

In 1921, a writer described Cape Lookout as "one of the 'lonesomest' places in the country," with only two or three families in residence and the lighthouse station and the Coast Guard station "the only two real places in it all."[33] Even some of the Coast Guard employees who maintained residences near the station sold their houses; and in the second quarter of the twentieth century, Cape Lookout was, the National Register states, "an isolated haven for seasonal fishermen and hardy vacationers, most [but not all] of them connected to the place by deep family roots."

After Pearl Harbor, the government expanded its military presence at Cape Lookout significantly. In April 1942, Cape Lookout Bight became an anchorage for convoys traveling between Charleston and the Chesapeake Bay. The 193rd Field Artillery was sent to the Cape to provide protection, replaced that summer by heavier guns that remained in place throughout the war.[34]

33. Fred A. Olds, "Cape Lookout Lonesome Place," *The Orphan's Friend*, Vol. XLVI, #26 (Oxford, NC: The Grand Lodge of Masons of North Carolina)

34. Rex Quinn, *The Gun Mounts at Cape Lookout, Historic Resource Study* (National Park Service, 1986).

Figure 17 View northeast at Cape Lookout, c. 1969. Arrow indicates location of old life-saving station. (CALO Coll. G-37)

Post World War II

With the end of World War II, the army and navy presence at Cape Lookout quickly diminished, and in 1945, most of the government property at the cape reverted to Coast Guard control, including the lighthouse station which had become a part of the Coast Guard in July 1939. The compass station, or "radio shack," was removed after the war had ended, and the Army's lease on 95 acres south of the Coast Guard station was allowed to expire in 1949. The radio beacon was moved from the Lighthouse Station to the Coast Guard Station that same year. In 1950, an underwater electrical cable was laid from Harker's Island to the lighthouse, which then became fully automated.

In 1957, the Coast Guard decided to surplus a number of the old structures at Cape Lookout, and the old life- saving station was acquired by Kelly Willis, a long- time resident of Carteret County.[35] The following year, using a mule and capstan, Willis took a week to move the building about 500 yards northeast of its original site at the Coast Guard Station. At that point, it is reported, the building became mired in the sand, and there it stayed.[36] Around the same time, the 1907 Keeper's Dwelling at the lighthouse and one of the Life- Saving Station's boathouses were acquired by private individuals and relocated off Coast Guard property as well. Willis made few alterations (or repairs) to the old building after it was moved and, like most of the cape's other property owners, used the house as a weekend and vacation retreat until his death.

35. The National Register nomination for the Coast Guard Station gives a date of 1950 for the move; the more-recent Cape Lookout Village nomination gives a date of 1958, which appears to be correct.
36. Interview by the author with present lease-holders Sam and Sarah Daniels, October 2002.

Figure 18 View of old Life-Saving Station on its present site, 1978. (CALO Coll.)

In 1966 the Federal govern- ment established the Cape Lookout National Seashore, a fifty-four- mile stretch of the Outer Banks from Portsmouth to Beaufort Inlet. In 1969, Samuel L. and Sara D. Daniels acquired the house from Willis' heirs and, over the next few years, continued to use the house as a part- time residence. In April 1976, the Daniels conveyed title to the old life- saving station to the State of North Carolina who conveyed it to the Federal government for inclusion in the National Seashore in June 1978. As were many of the other private property owners, the Daniels were granted a 25- year lease and continued to periodically occupy the house as a weekend retreat.

The Cape Lookout Lighthouse Station was listed on the National Register of Historic Places in 1972, and the Coast Guard Station was listed in 1989. In June 2000, the Cape Lookout Village historic district was listed on the National Register. The district has twenty- one historic structures, including the Life- Saving Station (1887), the lighthouse (1859), two lighthouse keeper's quarters (1873 and 1907), the old Life- Saving Station's boathouse (c. 1924), the Coast Guard Station (1917), and several private residences (c. 1910- c. 1950).

Six of the ten historic private dwellings were built by fishermen or Coast Guard employees for their families from about 1910 to around 1950. Two houses were built about 1915 for Army Corps of Engineers workers, and two

others were built as vacation cottages in the two decades before World War II. With the recent transfer of ownership of the lighthouse, the National Park Service now owns all of the property in the district.

Chronology of Development & Use

Land for a new life- saving station at Cape Lookout was purchased in 1886, construction was completed by the end of August 1887, and the station went into full operation in January 1888. The Station was augmented by a new boat house in 1892, and construction of other outbuildings brought the life- saving station complex to its historical configuration around 1896. The station underwent significant changes in 1897 and, in 1916, was relocated for construction of a new Coast Guard Station. It was remodeled for use as living quarters for the operators of the Navy's radio compass station in 1919 and continued to be used for that purpose until after World War II. In 1957, the Coast Guard declared the building obsolete and offered it for sale. It was moved to its present location about five hundred yards northeast of the old Coast Guard Station complex and used as a private residence. There have been few alterations to the building since that time.

A search of station log books, 1888- 1940, during the course of the present project provided most of the dates for alterations. In the following narrative, quotations are taken from the log books unless otherwise noted. Building investigation during the course of this study has been non- destructive; much more can be learned

Figure 19 View of Cape Lookout Station, c. 1893, with oil house visible at left. (CALO Coll. G-09)

once the building is empty and modern floor coverings removed. In addition, continued research in Coast Guard and, especially, Navy records could provide additional important documentation for the building's construction and subsequent evolution.

Original Construction 1887

The legislation that established the U. S. Life-Saving Service as a separate agency in June 1878 included authorization for a number of new life- saving stations, including one at Cape Lookout, but eight years passed before land for the Cape Lookout station was actually acquired.

On May 19, 1886, C.T. and Nettie Watson, David and Julia Bell, and Thomas and Mary Daniels conveyed to the United States government title to a tract at Cape Lookout for a life-saving station.[37] Located not far from the point of Cape Lookout and two and a quarter miles southwest of the lighthouse, the land was apparently found to be unsuitable for the station. In July 1887, another transaction with the Watsons, et. al., conveyed a larger parcel further north to the federal government. Located less than a mile and a half southwest of the Cape Lookout Lighthouse, the property was 300' wide and ran from the high water mark on the Atlantic to the high water mark on Cape Lookout Bight. The site lay at the southern end of

37. Carteret County Records of Deeds and Mortgages, Book NN, pp. 273-276. The deed reserved fishing rights for the grantors.

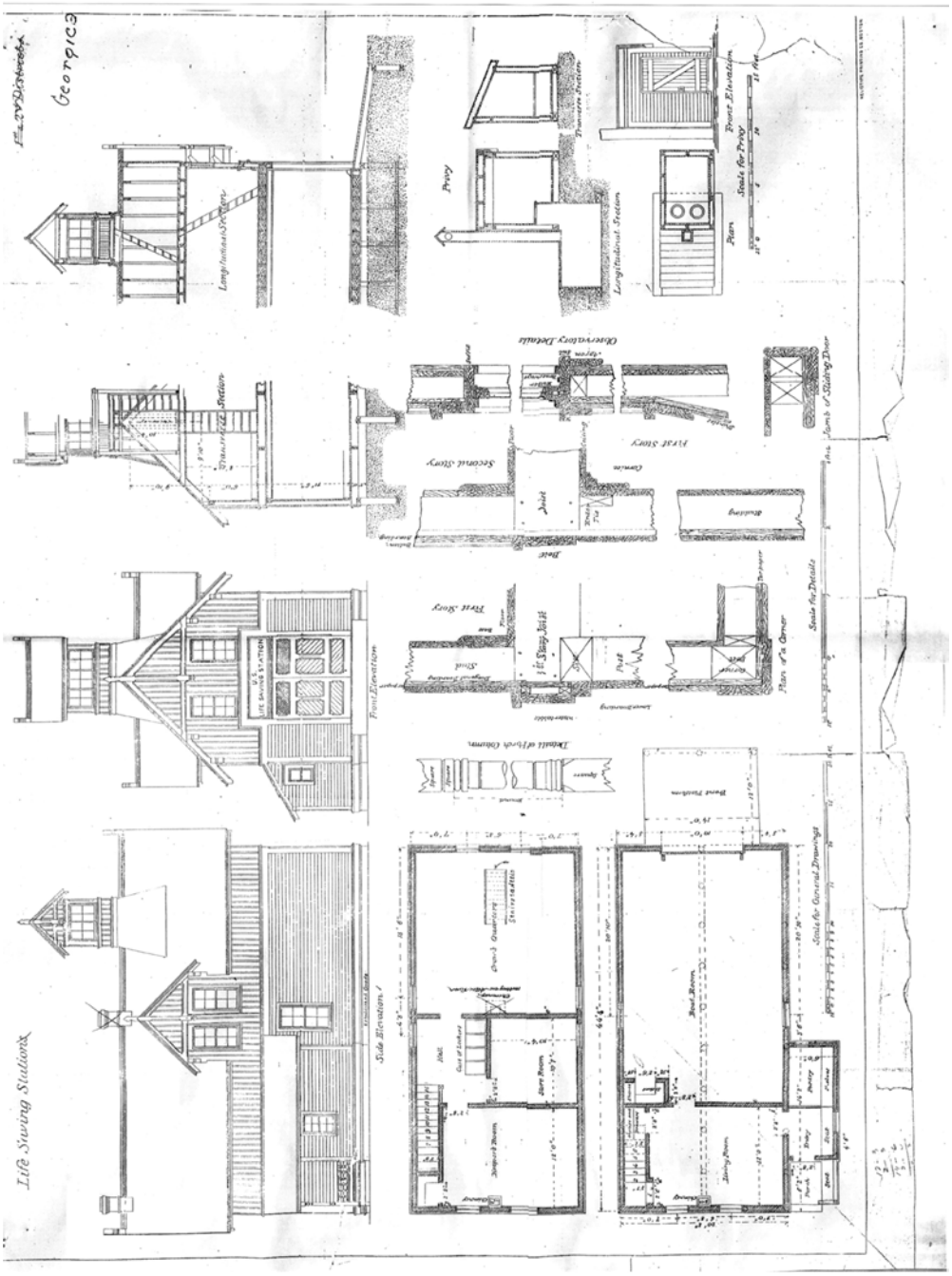


Figure 20 Plans for Georgica Life-Saving Station (c. 1886) on Long Island. Plans for Cape Lookout Station were almost identical. (United States Coast Guard Coll.)

the so- called “Cape Hills,” which were a series of higher dunes, sparsely vegetated but offering a commanding view of the great shoals to the southeast.

With the tropical storms and "Nor'easters" that regularly swept the cape, the sparsely vegetated landscape was constantly shifting. As early as 1896, the Keeper was commenting that "the hills" north of the light house "have been washed away by the recent storms"; and after the "Great Hurricane" of August 1899, even the forty- foot- high dune on Shackleford Banks west of the light house disappeared. Over the next century, Cape Lookout itself would continue to shift to the west, enlarging itself at the same time, so that the station’s original location is now more than twice as far from the Atlantic and considerably further from the Bight than it was in the 1890s.

Plans for the station were standard plans that were used to build the life- saving stations at Cape Hatteras (1882, demolished 1948), Hatteras Inlet (1882, destroyed), Oak Island (1888), and others. Although the original plans have not been located, historic photographs and physical evidence show that the Cape Lookout Station was built to plans that were virtually identical to those that survive for the Georgica Life- Saving Station at East Hampton, New York (Figure 20).

Actual construction of the station at Cape Lookout apparently began in late spring or early summer 1887 and was complete by August of that year. On its original site (see Figure 4), which is now occupied by the Coast Guard Station’s main building (1917), the station was oriented toward the east and the Atlantic Ocean. Large double doors opened from the boat room at that end of the building, and there was a wooden ramp, twelve feet long, to facilitate moving the boat in and out of the building. A small porch, vestibule and pantry were located off the south (now east) side of the building, but there was no back porch.

The main building was two stories with a wood- shingled, cross- gabled roof and exterior walls finished with shiplap siding at the first floor level and board- and- batten siding at the second. The building had a small, gable-roofed watchtower near its eastern end, but not the hipped- roof dormers that are presently on the building.

Nearly three quarters of the first floor of the building were taken up by the Boat Room, where the surf boat was stored when not in use. Maintenance of the boat, including periodic repainting, was a regular part of the station’s routine. The station had a succession of boats and boat houses, but until after World War I, the Boat Room continued to be used for boat storage and maintenance.

The crew entrance on the south (now east) side of the building was by way of the small back porch and vestibule into what was designated the Living Room on the original plans. Accessible from the Boat Room as well, this room was usually called “the sitting room” in station logs or, in at least one entry, “the surf- man loffing [loafing] room.” In addition, it appears that for the first four years of the station’s operation this

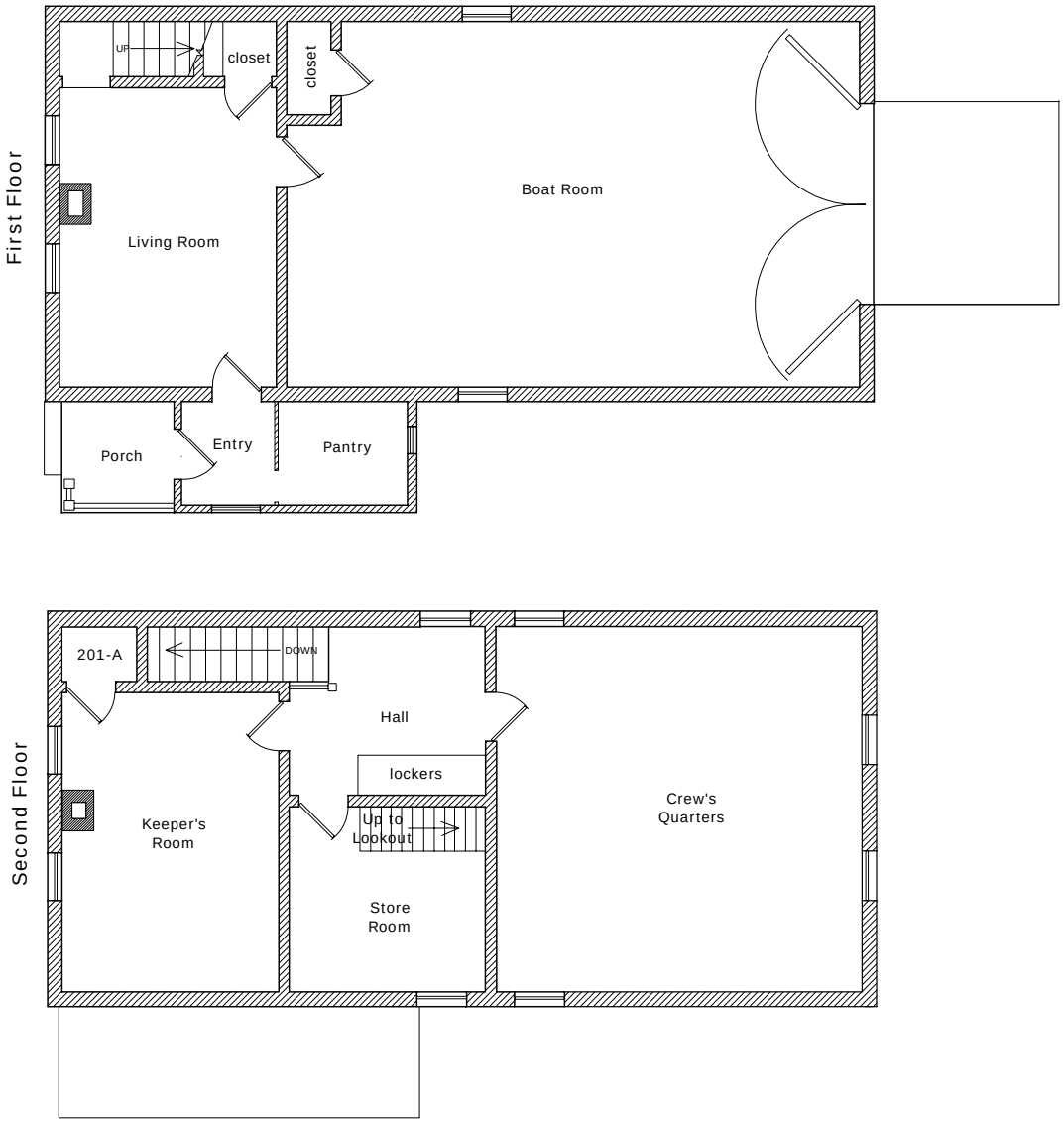


Figure 21 Plan of Life-Saving Station as it was originally constructed in 1887. (T. Jones, NPS-SERO-CR, 2002)

room also served as the station's kitchen and mess. Stairs rose from the sitting room (but not from the exterior) to the second floor hall, which had lockers for the crew along one side and provided access to the other three rooms on the second floor. Nearly half of the second floor was an open hall designated "Crew's Quarters" on the original plans. Typically the room would have been lined with six to eight iron bedsteads, some of which are reported by the present occupants to be those that remain in the attic of the building. The Keeper had

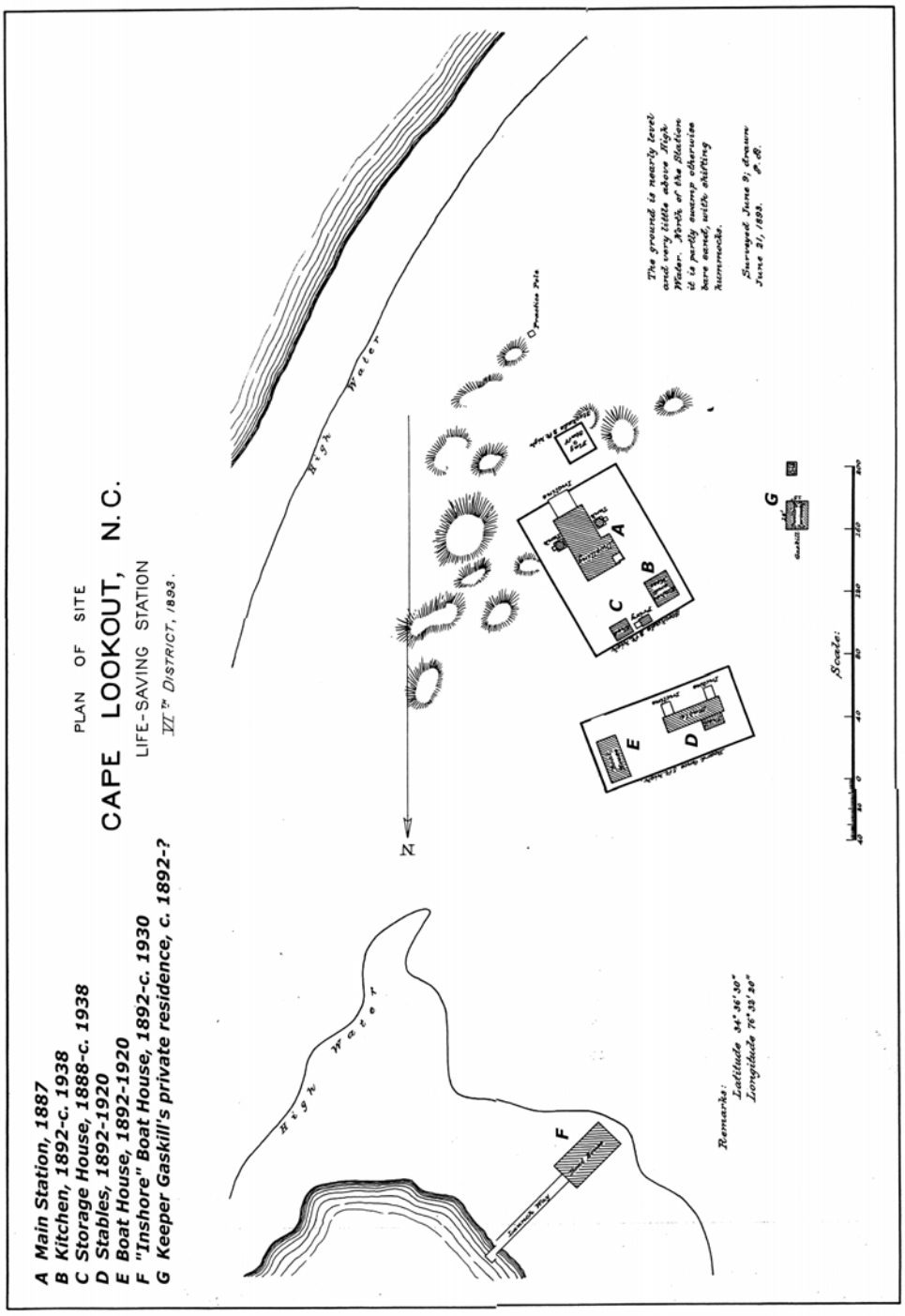


Figure 22 Plot of Cape Lookout Life-Saving Station, 1893, annotated with dates of construction and of demolition of structures. (Coast Guard Coll.)

private quarters, the "Keeper's Room," at the west (now south) end of the second floor. There was also a large "Store Room," and although the original plans place the attic stairs in the Crew's Quarters, at Cape Lookout the stairs to the attic and watch tower were built in the Store Room. The attic itself was fully floored, and from there, the crew gained access to the watch tower.

