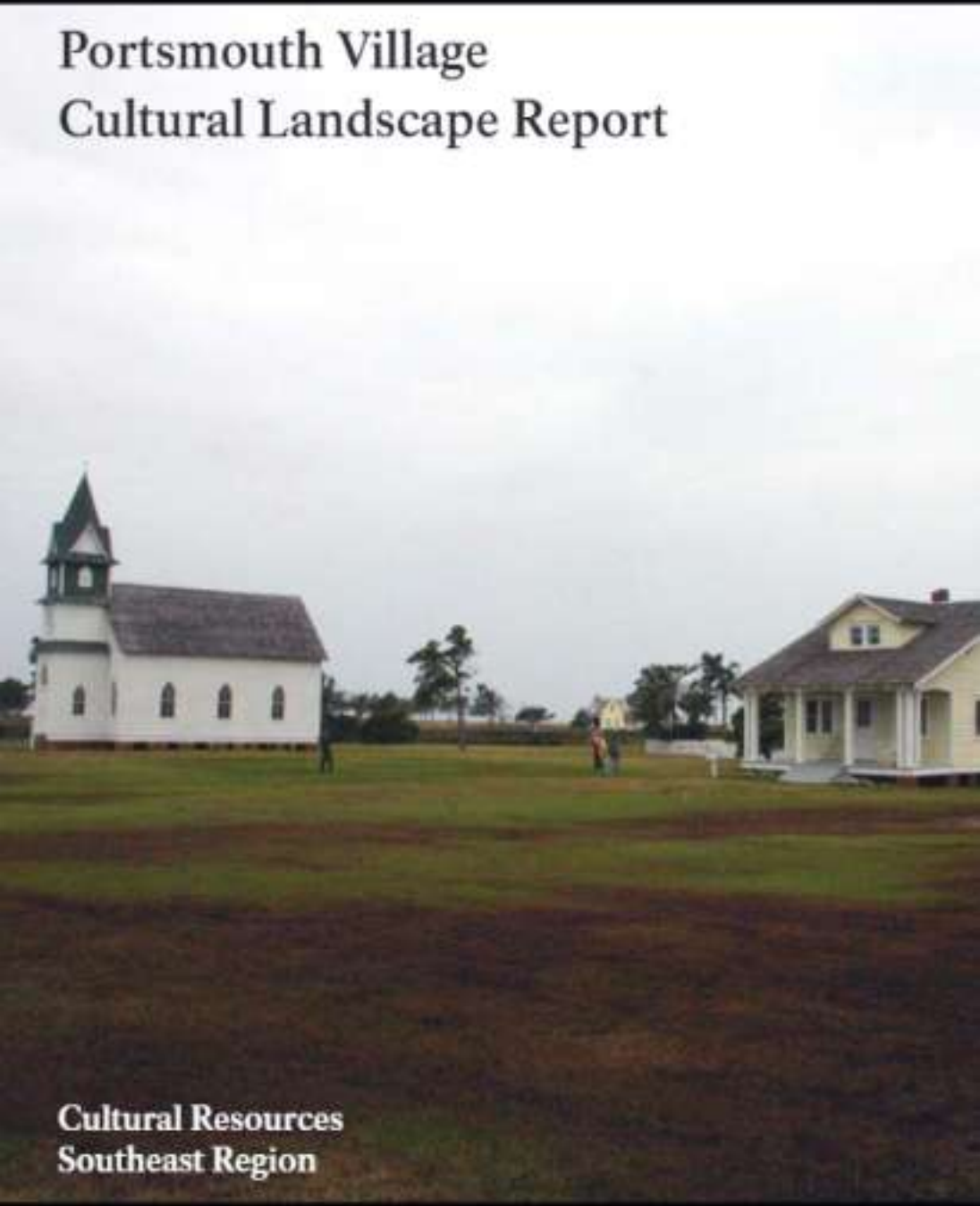
National Park Service
U.S. Department of the Interior

Cape Lookout National Seashore
Carteret County, North Carolina

Portsmouth Village Cultural Landscape Report



Cultural Resources
Southeast Region

Portsmouth Village

Cape Lookout National Seashore
Carteret County, North Carolina

Cultural Landscape Report

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About the front cover: View of the center of Portsmouth Village showing Portsmouth Methodist Church and the Jesse Babb House, October 17, 2006.

Portsmouth Village
Cultural Landscape Report

Approved by: Michael E. McCabe acting 11/13/07
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42 View northeast along the island's airstrip established in the 1940s through limited grading.
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145 Along the dock behind the Styron-Bragg House is a bird house.

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Figure Credits

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168 NPS Cape Lookout National Seashore collection, Image no. F379.
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171 Marian Gray Babb Collection, NPS Cape Lookout National Seashore collection, Image no. B15.
172 Marian Gray Babb Collection (?), NPS Cape Lookout National Seashore collection, Image no. B65.
173 NPS Cape Lookout National Seashore collection, Image no. F495.
174 Linda Roberts Hudson Collection, NPS Cape Lookout National Seashore collection, Image no. F87.
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201 NPS Cape Lookout National Seashore collection, Image no. F518.

Other photographs and maps were prepared by the authors of this report.

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Foreword

We are pleased to make available this cultural landscape report as 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 project. We would especially like to thank former Cape Lookout National Seashore Superintendent Bob Vogel and the park staff for their support and contributions to this work. Thanks also to Deborah Slaton, project manager for Wiss, Janney, Elstner Associates, Inc.; Liz Sargent, project manager for John Milner Associates, Inc.; and their respective staff for their dedication to the timely and successful completion of this report. We hope this study will be a useful tool for park management and for others interested in the history and significance of the cultural landscape of Portsmouth Village.

Dan Scheidt
Chief, Cultural Resources Division
Southeast Regional Office

Introduction

Management Summary

Portsmouth Village is a National Register of Historic Places Historic District located on the northern end of Cape Lookout National Seashore, Carteret County, North Carolina. Cape Lookout National Seashore was established in 1966 "to preserve for public use and enjoyment an area in the State of North Carolina possessing outstanding natural and recreation values."[1] Administered by the National Park Service (NPS), the National Seashore occupies a portion of North Carolina's Outer Banks. These depositional sand-based landforms extend along much of North Carolina's coast. Their form is constantly shifting in response to natural forces such as wind, ocean tides, storm surges, and cultural activities such as the dredging of channels for navigation. Despite their unsettled nature, the Outer Banks have been occupied for centuries by fishermen and other inhabitants. These coastal islands have also been used to protect navigation through the construction of lighthouses and Coast Guard and Life-Saving Stations. Portsmouth Village includes one of these Life-Saving Stations.

Portsmouth Village is the sole surviving village on the Core Banks south of Ocracoke Island. The Portsmouth Village Historic District contains more than sixty historic buildings and structures, as well as other cultural landscape features. In 2003, the district was heavily affected by Hurricane Isabel, which overturned more than 400 trees and damaged fences, outbuildings, cemeteries, roads, pathways, and other historic features. Both the George Dixon House and the Life-Saving Station were severely damaged by the storm. Archeological resources were exposed and new water channels formed that caused loss of land associated with a cemetery. Impacts from subsequent storms, including Hurricane Ophelia in 2005, led to the loss of hundreds more trees; to date, the cumulative damage from these recent storms has not been fully evaluated or mitigated, and much of the district is in need of stabilization and repair.

To address these issues, the NPS engaged Wiss, Janney, Elstner Associates, Inc. (WJE) of Northbrook, Illinois, and their subconsultants John Milner Associates, Inc. (JMA) of Charlottesville, Virginia, to prepare a Cultural Landscape Report (CLR) for the Portsmouth Village Historic District. The CLR is intended to provide the park with an assessment of the character-defining features of the Portsmouth Village cultural landscape, document historic and existing conditions, and develop specific treatment recommendations to ensure its future protection. The CLR is part of a broader planning process intended to support decisions regarding management of this nationally significant cultural landscape.

Historical Summary

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

1. U.S. Congress, "An Act to provide for the establishment of the Cape Lookout National Seashore in the State of North Carolina, and for other purposes," 80 Stat. 339. Approved March 10, 1966.

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

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

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

In 1966, the Cape Lookout National Seashore was authorized "to preserve and enhance the natural character and recreational opportunities"[2] of the barrier island system. At that time, only a handful of permanent residents remained; those that were interested were offered life leases on their properties. With the death of the village's last surviving male resident, Henry Pigott, in 1971, the only other full-time residents, Elma Dixon and her niece Marion Babb, left Portsmouth. Portsmouth Village was abandoned except for seasonal use by locals and park visitors.

Scope of Work

As discussed in the project scope of work developed by the NPS:

> A CLR must establish preservation goals for a cultural landscape. The goals must be grounded in research, inventory, documentation, and analysis and evaluation of a landscape's characteristics and associated features. The content of a CLR provides the basis for making sound decisions about management, treatment, and use. Information about the historical development, significance, and existing character of a cultural landscape is also valuable for enhancing interpretation and maintenance.

Given the above-referenced general goals for CLRs, the specific scope for this project identified by the NPS in the statement of work included the following tasks:

1. Describe the historical development of the site;
2. Document the existing site conditions;
3. Provide analysis of the landscape's National Register significance;
4. Identify the site's character-defining features;
5. Determine an appropriate treatment strategy; and
6. Develop treatment recommendations that address resource preservation and park management concerns.

The NPS statement of work divides the CLR into two parts. Part 1 includes the Site History, Existing Conditions Documentation, and Analysis and Evaluation portions of the study. Part 2 is the Treatment component of the project. The two parts together comprise the complete CLR.

2. Ibid.

Project Methodology

The CLR for Portsmouth Village was prepared in accordance with the guidance offered in the most recent versions of various federal standards documents, including:

- *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*
- *NPS Director's Order No. 28: Cultural Resource Management Guideline* (Release 5)
- *NPS-77: Natural Resources Management Guidelines*
- *NPS-SER-82: Bionic Cultural Resources: Management Considerations for Historic Districts in the National Park System, Southeast Region*
- *The Secretary of the Interior's Standards for the Treatment of Historic Properties* with *Guidelines for the Treatment of Cultural Landscapes*
- *The Uniform Federal Accessibility Standard* (UFAS) and *Americans with Disabilities Act Accessibility Guidelines* (ADAAG)
- The National Park Service's *Guiding Principles of Sustainable Design*
- NPS-10: *Preparation of Design and Construction Drawings*
- National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation*
- National Register Bulletin 30: *Guidelines for Documenting and Evaluating Rural Historic Landscapes*

In addition, the methodology used by the project team members in preparing each component of this study is described in detail below.

Background Research and Data Collection. Prior to visiting the site in October 2006, CLR project team members began to collect documents and materials pertaining to the project and site. These included numerous studies, photograph collections, and maps and plans utilized in 2003 to prepare a CLR for Cape Lookout Village Historic District. Additional materials were requested from the Technical Information Center at the NPS Denver Service Center. List of Classified Structures information was also secured for site resources from the NPS. In preparation for the field investigations, project personnel requested receipt of Geographic Information System (GIS) files from the park that would be sufficient for use in developing base maps for field inventory. GIS files and digital orthophoto quarter-quadrangle (DOQQ) information was provided by the park; the GIS files were not sufficient, however, to generate a base map of the site for field investigations, which was ultimately assembled from other sources (see below).

Start-up Meeting. On October 16, 2006, project team members from WJE and JMA met with park personnel at the park headquarters on Harkers Island to initiate work on the project. Those participating in the meeting included:

Cape Lookout National Seashore

- Robert Vogel, Superintendent
- Michael Rikard, Resource Management Specialist

Wiss Janney, Elstner Associates, Inc.

- Deborah Slaton, Project Manager and Architectural Historian
- Kenneth Itle, Project Architectural Historian

John Milner Associates, Inc.

- Liz Sargent, Project Manager and Historical Landscape Architect
- Bill Maury, Project Landscape Architectural Designer

At the meeting, the project team discussed local sources for obtaining historical information. Park personnel recounted recent changes to the village, such as the removal of many trees after recent storms, and stabilization and repair work implemented following Hurricane Isabel in 2003. The boundaries of the National Register Historic District were reviewed by the team. Due to the fact

that the National Register nomination provides limited guidance relative to the period of significance for the village, park personnel offered that they would like the CLR to provide a more clearly defined period of significance. They also suggested that the project team consider the National Historic Landmark eligibility of Portsmouth Village, particularly regarding the cultural landscape. The park also requested that the project team comment on the eligibility of the village under National Register Criterion D- Archeology.