The "house," as the Keeper usually called the main station building, was surrounded by a two- foot- high "stockade" that encompassed an area about 75' by 100'. Initially the only other structures within this compound was a privy, drawings for which were included on the original station plans, and one or two wooden cisterns to collect rain water from the roof of the building for potable water for the crew.

The first structure added in the station compound was a "store house" or "oil house" which the crew built in the fall of 1888. This building was used to store paint, linseed oil, and kerosene, or coal oil as it was generally known, which because of their flammability were always kept outside the main building.

Alterations, 1890-1915

The crew's spare time when not on watch was spent in training drills and in maintaining the station. Almost daily, the Keeper's log included the entry, "House thoroughly swept dusted and opened to air [and] all metallics polished." Nearly all maintenance was done by the crew, including painting the exterior of the station every three or four years. The first repainting was done in April 1890; but after that, exterior painting of the station was generally done in October. Until pre- mixed paints began to be used in the late 1890s, the crew routinely mixed their own paints using white and red lead; pigments, including burnt umber and prussian blue; and kegs of linseed oil that were routinely shipped to the station. The interior was less-frequently repainted, with the first apparently not occurring until February 1897 when the crew painted the "trimmings" and varnished the paneled wainscotting on the interior of the station.

Outbuildings and fences were routinely whitewashed, and the constantly shifting sands that surrounded the station made site maintenance an important part of the crew's routine as well. Much of the first week of the station's operation in January 1888, for instance, was spent in "carrying sand and shells to secure foundation around station." Indeed, carting shells to spread around the station to reduce blowing and shifting sand went on almost continually.

The rooftop lookout began leaking almost immediately after construction was complete, and in April 1889, Keeper Gaskill noted in the log book that the leaks were so severe that he recommended that the lookout "be torn out" and replaced. Nothing apparently came from that recommendation, and in April 1892, Gaskill was still working on the lookout windows, trying to stop leaks.

In the 1890s, building construction continued at the station, beginning in late fall 1891 when construction was begun on a boat house in the

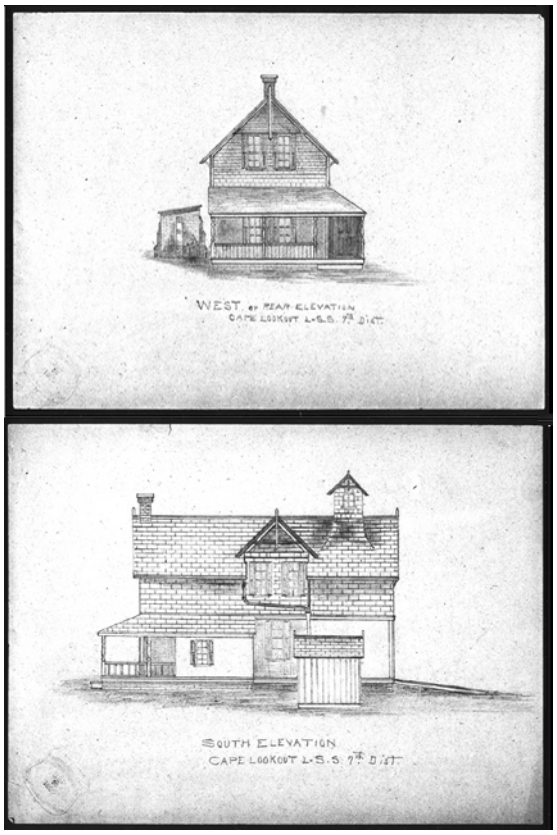


Figure 23 Elevations of Life-Saving Station, 1905, showing back porch added around 1897. (U.S. Coast Guard)

bight almost due north of the station. It sat at the end of a boardwalk three hundred feet long and was complete shortly before the station's new "self- sailing & self- righting life boat" was delivered in January 1892. Unlike some of the other buildings, the boat house was constructed by carpenters contracted by the Life-Saving Service's district office in Baltimore. No plans or photographs of this boat house have been located, although its location is shown on several maps.

In November 1891, the station also acquired a team of mules, and in January 1892, the station crew constructed a stable for them. Wood-framed with end gables and board- and- batten siding, it was located near the center of what is now the large paved area between the Coast Guard Station and its 1940 maintenance building.

In March 1892, the station received a Beebe-McClellan "self- bailing water ballast surf boat" and ten oars and in April built a boat house in which to store it. Wood- framed with end gables and board- and- batten siding, quite similar to the stable, this boat house was located about thirty feet northeast of the stable. In addition, the crew built a "cart house," 7' by 14', behind the stable using materials left over from construction of the stable and the boat house. A stable lot was also created by constructing a five- foot- high board fence which enclosed an area 48' by 80' that included the nearby boat house.

Separate kitchen buildings were initially not included in construction of the life- saving stations, but the Life- Saving Service soon found that they were a necessity in the hot and humid south. So, in September 1892, the crew began construction of a "cook house" for the station. Finished in November 1892 and measuring about 16' by 18', the building was located about twenty feet from the life- saving station, just south of the present detached kitchen at the Coast Guard Station.

Maintenance of the cisterns was an ongoing concern, and in June 1893, a new cast- iron cis-

tern was delivered to the station. That fall, the crew used some lumber that was salvaged from the beach to reconstruct the platforms for the wooden cisterns, which were "all rotten away." In the fall of 1893, the exterior of the station was also repainted for a second time; and in March 1894, the crew built a "tank house." It was probably within the station compound, and may have allowed shifting of flammable materials out of the store house, freeing up space there for other materials.

In January 1896, the crew built another boat house, which appears to have been located on the shore of the bight west of the station. No plans or photographs of this boat house have been located, although its location was mapped. In December 1896, the keeper had "small watch houses" built at the north and the south beach patrol stations. As he recorded in the station log, the old keyposts had become "very difficult to find since the hills have been washed away by the recent storms."

The district superintendent or his assistant made periodic inspections of the life- saving station. During these visits, the crew performed drills, and the condition of the buildings and the station's equipment were assessed by the keeper and the superintendent. As necessary, they compiled a list of "worn out & useless" articles which the station was allowed to discard or replace.

By 1897, the problems with the lookout had still not been resolved, and in June of that year carpenters finally arrived to make repairs. One of the recommendations made by William H.

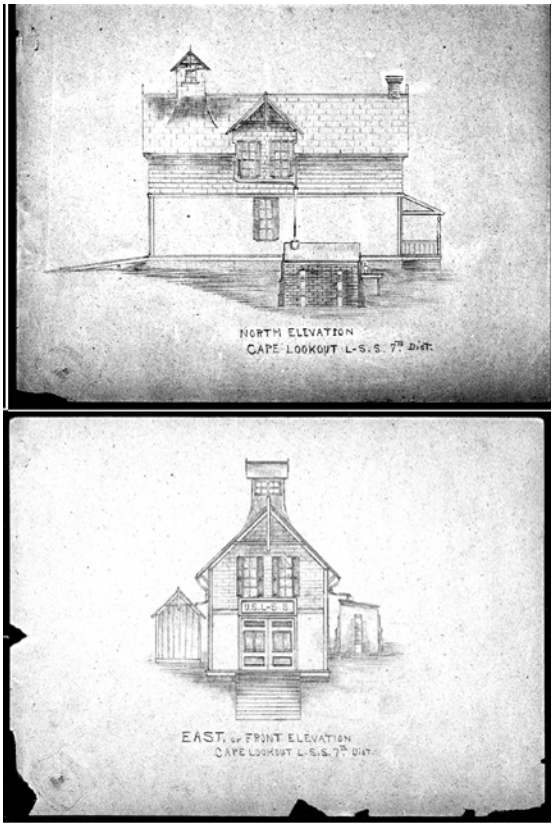


Figure 24 Elevations of Life-Saving Station, 1905. (U.S. Coast Guard)

Gaskill, the station's keeper, regarding the lookout was that its original board- and- batten siding be replaced with shingles, which appears to have been done. It is reasonable to assume that the board- and- batten siding on the second floor of the building was replaced with wood shingles at the same time, but all that is known for certain is that the second floor was shingled before 1905. A large porch was not part of the original plans for the building, but like a separate kitchen, a porch was a necessity for life- saving stations in the south. It is assumed that the back porch was added to the

Figure 25 View of live-saving station c. 1915, showing one of two cisterns that served the building.[38]. (CALO Coll, USLSS#2)

Cape Lookout station around the same time as the shingling mentioned above. It is surprising, however, that neither the shingling of the second floor nor the addition of the back porch- - the two most significant changes to the building prior to World War I- - were mentioned in the station's log books.[39]

Telephone service to Beaufort was initiated in March 1898, but there were constant problems with the line, which ran across Shackleford Banks. The legendary *San Ciriaco* storm that destroyed Diamond City struck Cape Lookout August 18- 19, 1899, and another extraordinary storm struck in October. In spite of widespread damage elsewhere, the keeper was able to note in the log book on November 1 that "there is no damage to the station or any of the buildings [except] only the blowing to pieces [of] one of

38. The image is dated c. 1915 because the fence, the brick cistern, and the tool shed behind the station as seen in this image were features of the original site and were not present after the station was moved.

39. Although not documented in the log books, the precise dates of these changes could be documented through further research in other Coast Guard Records.

Figure 26 View of back porch of life-saving station, c. 1915. (CALO Coll.)

the kitchen doors," which he was able to repair temporarily.

In January 1901, the keeper recorded that the crew "braced up [the] lean- to [on the south side of the building] and [got] ready to raise station and put under new mud sill." Besides replacing the sill under that side of the building, the work also included replacement of five of the wood piles on which the station was built. As always, painting was routine. In May 1901, the interior of the station was varnished, and in October the exterior was again scraped and repainted.

On March 2, 1902, lightning struck the life- saving station but did no damage other than destroying a few shingles on the west gable, which Gaskill was able to repair. In November, additional repairs on the building's foundation were required, "the mud sill having given away on north side causing the building to sag in badly so that windows could not be closed." Using timber salvaged from the beach, the crew was soon able to get the building "true and in good

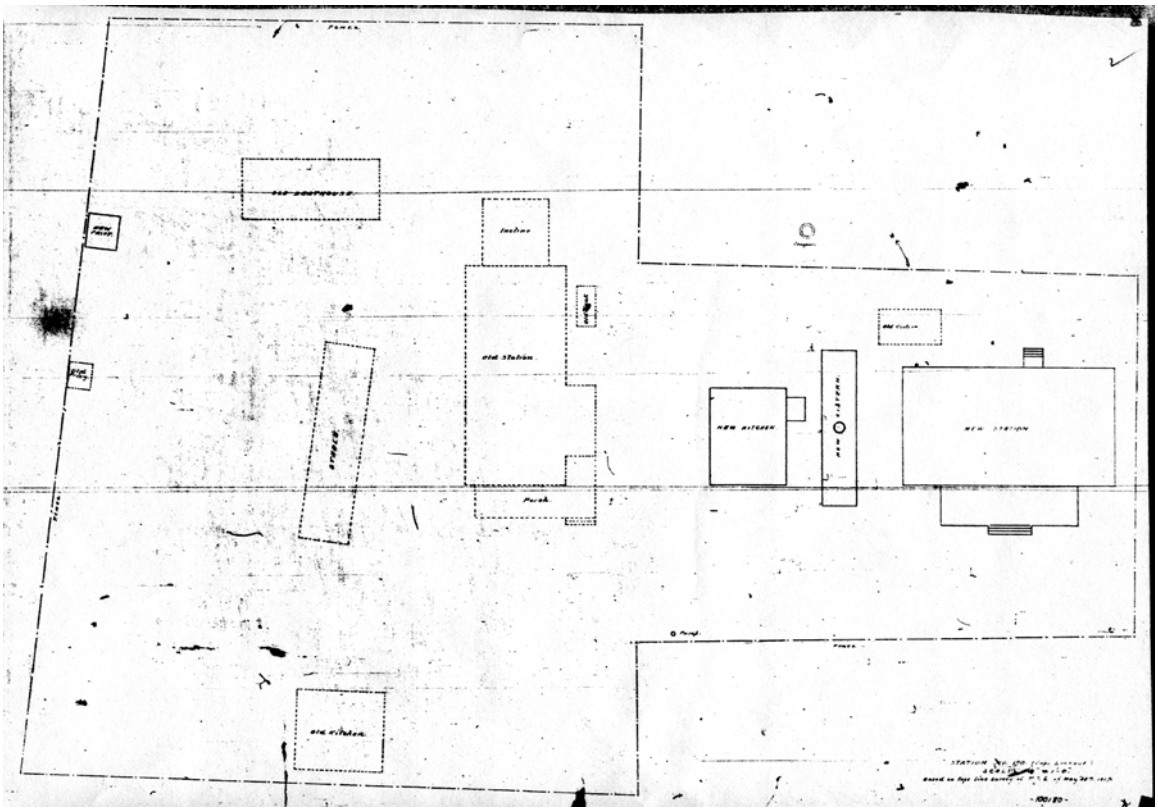


Figure 27 Plan of Cape Lookout Coast Guard Station, May 1917, with new building at right on site of old life-saving station, which is shown on its new site at center. (U. S. Coast Guard)

shape." In January 1904, the sills were replaced on the west end of the station as well.

In 1905, elevations were drawn of the station, providing the first documentation for the back porch. These elevations also show a continuous brick foundation, which was probably installed around that time. It was certainly present by 1915 (see Figure 8).

By 1909, the station was nearly twenty years old and, in spite of regular repairs and maintenance, was beginning to show its age. In December 1909, Captain Frank H. Newcomb and his assistant visited the station and, with the keeper's assistance drew up a long list of necessary repairs, including enlarging the station with a 20' by 20' addition off one side. Several of the window sills were, according to the keeper, "rotten out [sic] allowing the water to penetrate the building through and through and flood the floor in heavy wind and rain storms which will rot the building down."

In spite of Gaskill's concern, the addition had not been built nor repairs made by the time W. T. Willis was appointed keeper in April 1912. His report on June 8 of that year repeated much that Gaskill had been reporting for several years:

> Station needs thoroughly overhauling, leaks bad and is rotten. Kitchen store house, barn and all outbuildings in bad condition; need a boat house at once.

The situation remained unchanged for three more years.

Part of the delay may have been due to the impending merger of the Revenue Cutter Service and the Life- Saving Service to create the United States Coast Guard, which occurred in 1915. Once that happened, it appears that appropriations began to be made for much-needed repairs and maintenance, including repairs to the windows and reconstruction of many of the fences and boardwalks on the station grounds. Problems remained, however, especially with the old boat house in the bight. Its pilings were so deteriorated that the keeper removed the gasoline storage tanks in November 1915, sure that the boat house was "liable to fall at any time."

In the spring of 1916, major repairs to the station continued. In addition to repainting the interior, the crew laid new flooring in the kitchen and in the surfmen's "loffing room," and they replaced cords to the counterweights in the building's double- hung windows. Bigger changes, however, were imminent.

U. S. Coast Guard Changes, 1916-1918

In creating the Coast Guard, Congress also made appropriations for new construction to replace some of the run- down buildings that it inherited from the old Life- Saving Service. By May 1916, plans had been finalized for the new Coast Guard Station at Cape Lookout, and on May 9, the keeper recorded that he had received six sets of "plans, specs, and forms of proposal for new Coast Guard Station at this place." The keeper did not record visits by contractors to inspect the site, which presumably occurred over the next few weeks.

In early August 1916, the district superintendent approved the final plan for the site, and on August 25, contractor W. B. Shull arrived to begin work. Although there had been some consideration to building the station in a new location, the low rise on which the old life- saving station sat could not be matched elsewhere, and somewhat to the surprise of the station keeper, the decision was made to build the new Coast Guard station on the site of the old Life- Saving station. So, over the last week in August and the first two in September, the old station was jacked up and rolled to a new site barely sixty feet northwest of its old location. When it was moved, the old station was also reoriented, with the boat room doors facing northeast rather than southeast, as they had originally.

Historic photographs do not show the building's new foundation, except for brick piers that were used at the back porch (see Figure 17). It is reasonable to assume, however, that the new foundation was continuous and brick, since all of the government buildings built after 1900 were constructed on brick foundations. The 1907 lighthouse Keeper's Dwelling, for instance, was built on brick piers and later underpinned entirely with brick. And the Coast

Figure 28 View to south of Cape Lookout Coast Guard Station #190, shortly after the new station was completed in 1917. (CALO Coll. D-57)

Guard Station itself was built on a continuous brick foundation in 1916.

Construction began on the new building by the middle of September 1916, and as the new station was going up, the crew was engaged in building new walks and fences as the station compound was rearranged to accommodate the new construction. Several of the old buildings could not be rehabilitated including the old boat house on the bight. On September 25, 1916, the keeper reported that "the condemned boat house at Station 190 situated about 300 yards from shore in hook of Cape Lookout has been handed over to John A. Dill, Jr. upon receipt from him of $40.50." It was shortly replaced with a new boat house.

In early 1917, the station crew also began a complete rehabilitation of the old life- saving station. In addition to painting the exterior of the building white, probably for the first time, the interior was painted, including most of the varnished woodwork, and floors were "hard oiled" (i.e., varnished) throughout the building.

On May 28 and 29, 1917, the Coast Guard's P. Julian Latham was on site to conduct the final inspection of the station. Besides inspecting the new building, Latham also inspected the site and left instructions for relocating some of the outbuildings, including the oil house and store house, to get them "in better position" within the station's new configuration. In August 1917, a new telephone line was run from Beaufort across Shackleford Banks to Cape Lookout and then on to the stations at Core Banks and Portsmouth. A few days later, the crew began making repairs to the old boathouse on the

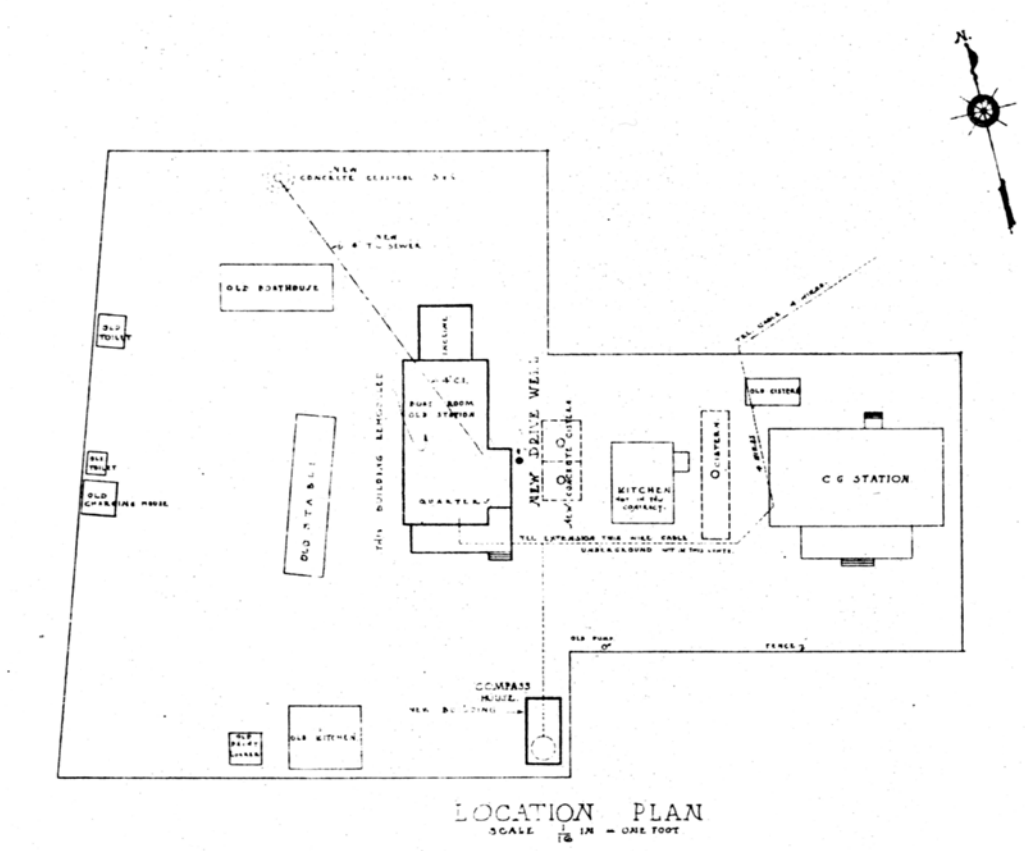


Figure 29 "Location Plan" for Cape Lookout Coast Guard Station, August 1920. The old stable and boathouse on the west side of the site would be removed that fall. (U.S. Coast Guard)

shore of the bight. After re- roofing the kitchen in November, the crew turned their attention to the final finishes on the new station, which they occupied on January 24, 1918.

The old life- saving station may have been unoccupied through the remainder of 1918 as World War I was fought to its conclusion. By early 1919, however, plans were being laid for converting the old station into a dormitory for Navy personnel who would be manning the new radio compass station that was also being planned for the site.

Navy Radio Compass Station Changes, 1919-1940

As noted earlier in "Historical Background and Context," the newly- developed "radio compass" proved highly effective during World War I in locating ships at sea. Twenty- nine radio signal stations were built along the East Coast during the war, and in 1919, Cape Lookout was one of nineteen additional signal stations built by the Navy.

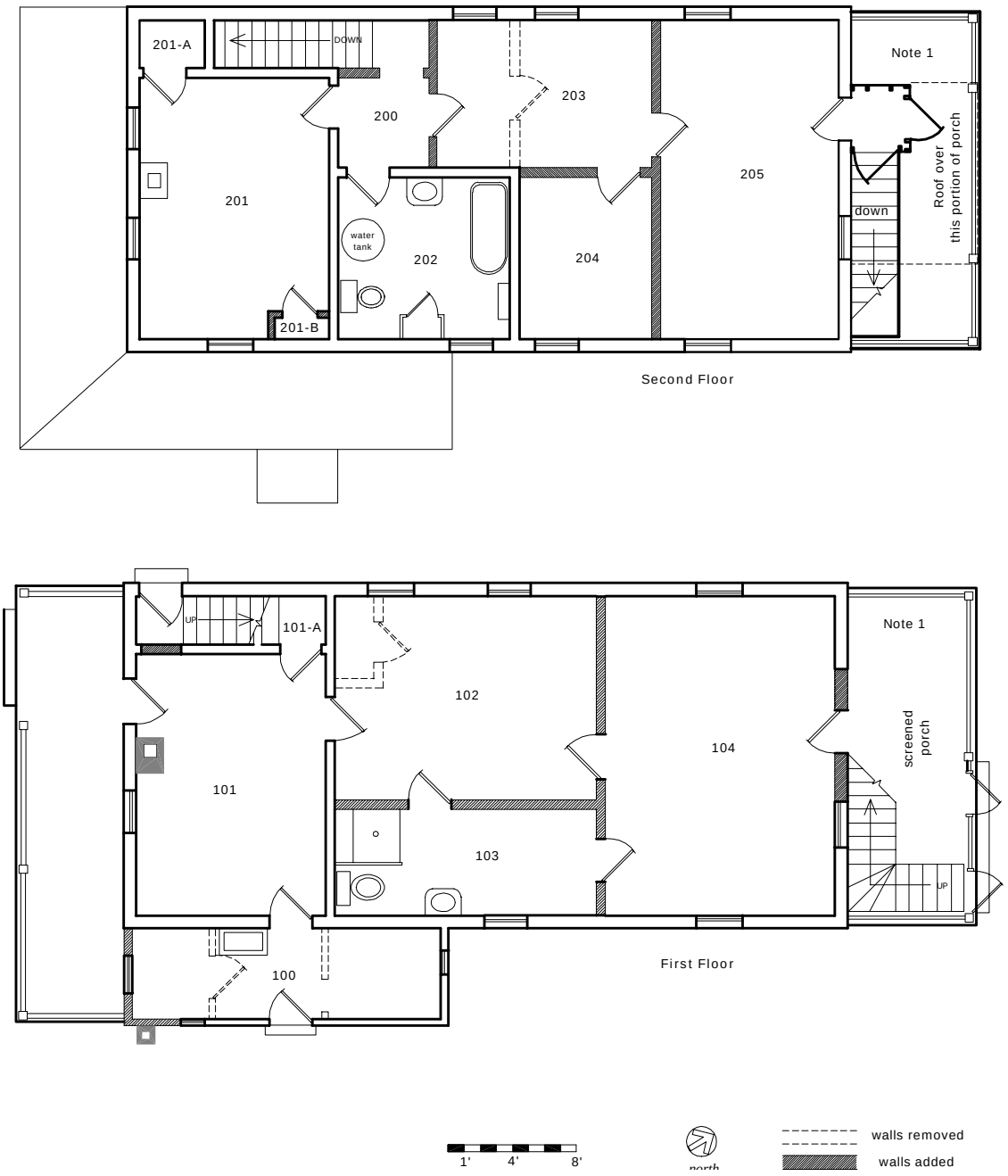


Figure 30 Plan of old life-saving station, depicting changes that occurred between the world wars, most of them in the early 1920s. Room 103 may not have been converted into a bathroom until the late 1930s. (T. Jones, NPS-SERO-CR, 2003)

Figure 31 View north of Cape Lookout Coast Guard Station, 1920. The new compass station, or "radio shack," is at left, and the new concrete cistern is visible between the kitchen at center and the old life-saving station. (CALO Coll. D-52)

On March 4, 1919, the station keeper noted that the crew had laid the forms for the radio signal tower, which he mistakenly called a "storm warning tower." On March 10, he noted that Coast Guard inspectors had arrived at "this place for the purpose of looking over the situation for radio receiving station." The inspectors were apparently not satisfied with the location of the tower, and three days later, the crew dug up the forms and started over. By the end of April, the tower was up and being painted by the station crew. Precisely where the tower was located has not been documented, nor is it clear if it is the same "steel tower" that the crew dismantled barely six weeks later.

On June 26, a Navy sub- chaser arrived to deliver the compass equipment and the twelve-man crew who would handle its installation. By July 2, 1919, the compass installation was complete, including the small "radio shack" that was built for the radio operator in the yard just southwest of the old life- saving station. The same day the sub- chaser delivered the compass equipment, the keeper noted in his log book, "I have turned over the old station for the necessary repairs for the above- mentioned compass as directed by Supt. letter dated 6/4/19." After this entry, the old life- saving station is almost never mentioned in the station logs. No plans or specifications have been located for the renovation of the old station house that occurred at this time. Research in Navy records

Figure 32 View of the "dock in the hook" in 1943, and the boat house that replaced the original boat house that was torn down in 1916. (CALO-Coll.)

Figure 33 View of 1919 "Radio Shack" during World War II. The concrete retaining wall seen here remains on the site. (CALO Coll. D-20)

would probably produce additional documentation, but historic photographs, Coast Guard plots and plans, and physical evidence in the existing building document much of the building's evolution between the wars.

Work on the old station may have been limited in 1919 and 1920. The interior seems to have been at least partially renovated in 1916, and the Navy crew may have continued to use the building much as had the life- saving crew.

The station logs document construction of a new stable in the fall of 1920, and in late November and December the old stable and the old boat house on the northwest side of the Coast Guard compound were torn down. The log books suggest that a new boat house was not constructed until late 1923 or early 1924, and until then, the boat room on the first floor of the old station probably remained in use.

By the summer of 1920, however, plans were underway for major changes that would complete the old station's adaptation as quarters for the crew at the Navy's compass or "directional finding" station. The "Location Plan" that was made in August 1920 (see Figure 29) indicates that the station was to be remodeled and provides documentation for some of the changes that are apparent in the present building.

In January 1921, the contractor "for work on compass station" arrived at Cape Lookout, and it is assumed that much of that work involved the remodeling of the old station, although there are indications that the work may actually have not been completed until 1923. Whatever the timing might have been, it appears that most of the historic changes to the building occurred in the early 1920s. The Navy's alterations

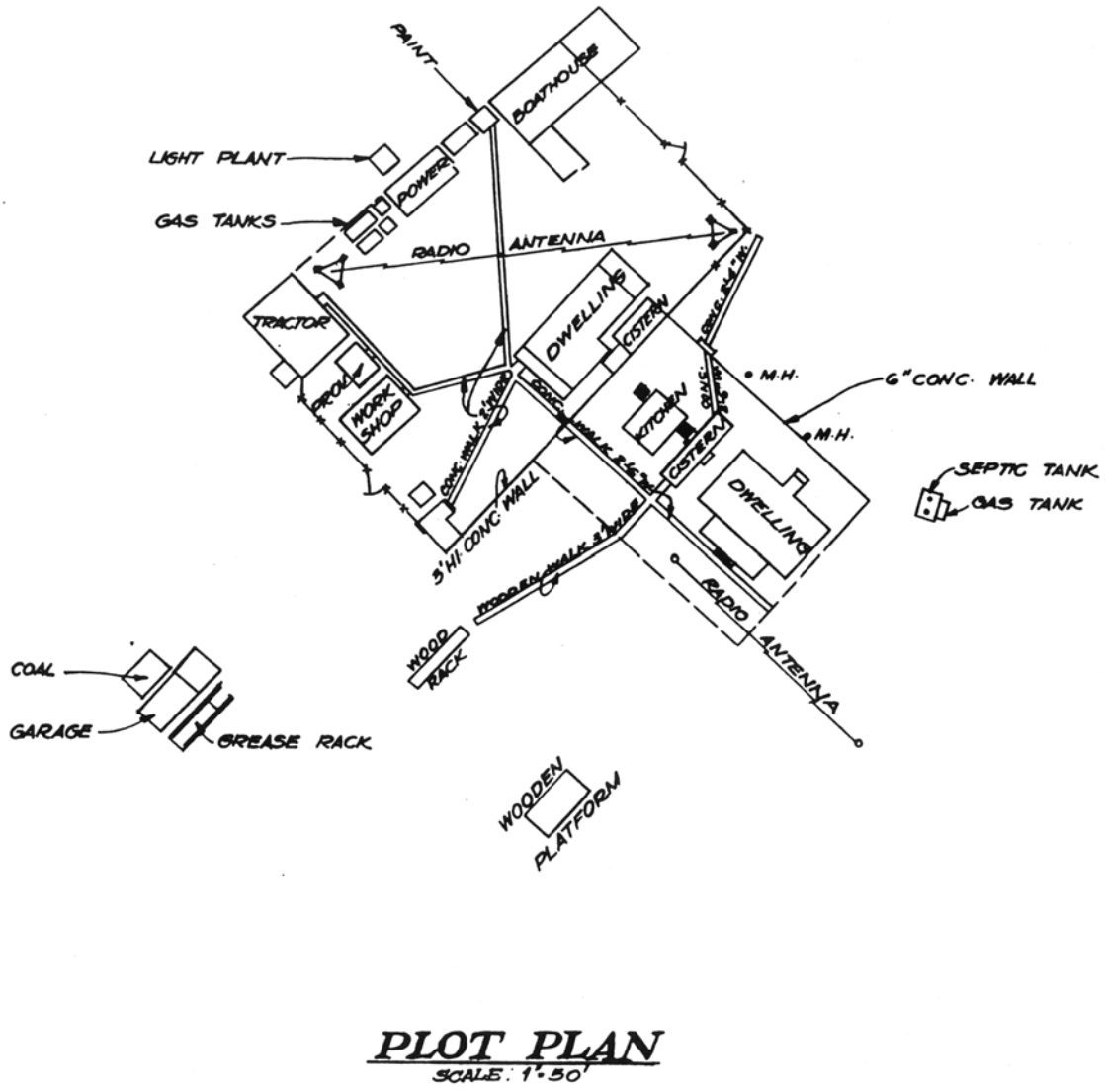


Figure 34 Plot plan of Cape Lookout Coast Guard Station, August 1934. (Coast Guard Coll.)

to the station included partitioning of the crew's quarters on the second floor into three rooms and partitioning of the boat room on the first floor into three spaces. Slight dimensional differences in added paneling in the present building suggest that partitioning of the first floor occurred after partitioning of the second floor, but that is not certain. The old boat house at the station was demolished in 1920, and was not replaced until the spring of 1924, and it is likely that the boat room in the old station continued to be used until the new boat house was in place.

Figure 35 View of Coast Guard Station and old life-saving station, 1943. (CALO Coll. Siff-02)

Access to the building was altered by the Navy. The large double doors into the boat room were replaced by the present entrance door and window on what is now the northeast wall of Room 104. At the same time, direct interior access between the two floors was eliminated by closing the original stairwell door from the living room to the second floor and creating a new exterior door opening on the landing at the foot of the stairs.

A new kitchen had been constructed along with the new main building in 1917, and the old 1892 kitchen was converted for tool storage in 1918. A separate kitchen for the Navy crew was created by enclosing the small side porch that had been part of the original life- saving station and by removing walls to create one large room. A small brick chimney for a cook stove was built near the southwest corner of the new space, and an enameled- metal sink was installed on the wall next to the living room. The present exterior door into this room was also created at the same time.

With the old porch entrance closed because of the new kitchen, the present door to the back porch was created. The bannister in front of that new door was removed and that became the main entrance from that side of the building.

The cross walls added to effect these changes were paneled with diagonally- laid, double- V-joint, tongue- and- groove boards, and the same material was used to panel the old kitchen (Room 101), the old keeper's room (Room 202), and the remainder of the original walls in Room 102, 104, and 205. Whether the diagonal panelling was installed for added strength or strictly for aesthetic reasons because the old paneling was worn or damaged is not known.

Additional window openings were also created throughout the building. In addition to the door and window that were added on the northwall of Room 104, two other windows were added in that room, one each on the east and west ends of the room. In Room 103, which was used as a dining room, a second window was added on the west wall after removal of the small closet that was at the rear of the old boat room.[40] To better light the second floor, three hipped- roof dormers were constructed, which allowed for a window to be added on the east and on the west walls of Room 206 and on the east wall of Room 202.

Indoor plumbing was certainly added in the early 1920s. Dates and design of fixtures in the first floor bathroom in the station (Room 103)indicate that the bathroom there was not installed until the late 1930s, but the sink and tub (the toilet was replaced in 1943) in the upstairs bathroom (Room 203) are consistent with a c. 1920 date for the building's first indoor plumbing.

To serve the new bath room, the double concrete cistern that, although altered, remains on its original site was also constructed. The concrete retaining wall that runs southwest from the cistern may not have been added until 1926.[41]

40. It is likely that the door to this closet is the same door now in use in the old L.S.S. Boat House.
41. Cape Lookout Log Book, various dates in March and April 1926. The National Register nomination for the Coast Guard Station states that this wall is not visible in 1940 photographs. However, see CALO Coll. D-20 for confirmation.

Figure 36 View to south of old life-saving station, 1940, showing porches and dormers added in the 1920s. (CALO Coll.)

In January 1922, the station log records the crew's work in laying electrical cable between the radio shack and the 1917 building "for the purpose of installing electric lights in station." Quite likely, electric lights were installed in the old life- saving station at the same time, with all of them run by a gasoline- powered generator located somewhere on the station grounds.

It is not clear when the first central heating system was installed in the building but it may not have been added until the 1930s, perhaps as late as 1939 when a similar system was installed in the 1907 Keeper's Dwelling at the lighthouse.

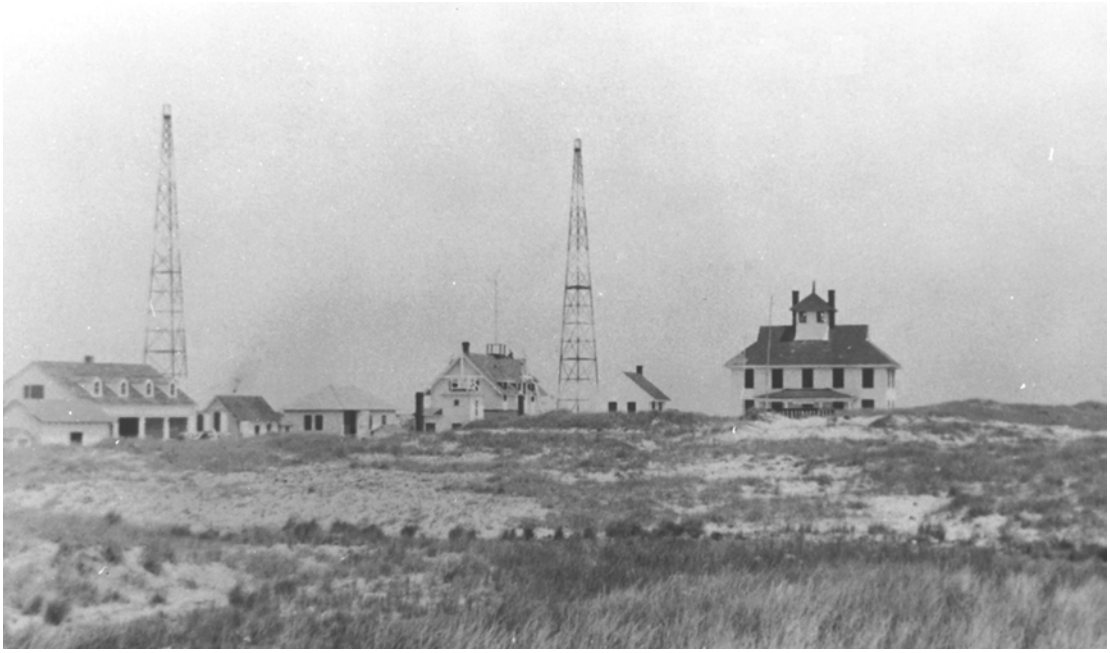


Figure 37 View to north of Cape Lookout Coast Guard Station in 1941. The new maintenance building is visible at left. (CALO Coll. D-55)

Figure 38 View of life-saving station, c. 1941. (CALO Coll., O-Boyle Coll.)

The boiler, which is now stored in the closet off the kitchen, was located at the chimney stack in Room 101 with exposed piping running to radiators located under windows in all of the major rooms.

Perhaps the most significant change to the exterior of the building was the addition of a two-story porch on what became the front (or north end) of the building. Spanning the full width of the structure, the lower porch was completely screened, and from it stairs rose to the second floor porch. At the second floor, there was a new door into the second floor, but only the center half of the porch was roofed and screened. The remainder was an open balcony surrounded by a wooden balustrade.

The building's remodeling also included removal of the building's original, exterior, louvered blinds and installation of wood- framed, copper screens at all of the windows. Wood

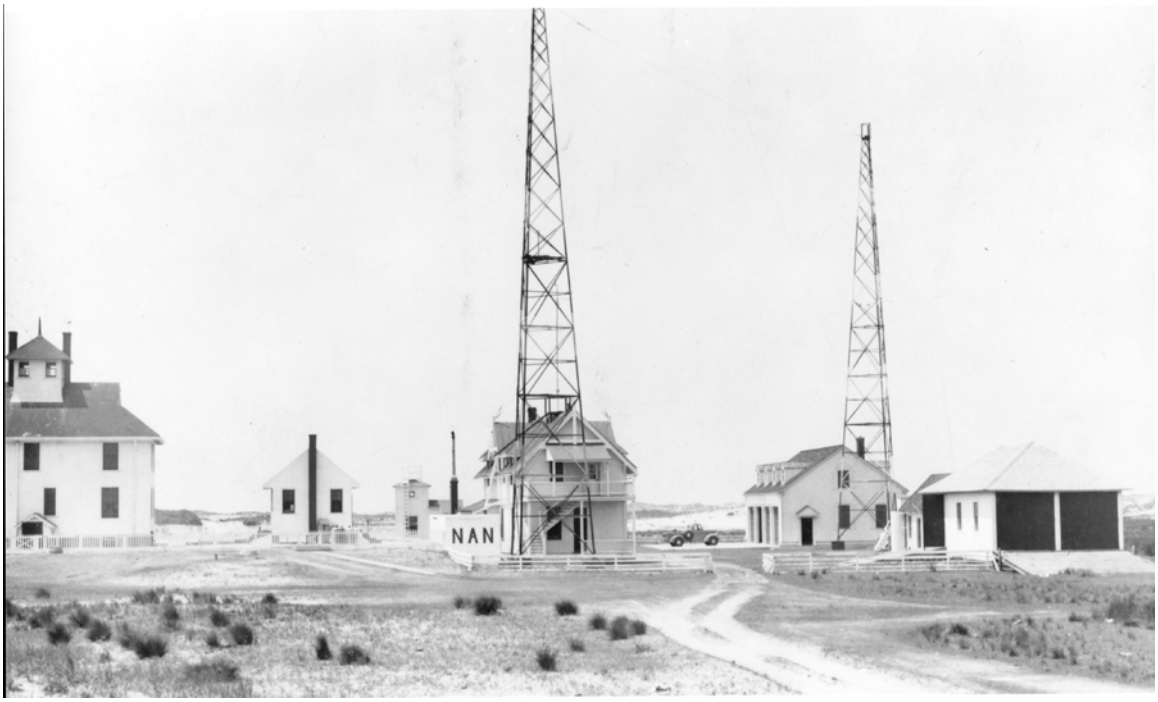


Figure 39 Undated photograph of Cape Lookout Coast Guard Station at the end of World War II. (CALO Coll.)

framed screen doors were also installed at all exterior door openings.