Field Investigations. On October 17–18, 2006, WJE and JMA personnel conducted field investigations within Portsmouth Village. Local resident Rudy Austin provided boat transportation from Ocracoke Island to Portsmouth for the project team, where they joined NPS personnel. Chester Lynn accompanied Mr. Austin on the trip. These two gentlemen, who are personally familiar with the site, discussed the history of Portsmouth with the team during the trip.

Over the course of the two days of fieldwork, team members systematically documented the area included within the National Register historic district. Team members photographed primary and representative landscape features, both cultural and natural, and annotated copies of a base map, secured through the Technical Information Center, with observations relating to materials, condition, and information included on the base map that did not accurately reflect current conditions. The location and orientation of photographs were noted on the field maps, as were observations to be included in the existing conditions documentation chapter of this report.

Historical Landscape Documentation/Site Physical History. The site physical history was drafted upon review of all materials collected during the various research efforts. The important dates associated with physical events at Portsmouth were organized into a site history chronology. The site history chronology was then divided into a series of definable historic periods. Each period was illustrated through historical narrative, supplemented with period maps, photographs, and plans.

Base Mapping. An AutoCAD base map of the historic district was developed by tracing a 1997 high resolution aerial photograph of the island. Shoreline boundaries were similarly derived from a 2005 medium-resolution satellite image. Information derived from aerial imagery was then reconciled with actual conditions as recorded during the site visit by the project team in October 2006. The historic district boundary was derived by tracing the "Portsmouth Historic Zone Base Map" provided by the NPS and verified using the boundary description included in the National Register nomination for the district.

Historic Period Plan Preparation. Historic period plans of the Portsmouth Village landscape were prepared to represent the site during phases of its evolution to the present. The team developed the historic period plans through registration of historic mapping sources with existing conditions information, so preparation of the existing conditions base map preceded work on the historical base maps. The project team then utilized primary source materials to create a skeletal map. Examples of the primary sources consulted to prepare the skeletal base map include historic aerial photographs, plats, coastal and park mapping, USGS mapping, and soil survey information. Through review of historic photographs and written descriptions of the landscape found in the research materials collected for the project, the team augmented the skeletal map to prepare five period plans representing key moments in the history of the village. Available secondary sources were also used to corroborate information and to generate queries for primary sources. Secondary sources were typically evaluated for their credibility and utilized with caution.

Existing Conditions Documentation. The documentation of existing conditions was developed through cross-referenced narrative, graphic, and photographic materials, organized in accordance with the framework established in National Register Bulletin 30: *Guidelines for Documenting and Evaluating Rural Historic Landscapes* that identifies various landscape characteristics for presenting existing conditions documentation information. The landscape characteristics utilized to describe the Portsmouth Village landscape include:

- Natural Systems and Features
- Responses to Natural Resources

- Topography and Topographic Modifications
- Patterns of Spatial Organization
- Land Uses
- Circulation
- Cultural Vegetation
- Buildings and Structures
- Views and Vistas
- Small-scale Features
- Archeological Resources

The existing conditions documentation was prepared through the compilation of information derived from existing conditions base mapping, field investigations, review of photographs taken in the field, and examination of park planning documents, park files, and other relevant cultural and natural resource documents received from NPS or acquired through research. Documents such as the soil survey of Carteret County proved invaluable in establishing a geographic and geologic context for the park and in understanding local conditions.

The existing conditions chapter includes photographs of representative landscape features. The photographs are referenced in the text. A documentation notebook containing all existing conditions documentation photographs and a set of maps indicating photographic station points was provided to NPS at the end of the project to supplement the representative photographic coverage included in this report.

The team also prepared an inventory of existing landscape features based on documentation of the site and an understanding of historic conditions. The inventory was utilized to ensure that each feature was discussed in the text, and served as the basis for condition assessments. The feature condition assessments were made using the categories suggested by the Cultural Landscapes Inventory Professional Procedures Guide: Good, Fair, Poor, and Unknown. These categories are defined as follows:

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within three to five years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character-defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Unknown: not enough information is available to make an evaluation.

The condition ratings were annotated to included specific condition-related observations made in the field that help to justify the ratings.

Evaluation of Significance. The 1977 National Register nomination for the Portsmouth Village Historic District served as the preliminary basis for evaluating site significance. This information, as well as relevant National Register criteria and the guidance provided in National Register Bulletins 15 and 30, were taken into consideration in developing the CLR evaluation of significance. The CLR's comprehensive investigation into the history of the Portsmouth Village landscape suggested aspects, areas, and periods of potential significance beyond that afforded by the 1977 nomination. This CLR's supplemental evaluation information was incorporated into the preliminary discussion of significance included in the Analysis and Evaluation chapter. Also considered in conformance with the guidance offered in National Register Bulletins was the National Historic Landmark potential of the site, as well as an extension of the historic district's boundaries given investigation into the history of

the nearby associated residential enclaves at Middle Community and Sheep Island.

Comparative Analysis of Historic and Existing Conditions. To better understand the relationship between the existing park landscape and the character of the landscape during the identified periods of significance, the project team prepared a comparative analysis of historic and existing landscape conditions. The analysis focused on extant features and their dates of origin. The three primary goals of the comparative analysis were to:

1. Understand which features survive from the period of significance;
2. Establish the basis for an integrity assessment; and
3. Provide an understanding of the similarities and differences between historic and existing conditions that would contribute to the development of a well-grounded treatment plan for the cultural landscape.

Identification of Contributing and Non-Contributing Resources. Through the development of the comparative analysis of historic and existing landscape conditions, three lists were prepared that identify contributing, non-contributing, and missing features. Contributing features are those surviving from the period of significance; non-contributing features are those that originated after the period of significance; and missing features are those that are known or thought to have existed during the period of significance but that are no longer evident except possibly in the archeological record. Conjectural information was indicated as such within the lists.

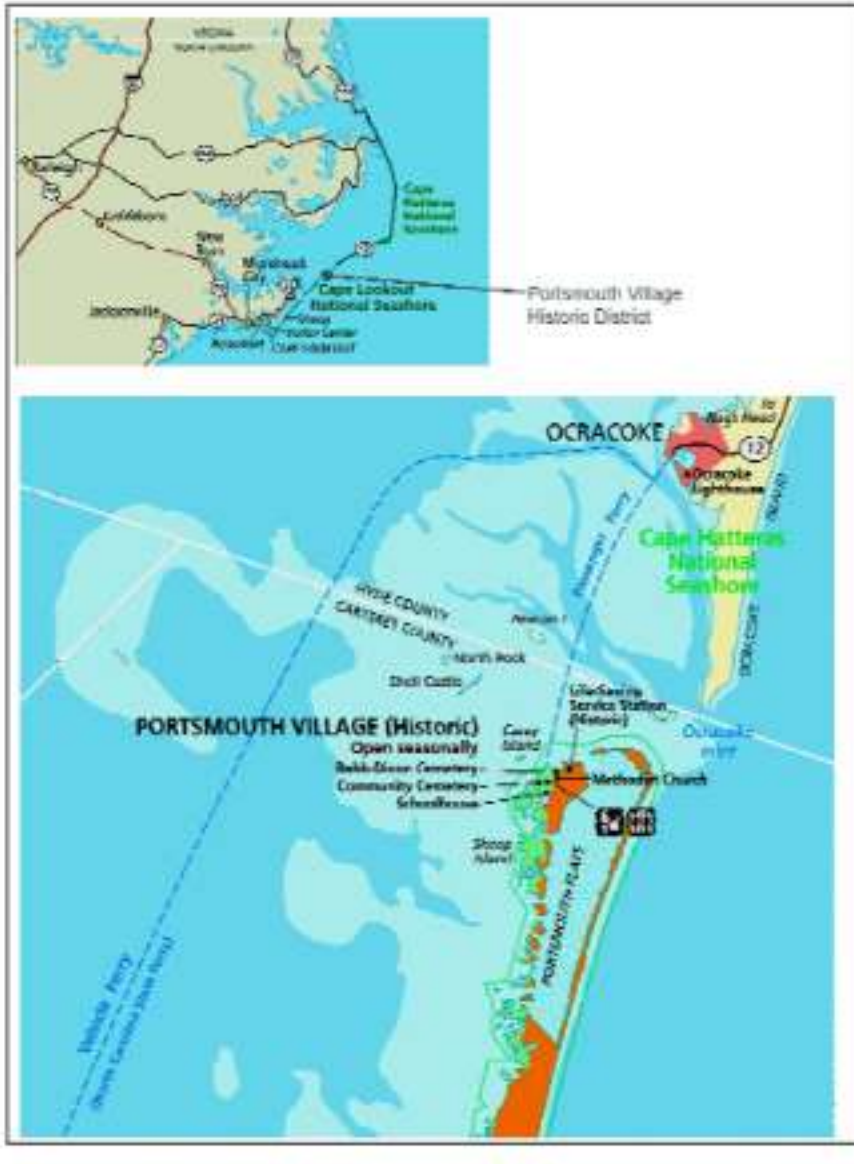
Assessment of Integrity. The CLR summarizes the site's overall integrity and then assesses integrity in accordance with the seven aspects—location, design, setting, materials, workmanship, feeling, and association—described in National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation*.

Treatment Plan. The treatment plan was based upon the guidance provided in the NPS project statement of work, the findings of each of the chapters represented herein, and additional specific guidance conveyed by park and regional NPS personnel as part of the start-up meeting and during a conference call conducted in April 2007. A list of specific management concerns to be addressed was generated during the conference call. An overarching treatment approach was identified by the CLR team in support of the preservation and enhancement of the park's historic landscape character as well as its interpretation. This was followed by preparation of an overall treatment concept to direct treatment guidelines and recommendations. Guidelines and recommendations were then developed to respond to the NPS management issues and concerns, the condition assessments of site resources, and the results of the comparative analyses and integrity assessment.

Archeological Survey. During the project start-up meeting conducted at the park in October 2006, NPS personnel identified an interest in having the CLR team conduct limited archeological investigations on Portsmouth Island in support of this project. Over the course of the project, a scope of work was prepared to guide this effort, which ultimately included a walk-over survey of portions of the historic district and Middle Community and Sheep Island in the presence of knowledgeable local resident Chester Lynn. The results of the survey are conveyed in Appendix A in this document, and were utilized to inform the significance evaluation and treatment plan.

Description of Study Boundaries

See Fig. 1, Site Location and Context Map. Cape Lookout National Seashore forms a portion of North Carolina's Outer Banks in the easternmost portion of the state. To the east lies the Atlantic Ocean. Leeward are a series of named sounds, including Pamlico Sound, Core Sound, and Back Sound. The park's Visitor Center is located at the eastern tip of Harkers Island, reached via bridge from a peninsula located north of Beaufort, North Carolina. The park includes North and South Core Banks, with Portsmouth Village located at its northern end and Cape Lookout at its southern end. Also included within the park is Shackleford Banks, an island that extends west of Cape Lookout Lighthouse and edges Back Sound to the south of Harkers Island.



Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Source: National Park Service

Figure 1.
Site location and context maps.

The focus of this CLR has been the documentation of the fifty-acre Portsmouth Village Historic District (Fig. 2) as indicated in the 1977 Portsmouth Village National Register nomination. The district encompasses the Life-Saving Station, Post Office and General Store, Portsmouth Methodist Church, Schoolhouse, and eighteen residences, as well as the boat landings that provide connections between water approaches and these cultural areas. The natural environment that links these complexes together—creeks, marshes, and shrub savannahs—is also included within the study area and documented herein.

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

Although the historic district boundary is the primary focus of the CLR, work developed on behalf of this study has suggested inclusion of the Middle Community and Sheep Island, adjacent areas that were formerly integral components of the Portsmouth Island community but are little represented today in the built environment. Additional investigation into the archeological information potential within these areas conducted on behalf of this CLR and by the NPS suggests that these areas should be considered for inclusion within the historic district boundary and merit consideration in the park's interpretive program.

Summary of Findings

This CLR generally concurs with the findings of the 1977 National Register nomination for the Portsmouth Village Historic District regarding the areas and historic contexts for significance. The nomination, as is typical of the decade in which it was prepared, does not delineate a period of significance for the district that is bracketed by beginning and end dates. The CLR recommends a period of significance of 1753-1971 for consideration by the NPS to be utilized as part of any future nomination update; 1753 is the date at which the village was founded and 1971 is the date at which the last permanent residents left the village. The CLR recommends that the NPS consider expanding the boundary of the historic district to include the former Middle Community and Sheep Island settled areas. Although these areas do not retain integrity of above-ground resources, they were an important part of the community historically, and archeological information potential appears to exist that further supports their inclusion within the district.

The current historic district retains sufficient integrity to convey the important associations of its period of significance to the visitor. The majority of the cultural features extant today survive from the early to mid-twentieth century, and thus contribute to the significance of the district. The strong connections between the siting of buildings and structures and natural features and processes, historic use of materials, and sense of community dating from the early twentieth century, which built upon earlier developments that are no longer present, continue to be expressed in the surviving fabric of the historic district. Important visual and spatial connections also survive to a great degree.

The site lacks integrity, however, for the eighteenth and nineteenth century period of significance. Only a handful of buildings and structures survive from the nineteenth century, and none exist that were present during the eighteenth century. Additional investigations are needed to determine whether evidence of these earlier eras survives in the archeological record that may contribute to the information potential of the district.

Given the site's high degree of integrity and the limited degree to which changes have been made to

the landscape since the end date of the period of significance, the CLR recommends preservation of as much of the district as possible. However, to address contemporary site management needs, rehabilitation is the overarching treatment approach identified for the district.

In addition to identifying a recommended treatment approach for the property, the CLR treatment plan addressed eight specific management issues discussed with the NPS during the project start-up meeting and a subsequent conference call. These issues included:

Historic leasing program for structures. There is interest in continued leasing of district buildings. The park may not be able to renew the leases and would not be able to expand the leasing program without addressing issues of water supply and sewage treatment. The NPS requested that the CLR comment on whether continuation of the leasing program is appropriate from a cultural resource perspective and consider means for addressing the water supply and sewage treatment issues without negatively impacting the historic district landscape.

New well. A new well has been proposed to address the water supply needs of on-going residential use within the district. The NPS requested that the CLR identify appropriate locations for the utility structures related to this new water system.

District boundaries. The National Register Historic District does not extend to the former settlements at Middle Community and Sheep Island. The NPS requested that the CLR discuss whether the historic district boundary should be expanded to include these areas and how interpretation of these settlements might be enhanced.

Access. The condition/location of the existing docks, access to the site, and measures to protect key features was to be considered by the CLR.

Threatened key features. The CLR team was asked to consider key landscape features likely to be negatively affected by storms or other natural forces, or by human actions in the future, and how such impacts can be mitigated.

Vegetation clearing. The CLR team was asked to determine what density of vegetation is appropriate for the village landscape.

Vegetation types. The CLR team was asked to consider whether tree species that are native to the area but are currently absent should be reintroduced, and how the twentieth-century pine plantations near the former airstrip should be treated.

Vegetation management. The CLR team was asked to recommend appropriate vegetation management strategies.

Hurricane impacts. Given the ongoing threat to the structures from hurricanes, the future maintenance of historic structures should be addressed. In particular, the CLR was to consider an appropriate approach for interpreting, stabilizing, rehabilitating, or reconstructing historic structures if damaged or destroyed by a hurricane.

To address these issues, the CLR recommends a conceptual approach for treatment that seeks to balance the protection and enhancement of the National Register district's historic integrity with contemporary park visitor access and interpretation responsibilities and sustainable land management practices. Many of the specific landscape treatment recommendations are intended to help convey the story of the island community by retaining as many historic features as possible, establishing aids to interpreting missing features, and managing natural resources and processes to ensure the ongoing integrity and interpretive value of the historic district.

Protection and repair of surviving historic buildings, structures, road corridors, and small-scale features, as well as vegetation and natural resource management, interpretation, and consideration of the overall visitor experience are the main focus of the treatment plan. In response to the NPS-generated management concerns, the treatment plan recommends perpetuation of the historic leasing program as a means for helping to maintain historic buildings and structures and retaining residential land uses. Locations for new water and sewer facilities are recommended for areas that can be visually screened and therefore do not interfere with key interpretive aspects of the cultural landscape. As noted earlier, the CLR also

recommends expansion of the historic district to encompass the Middle Community and Sheep Island areas of settlement that were integrally linked to the history of the village and likely possess good archeological information potential. Various approaches to mitigating the threat of hurricane damage to historic buildings are also presented, beginning with the need to carefully document all historic buildings and structures to the degree that they might be rebuilt if necessary.

The recommended approach to vegetation management supports a crucial interpretive goal at the park: enhancement of visual accessibility and maintenance or reinstatement of historic landscape character. Removal of many of the existing non-contributing woodland areas and consideration of the reestablishment of some historic vegetation communities, such as maritime forest species, are also recommended in the treatment plan.

The CLR also recommends weaving interpretation of all significant layers of history that have occurred on the site—including early settlement and the village's role in lighthering, the Marine Hospital, Life-Saving Station, Coast Guard, and commercial fishing industry—into the visitor experience.

To effect the specific treatment recommendations included in the plan, the CLR provides information to support implementation of the following eleven projects in priority order:

1. Stabilize and repair historic buildings and structures in fair and poor condition.
2. Stabilize and repair features associated with cemeteries.
3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island.
4. Prepare an interpretive plan.
5. Prepare a vegetation management plan.
6. Locate an appropriate site for the establishment of a new well.
7. Clear and thin non-contributing woody vegetation.
8. Interpret missing buildings and structures.
9. Restore the exterior appearance of contributing buildings and structures.
10. Repair and replace historic picket fencing.
11. Reestablish historic road alignments.

Recommendations for Further Research

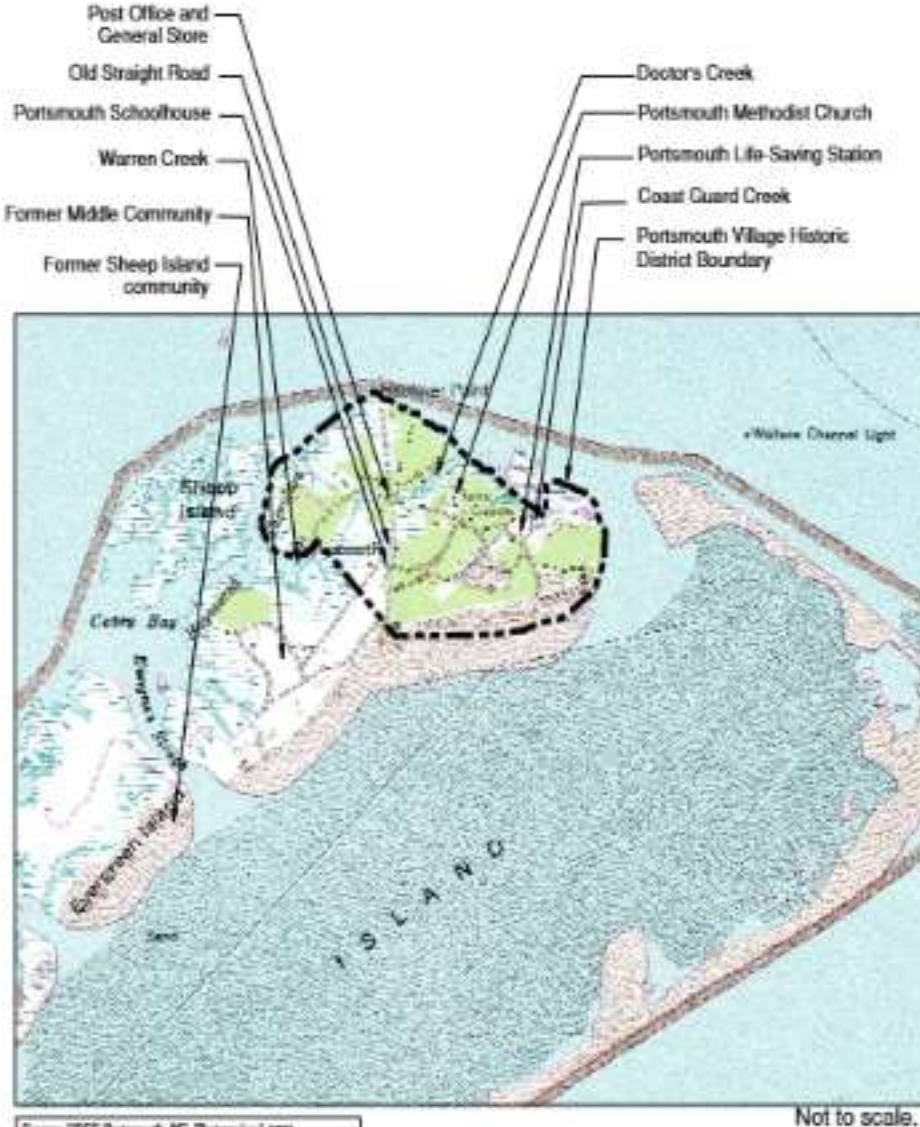
Currently, the Marine Hospital cistern does not appear to be included on the List of Classified Structures. If this is the case, it should be added.

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

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

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

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



Not to scale.

Note: Sheep Island is mislabeled on the USGS map. Evergreen Island is the correct site of Sheep Island.

Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Figure 2.

Site map and study boundaries.

Site History

Prehistory to the Founding of Portsmouth

Exploration and Colonization in North Carolina

Artifacts indicate that the North Carolina coast has been inhabited since at least 8000 B.C. As depicted in John White's 1585 sketches and map and the Theodore de Bry map of 1590 (Fig. 3), the first peoples of the Carolina coast encountered by English settlers were an Iroquois-speaking people called Neusiok, part of the Tuscarora Nation. In the 1580s, villages existing on the mainland included Newasiwac (at South River), Marasnico (at Adam's Creek), and Cwarewenc (near Core Sound).[3]

In 1524, Giovanni da Verrazzano sailed along the North American coast on behalf of French King Francois I. He provided the first European descriptions of the North Carolina coast.[4]

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

> We viewed the land about us, being . . . very sandy and low towards the water side, but so full of grapes, as the very beating and surge of the Sea overflowed them, of which we found such plenty. . . .
>
> We passed from the Sea side towards the tops of those hills next adjoining, being but of mean height. . . . This Island had many goodly woods, full of deer, conies, hares, and fowl . . . in incredible abundance . . . the highest and reddest cedars of the world.[5]

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

Nearly fifty years later, circa 1655, the first permanent English settlements in North Carolina were founded at Albemarle Sound. The first attempted settlement in present-day Carteret County followed in 1663, but the hostility of the native peoples prevented this settlement from succeeding.[6]

English colonization of North Carolina progressed rapidly in the 1670s and 1680s. By 1685, there is the first mention of a settlement at present-day Portsmouth, described as being on the "south side of Ocracoke Inlet."[7]

3. Mrs. Fred Hill, ed., *Historic Carteret County North Carolina* (Beaufort, North Carolina: Carteret Historical Research Association, circa 1975), 3.
4. David Stick, *The Outer Banks of North Carolina, 1584–1958* (Chapel Hill: The University of North Carolina Press, 1958), 12–13.
5. Quoted in Stick, *The Outer Banks*, 14–16. Spelling and punctuation modernized.
6. Hill, 4.
7. Pat Dula Davis and Kathleen Hill Hamilton, eds., *The Heritage of Carteret County North Carolina, Vol. 1* (Beaufort, North Carolina: Carteret Historical Research Association, 1982), 63.

FIGURE 3. Detail from *Americae pars, nunc Virginia dicta, . . .* John Wilt and Theodore de Bry. London, 1590. North is to the right on this map, with Ocracoke Inlet labeled "Wokokon" and Cape Lookout labeled "Promontorium tremendum."