Finally, although there has yet been no paint study of the building, historic photographs show a dramatic change in color occurred before World War II. When it was constructed in the 1880s, the station had been painted with relatively dark colors, with the first and second floor painted in different colors. By World War I, the color scheme had been changed with both floors painted in the same color and the dark trim painted white. When the new Coast Guard Station was constructed, the entire building was painted white, except for shutters which were probably dark green. The building was probably repainted on several occassions between the world wars, and at some point, the color scheme was changed again, this time to red with white trim.

Alterations, 1939-c.1950

Historic photographs show a number of changes occurred in 1941 or 1942. The most significant change was removal of the lookout tower and installation of a wooden platform on which an antennae was mounted. When the lookout was removed, the wood- shingled roof was entirely replaced with standing- seam metal, and the building was again repainted white.[42] Few changes to the building are evident after these alterations. The toilet in the

42. While the change in roof covering is not apparent in period photographs, except on the dormers, standing-seam metal can be discerned beneath later asphalt shingles in the c. 1969 image in Figure 21.

Figure 40 View of old life-saving station, c. 1969. (CALO Coll.)

Figure 41 View of old life-saving station in 1978. (CALO Coll.)

second- floor bathroom was replaced around 1943, and the screening was removed from the front porches during or shortly after the war.

Alterations, 1950-1975

The last major alterations to the building appear to have occurred in the 1950s. During that period, the standing- seam metal roofing on the main sheds of the roof, but not on the dormers, was covered by white or gray asphalt "hurricane" shingles. Probably at the same time, cement- asbestos shingles were installed over the old wood siding at the first floor level, and it appears that the shingled second floor was again painted red. Finally, sometime after World War II, the small wood- framed vestibule was added on the second floor porch.

By the late 1950s, the Coast Guard had begun to develop plans for a new "life- boat station" on Barden's Inlet north of the light house. Except for the lighthouse and perhaps the 1917 main building and the 1940 maintenance building at the Coast Guard Station, all of the rest of the buildings at both complexes were to be removed. Initially the intent appears to have simply been to demolish the old structures, but the Coast Guard ultimately decided to offer some of them for sale if they were removed from Coast Guard property.

At the Coast Guard Station, the "radio shack," generator buildng, stables, and other smaller structures were demolished sometime after the war, and an undetermined number of small structures at the light station were also removed. However, in 1957, the 1907 lighthouse Keeper's Dwelling, the 1923 Coast Guard boat house, and the old 1887 life- saving station were acquired by private parties and removed from Coast Guard property.

The old life- saving station was acquired by Kelly Willis, who used a mule and capstan to move the building. It took a number of days to

Figure 42 Old Life-Saving Station, (NPS-SERO-CR, 2003)

move the building about 500 yards north of its original site. At that point, it apparently became mired in the sand and went no further.

Willis appears to have made few changes to the building. A kitchen sink and counter were installed on the north wall of Room 101, which he used as a kitchen rather than the older kitchen located in Room 100. On the second floor, the door and part of the wall separating Rooms 204 and 205 was removed so that the rooms were combined into more- or- less a single space. There was little, if any, maintenance of the building, and by the time the Daniels acquired the property in 1969, it was in very poor condition, with a badly- deteriorated roof and collapsing front porches.

Soon after acquiring the house, the Daniels stabilized the structure by installing a new roof covering and repairing the porch.

Alterations after 1976

In the last twenty- five years, most of the porch balustrades have been lost, and after repeated attempts at burglary, the Daniels removed the deteriorated second- floor stairs on the front

porch. They also reopened the original door opening to the second floor stairs on the west side of Room 101 and replaced the exterior door to the stairwell. The heating system did not function after the building was moved, and most of the radiators have been discarded in recent years, although the boiler remains stored in the closet off Room 101.

Most recently, the small closet that was probably added when the bathroom was first installed in Room 203 was removed, although the panels that made up its walls remain in the building. The sink was then relocated from its original location on the west wall to the former location of the small closet. The final change that occurred in the last twenty years was construction of a wall to partition Room 103. Lightly framed, the wall does not extend to the ceiling but creates a closet that is accessible through the door that originally connected Rooms 103 and 104.

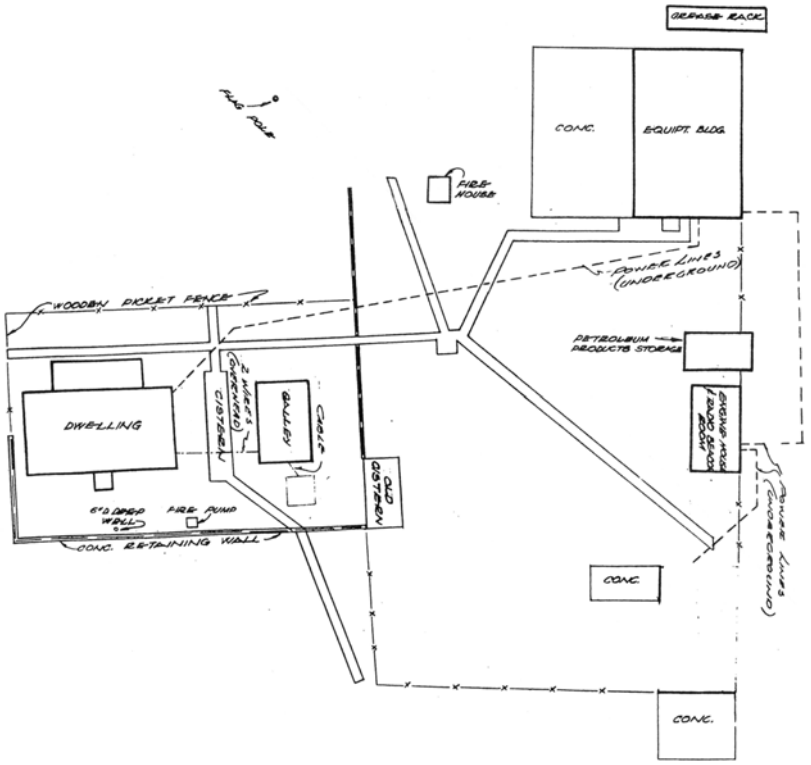


Figure 43 Plot of Coast Guard Station, 1963, after removal of Life-Saving Station and Boat House but before walks or boat house ramps were removed. (Coast Guard Coll.)

Time Line for Cape Lookout Life-Saving Station	
1878	U. S. Life- Saving Service formally established
May 19, 1886	Watson, Bell, et. al. convey land for Cape Lookout Life- Saving Station
Aug 1887	Construction of Cape Lookout Life- Saving Station completed
Jan 24, 1888	First crew reports for duty at Cape Lookout Life- Saving Station
Fall 1888	Crew constructs oil house
Apr 1890	Exterior of station house repainted for first time
Jun 1891	Watson, Bell, et. al. convey land for boat house
Jan 1892	Boathouse on bight completed; stable for mule team completed
Apr 1892	Small boathouse constructed near station house
Fall 1892	Cook house constructed
1893	First photograph of station
Jun 1893	Iron cistern installed
Fall 1893	Exterior repainted again
1894	Tank house constructed
1894	Portsmouth Life- Saving Station constructed
1895	Core Banks Life- Saving Station constructed
1896	Second boat house constructed, in bight 300 yards from shore
Feb 1897	Interior of station house repainted for first time
Summer 1897?	Back porch added and second floor siding replaced with shingles
Mar 1898	First telephone service between station and Beaufort
Aug 1899	*San Ciriaco* or "Great Hurricane" decimates Shackleford Banks
1901- 1904	"Mud sills" of station house replaced at various times
Mar 1902	Station struck by lightning
1905	Elevations of station drawn
Feb 1905	Rescue of *Sarah Rawson* results in gold medals for station crew
Fall 1909	Station gets first gasoline- powered boat
Apr 6, 1910	Cape Lookout Post Office opens with lighthouse keeper's wife as postmaster

Time Line for Cape Lookout Life-Saving Station	
Jun 10, 1911	Cape Lookout Post Office discontinued
Apr 12, 1912	W. T. Willis replaces W. H. Gaskill, who had served as keeper since station's inception
May 26, 1913	Bill introducted to establish Coast Guard
1913	Cape Lookout Land Company begins land acquisition at the Cape
1914	Construction commences on breakwater to create "harbor of refuge" at Cape Lookout Cape Lookout Development Company lays out lots and streets at cape
Jan 28, 1915	Life- Saving Service becomes part of new U.S. Coast Guard
Aug- Sep, 1916	Old life- saving station relocated for construction of new Coast Guard building; 1892 boat house in Bight sold and removed
May 1917	New Coast Guard building completed
Jan 23- 24, 1918	Crew moves into new Coast Guard Station
Jun 26, 1919	Station keeper turns old life- saving station over to Navy for remodeling as a residence for radio compass station personnel.
Jun 1919	Radio compass station installed
Nov- Dec 1920	Old boat house and stable torn down; new stable constructed
1921- 22	Major remodeling of the station occurs
Jan 1922	Electric lighting installed
Apr 1924	New boat house completed
Aug- Dec? 1926	Contractor at station doing unspecified work, probably including partitioning of first floor
Sept 12, 1930	Station log records unspecified damages to station and outbuildings during "hurricane disaster"
Feb 13, 1931	Station receives "Ford Motor Truck" and, around the same time, a tractor. Use of mules discontinued a short time later
c. 1939	Heating system installed
May 16, 1939	New equipment building occupied
1 Jul 1939	Light House Service incorporated into Coast Guard
Feb 4, 1942	Last entry in Cape Lookout life- saving logs
1950	Light Station automated

Time Line for Cape Lookout Life-Saving Station	
1958	Old life- saving station acquired by Kelly Willis and relocated
1966	Cape Lookout National Seashore established
c. 1969	Willis dies and house is acquired by Samuel Daniels
18 Oct 1972	Cape Lookout Light Station listed on National Register of Historic Places
Apr 1976	Daniels convey property to N. C. and sign 25 year lease
1989	Cape Lookout Coast Guard Station listed on National Register
Jun 3, 2000	Cape Lookout Village Historic District listed on National Register

Physical Description

Oriented more or less parallel with the road with its gable ends facing northeast and southwest, the old Life- Saving Station is a two- story, wood- framed structure set on low wooden piers. The main block measures approximately 22' x 45' and contains just over 2,000 square feet of floor space, including a small room off the southeast side of the house that was part of the original structure. The building consists of the original, two- story, cross- gabled structure (c. 1887); a rear porch added on the southwest end by 1905; and a two- story front porch added on the northeast end in the 1920s. A series of interior alterations and the addition of three roof dormers brought the structure to approximately its present configuration in the 1920s.

Note: A plan of the existing structure is at the end of this section.

Associated Site Features

Because the building was relocated, historic site features are no longer associated with the property. A small garage, constructed

Figure 44 View to north from road. (NPS-SERO-CRS, 2002)

after 1958, is located about 22' from the south corner of the house. The garage measures around 10" by 16'- 6". A septic tank, installed after 1969, is located off the northwest side of the house. Although the house has not had a cistern since it was moved, a cistern was always associated with the building on its original location. The last cistern remains at its original site near the Coast Guard Station. Constructed of reinforced concrete poured in forms constructed of 1" by 6" boards, the cistern measures about 10'- 9" by 21' and rises 9'- 6" above grade. The cast- iron intake and overflow pipes are still evident on the cistern although it has been converted to a storage facility by creating two door openings on the northwest side of the structure. The openings have plywood doors, 3'- 0" by 6'- 8".

Foundation

If the building was built according to plans, as appears to be the case, the structure was originally set on a series of thirty wooden piers, running the length of the building in three rows of ten piers each. These were replaced by brick piers and a continuous brick foundation before World War I, all of this was lost when the building was relocated in 1958. At that time the building was re- set on wooden piers that elevate the building's frame around 8" to 12", which is very similar to its historic elevation above grade. The perimeter of the foundation is closed by wire to prevent animal entry, which also prevented inspection of the building's sills and floor framing. The wooden piers appear to be in mostly good condition, but it is unclear if they are tied to the sills in any way.

Structural System

The building is wood- framed, using circular-sawn, dimensional lumber typical of the period of construction and of the subsequent alterations. It is also a very well- constructed building meant to withstand the high winds and water that sometimes sweep across the cape.

Sills are around 6" by 8"; and ceiling and floor joists are around 3" by 7- 3/4", generally 20" to 22" on centers, and lapped over the perimeter sills. The crawl space beneath the house is currently inaccessible so that details of the connection between sills and joists could not be characterized, but they likely are similar to the details shown on the original plans for the building (see Figure 20).

Instead of 2" by 4" studs that are typical of most wood- framed buildings, the building was framed with 2" by 6' studs, sheathed on the exterior with diagonally- laid boards, 4" to 6" wide with rabbetted or tongue- and- grooved edges.

With few exceptions, structural members are in generally excellent condition. There has been significant damage to the sills around the west corner of the building. Because of its proximity to the ground, the floor framing for Room 106 could not be directly examined, but interior conditions suggest that this framing is in very poor condition. The framing for the front porches is also in very poor condition (see below).

Figure 45 View south at Coast Guard Station complex. The flat-roofed building at center is the cistern (c. 1920) for the Life-Saving Station, which stood just to the right in the path of the present roadway. (NPS-SERO-CRS, 2002)

Figure 46 View to west of modern garage; south corner of back porch is visible at right. (NPS-SERO-CRS, 2002)

Roofing

Original roof rafters are around 2- 3/4" by 7- 3/4", set on centers 24" to 30" apart. The rafters have a solid decking of 1"- thick boards, 2- /12" to 6" wide. The roof was originally finished with sawn wood shingles laid on battens over the solid decking. In 1942 or 1943, the wood shingle roof was replaced by a standing- seam

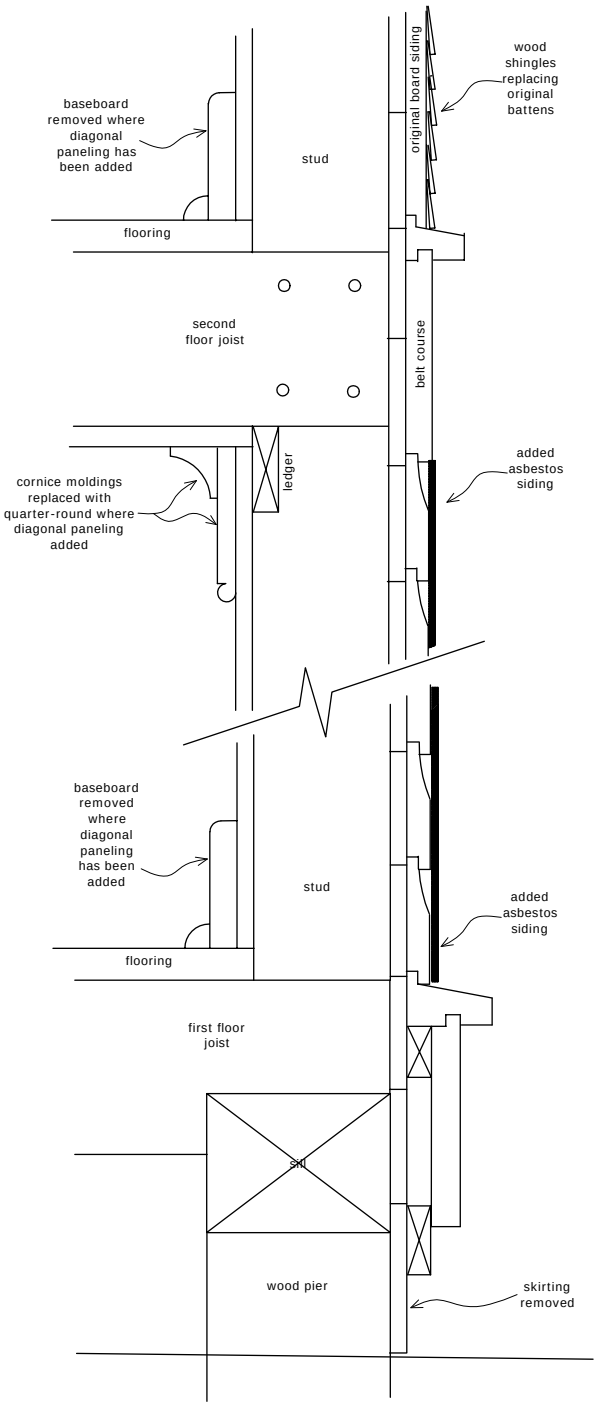


Figure 47 Typical wall section showing framing details and finishes, adapted from original plans and from field observations. (T. Jones, NPS-SERO-CR, 2003)

metal roof. Probably when the building was moved in 1958, asphalt "hurricane" shingles were installed over the metal roofing, except on the dormers. The entire roof, including the dormers, was overlaid with the present, three-tab, asphalt shingles in a variety of colors around 1970. These shingles are missing in several areas and in poor condition over the entire surface of the roof.

A wood-framed lookout originally rose near the northeast end of the roof. The tower was removed during World War II when a large radio antennae was installed, but the tower's location can still be identified in the roof framing visible in the attic.

Figure 48 View of roof framing at northeastern end of the building. Rafter at upper right is original; the next two, which are smaller, infill the original opening for the lookout. (NPS-SERO-CRS, 2002)

Figure 49 View of existing roofing. White "hurricane" asphalt shingles installed in early 1950s are exposed just below the chimney. (NPS-SERO-CRS, 2002)

Exterior Doors

The original doors to the boat room were lost when the building was remodeled by the Navy in the 1920s. The door to the closet that was originally in the southwest corner of Room 102 may be the same door that was salvaged for use in a similar closet that was part of the new boat house constructed around 1924. The four-panel doors noted as D-1 and D-2 in Figure 7 are original, although not in their original locations. The other exterior doors date to the Navy's remodeling in the 1920s or to the modern era. Door notations below correspond to numbering in Figure 7.

D-1: Opening 2'-7" by 6'-5", created as part of c. 1920 infill of boat room doors; door is original, four vertical panels, chamfered stiles and rails, originally located in opening between Rooms 101 and 102; three-light, bottom-hinged transom, 1'-8" by 2'-8", added when opening was created.

D-2: Original window opening converted to door when the house was relocated in 1958; door opening 2'-7" by 6'-4", original four-

panel door relocated from opening between Rooms 100 and 101.

D- 3: Original window opening converted to door as part of c. 1920 alterations; door 2'- 10" by 6'- 9" with five horizontal panels.

D- 4: Opening created as part of Navy renovations in 1920s; modern door is 2'8" by 6'- 8", six panel, replacing original door which current occupants believe had six or eight lights.

D- 5: Original window opening converted to door as part of Navy alterations in 1920s; original four- panel door, 2'- 8" by 6'- 8", probably relocated from opening between Room 101 and stairwell; three- light, bottom- hinged transom and screen door added when door opening was created.

Windows

All of the historic windows remain intact and, with the exception of the sash in Room 106, remain in generally good condition. Two generations of historic window openings are evident in the present building. All have double- hung sash with divided lights, four over four, but the original sash (c. 1887) have stiles and rails typically 1- 3/4" thick and 2'- 7" wide while those of the later sash (c. 1920) are typically 1- 1/2" thick and 2'- 10" wide. All windows were fitted with galvanized steel weather stripping, probably installed as part of c. 1920 alterations. Original window openings were hung with exterior louvered shutters, and parts of the original hinges remain at some windows. Shutters were all replaced with the existing wood- framed, bronze or copper screens, probably as part of the c. 1920 alterations. Window notations below correspond to numbering in Figure 7.

W- 1: Original opening, 2'- 7" by 6'- 2"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 2: Original opening, 1'- 6" by 2'- 11"; double- hung, wood sash, 1/1'; typical sill casing, drip cap, and wood- framed screen.