As shipping to and among the various settlements in North Carolina increased, so did the problem of piracy, especially during the period 1690 through 1720. A concerted effort by the British navy eventually made the coastline safe for shipping. Blackbeard, the most notorious pirate of this era, was killed at Ocracoke in 1718.[8]

Further English colonization in North Carolina continued in the early 1700s. In 1708, John Nelson received a deed to 260 acres in the "Core Sound" area, north of the North River. In 1713, John Porter acquired all of what is today known as the Core Banks and Shackleford Banks. At about this time, English settlers were recorded in the South River/Adam's Creek area, having come from the Neuse-Pamlico area. Many of these settlers had arrived from England circa 1697 to 1702.[9] By 1720, the Core Sound area had become a small colony. Early landowners included Shackleford, Ward, Moy, Worden, Simpson, Bell, and Fulford.[10]

The increasing encroachment by the colonists on native territory caused the Tuscarora Nation, led by Chief Hancock, to launch an attack on the English settlers on September 22, 1711. Several years of violent confrontation between the English and the Tuscaroras followed. A peace treaty was signed in 1715, and the native peoples were expelled to a

8. Stick, *The Outer Banks*, 22.
9. Hill, 6–7; Davis, 2.
10. Hill, 7.

reservation in Hyde County.[10] The Carteret area was now completely open to English settlement.

The development of the area led to the establishment of Carteret as a precinct in 1722; Beaufort was incorporated as the seat of government. St. John's Parish (Anglican) was established in Beaufort as the "official" church of the colony in 1724, but this congregation was not popular with the settlers, who were mainly Quakers and Baptists.[11]

The effects of the clash of European empires in the mid-eighteenth century were felt in the colonies as well. In the 1740s and 1750s, inlets along the coast were used as harbors by Spanish privateers, who raided English shipping.[12] Among the reasons for establishment of a town and fort at Portsmouth was to help defend the coast against the Spanish pirates and privateers.

Portsmouth from Its Founding to the Civil War

Ocracoke Inlet and the Founding of Portsmouth

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

> The settlements that have arisen on the Outer Banks, including Portsmouth, have generally been associated with a navigable inlet and have been established primarily to ease the navigational detriments to North Carolina's commerce. The tenuous existence of these towns has depended upon the erratic commercial progress of the inland ports and upon the unpredictable changes in the Outer Banks caused by natural forces. . . . Portsmouth has been so thoroughly involved with Ocracoke Inlet . . . virtually every geographic change that occurred at the inlet was reflected in what happened at Portsmouth.[13]

Inlets at Currituck, Roanoke, and Hatteras were closed or closing by the 1730s, and ships traveled to Ocracoke Inlet to gain passage between the sound and the Atlantic Ocean from that period until well into the nineteenth century. North Carolina's commercial interests were in naval stores including tar, pitch, and turpentine, and in exportation of shingles and other lumber products. The importance of Ocracoke to North Carolina's economy as a point of transshipment is illustrated by a description in 1835 as "the outlet for all the waters of North Carolina, excepting the Cape Fear and its tributaries."[14] However, Ocracoke Inlet presented several obstacles to navigation, including the bar at the entrance and the shoal or swash within the inlet. The extent to which the bar and swash were passable varied widely. Even in optimum conditions, when many ships could cross the bar, larger ships could not cross the swash. Several channels led from the bar to deeper water within the inlet, but the degree to which these channels were passable also varied widely. When the northern channels became shallower and were unusable for commercial passage, Wallace's Channel to the south became more frequently used by larger ships, also encouraging development at Portsmouth.

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

The need for skilled mariners to guide ships through the changing channels and assist in the lightering process led to large numbers employed as pilots in and around the inlet. The pilots, working from twenty foot vessels with three to five hands per ship, also marked channels and posted signals for larger

11. Ibid., 4.
12. Davis, 3.
13. Hill, 92; F. Ross Holland, Jr., *A Survey History of Cape Lookout National Seashore* (National Park Service, 30 January 1968), 6.
14. Sarah Olson, *Historic Resource Study, Portsmouth Village, Cape Lookout National Seashore, North Carolina* (Denver, Colorado: U.S. Department of the Interior, National Park Service, Denver Service Center, March, 1982), 10.
15. Ibid., 12, citing letter of A. Swift to Gen. Charles Gratiot, Chief Engineer, September 30, 1835. Records of the Office of the Chief Engineer, U.S. Army, RG 77.

vessels. An act in 1715 by the colonial assembly provided for pilots at both Roanoke and Ocracoke inlets, and provision in 1723 authorized beacons or buoys to be placed at these inlets. These acts may not have been put into effect, and in 1738, a third act was passed for these improvements.[16]

In 1753, an act was established "laying out a Town on Core Banks, near Ocacock Inlet, in Carteret County, and for appointing Commissioners for completing the Fort at or near the same place." The commissioners were instructed "to lay out fifty acres of land on Core Banks, most convenient to the said harbour, adjoining the said Banks, for a town, by the name of Portsmouth, into lots of half an acre each, with convenient streets, as they may think requisite."[17] The same act provided for establishment of a fortification to be known as Fort Granville.

A lot in the town could be acquired for 20 shillings, which was paid to one of the appointed commissioners and then turned over to the owner of the land, John Kersey.[18] Purchasers were required to build a frame or brick house or warehouse, not less than twenty feet long by sixteen feet wide.[19] In 1757, the first tavern was opened by Valentine Wade.[20] By 1761, Portsmouth had developed into the largest English port south of Virginia.[21] In the same year, St. John's Parish appointed John Watson as reader at Portsmouth.[22]

There were no organized churches in Portsmouth at this time, although a minister named Alexander Stewart visited Portsmouth on October 7, 1766, and "baptized twenty-seven children from the different islands round me."[23] In 1767, pilot David Wallace acquired 100 acres of land in Portsmouth.[24]

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

During the war, defense of the port facilities of North Carolina was recognized as critical. During a visit to the Outer Banks on May 9, 1755, North Carolina Governor Arthur Dobbs reviewed the site of Portsmouth and found that the town had been laid out but that the proposed fort had not yet begun. Determined that the new town and its exposed harbor have protection, he urged construction of the fort. By 1758, Fort Granville and its barracks were under construction and manned. However, Dobbs noted in a 1761 report that the only guns at the fort were "old Ship Guns."[25] In 1762, the garrison consisted of twenty-five men including officers, but by 1764, the year after the signing of the peace treaty, there were only four men and one commissioned officer and the fort was eventually abandoned.[26] Another repercussion of the war was the closing of all Indian reservations in North Carolina, and in 1766 the surviving native inhabitants departed for New York.[27]

By 1770, Portsmouth Village was one of the largest settlements on the Outer Banks. Collet's map of North Carolina, published in 1770 (Fig. 4), shows Portsmouth shaded to indicate settlement. Henry Mouzon's map, published in 1775 (Fig. 5), also shows

16. Ibid., 17, citing State Records of North Carolina, 23: 40–42, 127 and 25: 194–196.
17. Quoted in Stick, The Outer Banks, 40.
18. Olson, 27.
19. Ibid., citing State Records of North Carolina, 25:252–254.
20. Stick, The Outer Banks, 42.
21. Davis, 63.
22. Kenneth E. Burke, The History of Portsmouth, North Carolina, from Its Founding in 1753 to Its Evacuation in the Face of Federal Forces in 1861, Bachelor of Arts Thesis (Richmond, Virginia: University of Richmond, Department of History, 1958), 16, citing The Old Vestry Books of St. John's Parish, vol. 1, September 19, 1760.
23. Quoted in Stick, The Outer Banks, 42.
24. Olson, 29, citing Colonial Records of North Carolina, 7:243–244.
25. Olson, 34, citing Dobbs, letter to Lords Commissioners for Trade and Plantations, December 1761, Colonial Records of North Carolina, 6:613–615.
26. Olson, 34, citing Council Journals, April 28, 1762, Colonial Records of North Carolina, 6:830–833; March 10, 1764, 6:148; and November 28, 1764, 6:1264.
27. Davis, 2.

FIGURE 4. Detail from *A Complete Map of North-Carolina from an actual Survey by Capt'n Collet, Governor of Fort Johnston.* Engraved by I. Bayly, London, 1770.

Portsmouth having eight structures, one of which may be a church.

Portsmouth during the Revolutionary War

Within a decade, the American colonies were openly in revolt against the taxation imposed by the British parliament. Throughout the Revolutionary War, Ocracoke Inlet remained open to colonial shipping. British ships sheltered at Cape Lookout Bight.[28] The war came to North Carolina in mid-1777, when the British landed at Ocracoke and Portsmouth to attack New Bern. In September 1777, the Governor of North Carolina ordered Captain John Nelson and the Craven Militia to the Core Banks, where a few months later, a group of colonial soldiers (probably the same militia units) captured a thirty-ton British schooner at Cape Lookout Bight.[29]

28. Hill, 28; Holland, 6.
29. Holland, 40

FIGURE 5. Detail from *An Accurate Map of North and South Carolina . . .* Henry Mouzon et al., London, 1775.

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

North Carolina ratified the new U.S. Constitution on November 21, 1789, as the twelfth state, after George Washington had taken office as the first president. The first U.S. census in 1790 listed the population of Portsmouth (including all of the Outer Banks south to Cape Lookout) as approximately 225, of whom 38 were slaves.[30] David Wallace, Jr., a leading citizen of the town, owned sixteen slaves and by 1795 had two houses, one of which was a two-story structure.

Shell Castle. In 1789, John Wallace of Portsmouth and John Gray Blount purchased five islands and began to develop a shipping and trading center on Shell Castle.[31] Blount had established a mercantile business with his brothers in Washington, North Carolina in 1783, and the firm quickly became engaged in coastal trade with merchants in Boston, New York, Philadelphia, Baltimore, Norfolk, and Charleston.[32] To support this active trade, Blount needed lightering facilities at Ocracoke Inlet. His local partner, John Wallace, was the son of David Wallace, Sr., of Portsmouth Island. The Wallaces

30. Ibid., 48. The various sources consulted for this report provide differing census information for Portsmouth Village. Interpretation of the original census data is difficult, since the specific location of residents is not always clear. Therefore, approximate numbers are used throughout this report.
31. Stick, 77. The five islands were fifty-acre Dry Sand Shoal, twenty-acre Beacon Island, forty-acre Long Dry Rock, twenty-five acre Old Rock (renamed Shell Castle), and fifteen-acre Ramus's Rock.
32. Alice Barnwell Keith, "John Gray and Thomas Blount, Merchants, 1783–1800," *North Carolina Historical Review* 25, no. 3 (April 1948), 194–205.

FIGURE 6. The Shell Castle lighthouse, as illustrated on a vase owned by the Blount family and now in the collection of the North Carolina Museum of History in Raleigh.

FIGURE 7. "Occacok Inlet" in 1795, based on an actual survey by Jonathan Price.

were one of the wealthiest families in Portsmouth; in the 1800 census, David Wallace, Sr., is listed as owning twenty-six slaves. In the early part of the nineteenth century, the Wallace family heirs built houses on Sheep Island, south of the village of Portsmouth.[33]

The location chosen by Blount and Wallace, Shell Castle, was described as:

> ... a rock of oyster shells, half a mile in length and about sixty feet in width, dry at low water.... Wallace's channel runs on the south side, within forty feet of the rock: its depth there is three fathoms and one half [about 21 feet].... Besides [John Wallace's] dwelling-house and its out-houses, which are commodious, here are ware-houses for a large quantity of produce and merchandize, a lumber yard and a wharf. ...[34]

Blount and Wallace developed a complex of commercial structures including wharves, warehouses, a store, a grist mill and windmill, and other port facilities. Ships arriving at Ocracoke Bar had their cargoes taken by lighter to the island's warehouses, where the goods were stored until they could be sent inland. The island survived a hurricane in August 1795 without major damage,[35] and further construction in the following years included additional warehouses, cisterns, and a porpoise fishery.[36] Correspondence from 1800 indicates that Wallace's house was at the west end of the island. The main warehouse had been extended to a 100 foot length, and cisterns had been built.[37]

In 1800, approximately twenty-five persons resided at Shell Castle, and in 1810, approximately forty persons resided there.[38] A severe storm in September 1806 greatly damaged the port facilities at Shell Castle.[39] In 1810, John Wallace died and was buried on Sheep Island. During the War of 1812, the channel leading to Shell Castle began to shoal up.

33. Ellen Fulcher Cloud, *Portsmouth: The Way It Was* (Westminster, Maryland: Heritage Books, Inc., 2006), 23–34. The development of Sheep Island by the Wallace family may be the first permanent settlement at Sheep Island.
34. Jonathan Price, *A Description of Occacock Inlet* (Newbern [sic], North Carolina: Francois X Martin, 1795), reprinted in *North Carolina Historical Review* 3 no. 4 (October 1926), 624–633.
35. Ibid.
36. Holland, 41.
37. Olson, 55, citing Blount papers, letters between Wallace and Blount.
38. Stick, *The Outer Banks*, 79–80.
39. David Stick, *North Carolina Lighthouses* (Raleigh, North Carolina: Division of Archives and History, North Carolina Department of Cultural Resources, 1980), 23.

Shell Castle therefore ceased to be an important port after the 1810s.[40] One last mention of Shell Castle is a request in 1835 by the firm Winerage and Wyman of Boston to the U.S. Treasury to lease the facilities at Shell Castle for storage of naval supplies.[41]

Lighthouses. The importance of lighthouses and other aids to navigation in promoting and protecting the shipping industry of North Carolina was recognized from the earliest days of independence. In 1784, the North Carolina legislature created a new tax to finance the construction of a lighthouse at Bald Head at the mouth of the Cape Fear River, the first lighthouse in North Carolina. Under the new federal Constitution, however, the federal government was responsible for providing aids to navigation, and in 1790 North Carolina transferred ownership of the partially completed Bald Head lighthouse to the federal government.[42] In 1792, Congress appropriated funds to complete construction of Bald Head lighthouse, which was finally lighted in 1795. This was followed in 1797 by an appropriation of $44,000 for erecting a lighthouse at Cape Hatteras and a beacon on Shell Island in Ocracoke Harbor.[43]

An act to erect a lighthouse on Ocracoke Island was established in 1789, but the influence of development at Shell Castle led to a new act in 1794 to erect a lighthouse there instead. A small lot, 70 feet by 140 feet, was sold by Wallace and Blount to the government in November 1797 for construction of the beacon.[44] The proposed lighthouse was to be 54-1/2 feet tall and built of pine covered with shingles and set on a stone foundation. The shaft was to be 22 feet wide at the base, tapering to 12 feet wide at the base of the lantern. The lantern was to be 6 feet high with a 3 foot dome or roof. To support the lighthouse, a 30 foot by 12 foot oil house and a 20 foot by 50 foot single-story keeper's dwelling were to be constructed adjacent. The finished appearance of this lighthouse is shown in a sketch printed on a vase owned by the Blount family, now in the collection of the North Carolina Museum of History (Fig. 6). The lighthouse was completed except for the lantern by 1800, and John Mayo from Portsmouth became the first lighthouse keeper in 1802.[45] In 1818, lightning destroyed both the lighthouse and the dwelling.[46] As the location of the Ocracoke Inlet channel had shifted by this time, the lighthouse at Shell Castle lighthouse was no longer located at the main shipping channel, and a small light vessel was put into service in 1820. This vessel soon proved inadequate and was supplanted by the Ocracoke Lighthouse, completed in 1823 and still in existence today.[47]

Portsmouth as a Major Port

In 1800, approximately 165 white persons and 98 slaves lived in Portsmouth, with a total of 25 heads of families and thus likely a similar number of dwellings.[48] As seen in a sketch of the inlet made in 1806, a two-story "academy" existed at Portsmouth (Fig. 8).[49] In 1810, the population was approximately 226 white persons and 121 slaves. More than 80 percent of the working population was involved in commercial activities related to the sea. In 1806, a Revenue Officer was placed at Ocracoke Inlet to collect customs duties.[50] Although the office was referred to as the Ocracoke Customs House, the customs officer lived and worked in Portsmouth during the first decades of the nineteenth century. The first customs officer, Capt. James Taylor had purchased land from David Wallace in 1803 and built a dock at Portsmouth.[51] The federal presence also included a U.S. revenue cutter, sailing from

40. Ibid.
41. Burke, 39, citing Sylvester Brown letter to L. Woodbury, Secretary of Treasury, August 14, 1835, in Letters from Collectors of Customs, Ocracoke, North Carolina to Philadelphia, Pennsylvania, 1834–1836, National Archives.
42. Ibid., 13–14.
43. Stick, *North Carolina Lighthouses*, 14–19. The Cape Hatteras lighthouse was completed in 1803.
44. Stick, *The Outer Banks*, 203.
45. Olson, 70, citing letters from Commissioner of Revenue to Secretary of the Treasury, October 7, 1800, and October 11, 1802, Record Group 26.
46. Stick, *Lighthouses*, 22.
47. Ibid., 23–24. In an effort to better manage and expand and improve the nation's lighthouses, in 1852 Congress established the Lighthouse Board.
48. Holland, 41.
49. Thomas Coles and Jonathan Price, *Report of the Commissioners for Surveying the Coast of North Carolina*, circa 1806, sketch map "Ocracock Bar including Shell Castle," June 18, 1806.
50. Olson, 68.
51. Olson, 68, citing William Tatham, letter to Secretary of the Treasury, October 9, 1806.

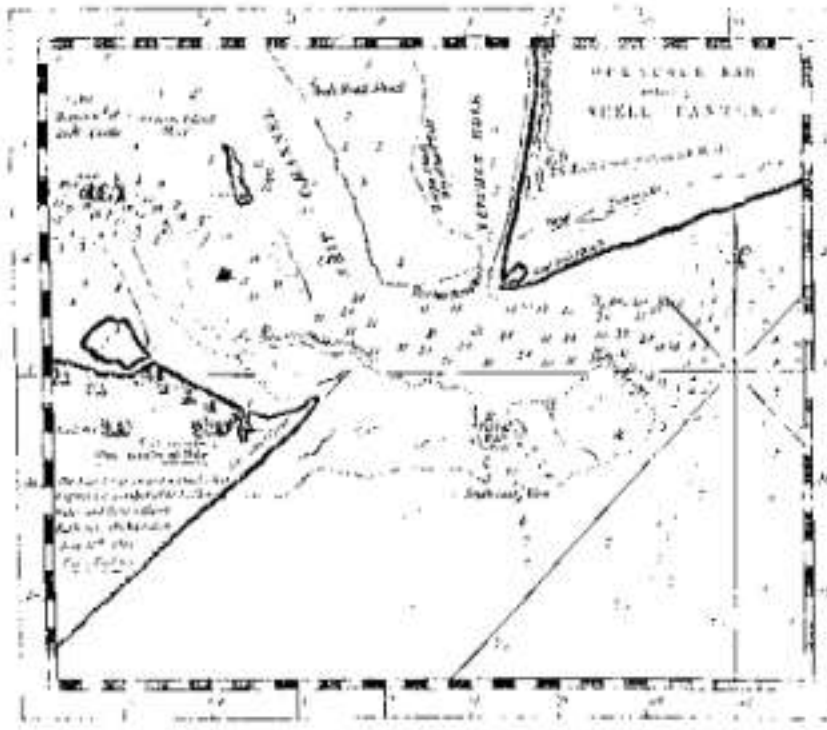


FIGURE 8. *A Chart of the coast of North Carolina between Cape Hatteras and Cape Fear from a Survey Taken in the Year 1808*, Thomas Coles and Jonathan Price.

Portsmouth. The first cutter, the *Governor Williams*, sank in the September 1806 hurricane.[52]

In 1812, Congress declared war on Britain in response to the seizure of American shipping during the Napoleonic wars. During the War of 1812, British ships again sheltered at Cape Lookout Bight to attack American shipping.[53] On July 12, 1813, a British fleet of at least two 74-gun frigates, five smaller frigates, several dozen other vessels, and 2,000 men attacked Portsmouth and Ocracoke. Two American vessels anchored at the inlet were captured by the British. Several hundred British troops landed at Portsmouth and occupied the village for five days, raising 200 cattle, 400 sheep, and 1,600 fowl on their departure. After this attack, a fortification was built on Beacon Island, although the British never again attempted to raid North Carolina.[54]

After the War of 1812, the village saw steady growth. In 1820, approximately 265 white persons, 92 slaves, and 4 free blacks resided in Portsmouth. The presence of 37 heads of families suggests that there were a similar number of dwellings. Of the working population, reportedly 60 persons were involved in piloting, lightering, and other occupations related to the sea; 3 were involved in agriculture, and 6 in manufacturing.[55]

52. Olson, 69; Burke, 28.
53. Holland, 6.
54. Olson, 57–59; Cloud, 50.
55. Holland, 42. The reference to "agriculture" may have been intended to indicate persons in Portsmouth with small kitchen gardens.

FIGURE 8. Detail from *The First Actual Survey of the State of North Carolina*, Jonathan Price, 1808.

The growth of the town was also indicated by the number and size of ships leaving Portsmouth. In 1815, seven ships sailed out of Portsmouth, and between 1822 and 1829, a total of thirty-six different vessels sailed from Portsmouth. Many of these ships were two-masted schooners that were likely engaged in lightering. The number of larger vessels (985 tons or more) sailing from the port increased, and in the 1830s about one-fourth of the ships sailing out of Portsmouth were of this larger type; at least one had been built in Portsmouth.[56] In 1830, the population of Portsmouth village was approximately 393 persons, of whom 120 were slaves. There were 59 heads of families and therefore approximately that number of dwellings.[57]

In 1828, Currituck Inlet to the north finally closed up permanently. This left Ocracoke Inlet as the only navigable channel through the Outer Banks north of Beaufort. Shipping through the inlet was at its height in the 1830s. During a one-year period in 1836–1837, more than 1,400 vessels passed through Ocracoke Inlet.[58] This volume of traffic provided constant employment for ninety-three local vessels for lightering. Up to sixty vessels could be anchored at one time in Beacon Island Roads waiting for

56. Ibid., 42, citing Burke, 31–33, 36–39.
57. Ibid., 44.
58. Stick, *The Outer Banks*, 306.

lightering and transit across the shoals.[59] The increase in shipping led to steady growth of both Portsmouth and Ocracoke.

The growth of Portsmouth continued in spite of frequent storms. One hurricane struck Portsmouth on August 10, 1835, and another storm in late August 1839 completely covered the island with water, destroying gardens, drowning livestock, and sinking four ships sheltering at the inlet. This storm was considered the worst since 1795 by longtime residents.[60]

In 1840, a post office was established in the village.[61] In 1842, the U.S. House Committee on Commerce reported, "Ocracoke Inlet is the outlet for all the commerce of the State of North Carolina, from the ports of Newbern, Washington, Plymouth, Edenton, and Elizabeth City . . . more than two thirds of the exports of the State of North Carolina pass out to sea at this point."[62] By 1850, the population had reached approximately 377 free persons, living in 70 dwellings in the village. Of the working population, approximately 82 were engaged as fisherman, seamen, boatmen, and pilots; 4 as merchants; 4 as carpenters; 2 as farmers; 2 as doctors; and one as a teacher.[63]

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

The exact physical layout of the village in the late eighteenth and early nineteenth centuries is not well documented. It appears that the original center of settlement was at the northeast shore of the island, but this had shifted inland by 1836, when it was reported that the maritime hospital was "not in the centre of the inhabitants."[64] The existing Old Straight Road was probably in place as early as the eighteenth century; the 1775 Henry Mouzon map of North and South Carolina shows a road running southwest from the center of the village along the banks (Fig. 5). Early structures in the village included the houses of David Wallace, Sr., and David Wallace, Jr., both of which were near the shore and were used as landmarks for vessels entering Wallace's Channel to Shell Castle; and the Gastill House, identified on Jonathan Price's 1808 map of North Carolina (Fig. 9). A two-story "academy" is shown on maps drawn in 1806 (Fig. 8) and 1821.[65]

FIGURE 10. An example of a windmill on the Outer Banks: the Harkers Island Windmill at Shell Point, undated photograph.