W- 3: Opening created when chimney was removed in 1958; opening 1'- 6" by 2'- 11"; fixed, two- light sash; typical sill, casing, drip cap, and wood- framed screen; poor condition.

W- 4: Opening is part of enclosure of original entry porch, c. 1920; opening 2'- 4" by 4'- 2", double- hung, wood sash, 4/4, probably relocated from east wall at D- 2; poor condition.

W- 5: Original opening, 2'- 7" by 6'- 2"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen, and weather stripping.

W- 6: Added as part of c. 1920 alterations, opening 2'- 10" by 6'- 5"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood-framed screen, and weather stripping.

W- 7: Original opening, 2'- 7" by 6'- 2"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen, and weather stripping.

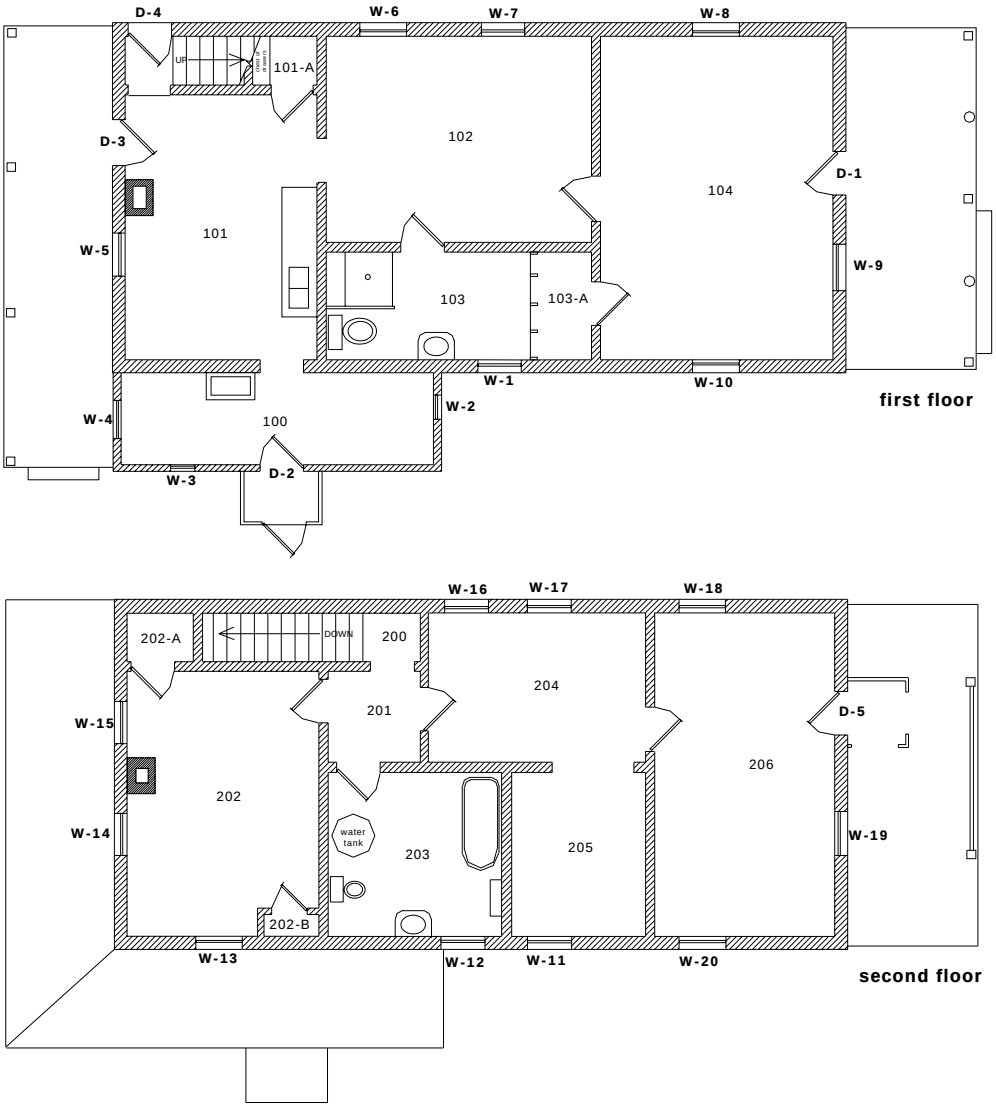


Figure 50 .Plan of windows and doors. (T. Jones, NPS-SERO-CRS, 2002)

W- 8: Added as part of c. 1920 alterations, opening 2”- 10” by 6’- 6”; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood-framed screen, and weather stripping; sash lift recessed at center of bottom rail.

W- 9: Added as part of c. 1920 alterations, opening 2”- 10” by 6’- 6”; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood-framed screen, and weather stripping; sash lift recessed at center of bottom rail.

W- 10: Added as part of c. 1920 alterations, opening 2”- 10” by 6’- 6”; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood-

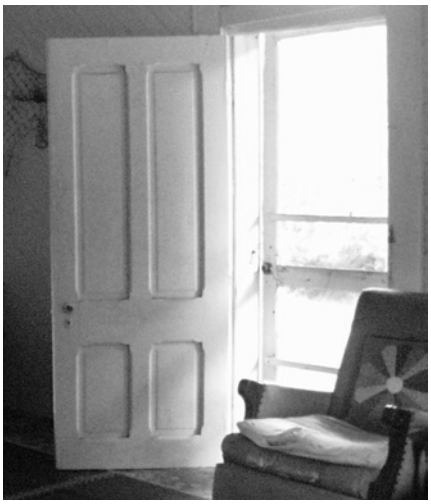


Figure 51 Four-panel door at northern end of building, typical of original doors, c. 1887. (NPS-SERO-CRS, 2002)

Figure 52 View of window on western side of house, typical of original opening and detail. (NPS-SERO-CRS, 2002)

framed screen, and weather stripping; sash lift recessed at center of bottom rail.

W- 11: Original opening, 2'- 7" by 5'- 6"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 12: Original opening, 2'- 7" by 5'- 6"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 13: Added as part of c. 1920 alterations, opening is 2'- 10" by 5'- 10"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 14: Original opening, 2'- 7" by 5'- 6"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 15: Original opening, 2'- 7" by 5'- 6"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 16: Original opening, 2'- 7" by 5'- 6"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 17: Original opening, 2'- 7" by 5'- 6"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

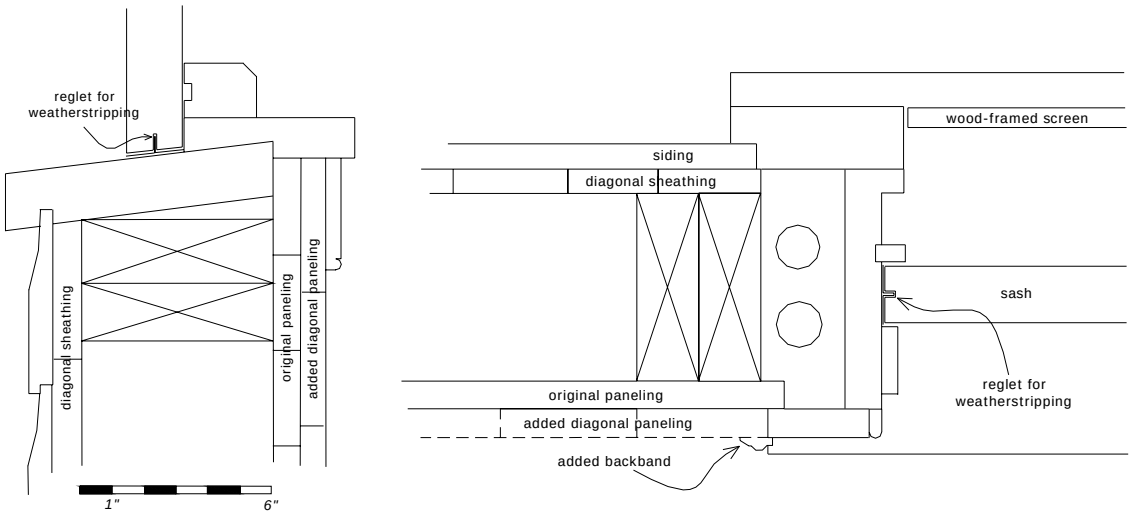


Figure 53 Section and plan of typical window opening; internal framing details conjectural. (T. Jones, NPS-SERO-CRS, 2002)

W- 18: Added as part of c. 1920 alterations, opening, 2'- 10" by 5'- 10"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 19: Original opening, 2'- 10" by 5'- 10"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

W- 20: Added as part of c. 1920 alterations, opening, 2'- 10" by 5'- 10"; double- hung, wood sash, 4/4; typical sill, casing, drip cap, wood- framed screen; and weather stripping.

Exterior Finishes

The building's original exterior woodwork is notable for having been designed with rabbets, tongues, and grooves which created extremely tight and durable exterior finishes. Most of the finishes described below are depicted in Figure 10, above.

Siding: At the first- floor level, the building was originally finished with a 6"- wide, drop or shiplap siding. In enclosing the original entry porch and the original double doors into the boat room, a similar drop siding was used. The later siding can be distinguished from the original by the slightly narrower reveal (5" versus 5- 3/8") of the original. The drop siding remains exposed under the porches at each end of the building, but the exposed side walls (northwest and southeast) were covered with cement- asbestos shingles, 16" by 24", in the 1950s. A handful of these shingles are broken or missing; the remainder are stained and dirty but otherwise in good condition.

At the second floor level, the building was originally finished with board- and- batten siding. By 1905, the battens were removed and the vertical siding covered with the existing wood

Figure 54 View of typical exterior sidings, with wood shingles at second floor and asbestos over drop siding at first floor. (NPS-SERO-CRS, 2002)

Figure 55 View of typical gable eave bracket. (NPS-SERO-CRS, 2002)

shingles, which generally measure 5" by 20". Some of these shingles are deteriorated or missing, particularly on the more- exposed portions of the walls beneath the gables.

Window and Door Trim: Window and door openings were originally cased with plain boards, 2" by 5- 1/4", rabbetted to lap over the siding. A wooden drip cap 1- 1/8" by 2- 1/4" was also used at original openings. Openings added during the c. 1920 alterations typically used a casing 4- 1/2" wide and a drip cap 3/4" thick. Original window sills are 1- 3/4" thick; added window sills are around 2" thick.

When the wood shingles were installed on the walls at the second- floor level, a 2- 1/4"- wide

molded stop or back band was added to the outside edge of the casing at all second- floor openings (see Figure 13).

Eaves: Eaves are unboxed, about 21" deep, with exposed rafter tails chamfered, squared, and finished with 6"- wide fascia boards. At each gable, large eave brackets made from 4" by 6" stock with chamfered edges support barge boards that are 2- 3/4" by 8" and finished at the roof with a 2" cove mold. A chamfered 4" by 6" timber runs between each pair of brackets and originally supported a vertical post running through the center of each gable. The posts on the northwest and southwest gables remain intact, while the one in the northeast gable was altered when the front porches were constructed before World War II. The post in the southeast gable is missing but a portion of it has been salvaged and stored inside the building.

Water Table: The sills are finished with a water table composed of 1- 1/4" by 9- 1/4" skirt board rabbeted into a groove in the drip cap, which is 1- 1/8" by 2- 1/4." The water table is set away from the sills by one- inch- thick blocking that extends below the bottom of the water table itself.

Corners: The building's corners are finished with boards 7- 1/2" to 7- 3/4" wide joined by 1- 1/2" quarter round.

Belt Course: The wooden belt course that separates the shingles on the second story from the siding on the first story is similar to the water table.

Figure 56 Typical second-floor window casing with added backband. (NPS-SERO-CRS, 2002)

Porches

The only original porch on the house was at the south end of the east side, now enclosed as the south end of Room 106. By 1905, however, the back porch had been added to the building. The front porches were added as part of the 1920s remodeling.

Rear Porch: When it was first constructed, the back porch, located on the southwest end of the house, connected to the original smaller entry porch on the side of the building to form an el- shaped porch. The smaller entry porch was enclosed as part of the 1920s remodeling and is now part of Room 100.

Rafters for this porch are generally 1- 3/4" by 5- 3/4", 26" to 30" on centers and are decked with

Figure 57 View of back or south porch, added before 1905. The door was not present until the renovations in the 1920s. (NPS-SERO-CRS, 2002)

Figure 58 View of typical post, header and roof framing on rear porch. (NPS-SERO-CRS, 2002)

double- beaded, tongue- and- groove boards, 5- 1/2" wide. Four turned posts, about 5- 1/2" by 5- 1/2" square, support the header for the porch roof. These are similar to but differ slightly from the design of the now- missing turned post used at the outside corner of the original side entry porch.

The porch originally featured a balustrade, but only the top rail, 3- 1/2" by 2- 5/8", remains intact. Balusters were apparently similar to those in the surviving front porch balustrade.

Floor framing for this porch is inaccessible and could not be examined. Flooring consists of 3/4" by 3- 1/2" boards in fair condition.

Front Porch: The front porch, located on the northeast end of the house, was added before World War II, but unlike the back porch, which is considerably older, is badly deteriorated and in unstable condition. Floor framing at the first floor level was inaccessible but the condition of the floor deck indicates serious problems with the underlying framing. Flooring, which appears to be mostly original, is 7/8" by 2- 1/2", tongue- and groove.

A trio of solid wooden posts, 5- 1/2" by 5- 1/2", originally supported the upper porch deck. These have been augmented by the recent addition of a pole and a 4" by 4" post set between the original posts. The floor of the upper porch is framed with 2" by 6" joists set on centers about 18" apart and finished with tongue- and-groove boards 2- 1/2" wide. In spite of the partial collapse of the east end of the deck in the 1960s, most of the original framing and flooring remain intact. A wooden stair case originally ascended to the upper porch from the east end of the lower porch, but it was removed after 1969.

The center portion of the upper porch is covered by a shed roof, with the remainder of the porch left as an open balcony. The shed roof is

supported by a pair of solid wooden posts about 5" by 5" square, and the sides of the shed are paneled with tongue- and- groove boards above the horizontal headers. The roof is framed with rafters 1- 3/4" by 3- 3/4", 21" on centers and decked with double- V- joint, tongue- and- groove boards, 4- 1/2" wide. The small wood- framed vestibule at the second floor level was added after World War II. It originally featured doors that opened to the now- missing staircase and to the remainder of the porch.

Balustrades of similar design were originally present at both upper and lower porches, but only the balustrade at the upper porch remains intact. It features a top rail 3- 1/4" by 3- 1/2", a bottom rail 1- 3/4" by 3", and pickets 1" by 1" set on centers about 4" apart.

Deterioration, especially of the sills and floor framing at the first floor level, has allowed the roof of the upper porch to pull away from the building as much as 2", and the framing for the second floor is in very poor condition.

Interior

The floor plan of the building has been dramatically altered. The original boat room which occupied two- thirds of the first floor area was subdivided into three separate spaces before World War II (see "Chronology of Development and Use"). At the same time, the second floor was reconfigured to its present plan, creating six spaces instead of the four that were there originally.

Floors: Nearly all of the flooring in the house is now obscured by modern linoleum and vinyl floor coverings, but indentations in the vinyl from the underlying wood are visible throughout the house and the material itself can be glimpsed through tears in Rooms 101, 102, and 202. The original material appears to be pine, 3"- wide, quarter- sawn, and tongue- and-

Figure 59 View of front porches, added in 1920s. (NPS-SERO-CRS, 2002)

Figure 60 View of northeast corner of front porch, showing corner post seriously destabilized by deterioration of the sills at that location. (NPS-SERO-CRS, 2002)

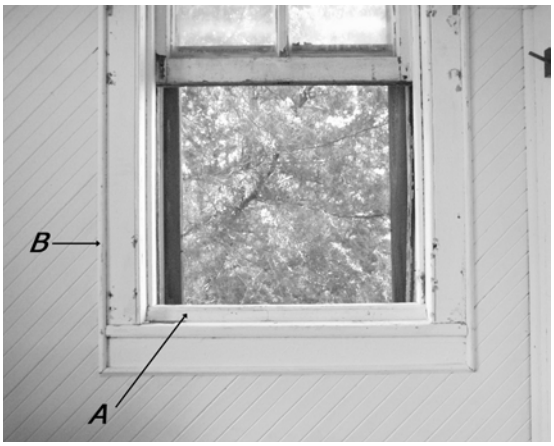


Figure 61 Detail of typical window trim on walls where diagonal paneling has been added. "A" denotes the oversize stop added on top of the window stool. "B" denotes the 1" back band added along with the diagonal paneling. (NPS-SERO-CRS, 2002)

groove. The flooring in Rooms 102, 103, and 104 appears to be 2- 1/2" wide, quarter- sawn, and was installed as part of the Navy's remodeling in the 1920s. The flooring in the kitchen (Room 102) is 3- 3/8" wide and was installed in 1919. It overlays the original flooring, creating a slight difference in floor levels between the kitchen and the remainder of the first floor.

Walls: Nearly all of the original wall finishes remain intact but the majority are covered by double- V- joint, tongue- and- groove boards, 3- 1/4" wide, laid diagonally. Almost all of the original wall finishes remain exposed in the east wall of Room 103, the west wall of 203, the east and south walls of 204, and nearly all of Room 202. Original wall finishes consisted of a 70"- high wainscot of vertical 3"- wide beaded tongue- and- groove boards topped by a 6"- wide plate rail supported with 2- 1/4"- thick wooden brackets with chamfered edges. The upper walls were finished with the same beaded tongue- and- groove boards laid horizontally.

Ceilings: Ceiling height is around 10' on the first floor. Differences in floor levels make the kitchen (Room 101) ceiling slightly lower than those in the other rooms on the first floor. Ceilings are around 8'- 9" high on the second floor. All ceilings are typically finished with 3"- wide, beaded, tongue- and- groove boards. Nearly all of these remain intact and in good condition.

Doors: Original doors have four vertical panels with 1- 3/4"- thick, chamfered stiles and rails. Doors are generally 2'- 8" by 6'- 7" or 6'- 8". These doors appear to have been originally fitted with mortise locks and porcelain knobs with simple round escutcheons. Original hinges are typically 3- 7/8" by 4- 1/4", cast- iron, butt hinges with elongated finials top and bottom.

Doors added during the pre- war remodeling have five horizontal panels with 1- 5/8"- thick, molded stiles and rails, generally 2'- 8" by 6'- 7" or 6'- 8". Metal knobs and rectangular escutcheon plates were used at these doors.

Trim: Original window and door casing are 7/8" by 3- 1/4" with a 7/16" by 7/8" beaded stop on the inside edge of the casing. (See Figure 7) Stools are typically 1- 1/4" by 5- 1/4" and feature an oversized stop that was apparently installed to protect against wind- blown rain entering the building. Aprons are 7/8" by 3- 1/2" with a beaded lower edge. Installation of the diagonal

paneling changed the plane of the wall surface relative to that of the window frame and necessitated the addition of a 1"- wide molded back band around the perimeter of the window and door casing. Openings in new walls created before World War II are cased with plain 7/8" by 3- 3/4" boards without a backband.

Original baseboards were 1- 1/8" by 6" or 8" with an eased or rounded outside edge and 1" quarter- round shoe molding. Most of this material was replaced when the diagonal paneling was installed but survives on the south and east walls of Room 201, all of Room 202, and elsewhere that original paneling remains exposed.

Original crown molding consisted of 1" by 6" or 8" boards with a beaded lower edge and a 2" cove mold at the ceiling. Nearly all of this material has been removed except for a short run on the south wall of Room 103.

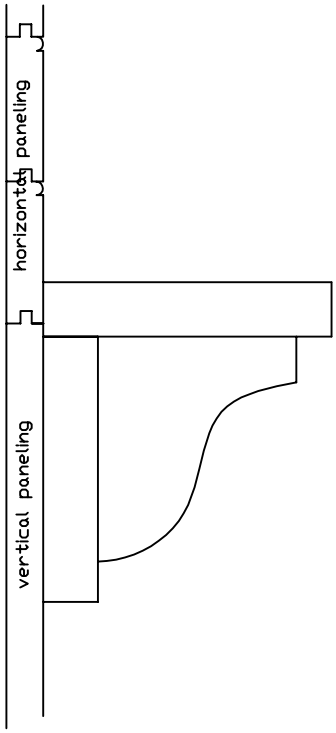


Figure 62 Section depicting original wall finishes and rail which was removed where diagonal paneling was installed. (T. Jones, NPS-SERO-CRS, 2002)

Room 100

As part of the renovations shortly before World War II, this room was created by combining the building's original entry porch, entry hall, and pantry into a single space that served as a kitchen for the building. The simple plywood vestibule on the east side of this room was created after 1969 to shelter what has been used as a primary entrance into the house.