One early structure in Portsmouth about which relatively little is known is the windmill. Three maps document this structure, including Jonathan Price's 1806 map (Fig. 8) of the inlet, an 1809 map published in *The American Coast Pilot*, and an 1821 map of the inlet drawn by the U.S. Corps of Topographical Engineers. Also, a property deed was recorded in 1774 transferring a property with windmill from John Nelson to Elijah Piggott. Windmills on the Outer Banks in the eighteenth century were very rare, and the Portsmouth windmill may be the

59. Olson, 68–69.
60. Burke, 40.
61. NPS web site.
62. Quoted in Stick, *The Outer Banks*, 87–88.
63. Holland, 44.
64. Olson, 66.
65. Ibid., 70.

earliest such structure. Dr. Samuel Dudley was assessed tax for a windmill in 1840, which is the last known mention of this structure.[66]

Marine Hospital. In 1828, the government contracted with Dr. John W. Potts to establish a marine hospital at Portsmouth.[67] Potts rented a small house which one writer described in 1831:

> A small house has been rented and occupied for the purpose at $30 to $40 per year. The house stands about two feet above the level of the ocean and not too far from its margin, upon the Portsmouth Banks and on the naked sands, without the benefit of shade. The house itself is 16 to 18 feet by 20 or 22 feet in size, without plastering or as I believe glass windows. About six cots, a pine table or two and a few benches or chairs, and the furniture of the hospital has been described. There being no cistern to contain fresh water, the water used is gotten out of a hole about a foot depth in the sand. . . .[68]

Before his two-year contract was up, Potts left the position and by was succeeded by Dr. Samuel Dudley, who would serve as physician intermittently for more than thirty years and become one of the wealthier men in Portsmouth. Dudley had been born in New Hampshire around 1790. Records show that he owned seven ships in the 1830s, and he provided the land on which the first Methodist church was constructed. Dudley's home was located along a creek that became known as Doctor's Creek. Dudley treated local inhabitants as well as sailors.[69]

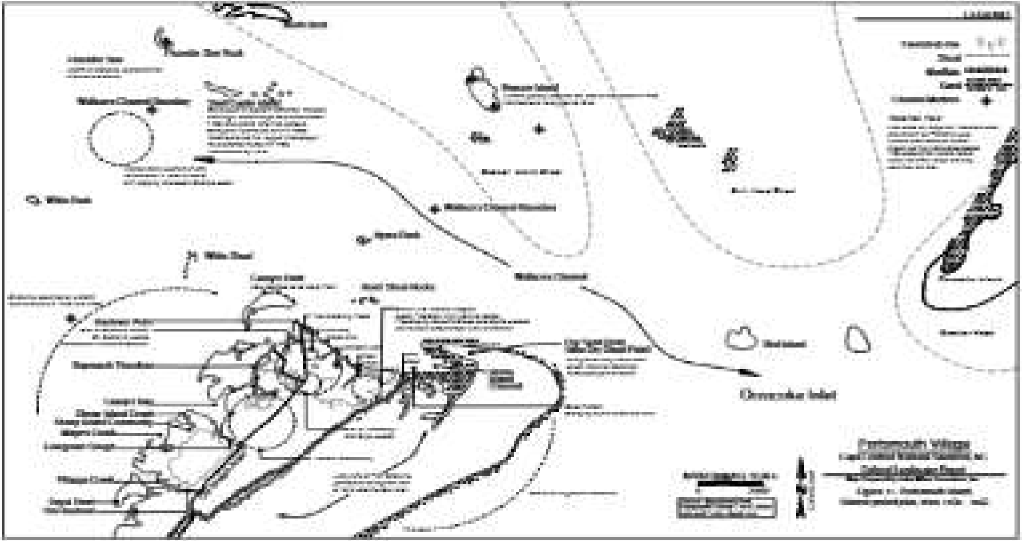
In 1842, a federal appropriation was made to construct a new marine hospital near the site of the original rented building. Inadvertently, the property purchased by the government in 1845 included the two-story house built by Orway Burns in 1842. Burns was the captain of the U.S. privateer *Snap Dragon* and a hero of the War of 1812. He also served in the North Carolina General Assembly and chose to retire to Portsmouth. Burns died in 1850, and the government then took possession of the house, which was used as a dwelling for the marine hospital physician in the 1850s.[70]

The new marine hospital opened on October 1, 1847. It was a large, two-story shingled frame building, measuring 50 by 90 feet, with ten rooms on the first floor and two on the second floor. The building was considered the best built in Portsmouth to that time, and it featured piazzas on both the north and south sides of the building, seven fireplaces, and exterior cypress shingle siding. Shortly after the building was completed, a picket fence was built around the hospital to keep out grazing livestock. A new wharf was built for bringing patients and supplies ashore. The initial staff included one physician, one nurse, and three slaves.[71] The hospital at first had wooden cisterns, one of which was replaced with a brick cistern in 1853. The brick cistern, which still exists, was 8 feet deep and 10 feet in diameter, and included piping to run water directly to the hospital kitchen.[72] The hospital served 100 patients in 1852, and 288 in 1854, but there were periods when no patients were present. The number of employees ranged from five in 1847 to twelve in 1857, but only six in 1860, the year in which the hospital was discontinued.[73] During the Civil War, the hospital provided treatment for wounded Union soldiers.[74]

Life in Portsmouth in the Early Nineteenth Century

The soil at Portsmouth was too poor for cultivation. Villagers in the early nineteenth century grew sweet potatoes and had gardens. They also kept horses, sheep, cattle, and goats, which fed on native grass and rushes. One inhabitant was reported as having over 700 sheep, 250 head of cattle, and 250 horses.[75] Portsmouth as it existed around 1860 was described

66. Ibid., 69–70, citing deed books.
67. Olson, 71. See Richard Rush, letter to Collector of the Port of Ocracoke, February 11, 1828.
68. Joseph B. Hurlow, letter to Collector of Customs, Ocracoke District, February 24, 1831, quoted in Cloud, 9–11. Hurlow likely exaggerated the conditions at this first hospital, as he proposed to personally take over the hospital contract and move the location to his home in Ocracoke village. Collector Joshua Taylor wrote to the Secretary of the Treasury on March 14, 1831, saying that the hospital was well situated and consisted of three rooms upstairs and two rooms downstairs.
69. Cloud, 7; Olson, 71–72.
70. Olson, 71–73.
71. Olson, 74–75; Cloud, 5.
72. Olson, 75.
73. Ibid., 75.
74. Cloud, 5.
75. Holland, 42.


Wallace Channel
Ocracoke Inlet

by Edmund Ruffin, a writer from Virginia. Ruffin was a well known geologist and agriculturalist and had published an influential book on the relationship between soil acidity and productivity. Ruffin wrote:

> Except at and near Portsmouth, and where actual residents have possession, there is no separate private property in lands, on this reef, from Ocracoke to Beaufort harbor. . . . There are cattle and sheep on the marshes of this portion of the reef, obtaining a poor subsistence indeed, but without any cost or care of their owners. On the other hand, the capital and profits are at much risk, as any lawless depredator can, in security, shoot and carry off any number of these animals. But horses cannot . . . be caught and removed by thieves—and, therefore, the rearing of horses is a very profitable investment for the small amount of capital required for the business. There are some hundreds of horses, of the dwarfish native breed, on this part of the reef between Portsmouth and Beaufort harbor—ranging at large, and wild (or untamed), and continuing the race without any care of their numerous proprietors. . . .
>
> Twice a year . . . there is a general 'horse-penning,' to secure, and brand with the owner's marks, all the young colts. . . . The 'horse-pennings' are much attended, and are very interesting festivals for all the residents of the neighbouring main-land. . . . All the horses in use on the reef, and on many of the nearest farms on the main-land, are of these previously wild 'banks' ponies' . . . . Any [horses] raised in other localities, if turned loose here, would scarcely live through either the plague of blood-sucking insects of the first summer, or the severe privations of the first winter.[76]

In 1860, approximately 568 white persons and a total of 685 residents lived in Portsmouth Village, in 109 dwellings. Of the working population, approximately 85 percent were occupied in sea-related occupations. New occupations listed in the census at that date included mechanics and seamstresses.[77]

The Landscape in the Mid-Nineteenth Century

Refer to Fig. 11. In the 1860s, Portsmouth was an established village with numerous small residences spread over a wide area. Some residences included fences enclosing private yards. The settled portion of the village extended beyond the current National Register Historic District boundaries. A factory was located on Hatteras Point and the U.S. Marine Hospital was located east of the center of the village.[78] Scattered groupings of loblolly pine trees or other dense vegetation broke up the open landscape.

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

> The sand-reef (commonly termed, by residents on the main-land, the 'banks' or the 'beach') stretches along the whole sea-coast of North Carolina for about three hundred miles, and with an extension into Virginia. The few important breaches or inlets north of Beaufort harbor have been mentioned. There is not one of them navigable north of Ocracoke inlet, except the one newly opened, and still enlarging near Cape Hatteras. One other, Oregon inlet, has been passed through only by a small steamer of very shallow draft. . . .
>
> The portion of the reef that extends from Ocracoke inlet to Beaufort harbor, until recently, was one continuous island, of some fifty miles in length, and of very regular general width, of less than three-quarters of a mile. New breaches are frequently made across the narrower and lower parts of the reef, by the ocean waves driven across by violent storms—and which breaches are usually soon closed again. One such was not long since opened through this before continuous island, and which is still increasing in depth, though not yet to more than two or three feet. It is ten miles south of Ocracoke inlet, and is known as 'Whalebone inlet.' The small village of Portsmouth is near Ocracoke, on a wider part of

76. Edmund Ruffin, *Sketches of Lower North Carolina* (Raleigh, North Carolina: The Institution for the Deaf & Dumb & the Blind, 1861), 130–133. Electronic transcription by University of North Carolina at Chapel Hill Libraries: "Documenting the American South." Ruffin was also a noted advocate of southern secession and fired the ceremonial first shot at Fort Sumter.

77. Holland, 44.

78. A structure labeled "Gray's Factory" is shown on Topographic Survey T 1016, U.S. Coast and Geodetic Survey, Washington, D.C., 1866.

this smaller island. The land there is one and a half miles wide. Except this place, and a similar but smaller enlargement of the reef near Cape Lookout (where, about the light-house, there are a few inhabitants,) there are no human residents, and no cultivation . . . The village of Portsmouth owes its existence to the fact of its adjoining the nearest water of Pamlico sound, where vessels must anchor and wait for fair winds and tides to cross the shallow and dangerous bar of Ocracoke inlet—and after passing outward, as usual but partly laden, to wait to receive the remainder of the cargo, carried across the bar by lighters. The occupations of the whole resident population of Portsmouth are connected with the vessels which have to wait here. Pilots, and sailors, or owners of vessels, make up the greater number of the heads of families and adult males—and the remainder are the few, who as shopkeepers, &c., are necessary to minister to the wants of the others. If Ocracoke inlet should be closed by sand, (which is no improbable event,) the village of Portsmouth would disappear—or, (like Nagshead) remain only for its other use, as a summer retreat for transient visitors, sought for health and sea-bathing. Another such settlement or village, and supported in like manner, is at Ocracoke, north of the inlet.

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

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

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

Fourth, another kind of land is marsh, subject either daily, or otherwise at much longer intervals, to be covered by the flood tides of the ocean. This marsh is wet, soft, and more or less miry on the surface—but, in general, is firm enough to bear well the grazing animals. The coarse salt-water grasses and weeds, which cover these marshes, serve to supply all the food, and for both winter and summer, for the live-stock living on the reef.[73]

FIGURE 12. Sketch of the destruction of Fort Ocracoke on Beacon Island on September 17, 1861, by a Union naval expedition under the command of Lieutenant Eastman. From a sketch by Lieutenant Le Roy.

73. Ruffin, 123–126.

FIGURE 12. Detail from *Eastern Portion of the Military Department of North Carolina*. Washington, D.C.: War Department, May 1862.

Civil War and Reconstruction

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

Immediately following the secession of North Carolina in May 1861, plans were drawn up for new forts to defend the Outer Banks. One of these, called Fort Ocracoke or Fort Morgan, was built on Beacon Island in Ocracoke Inlet in early summer.[80] The fort was pentagonal in plan and constructed of mud, with a central magazine.[81]

In late August 1861, Union forces landed at Cape Hatteras. The Confederate troops from Fort Morgan were ordered north to support Fort Hatteras. Despite the Confederate reinforcements, the Union troops succeeded in capturing Fort Hatteras and Fort Clark and took control of Hatteras Inlet. Union naval forces bombarded and destroyed Fort Ocracoke (Fig. 12). After this Union victory, the Confederates retreated to the mainland, and Fort Morgan at Ocracoke was abandoned. It appears that much of the civilian population of Portsmouth and Ocracoke also fled at this time.[82]

The Union advance continued in 1862, as Union General Ambrose Burnside led his forces along the

80. Stick, *The Outer Banks*, 119. This location had been the site of several earlier attempts to construct fortifications to guard Ocracoke Inlet, most recently during the War of 1812. However, it appears the Civil War fort was the first to actually be put into operation.
81. Holland, 46; Olson, 85.
82. Stick, *The Outer Banks*, 129.

North Carolina coast. On March 14 Union forces captured New Bern; on March 22, Union forces occupied Morehead City; and on March 23, Union forces occupied Beaufort. Finally, during a battle on April 25 and 26, Union forces overwhelmed the Confederate defenders and took Fort Macon. The Outer Banks remained under Union control for the rest of the war, and Ocracoke Inlet was closed to shipping.

In February 1864, Confederate forces under Brigadier General James G. Martin advanced into Carteret County, but the attack failed and the Confederates retreated to Wilmington. The inhabitants of Carteret County witnessed activity by the Union troops in the winter of 1864–1865, as supplies were passed through to the final battles of war in North Carolina near Wilmington. [81]

North Carolina rejoined the Union on July 4, 1868. The last federal troops left Fort Macon in 1877 as Reconstruction ended in the South.

Late Nineteenth Century through World War II

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

> The newest [inlet] and the only one now navigable for sea vessels, except Ocracoke (and north of the Beaufort harbor,) is near Cape Hatteras. This has been gradually becoming deeper as Ocracoke inlet has latterly been becoming more shallow. But while Ocracoke within a few years has become shallower by two feet, Hatteras inlet is not yet deep enough to offer a passage preferable to the diminished depth of Ocracoke. [84]

Following the Civil War, fishing replaced shipping as the primary occupation for the islanders who returned to Portsmouth Village. Reflecting the greatly reduced volume of trade in the years after the Civil War, the Ocracoke customs district was abolished in 1867 and made part of the new Pamlico District, based in New Bern. [85] An attempt was made in the 1860s to develop the menhaden processing industry at Portsmouth:

> A large factory was built about 1866 by a stock company from Rhode Island, known as the Excelsior Oil and Guano Company. … [The company] built a factory at Portsmouth, near Ocracoke Inlet. The factory was supplied with modern apparatus for cooking and pressing the fish, and had experienced northern fishermen to handle the seines. The menhaden were soon found to be less plenty than had been expected. The average school contained less than 25 barrels, and the largest haul of the season was only 125 barrels. It was found that under the influence of the hot summer weather the fish would begin to decompose in a few hours, so that the fishing was limited to 25 miles on either side of the factory. Another difficulty was that 'outside fishing' could not be prosecuted on account of the shoalness of the water at the inlets, and the frequency of summer storms, which might come up during the hours of low water, when the vessels could not enter. Again, the fish taken in the sounds were found to be very poor, and, according to Mr. Grey, the average yield of oil was only 2 quarts to the barrel, and the largest did not exceed 8 quarts. At the close of the third year, when it had been thoroughly tested, the business was abandoned, with a loss of the original capital and $25,000 additional. Mr. Grey gives it as his opinion that it would be impossible to make the menhaden fisheries profitable along this coast. [86]

The site is indicated as "Grey's Factory" on the 1866 survey map of Portsmouth (Fig. 14). In 1867 the Treasury Department abolished the Ocracoke Collection District, indicating the decrease in

83. Davis, 5–7.
84. Ruffin, 116.
85. Olson, 69.
86. George Brown Goode, *The Fisheries and Fishery Industries of the United States* (Washington, D.C.: Government Printing Office, 1887), 495–496. The menhaden (Brevoortia tyrannus), also know as mossbunker or pogy, was found abundantly along the Atlantic coast and used for bait or converted to oil and fertilizer.

FIGURE 16. U.S. Coast and Geodetic Survey of Portsmouth, 1866.

FIGURE 15. Plan for the first buildings of the Life-Saving Station, 1894.

shipping activity in Ocracoke Inlet, and the Collector's office in Portsmouth was abandoned.[87] By 1869 only three vessels were registered as sailing from Portsmouth.[88]

In 1870, Portsmouth Village had approximately 227 inhabitants, living in 44 dwellings. Most of the working population was still involved with activities related to the sea, and Dr. Samuel Dudley was still the town doctor.[89] During the 1880s, both Wallace's Channel and Ocracoke Inlet became unusable for major commercial passage. Dredging at the channel was again instituted in the 1890s; however, Hatteras Inlet continued to be the primary passageway for maritime commerce from North Carolina.[90]

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

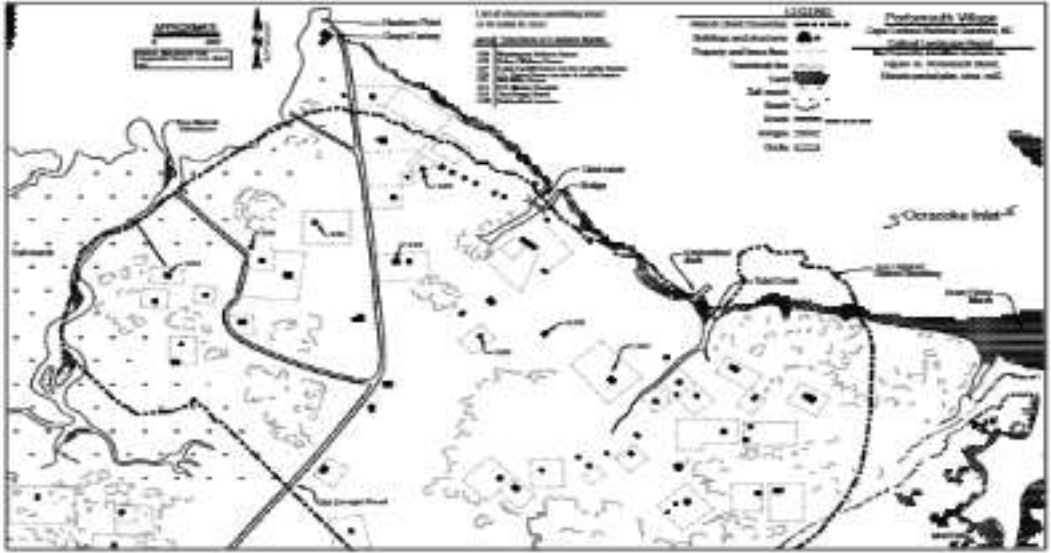
U.S. Army Signal Corps Weather Observation Station. Other federal government activities came to the Outer Banks in the latter half of the nineteenth century. In 1874, the U.S. Army Signal Corps established a weather observation station in the lighthouse keeper's dwelling at Cape Hatteras. In April 1876,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

The weather station was typically manned by a solitary observer. A telegraph connection to the mainland existed from 1881 to 1885. The weather observation station was closed in December 1883. It reopened briefly in early 1885 before finally being abandoned in May 1885.[91]

Life-Saving Service. In 1871 Congress established the United States Life-Saving Service to rescue vessels in distress. From 1878 to 1883, many new life-saving stations were established all along the Atlantic coast. The Life-Saving Service established three stations on the Core Banks. A Life-Saving Station at Cape Lookout was authorized as early as 1878 but did not begin operation until January 1888. Additional stations were proposed for Portsmouth and a location halfway between Ocracoke Inlet and Cape Lookout, the Core Banks Station.[92] Although in 1893 the former marine hospital was still standing and could have been used as a life-saving station, local tradition in Portsmouth says that the hospital was deliberately burned in order to force the construction of a new station building.[93] An 1893 survey of the site shows the proposed Life-Saving Station at the northeast corner of the hospital property (Fig. 15).

The Portsmouth station was completed by June 1894 and manned by the first keeper, Ferdinand G. Terrell, by September 1894. The station was fully manned by November 1894. Two outbuildings—a privy and an oil and coal storage shed—were built

87. Holland, 47; also Stick, *The Outer Banks*, 306; Burke, 56.
88. Holland, 48.
89. Ibid.
90. Olson, 21.
91. Olson, 87-88; Stick, *The Outer Banks*, 307.
92. Holland, 36, citing United States Life-Saving Service, *Annual Report*, 1895 (Washington, D.C.: Government Printing Office, 1895), 343. The position of the Portsmouth Station was given as Latitude 35° 04' 00" Longitude 76° 02' 05".
93. Olson, 76.


Portsmouth Village
Ocracoke Inlet

along with the station in 1894. A stable was constructed in 1896. A brick cistern was also presumably built in 1894 as part of the original station development, but this structure is not documented before 1903.[94]

The United States Life-Saving Station was a source of employment and influence in the Portsmouth community, with crews made up from local citizens. A nightly guard scanned the waters for vessels in trouble and foot patrols walked the ocean beaches. Rescues were enacted by oar-powered surfboats, taken by ramp from the boathouse to sea, and by rescuers walking out through the water to stranded vessels. One of the most dramatic rescues from the Portsmouth station was the rescue of 421 persons from the *Vera Cruz VII* during a nor'easter on May 8, 1903.[95] As with other areas of the Outer Banks, activities of the Life-Saving Service were an important component of village life. There were at least seven wrecks at Portsmouth between 1899 and 1918.[96] In 1915, the Revenue Cutter Service and the Life-Saving Service were merged to form the U.S. Coast Guard.

Fishing. From the 1870s to the 1900s, mullet fishing became an important summer and fall activity (typically June to November) off the Core Banks and Shackleford Banks. Fishermen built seasonal shacks on the Outer Banks for sleeping and for storing fish. These shacks, as illustrated in the *National Geographic Magazine* in 1908, were typically circular thatched structures with conical or rounded roofs.[97] Drag nets were used to harvest the fish, which were typically salted and shipped to market in barrels. At first this activity was limited to Carteret County, but fishermen in other areas began to fish for mullet, and by the early 1900s mullet stocks were in decline.[98]

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

> The fishing is not extensive, and there are no large seines or pounds requiring the labor of any considerable number of men. The people do not fish with any regularity, many of them going out only during the height of the season. . . . In January, parties having large vessels or large boats are engaged in gathering oysters and clams, which they exchange with the people of the mainland for corn. . . . This business continues till April, when nearly all turn their attention to their small garden patches, where they raise such vegetables as are needed for their family use. The summer fishing is quite small, and only for local supply . . . Early in September the fishing becomes quite extensive, and all of the fishermen are soon engaged in the capture of hogfish, spot, mullet, trout (*Cynoscion regale*), and small bluefish, for salting. . . . The catch in this fishery averages about 10 to 15 barrels of salted fish to the man. Early in November nearly all resort to the ocean shore for bluefish, where they are usually engaged till Christmas.
>
> In addition to the above, there is an extensive fishery for clams or quahaugs to supply the clam cannery of Maltby & Edwards in Ocracoke Inlet. This cannery was located at Elizabeth City in 1876, but on account of the distance to which the clams must be carried it was removed to its present site the following season.[99]

Village Development

Refer to Fig. 16. Portsmouth Village at the end of the nineteenth century included numerous individual residences over a wide area, reaching as far south as Sheep Island. Two major roads, crossing near the post office, were the primary circulation and development corridors for the village. Two churches were located within the village, and the new Life-Saving Station complex was sited to the east of the residential area. A few new houses were built in the

94. Olson, 89, citing station logbooks; Tommy H. Jones, *Portsmouth Life-Saving Station Historic Structure Report* (Atlanta, Georgia: National Park Service Southeast Region, 2006).
95. Holland, 37; Olson, 92.
96. David Stick, *Graveyard of the Atlantic* (Chapel Hill: University of North Carolina, 1952), 180–185, 252–256.
97. Collier Cobb, "Some Human Habitations," *The National Geographic Magazine* XIX no. 7, July 1908, 505–515.
98. Holland, 20–21; Stick, *The Outer Banks*, 213–224.
99. George Brown Goode, *The Fisheries and Fishery Industries of the United States* (Washington, D.C.: Government Printing Office, 1887), 483–484. Goode notes that the one seafood that was not eaten by the Bankers was shrimp, in spite of their abundance of this resource.