Floors: Measuring about 5'- 7" by 19'- 4", the wooden floor in this room is covered with modern vinyl floor coverings but appears to be in very poor condition. Where the wall was removed separating the pantry and the original entry hall, the floor is collapsing.

Walls and Ceiling: The walls and ceiling in this room are finished with plain, tongue- and-groove boards, 3" to 3- 1/2" wide. The boards at the north end of the space may date to the building's original construction.

Windows: The window at the northeast end of the room is an original window. The window at the southwest end of the room appears to be original as well but was originally located on the southeast wall where it was replaced by the present door to the modern entry vestibule.

The existing window on the east wall was after the building was moved in 1958.

Doors: The doorway on the west wall leading into the present kitchen (101) is an original opening. The door opening on the southeast wall leading outside was created from an original window opening when the room was altered in the 1920s. The four- panel door presently in that opening was probably originally located in the opening to the kitchen on the opposite wall.

Figure 63 View to north in Room 100, showing location of original pantry. (NPS-SERO-CRS, 2002)

Figure 64 View south in Room 100, showing location of original entry porch. Door opening at left replaced a window in the original configuration of the space. (NPS-SERO-CRS, 2002)

Trim: A 2" cove molding, typical of original trim in the house, finishes the junction of walls and ceiling at the north end of the room. At the south end, a 1- 3/4" inch bed molding is used at the ceiling. One- inch quarter round finishes the corners of the rooms and the junction of walls and floors. Windows and doors are cased with plain 1" by 6" boards.

Miscellaneous Features: On the northwest wall is a wall- hung, enameled, cast- iron sink, 20" by 36" plus a 25"- long, enameled, cast- iron drainboard. Mounted at one end of the sink is an undated, cast- iron pump marked "Sandler & Co., Elizabeth City, NC. In the wall at the northeast end of the room is an abandoned flue opening that may have served an old water heater.

Room 101

Designated "Living Room" on the original plans, this room served as kitchen and dining room or "mess hall" for the crew until a separate, detached kitchen was constructed in 1892. After the building was moved in 1916, the kitchen was relocated to Room 100 and this room was again used as a dining room. It became a kitchen again after 1958.

Figure 65 View to south in kitchen (Room 101), showing paneled chimney stack at left. (NPS-SERO-CRS, 2002)

Floor: Flooring in this room consists of tongue- and- groove boards, 3- 3/8" wide, but now covered by several layers of linoleum, some of which may be historic, and modern vinyl floor coverings.

Walls: The walls are currently finished with double- V- joint, tongue- and- groove boards, 3- 1/4" wide. Laid diagonally in a chevron pattern on each wall, these boards were installed directly on top of the original tongue- and- groove walls.

Ceiling: The ceiling is set at 9'- 11" and finished with beaded, tongue- and- groove boards, 3" wide, which is apparently the original material.

Windows and Doors: The door openings to Rooms 100 and to Room 102 are original openings. The door in the opening to 102 appears to have been used to replace the historic door to the second- floor porch, and the four- panel door in the opening to Room 100 was relocated and now hangs in the opening on the southeast side of Room 100. This room originally had two windows on the southwest wall. As part of the renovations in the 1920s, the western window was replaced by the existing door opening. Two door openings were originally present on the northwest wall. The opening to the second floor stairs is now a modern, cased opening with no door present, but the back door may have originally hung in this opening. When the exterior door opening was created in the west

Figure 66 View to east in Room 101, showing original door opening to Room 106 and typical diagonally-laid paneling added in the early twentieth century. (NPS-SERO-CR, 2002)

Figure 67 View of original closet on west side of kitchen and defunct boiler now stored in the space. (NPS-SERO-CRS, 2002)

wall of the stairwell in the 1920s, the opening into the kitchen was eliminated. It was re-opened after 1969.

Trim: Window and door casing is typical of the original finishes with the addition of a 1"- wide molded backband around the perimeter of the opening when the diagonal paneling was installed. Original baseboards and crown molding were replaced when the walls were repaneled in the 1920s. Simple quarter- round molding now finishes wall corners and at the ceiling and floor.

Closet (Room 101- A): Located on the west side of the room, beneath the stairs, this space was part of the building's original configuration. It features an original, built- in chest with three drawers on its southwest wall. Also in this space is a boiler that was part of the building's steam-

heating system, which was installed prior to World War II. A metal plate identifies the boiler as a "No. F Series Heat Extractor National Boiler, Boiler #H120, Serial # 58300," manufactured by the National Radiator Company. When functioning, it was not located in this closet but was adjacent to the chimney on the southwest wall of Room 101.

Miscellaneous Features: On the north wall of the room is a counter and base cabinets, 8' long and 25" wide, set with a double- basin enameled sink. These were installed when the building was relocated in 1958. On the south wall, a brick chimney rises to the second story and through the roof. It is boxed with paneling to a dimension of 21" by 27".

Room 102

This room, along with Rooms 103 and 104, was created when the original boat room was subdivided in the 1920s. A small storage room originally occupied the southwest corner of this room when it was part of the larger boat room.

Floor: Measuring 12'- 5" by 16'- 1", the floor in this room was finished with pine flooring, quarter- sawn, tongue- and- groove, 2- 1/2" wide. Now covered with vinyl floor covering, it dates to the alterations to the building in the 1920s.

Walls: All of the walls in this room are finished like those in the kitchen with diagonally- laid, double- V- joint, tongue- and- groove boards, 3- 1/4" wide. The north and east walls both date to the alterations of the building in the 1920s.

Figure 68 View of north wall of kitchen. (NPS-SERO-CR, 2002)

Ceiling: Because the floor level in this room is slightly lower than that in the kitchen, the ceiling in this room is at 10'- 1". It is finished with 3"- wide, beaded, tongue- and- groove boards that date to the building's original construction.

Windows and Doors: The northernmost window on the northwest wall is an original opening, one of two windows that lit the original boat room. When the boat room was subdivided and this space created, the second window was added on that wall.

The door to the kitchen (Room 101) is an original opening but the original four- panel door was used to replace the historic door at the second- floor porch after the building was moved in 1958. The five- panel doors to Rooms 103 and 104 date to the alterations to the building in the 1920s.

Trim: Window and door casing is typical with original casing slightly narrower than added-material (see Figure 10). One- inch quarter-

Figure 69 View to southwest in dining room. (NPS-SERO-CRS, 2002)

Figure 70 View of ceiling in Room 102, showing cast-iron waste lines (c. 1920) from upstairs bathroom. (NPS-SERO-CRS, 2002)

round molding finishes the corners of the room and is used also as shoe and crown molding.

Miscellaneous Features: The wooden table in this room is reported by the present owners to have been in the building since before it was moved in 1958.

Cast- iron waste and vent lines from the bathroom in Room 202 are exposed on the ceiling along the east side of the room. Because the upstairs sink was relocated, only the vent stacks are still in use. Other holes in the ceiling above the windows indicate the location of risers for the building's historic heating system.

Room 103

Although this room was created when the boat room was subdivided in the 1920s, it may not have been converted into a bathroom until 1938 or 1939. The south end of the room is divided into two spaces, one for a metal- walled shower enclosure and the other for a toilet. The room was partitioned after 1969 to form a closet at

Figure 71 View to north in Room 102. (NPS-SERO-CRS, 2002)

the north end, accessible through the living room (Room 104).

Floor: Measuring 6'- 5" by 12'- 6", the floor is covered with vinyl, apparently laid over 2- 1/2"- wide, tongue- and- groove flooring.

Walls: The east wall and part of the south wall (both are original walls) still retain their original vertically- paneled wainscot and horizontal paneling above a plate rail. The west wall, which was added when the boatroom was partitioned, is paneled with vertically- laid, double- V- joint, tongue- and- groove boards, 3- 1/4" wide. The north wall, which was installed after 1969, is a modern wood- framed wall covered with 4' by 8' sheets of 1/4"- thick plywood paneling.

Ceiling: Set at 10'- 1", the ceiling is finished with 3"- wide, beaded, tongue- and- groove boards, typical of the original ceilings throughout the building.

Windows and Doors: The window on the east wall is an original opening, one of two windowsthat lit the original boat room. The five-panel door on the west wall is part of the c. 1920 alterations

Trim: Baseboard and cornice moldings on the east and south walls are original, c. 1887.

Fixtures: An enameled cast- iron sink is mounted on the southeast wall, and in the

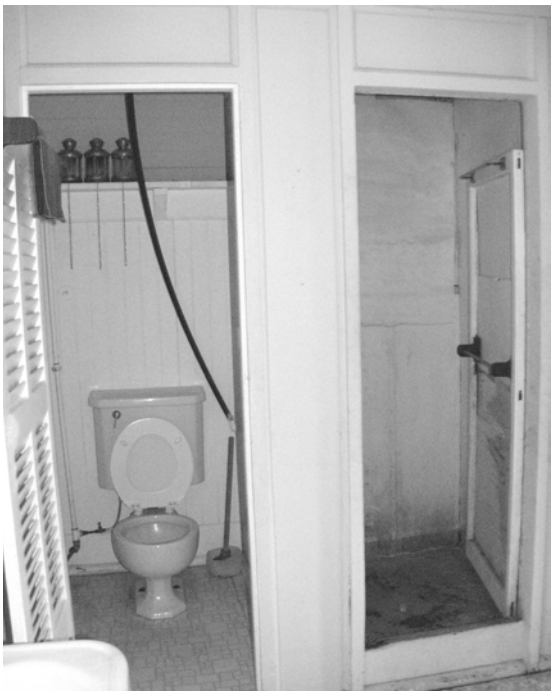


Figure 72 View of toilet and shower in Room 103. Note original wainscot on rear wall of toilet room. (NPS-SERO-CRS, 2002)

Figure 73 View of large bracket behind and above shower, installed to support water tank at second floor. Note original cornice on rear wall. (NPS-SERO-CRS, 2002)

south corner of the room is a toilet room, 3'- 2" wide and 4'- 2" deep, closed by a louvered door, 2'- 8" by 6'- 8". The American Standard toilet tank is stamped with a date of 3/28/38 and the tank lid with a date of 3/22/38. Adjacent to the toilet room is a metal shower enclosure, 3'- 1" by 3'- 2". The walls surrounding both of these spaces rise to about 8', with the area above an unenclosed storage area.

Room 104

Now used as a living room, this space was created by the partioning of the old boat room om the 1920s.

Floor: Measuring 14'- 3" by 19'- 3", the floor in this room is completely covered with vinyl.

Walls: Walls are finished with 3- 1/4"- wide, double- V- joint, tongue- and- groove boards, typical of the c. 1920 alterations to the building. Boards are diagonally laid in the pattern of an an inverted chevron.

Ceiling: The ceiling is finished with 3"- wide, beaded, tongue- and- groove boards, typical of the original ceilings in the building.

Windows and Doors: All of the window and door openings date to the c. 1920 alterations to the building. Windows are all 2'- 10" by 6'- 6", four- over- four, with stiles and rails 1- 1/2" thick. The lower sash are all fitted with a recessed lift centered in the bottom rail.

The two five- panel doors on the southwest wall date to the c. 1920 alterations. The front

Figure 74 View north in Room 104. Two pairs of large doors originally opened into the boat room at this location. (NPS-SERO-CRS, 2002)

door on the northeast wall is an original four-panel door, 2'- 7" by 6'- 5", that was relocated dating to the 1880s. Above it is a three- light, bottom- hinged transom, 1'- 8" by 2'- 8", probably contemporaneous with the installation of the door at this location. The door was probably relocated from the original side porch when it was enclosed and incorporated into Room 100.

Trim: Wood trim is typical of the c. 1920 alterations, with 5"- wide door and window casing, 1- 1/2" quarter round substituting for a base-board, and 3/4" quarter round in the corners and at the ceiling.

Room 200

Located on the west side of the kitchen (Room 101) and one of the original spaces in the building, this stairwell has always provided access to the second floor. It originally opened only into Room 101, but that opening was closed and a new exterior opening created when the Navy altered the building in the 1920s. The opening into Room 101 was re- opened after 1969.

Walls and ceiling are finished with 3"- wide, beaded, tongue- and- groove boards, installed horizontally on the walls. The stairs are 2'- 10" wide with a rise of 8" and a run of 10". A round,

Figure 75 View to southeast in Room 104. (NPS-SERO-CRS, 2002)

wooden bannister, 2- 1/2" in diameter, is mounted on metal brackets on the west wall.

Room 201

In the building's original configuration, the stairs emerged into a large hall, approximately 10- '9" northeast to southwest, with the head of the stairs open and guarded by a short bannister on the southeast side. As part of the alterations in the 1920s, the northeast wall was rebuilt to make the room about 5' shorter, and the head of the stairs was enclosed by a door opening.

Floor: Wooden flooring, presumably the same quarter- sawn, tongue- and- groove pine used in Room 202 and elsewhere, is completely covered with vinyl.

Walls and Ceiling: The southeast and southwest walls and the ceiling are part of the building's original construction and finished with 3"- wide, beaded, tongue- and- groove boards, with wall boards installed horizontally. The northwest wall is finished with 6"- wide, double- beaded, tongue- and groove boards, installed horizontally. The northeast wall is finished with 4- 1/2"- wide, double- V- joint, tongue- and- groove boards, installed vertically.

Doors: The door opening from the stairs is 2'- 8" by 6'- 7"; but the door, which was probably a

Figure 76 View to south in old keeper's room (Room 202). Note original paneling and plate rail around chimney rising between the two windows on the south wall. (NPS-SERO-CRS, 2002)

five- panel door like those used at other openings created in the 1920s, is missing.

Trim: A 2" bed mold, part of the room's original trim, is installed as a crown mold. The room's original 6"- wide baseboard with eased upper edge remains on the southeast and southwest walls. Quarter- round molding is used at the floor without a baseboard.

Room 202

One of the building's original spaces, this room was designated the "Keeper's Room" in the original plans. The space was altered in the 1920s by the addition of a dormer and a closet, both located on the southeast wall.

Floor: As elsewhere, vinyl covers the original flooring, which is 3"- wide, quarter- sawn, tongue- and- groove pine, visible where the vinyl has been torn. The floor measures 11'- 8" by 16'- 1".

Walls: Walls are finished with typical 3- 1/4"- wide, double- V- joint, tongue- and- groove paneling, installed diagonally over the original

Figure 77 View to north west in Room 202. (NPS-SERO-CRS, 2002)

paneling. Original paneling with plate rail remains in place around the chimney which rises between the two windows on the southwest wall.

Ceiling: Ceiling is set at 8'- 9" and finished with 3"- wide, beaded, tongue- and- groove boards.

Windows and Doors: The two windows on the southwest wall are original. The dormer window on the southeast wall dates to the alterations before World War II.

The door from the hall and the door to the closet (Room 202- A) in the southwest corner of the room are original four panel doors, 2'- 8" by 6'- 7". The door to closet 202- A is one of two in the building that has retained all of its original hardware. The door to closet 202- B in the north corner of the room is 2'- 2" by 6'- 4" and constructed of beaded tongue- and- groove boards.

Trim: Trim is typical throughout with 1" quarter round at all corners, except on the southeast side where a 1- 1/2" molded stop is used. The dormer window is missing the "hurricane stop" on the window sill.

Miscellaneous: The interior of the original closet (202- A) is finished with 3"- wide, beaded, tongue- and- groove boards. This pan-

eling is stained and varnished, which was typical of the original wall finishes throughout the building.

Room 203

Designated "Store Room" on the original plans, this room also contained the stairs to the attic and the now- missing watch tower. The room was converted into a bathroom in the 1920s, which included removal of the stairs, addition of a small closet (recently removed) on the southeast wall, and installation of the present plumbing fixtures. It remains in use as a bathroom, but is the best- preserved of the building's original spaces and retains the best examples of the building's original architectural finishes.

Floor: The room is 10'- 1" by 10'- 9". Wood flooring, presumably the same quarter- sawn, tongue- and- groove pine used in Room 202 and elsewhere, is obscured by a vinyl floor covering.

Walls: Walls are paneled to a height of about 70" with 3"- wide, beaded, tongue- and- groove boards, installed vertically and finished with a 6"- wide, bracketed, plate rail (see Figure 19 above). Above the rail, the same paneling continues, but installed horizontally.

Ceiling: The ceiling is at 8'- 9" and finished with typical, 3"- wide, beaded, tongue- and- groove paneling. At the north corner of the ceiling is the opening for the missing staircase

Figure 78 View of original door in Room 202, complete with original mortise lock and porcelain knob. (NPS-SERO-CRS, 2002)

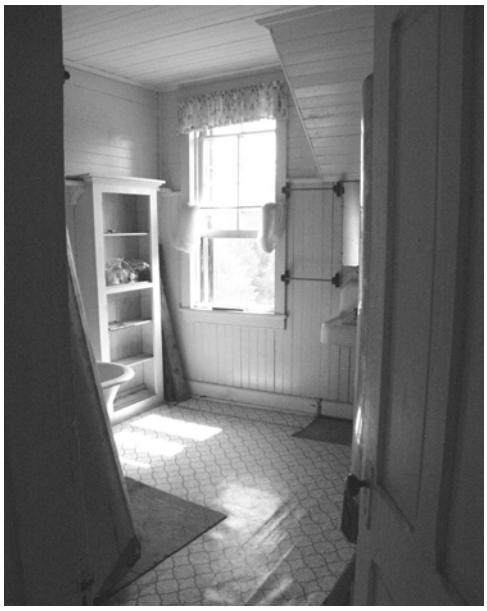


Figure 79 View to east in Room 203. (NPS-SERO-CR, 2002)

Figure 80 View to west in Room 203. (NPS-SERO-CRS, 2002)

Figure 81 View to north in Room 203, showing tub and original 1920s water tank. (NPS-SERO-CRS, 2002)

to the attic and watchtower. The opening measures 2'- 3" by 5'- 3" and is closed by a trap door constructed of tongue- and- groove boards like the ceiling and hinged on the northwest side of the opening.

Window and Doors: The window on the southeast wall and the four- panel door (2'- 7" by 6'- 7") from the hall are both original.

Trim: Baseboard is typical, 1- 1/8" by 5- 1/2" with a slightly chamfered edge and 1" quarter-round shoe molding. A 2" cove mold is used as a crown molding and 1" quarter- round in the wall corners.

About half of the plate rail and brackets (but not the back board) were removed from the southwest wall to accomodate the plumbing vent stack and the water tank.

Fixtures: Along the northeast wall is a footed, enameled, cast- iron tub, 5' long, in excellent condition with its original fittings intact. On the southeast wall is a wall- hung, enameled cast-iron sink, recently moved from its original location on the northwest wall, where the original brass waste line and "O" trap remains intact. A "Standard Trenton" porcelain toilet with a wall- mounted tank is installed against the southwest wall. The tank lid bears a date of December 3, 1943.

Miscellaneous: Next to the toilet is a large, cast-iron water tank set on wooden blocks and supported from below by a large bracket mounted against the ceiling below in Room 103. It was installed after 1969 to replace the original 1920s tank, which was moved but remains in the room after an unsuccessful attempt to saw it up and remove it.

Against the northeast wall near the window is a wooden cabinet with shelves that appears to have been installed as part of the renovations for the bath room. Eight inches deep, 27" wide and nearly 72" high, the cabinet originally had hinged doors that are now missing.

Figure 82 View to west in Room 204. The wall that separated the original hall from the crews' quarters was located between the two windows. (NPS-SERO-CRS< 2002)

Probably dating to the installation of the bathroom, a small closet, 1'- 7" by 3'- 3", once stood on the southeast wall where the sink is now located. Built floor to ceiling using wire nails and 3- 1/4"- wide, beaded, tongue- and- groove boards, it was dismantled when the sink was moved in recent years, but the wall panels remain in the room.

Room 204

The space was created in the 1920s by combining the northeast half of the original hall and the west quadrant of the original crew's quarters. The line of the original wall is marked by 1" by 6" boards that were used to cover the gaps created in the paneling when the wall was removed.

Floor: Wood flooring, apparently the same 3"- wide, quarter- sawn, tongue- and- groove pine used in Room 202 and elsewhere, is obscured by a modern vinyl floor covering. The room measures 8'- 9" by 13'- 8".

Walls: Wall finishes reflect the various changes to the room. The northeast wall, southwest wall, and north half of the southeast wall, all of which date to the 1920s alterations, are finished with 4- 1/2"- wide, double- V- joint, tongue- and- groove boards, installed vertically. The southern halves of the southeast and the

Figure 83 View to northeast in Room 204. Large cased opening at right was created after the partioning of the crews' quarters, probably after the building was moved. (NPS-SERO-CRS, 2002)

northwest walls, which were contained in the original hall, are finished with 3"- wide, beaded, tongue- and- groove boards, installed horizontally. The northern half of the northwest wall has the combination of vertical and horizontal paneling typical of the original finishes, but the plate rail has been removed.

Ceiling: The ceiling is at 8'- 9" and finished with typical 3"- wide, beaded, tongue- and- groove boards.

Windows and Doors: Both windows, which are located on the northwest wall, are original windows with four- over- four sash. The five- panel doors on the northeast and the southwest walls date to the c. 1920 alterations.

On the southeast wall a large cased opening, 5'- 2" by 6'- 7", opens into Room 205. About six feet of this wall was removed in the 1960s, but the ghost of an earlier header indicates that there was a door, which was presumably five- panel, at the northern end of this opening.

Trim: Window casing is typical of the original finishes but doors are cased with plain boards, 3- 3/4" wide at the north and east openings and 4- 3/4" wide at the south opening.

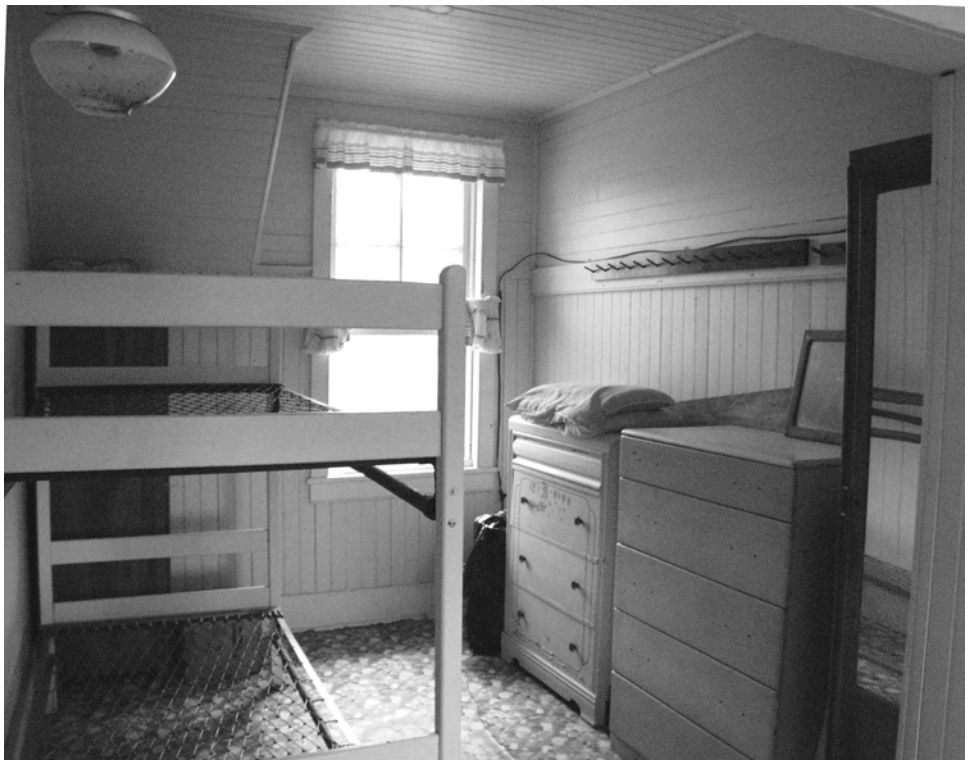


Figure 84 View to south in Room 205. (NPS-SERO-CRS, 2002)

Room 205

This room, which occupies the southeastern quadrant of the original crews' quarters, was created as part of the c. 1920 alteratations. As noted above, the cased opening between it and Room 204 was created by removing part of the wall in the 1960s.

Floor: Wood flooring, apparently the same 3"- wide, quarter- sawn, tongue- and- groove pine used in Room 202 and elsewhere, is obscured by a modern vinyl floor covering. The room measures about 8'- 2" by 10'- 1".

Walls: The southeast and southwest walls retain their original finishes, but the plate rail and brackets on the southwest wall have been removed. The northeast and northwest walls are finished with 4- 1/2"- wide, double- V- joint, tongue- and- groove boards.

Ceiling: The ceiling is at 8'- 9" and finished with 3"- wide, beaded, tongue- and- groove boards.

Window: The window on the southeast wall is original.

Room 206

This room, now serving as a master bedroom, was created c. 1920 and occupies the north half of the original crews' quarters.

Floor: The vinyl- covered flooring is apparently the same quarter- sawn, tongue- and- groove

Figure 85 View to west in Room 206, showing one of dormers added to second floor prior to World War II. (NPS-SERO-CRS, 2002)

pine used in Room 202 and elsewhere. The room measures 11'- 3" by 19- 3".

Walls: The original 3"- wide paneling on the walls has been covered with typical, double- V- joint, tongue- and- groove boards, 3- 1/4"- wide.

Ceiling: The ceiling is finished with original 3"- wide, beaded, tongue- and- groove boards.

Windows and Doors: The dormer windows on the southeast and northwest walls were added as part of the c. 1920 alterations to the building. On the northeast wall, the window is original, but the door to the porch replaced an original window at that location.

Historically, the door to the porch was a panel door with six lights, which was replaced after the house was moved with the present four-panel door. The existing door appears to have been one of the building's original (1887) four-panel doors, and may have been relocated from the opening between Rooms 101 and 102.

Trim: On the northeast wall, part of the original plate rail remains in place.

Attic

Accessible through the original trap door in the ceiling of Room 203, the attic provided access to the water tower. The space is fully floored.

Figure 86 View to northeast in Room 206. (NPS-SERO-CR, 2002)

Around the north end of the attic are a number of window sash and other building parts, but it is unclear if they are related to the existing building. Iron bed frames and springs are reportedly part of the historic furnishings from the crews' quarters on the second floor.

At the south end of the attic, a brick chimney rises through the center of the gable. Nearby in the south corner of the attic is a pile of brick rubble from the original chimney when it was rebuilt in 1916.

Utilities

The building was constructed without modern utilities. Water was supplied by cisterns, light by kerosene lamps, heat by wood stoves, and there was a privy in the yard. Indoor plumbing and electrical service were added around 1920, but central heat may not have been introduced until 1930s.

Electricity: The existing wiring in the building appears to date to the mid- twentieth century, most of it probably installed when the building was rewired after World War II. The entire system appears to be defunct, although some of the ceiling- mounted lighting fixtures remain in place. At present, a generator in the garage supplies power to the house through buried wiring to the south corner of the back porch and from there to temporary outlets in the kitchen (Room 101). The house is generally without lighting and power is limited to appliances in the kitchen. The building has no heating, since virtually all of the historic steam- heating system was removed after 1969.

Gas: A small propane gas tank is located outside on the west side of the house. Now used only for firing the stove in the kitchen, propane

Figure 87 VIew to south in attic showing chimney stack and unidentified brick rubble. (NPS-SERO-CRS, 2002)

gas was used to fuel some lights on the second floor after 1959.

Water: The bathrooms remain in operation. Non- potable water is provided from a well, with water pumped to the holding tank on the second floor. A septic tank, added after 1969, is located in the yard on the west side of the house.

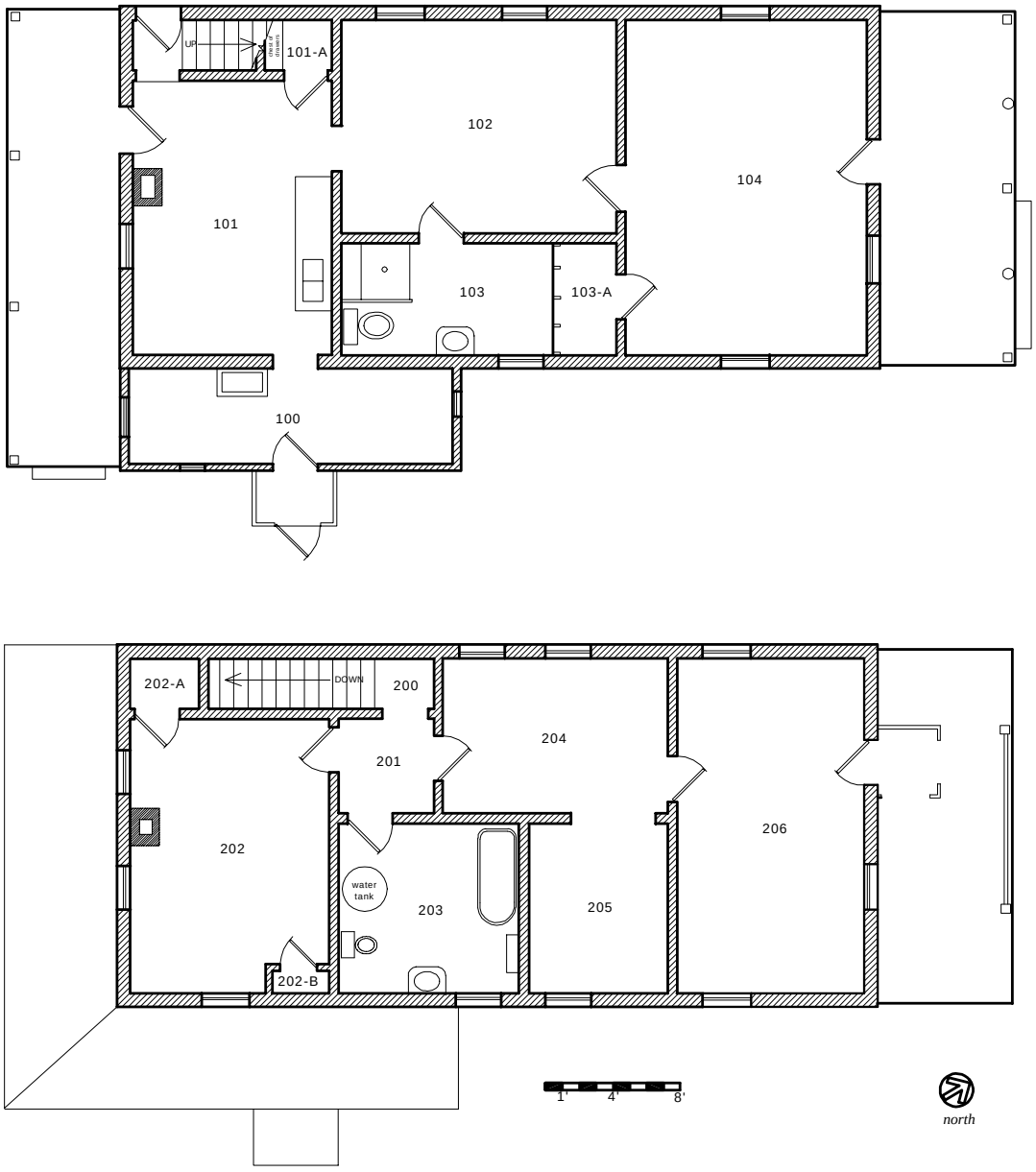


Figure 88 Floor plans of existing building. (T. Jones, NPS-SERO-CRS, 2002)

Treatment and Use

The old Cape Lookout Life- Saving Station is one of three nineteenth- century buildings that remain in the Cape Lookout Village Historic District. The station played a major role in the history of Cape Lookout, and until the 1930s, the station keeper and crew were almost always local men whose families- - - Gaskill, Guthrie, Willis, Nelson, and others- - - settled in the area in the eighteenth century. From the time it was constructed in 1887 until it was replaced by a new building in 1917, the station remained a landmark, a source of shelter during storms and of assistance during all kinds of emergencies.

A simplified but significant example of Stick Style architecture, popular from the 1860s to about 1890, the building was built by the Federal government as a life- saving station and served in that capacity for over thirty years. In 1917 it was relocated a few yards from its original site for construction of the present Cape Lookout Coast Guard Station, which was occupied in January 1918. In 1919 the Navy established one of its new radio compass stations at

Cape Lookout, and in 1921- 1922, the old life-saving station was adapted to house the Navy personnel who operated the radio station until after World War II. Surplused by the Coast Guard in 1957, the building was moved from the Coast Guard's property to its present site a few hundred yards north of the Coast Guard Station.

Very well constructed, the building has been little altered from its historic condition and remains, for the most part, structurally sound. However, exterior finishes are deteriorating rapidly, the front porches are dangerously unstable, and the roof covering is long past its useful life.

The old Life- Saving Station has the potential to be one of the park's more- significant historic resources, and is indispensable for interpretation of the Cape's history in the nineteenth and early twentieth centuries. This section of the historic structure report is intended to show how a plan for treatment and use of the Life-Saving Station can be implemented with minimal adverse affect to the historic building while still addressing the problems that exist with the current structure. The following sections outline issues surrounding use of the building as well as legal requirements and other mandates that circumscribe treatment of the building.

In addition, because the Cape Lookout Historic District was only recently designated, the park's use of the various historic structures in the district, including the Life- Saving Station, has not been fully explored or defined in terms of general management goals. Options for treatment and use of the Life- Saving Station will be outlined and evaluated in the following pages and will conclude with recommendations for treatment and use.

Ultimate Treatment and Use

Unlike most of the other structures in the Cape Lookout Historic District, which are simple vernacular buildings, the old Life- Saving Station is a distinguished, if deteriorated, example of historic architecture designed and later modified by the government for specific uses. In spite of being relocated in 1916 and again in 1958, it has retained its historical integrity and has the potential to be one of the district's most useful buildings for interpretation of the history of Cape Lookout.

The authorizing legislation (Public Law 89-366) for Cape Lookout National Seashore mandated the park's establishment for the purpose of preserving "for public use and enjoyment an area in the State of North Carolina possessing outstanding natural and recreational values." By the time the seashore was actually established in 1976, the area's cultural resources at Portsmouth and at the Cape Lookout Light Station were also recognized.

The general management plan (GMP) developed for the park by the Denver Service Center in 1982 states that one of the park's management objectives is "[t]o preserve intact, as feasible, the historic resources of the national seashore and to recognized that dynamic natural forces have influenced them throughout their existence and will continue to influence

them."[44] The GMP envisioned interpretation of the park's cultural resources that would "emphasize man and his relation to the sea" with maritime history a focus at the lighthouse and the cultural and economic life of the Outer Bankers at Portsmouth Village."[45]

Since that time, additional cultural resources besides the lighthouse station and Portsmouth have been recognized through National Register listing. In 1989, the Cape Lookout Coast Guard Station, with four intact historic structures, was listed on the National Register; and in June 2000, the Cape Lookout Village Historic District, with fourteen historic residential buildings and the old Life- Saving Station, was listed as well. An amendment to the 1982 GMP was completed in January 2001, but it only addressed improvements in overnight accommodations and transportation services for visitors to Core Banks and not the additional cultural resources that had been recognized since 1982.

Since the buildings in the historic district have only recently come under the park's jurisdiction, the park's current General Management Plan (GMP) does not address their use. Continued residential use of the Life- Saving Station has been suggested, but other uses could be considered as well, especially as the Cape Lookout Village Historic District is incorporated into the park's interpretive program. The historic buildings in the district differ markedly from one another in terms of scale, significance, and condition; and some buildings are clearly more- appropriate for certain uses than others. The historical significance of the Life-Saving Station and the quality and scale of its architecture insures a high level of public interest in the building, but uses should not be considered that will require significant alterations to the historic building.

A comprehensive planning process resulting in an amendment to the park's GMP will be necessary to insure that the park's and the public's needs are addressed *and* that the historic buildings, including the Life- Saving Station, are treated and used appropriately.

***Treatment*:** Recommended treatment would include returning the building to its original, well- documented location at the Coast Guard Station. The exterior of the building should be restored to its appearance at the end of World War II by removing the asbestos siding; installation of a standing- seam, metal roof; and repairing and repainting exterior finishes. Porches would be repaired and preserved. The interior of the building should be preserved in more- or- less its present condition, although rehabilitation of plumbing and electrical systems as well as general refurbishment of the interior will be required for whatever final use is proposed.

Requirements for Treatment and Use

The key to the success of any historic preservation project is good judgement in determining where replacement of a deteriorated building element is necessary. Deterioration in part of an element should not necessitate total re-

44.Cape Lookout *GMP,* p. 4.
45.Ibid.

placement of the element, since epoxy consolidants and fillers can often be used to repair the damaged area, often without even removing the damaged element to make the repair. While total replacement of a damaged element is often recommended, especially in rehabilitation projects, the success of most preservation projects can be judged by the amount of historic material that remains. Even "replacement in kind" does not typically address natural processes that give the historic materials an aged appearance that cannot be duplicated except by the passage of time.

Because it is a contributing building in a National Register district, legal mandates and policy directives circumscribe treatment of the Life- Saving Station. The NPS' Cultural Resources Management Guideline (DO- 28) requires planning for the protection of cultural resources "whether or not they relate to the specific authorizing legislation or interpretive programs of the parks in which they lie." Therefore, the building should be understood in its own cultural context and managed in light of its own values so that it may be preserved unimpaired for the enjoyment of present and future generations.

To help guide compliance with legal mandates and regulations while still maintaining the building's historic integrity, the Secretary of the Interior's Standards for the Treatment of Historic Properties have been issued along with guidelines for applying those standards. Standards are included for each of the four separate but interrelated approaches to the treatment of historic buildings: preservation, rehabilitation, restoration, and reconstruction. These approaches define a hierarchy that implies an increasing amount of intervention into the historic building. Rehabilitation, in particular, allows for a variety of alterations and even additions to accommodate modern use of the structure. However, regardless of approach, a key principle embodied in the Standards is that changes be reversible, i.e., that alterations, additions, or other modifications be designed and constructed in such a way that they can be removed or reversed in the future without the loss of existing historic materials, features or characters.

Modern building codes and accessibility issues are a major factor in designing repairs to historic structures and often necessitate significant changes to the building. If public access to the building will be restricted, full compliance with accessibility codes may not be necessary. If short- term residential use by visitors and volunteers is considered, however, better access to the building would be needed, and the addition of a ramp to the back porch is recommended. The elevation of the house above grade (about a foot) makes a ramp practical, but the second floor would remain inaccessible without installation of an elevator.

Electrical and plumbing systems and fixtures are in poor condition and must be rehabilitated if the house is to be occupied. Installation of a smoke/fire detection system would also be required.

Treatment of the building should be guided by the International Building Code, including that

code's statement regarding historic buildings:

> **3406.1 Historic Buildings.** The provisions of this code related to the construction, repair, alteration, addition, restoration and movement of structures, and change of occupancy shall not be mandatory for historic buildings where such buildings are judged by the building official to not constitute ***a distinct life safety hazard*** [emphasis added].

Threats to public health and safety will be eliminated, but because this is an historic building, alternatives to full code compliance are recommended where compliance would needlessly compromise the integrity of the historic building.

Alternatives for Treatment and Use

The old Life- Saving Station played a critical role in the historical development of Cape Lookout and could be very useful in interpreting that history for visitors to Cape Lookout National Seashore. It is one of only four nineteenth- century buildings left at Cape Lookout, and its architecture alone is of interest to visitors to the island. Nearly all of the changes and additions that produced the existing building occurred within the historical period of significance (i.e., before 1950), most of them having occurred prior to 1925, and except for its relocation in 1958, there have been very few modern alterations.

Use: Like many historic buildings, the Life-Saving Station underwent significant alterations as use of the station changed over time. Designed as a combination boat house and dormitory for the life- saving crew, the boat room was partitioned and the building remodeled for full residential use shortly after World War I, and it has remained a residential structure since that time. Clearly, continued residential use of the Life- Saving Station would require minimal intervention in the historic building beyond basic repairs and refurbishing. Short- term residential use could even be considered, which would allow more visitors to experience the building but which would also require additional park resources to administer and maintain.

Museum use of the building might also be considered, although it makes little sense to consider such use unless the building is returned to its historic location and context. If that were done, the building or part of the building could be used to interpret the life of the military personnel stationed at Cape Lookout between the World Wars, particularly those associated with the Navy's "radio compass" station. Recreated interiors or permanent exhibits regarding the history of the Cape or other topics could be considered, but must be weighed against the sharp increase in rehabilitation and maintenance expenses such use would require.

Private residential use of the building if it is relocated to the Coast Guard Station should not diminish the integrity of the historic site if parameters are established for appropriate use. Use of the surrounding property and the porches would be restricted in order to maintain an appropriate appearance for visitors, but the activity that a residence on the property

would bring would be a welcome change from the static, rather abandoned appearance of the site today.

Because of the building's distinctive architecture and the major role that the station played in the history of Cape Lookout, any use of the building should, at a minimum, preserve the building's historic exterior appearance. A use that required significant alterations to the building's historic interior, which remains virtually intact and in good condition, should be prohibited as well.

Treatment: A second set of issues surrounds the building's physical condition. Most of the building's distinctive materials, features, and spaces are essentially intact, and in spite of significant alterations in the 1920s which somewhat obscured the building's early use as a life-saving station, the building retains its historic integrity. While the building's basic structural condition is sound, there is wide- spread deterioration of exterior finishes that threaten preservation of the entire building, and this must be repaired. The porches, too, are badly deteriorated, with the front porch on the verge of collapse; immediate stabilization and repair are necessary. Removal of the front porches might be considered, but that would seriously compromise the building's historic appearance between the World Wars and should not be considered.

Restoration of the building to earlier appearances might be considered, but only within the context of the park's interpretive goals for the entire historic district. If it remains on its current site under private ownership, there is no reason to consider restoration at all, beyond perhaps removal of the asbestos siding that was installed in the 1950s. Even that is not recommended if the building is not returned to its original location, since the siding remains in good condition and requires little or no maintenance.

The primary treatment issue for this building, as for the 1907 Keeper's Dwelling and the L.S.S. Boat House, is its location. The relocation of all of these buildings in the late 1950s seriously compromised the historic integrity of not only the light station and the Coast Guard Station, but the entire historic district. Historically, Cape Lookout Village was mostly a collection of small, one- story houses clustered along the main road and the shores of the Bight, with the the lighthouse complex and the Coast Guard Station anchoring each end of the district. Although the two- story, 1907 Keeper's Dwelling is most conspicuous, the Life- Saving Station's disruption of the village's scale will be immediately apparent if there is any restoration of the historic landscape in the village.

Regardless of how the buildings are used, relocation of these buildings as well as the 1924 Boat House back to their original sites would reduce the rather barren, deserted appearance of both the light station and the Coast Guard Station. That alone would greatly enhance visitors' understanding of the village and the Cape's history.

Relocation would open up a number of opportunities for restoration, although none would

be absolutely necessary even if the buildings were returned to their original locations. The changes to the exterior of the Life- Saving Station have been minimal since World War II, and removal of the asbestos siding and replacement of the metal roof would be the primary alteration necessary to restore the building to its appearance at the end of World War II.

Restoration of the building to its appearance between the World Wars would require reconstruction of the lookout, which was removed in 1941 or 1942. Original plans exist for the lookout, so that reconstruction would not be conjectural. However, the board- and- batten siding used originally on the exterior of the lookout and on the second floor was covered with sawn cedar shingles in the late 1890s, so that shingles not board siding should be used to finish the lookout. Instead of metal, roofing would also be sawn cedar shingles.

The building might also be restored to its appearance before the Navy alterations of the early 1920s, which would include removal of the front porches and dormers and restoration of the building's original fenestration, including the boat room doors. However, the Navy's radio compass station and the accompanying changes to the Life- Saving Station were important historically, and restoration of the building to its appearance around 1920 would eliminate that layer of the building's history.

The Life- Saving Station was moved from its original site for construction of the Coast Guard Station in 1916. For that reason, restoration of the building to its original 1887 appearance, which would include removal of the back porch and the wood shingles on the second floor, is not recommended since that, too, would create a false impression of the historical evolution of the site.

Recommendations for Treatment & Use

Unlike most of the other structures in the Cape Lookout Historic District, which are simple vernacular buildings, the old Life- Saving Station is a distinguished, if deteriorated, example of historic architecture designed and later modified by the government for specific uses. In spite of being relocated in 1916 and again in 1958, it has retained its historical integrity and has the potential to be one of the district's most useful buildings for interpretation of the history of Cape Lookout.

Alternatives for use of the building have been considered; but in keeping with the parameters established in the 1982 GMP, continued residential use of the old- Life- Saving Station is the preferred alternative. Alternatives for treatment have also been discussed, but recommended treatment would include returning the building to its original, well- documented location at the Coast Guard Station, restoration of the exterior to its appearance at the end of World War II, and rehabilitation of the interior for continued residential use.

Site

The historic site of the Life- Saving Station can be readily identified through the numerous plot plans and photographs of the sta-

tion. The building was set parallel to and about four feet from the concrete cistern that remains on the site, but with its front or north facade slightly behind the north end of the cistern.

Complete site recommendations if the building is returned to its historic location are beyond the scope of this report, since they would be determined by treatment of the Coast Guard Station as a whole. However, three elements of the present Coast Guard Station site require treatment if an authentic context for a relocated Life- Saving Station is to be established.

First, the existing route of travel from the dock through the station and northward through the village was created after the Life- Saving Station was relocated in 1958. Some realignment of traffic flow will be necessary, perhaps including re- establishment of the historic route of public travel, which ran just south of the Lewis- Davis House (see Figure 15).

Second, a large, concrete apron was poured in front of the Maintenance Building when it was constructed in 1939, but the remainder of the pavement was added in the 1960s and should be removed. Finally, the concrete cistern (c. 1920) which remains on the site should be restored and perhaps returned to use.

- Relocate building to its original site.
- Re- establish historic roadway that bypassed the station grounds.
- Remove pavement except for concrete apron in front of Maintenance Building.
- Restore concrete cistern.

Foundation

Historically, the building was always set with the bottoms of the sills within a foot of grade level. Originally, the foundation was formed by wooden piles, but when the building was relocated in 1916, a new continuous brick foundation appears to have been used for the main building and brick piers for the porches. The foundation for the building on its new site should replicate that configuration.

The building's low elevation from the ground prevented inspection of sills and floor framing for termite or rot damage. Because the historic site is now covered by concrete pavement at least four inches thick, that pavement might be kept in place and removed only where spread footings for the foundation and piers are necessary. At the very least, this would make inspection of the crawl space far less onerous and so more likely to take place.

Termite shields should also be installed on the foundation and piers. Access doors should be installed on both sides of the building to provide access for periodic inspection for termite damage or other deterioration.

- Utilize existing pavement to form crawl- space slab.
- Reconstruct continuous brick foundation for main building with piers used internally and on porches.
- Include termite shields and access doors on new foundation.

Chimneys

The existing chimney appears not to be the original 1887 chimney and probably dates to the 1920s. It should be considered historic, repointed, and preserved.

A small, brick chimney for a stove flue was built on the southeast side of Room 100 when it was converted into a kitchen in the 1920s. Well-documented in historic photographs, this chimney should be reconstructed.

- Repoint and preserve existing chimney.
- Reconstruct missing chimney on south east side of Room 100.

Structure

Except for the porches and the shed- roofed room at the first floor level, the structure of the house appears to be in excellent condition. Over- structured, even by today's standards, it was built to withstand hurricane- force winds, and in spite of numerous storms, has never suffered more than minor storm damage. However, given its close proximity to the ground (which prevented inspection of the sills and floor framing), some deterioration from termites and/or rot is to be expected. When the building is relocated, sills and floor framing should be thoroughly inspected and repaired as necessary.

The floor to Room 100 is in extremely poor condition. It is possible that an entirely new floor system will be necessary in that location.

Front Porch: The front porch is badly deteriorated. Collapsing in 1969, it was repaired and stabilized with most of it intact, including the second floor framing and some decking. Much of the decking and floor framing at both levels, however, is in poor condition, and posts have been added to support the second floor. The deterioration of the first floor has also destabilized the shed roof at the second floor, allowing it to pull away from the house as much as two inches. Repairs should be made that will stabilize this roof and the floors and allow removal of the added posts at the first floor.

The small enclosure at the second floor door is a post- war addition and should be removed. Missing bannisters at both first and second floors should be replicated, using the surviving bannisters at the second floor as a model. The stairs to the second floor should also be reconstructed. The porch was apparently screened when it was first constructed, but the screening was removed by the end of World War II. Since it would add greatly to the usefulness of the porch if the building is occupied, it could be reconstructed at the park's discretion.

Back Porch: The floor framing of the back porch could not be inspected, but there may be some deterioration. The decking is worn but mostly sound, and both framing and decking can probably be repaired without total replacement.

Bannisters are missing and should be replaced. They were of a different vintage than those on the front porch and slightly different in their design. Top rails remain and the dimension and

spacing of the balusters can be replicated based upon the paint "ghosts" remaining on the underside of the top rail.

- Inspect and repair sills and joists when building is relocated.
- Reconstruct floor system in Room 100.
- Repair porches.
- Reconstruct front porch stairs.
- Rescreen front porch.
- Reconstruct missing balustrades at both porches.

Windows

The window on the southeast side of Room 100 replaced the 1920s kitchen chimney, and when the chimney is reconstructed, this window will be removed. All of the original 1887 windows remain intact along with those added in the 1920s. All windows, including sash and both interior and exterior trim, should be considered historic, repaired, and preserved.

Most of the windows, including the original windows, are completely weather- stripped with galvanized steel. Most of the weather stripping remains in excellent condition and should be preserved. Missing material should be replaced in kind.

The building's original windows were originally fitted with wooden shutters, but these were replaced by the present wood- framed screens shortly after World War I. The screens should be repaired and preserved in place.

- Remove window on southeast side of Room 100 when chimney is rebuilt.
- Repair and preserve all other window sash and trim.
- Preserve steel weather stripping at all openings.
- Repair and preserve wood- framed screens.

Doors

Four exterior door openings were added in the 1920s, but the historic doors at all four openings have been lost. Nine- lights over three panels, these doors should be replicated and reinstalled at the openings at the first- and second-floor front porches, at the foot of the stairwell, and on the southeast side of Room 100. The present door at the stairwell is modern, but the other doors were relocated from elsewhere in the building. The door on the southeast side of Room 100 should be returned to the opening between that room and Room 101. The door in Room 104 should be returned to the opening between 101 and 102. The door to the second floor porch should be returned to the opening at the top of the stairs. The existing door to the back porch dates to the 1920s renovations and should be repaired and preserved.

- Repair and preserve existing back door.
- Remove four other exterior doors and return three historic doors to original locations.
- Install new three- panel, nine- light wood doors at four exterior openings.

Exterior Finishes

Nearly all historic exterior finishes remain intact, though badly weathered and, in some cases, deteriorating. The cement- asbestos siding should be removed, avoiding breakage and preserving as many of the shingles as possible. Because they are no longer manufactured, these shingles can be useful in repairing buildings like the O'Boyle- Bryant House where the cement- asbestos siding is to be preserved. The original drop siding remains in place and should be repaired and preserved. Missing and badly- deteriorated wood shingles at the second floor will need replacement and all shingles should be checked for secure attachment. At least part of the missing gable finial on the southeast side of the building remains intact in the building, and the entire element should be repaired and reinstalled.

The exterior of the building has had at least four major color schemes, beginning with the ochres and dark browns of the original structure. When the building was moved in 1916, the exterior siding and trim were painted white, shutters were dark green, and window sash were probably black. After World War I, the building was painted red with white trim, but around 1941 it was again painted white, which should also be its treatment when returned to its location at the Coast Guard Station.

- Remove and salvage cement- asbestos siding.
- Repair drop siding and wood- shingle siding.
- Repair and re- install missing gable finial.
- Repair all exterior woodwork as needed, matching existing materials.

Roofing

The original wood- shingled roof covering was replaced by standing- seam metal during World War II. The present asphalt shingles, which were installed on top of earlier asphalt shingles, is in very poor condition. All existing roof material, including what remains of the metal roof must be removed. The metal roofing should be carefully inspected to determine if it was originally painted, and a sample of the material should be preserved in the park's collection. Minor repairs to the wood roof decking may be necessary before installation of a new standing-seam metal roof.

In the original building, half- round gutters fed into cisterns on both sides of the building. Double cisterns were reconstructed when the building was moved in 1916, and both continued to function until the building was re- roofed with metal around 1942. At that time, gutters were removed from the northwest side of the building and not replaced, but gutters were replaced on the southeast side and continued to feed into the concrete cistern. When the building is returned to its historic site, half- round gutters with round downspouts should be installed on the southeast side of the building and reconnected to the concrete cistern that remains on the site.

- Remove existing roof coverings.

- Document painted finishes, if any, on historic metal roofing beneath existing asphalt shingles.
- Install new standing- seam metal roof.
- Install half- round gutters and round downspouts on southeast side and reconnect to concrete cistern.

Interior

Alterations to the interior have been minimal since the historic period, and nearly all of the historic interior finishes from all eras of the building's history remain intact and should be repaired and preserved. This includes tongue- and- groove flooring, wall, and ceiling finishes as well as trim and other elements of the interior woodwork.

Restoration of the historic floor plan could be achieved by reconstruction of the wall between Rooms 204 and 205 (the missing door at that location is in storage in Room 103) and removal of the closet (Room 103- A) built at the northeastern end of Room 103. Reconstruction of the wall is recommended, but removal of the closet would eliminate one of the few storage spaces in the building. The partition wall for the closet could be rebuilt so as to continue to the ceiling and finished with sheetrock.

When the exterior door was created at the foot of the stairwell, the door from the stairwell to Room 101 was closed. Later re- opened by the house's present occupants, it allows interior access between the floors. Although not present at the end of the historic period, this door opening should be maintained in its present condition.

Both bathrooms should be completely rehabilitated while preserving existing historic features and materials. The existing kitchen sink, cabinets, and stove should be removed from Room 101 and a new kitchen designed and installed in Room 100.

- Preserve all existing tongue- and-groove floor and wall and ceiling paneling.
- Reconstruct missing wall and door opening between Rooms 204 and 205.
- Reconstruct closet at northeast end of Room 103.
- Preserve door opening from stairwell to Room 101.
- Rehabilitate both bathrooms.
- Remove existing kitchen and install new kitchen in Room 100.

Utilities

Plumbing: New water and sewer lines will be necessary when the house is moved. All existing water lines within the house should be replaced, run in the same manner as the historic system. Cast- iron waste lines and vent stacks within the house may not require replacement.

The bathroom lavatories, toilets, and footed tub should be rehabilitated and preserved, but the metal- lined shower on the first floor may require replacement.

Electrical: The building's entire electrical system should be rehabilitated. All wiring should

be replaced, using existing conduit if possible. Concealed wiring is not recommended unless it can be installed by fishing lines through walls and ceilings without disturbing historic paneling. A new breaker panel should be installed in the closet in the kitchen. Additional convenience receptacles should be added in all rooms to eliminate the necessity of extension cords. Historically, overhead light fixtures were probably keyless fixtures using unshaded light bulbs. Since the interior of the house will not be open to the public, this precedent need not be followed, and ceiling fans and other modern lighting may be used.

Heating: If the house is only occupied on a seasonal basis, central heating is not necessary. If central heating is needed, the historic hot- water heating system could be recreated, or a new system could be designed. Forced- air, ducted heating systems should be avoided due to the high impact installation of such a system would have on the building's historic fabric.

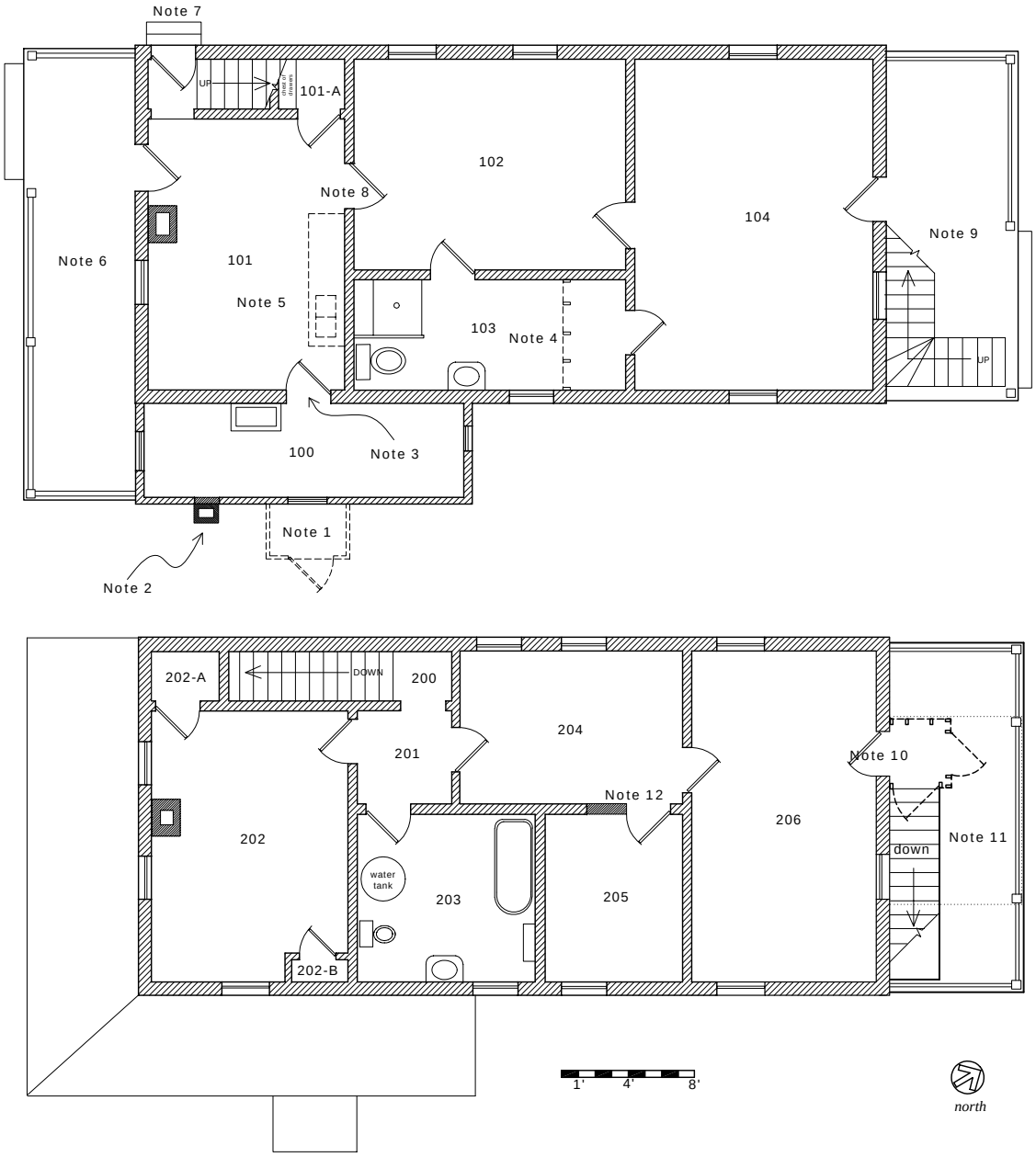
Life Safety: Smoke/fire detectors should be installed in all rooms and in the attic and the basement. A sprinkler system is not recommended, but if one were to be installed, lines should be run exposed on the first floor in order to leave the ceilings intact.

- Replace all water lines and, if necessary, cast- iron waste lines and vent stack, running lines as they were historically run.
- Replace all existing wiring, using existing conduit if possible; install modern fixtures as needed.
- Install hot- water or other non- ducted heating system if house is to be occupied year- round; install electrical space heaters if not.
- Install complete fire/smoke detection system.

Handicapped Access:

Depending on its intended use, improvements in handicapped accessibility may be necessary. When the building is relocated to its original site, there will be adequate clearance to construct a ramp to the back porch between the building and the concrete retaining wall and the cistern. (The reconstructed staircase to the second floor would prevent ramping to the front porch on that side of the building.)

- Install ramp to back porch.



1. Remove existing vestibule and replace existing door with four-over-four window to match original.
2. Remove window and reconstruct chimney.
3. Install door currently leading to vestibule in this opening.
4. Remove modern wall that partitions Room 103.
5. Remove sink, counter, and stove from this room, and install new kitchen in Room 100.
6. Reconstruct missing bannisters and install single wooden step at location shown.
7. Install steps at this location and new door similar to new door at second floor porch.
8. Reinstall four-panel door now at door opening to second-floor porch.
9. Repair floor, remove added posts when second floor is repaired; reinstall balustrades at two locations shown, matching existing second floor balustrade; reconstruct stairs to second floor; install single step to ground.
10. Relocate present four-panel door to opening between Rooms 101 and 102; install new three-panel, six-light door.
11. Remove vestibule; repair floor and stabilize roof; replace missing balustrades, matching existing.
12. Reconstruct missing portion of wall and door opening; install five-panel door now in storage above shower in Room 103.

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