village in the late nineteenth century, including the George Dixon House, built circa 1887.[100]

In the great hurricane of August 1899, the Methodist Church was destroyed.[101] It was rebuilt in 1901. In 1913, both the Methodist Church and the Primitive Baptist Church were destroyed during a hurricane. The Methodist Church was rebuilt in 1915 and still stands today.[102]

Maritime shipping through Ocracoke Inlet, already greatly reduced by the end of the nineteenth century, was brought to an end around 1900. New canals were developed that linked North Carolina's rivers and sounds to Chesapeake Bay to the north and the natural harbor at Beaufort to the south. The privately-owned Albemarle and Chesapeake Canal in Virginia opened in 1859. This canal was purchased by the federal government in 1913 and made toll-free. By 1910, the Adams Creek Canal connected Beaufort Inlet directly with Pamlico Sound to the north. Thereafter, Ocracoke and Hatteras Inlets ceased to be used as ports of entry for ocean-going shipping, although federal engineers continued to maintain and mark the inlets for local fishing boats.[103]

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

Interwar and World War II

Refer to Fig. 17 and Fig. 18. The village in the 1920s and 1930s was described by Dorothy Bodwell, who spent summers on the island with her family from 1922 to 1940. Her family's summer house, no longer existent, stood just to the south of the Carl Dixon House. Bodwell wrote:

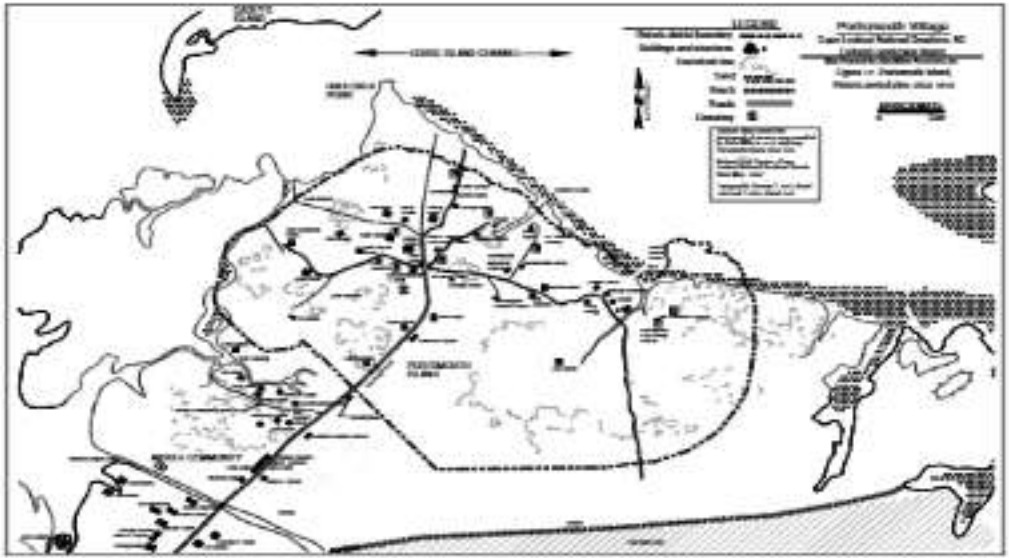
> Houses in the village were scattered at random, generally facing the narrow roadways but some set back among the trees, accessible only by footpaths. The larger houses were two-story with steep dormer windows, and many smaller ones consisted of only one, two or maybe three rooms. Regardless of size, all had a front porch or piazza as the residents called it. Most everyone had a fig tree, and many a jar of fig preserves was boiled off in late summer. Some of the houses had kitchens apart from the main house. A few had what they called their summer kitchens with lots of windows where families cooked and ate in hot weather.[104]

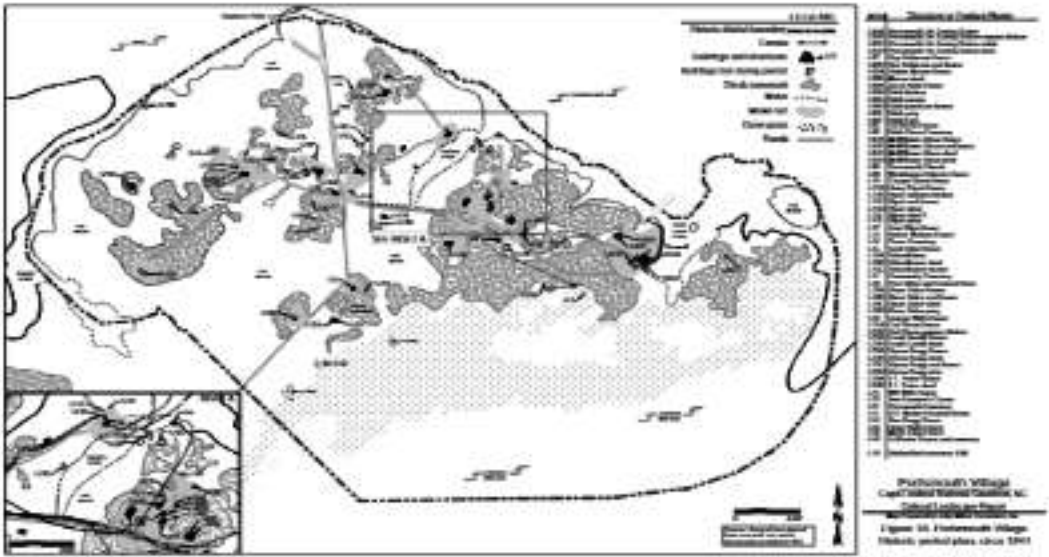
In addition to the main village, Bodwell also recalled settlement at Sheep Island, where "homes were scattered."[105] She and her family survived the hurricane of September 16, 1933, which damaged and destroyed many houses in Portsmouth and led some families to relocate to the mainland.

> During the storm the tide peaked just below the floors of our house. Papa had bored holes in the floor so that the house would not float off its foundation blocks if the water got too high. . . . At other homes it flooded the ground floors. . . . Mr. Tom Bragg and Mr. Jody Styron reported a foot of water in their home. . . . After the hurricane, it was a gruesome sight to look out over the sound and see the carcasses of drowned cattle floating.[106]

The 1933 hurricane also destroyed the visible remains of Shell Castle.[107] This severe storm triggered another noticeable drop in the population of Portsmouth, when after the storm "everybody just left," according to Henry Pigott.[108] Sheep Island was particularly affected by the storm and was not

100. Tommy Jones, George Dixon House Historic Structure Report (National Park Service, 2004).
101. Dot Salter Wills and Ron R. Salter, edited by Frances A. Fishburne and Lynn S. Salt, *Portsmouth Island: Short Stories & History* (Morehead City: Morehead Publications, 2004), 67–68.
102. Jones, 162; Holland, 48.
103. Stick, *The Outer Banks*, 182–183.
104. Dorothy Byrum Bodwell, *Portsmouth: Island with a Soul* (Morehead City, North Carolina: Herald Printing Company, 1984), 16. Bodwell's father had first come to Portsmouth on a hunting trip in the 1910s. At the time of a return visit to Portsmouth in the early 1980s, Bodwell noted that a pile of wood planks and shingles and a toppled chimney marked the site of her family's summer home, and that the brick cistern still remained.
105. Ibid., 46.
106. Ibid., 62. See also Wills and Salter.
107. Olson, 57.
108. Quoted in George J. Olszewski, *Historic Resource Study for History of Portsmouth Village* (National Park Service, September 1970, Draft), 70, citing interview of Henry Pigott by Dave Fletcher, NPS Ranger, Ocracoke, North Carolina, August 1970.





inhabited after this time. For example, Ed and Katherine Styron's house, the southernmost house on Sheep Island, "just blew off" during the storm.[109] After the storm, the Styrons built a new house in Portsmouth Village, the existing Ed Styron house.

By the 1930s advancing radio technology permitted the phasing out of many Coast Guard stations, as ships were equipped with better navigational instruments. In addition, rescuers were able to obtain better equipment and faster boats. In 1938, Portsmouth Station was deactivated, and in 1940 Core Banks Station was deactivated.[110]

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

During the war, Cape Lookout Bight was used as shelter for convoys bound for Europe, and soldiers were stationed on Cape Lookout to defend the natural harbor. The Portsmouth Coast Guard Station was reactivated as part of the coast watch.[111] After 1943, the tide of the war shifted, and by November 1944, Fort Macon was deactivated. Many of the last remaining residents in Portsmouth left after a hurricane in 1944. By the mid 1940s, the village had decreased in population and numerous structures had been abandoned or demolished.

Postwar and the National Seashore

Recreation, Conservation, and the Changed Federal Role

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

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

> But on the lower Banks, at Portsmouth, Core Banks, Cape Lookout, and Shackleford Banks, where stock continued to graze on an open range through World War II and afterwards with no effort made to control erosion, where there was no one . . . to push through the construction of roads and bridges, and where there still is no connection with the mainland, the long stretches of bald beach remain, devoid of vegetation and flooded by every storm tide—but the people have long since departed.[112]

By 1950, Portsmouth Village had only fourteen residents.[113] By 1956, a postage stamp was the only item purchasable in the town, and in 1959, the post office closed. By the early late 1940s, the former Life-Saving Station was sold to a private sportmen's club, and a landing strip was built, obliterating the site of the former marine hospital.[114] Another club, the Salter Gun Club, used the Dixon-Salter house beginning in 1965.[115] Other houses in the village were

109. Lionel Gilgo, quoted in *Ed Styron house Historic Structure Report* (National Park Service, 2004), 9.
110. Holland, 38, citing U.S. Coast Guard, *Register of the Commissioned and Warrant Officers and Cadets, and Ships and Stations of the United States Coast Guard, July 1, 1938* (Washington, D.C.: Government Printing Office, 1938), 103; and *Register, July 1, 1940*, 158.
111. Olson, 92, citing information related by Edwin C. Bearss, National Park Service historian, to Anna C. Toogood, 1978.
112. Stick, *The Outer Banks*, 253.
113. Ibid., 307.
114. Jones, 28. Some sources give a date of the 1950s for the creation of the landing strip.
115. Olson, 95.

FIGURE 28. Aerial photograph of Portsmouth looking northwest, 1963. The Life-Saving Station is visible in the left foreground, with the cleared landing strip separating the station from its stable and shed. The church is at the center of this view, and the schoolhouse is visible at the left edge of the photograph.

occupied seasonally by hunters or fishermen throughout the 1950s and 1960s. Often, the older houses were remodeled or rehabilitated by these seasonal users.

In 1957, the construction of a paved highway on Ocracoke Island and the beginning of regular ferry service across Hatteras Inlet made Ocracoke village more accessible as a vacation destination. Circa 1960, ferry service was begun connecting Ocracoke to Cedar Island, the eastern terminus at that time of U.S. Highway 70.[116] Some schemes for private resort-type development were proposed in the 1950s and 1960s, but intensive recreational development was forestalled by government action. The state of North Carolina had begun to acquire land from private owners on Portsmouth Island, Core Banks, and Shackleford Banks starting in 1959, and by June 1963, had acquired about 80 percent of the land between Ocracoke Inlet and Cape Lookout.

Cape Lookout National Seashore

North Carolina turned to the federal government for assistance in managing this large resource. Initially consideration was given to extending Cape Hatteras National Seashore to include the Cape Lookout area. However, Cape Lookout was established as a National Seashore in its own right in 1966, encompassing a fifty-four mile stretch of the Outer Banks from Cape Lookout to Ocracoke Inlet, and the nine mile long Shackleford Banks running westward to the Beaufort Inlet. From the founding of the National Seashore, the objective of the National Park Service has been to provide for natural and scenic recreational use while preserving the seashore in its natural condition.[117]

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

116. Ibid., 301.
117. "Cape Lookout Master Plan – Draft" (National Park Service, September 27, 1968).

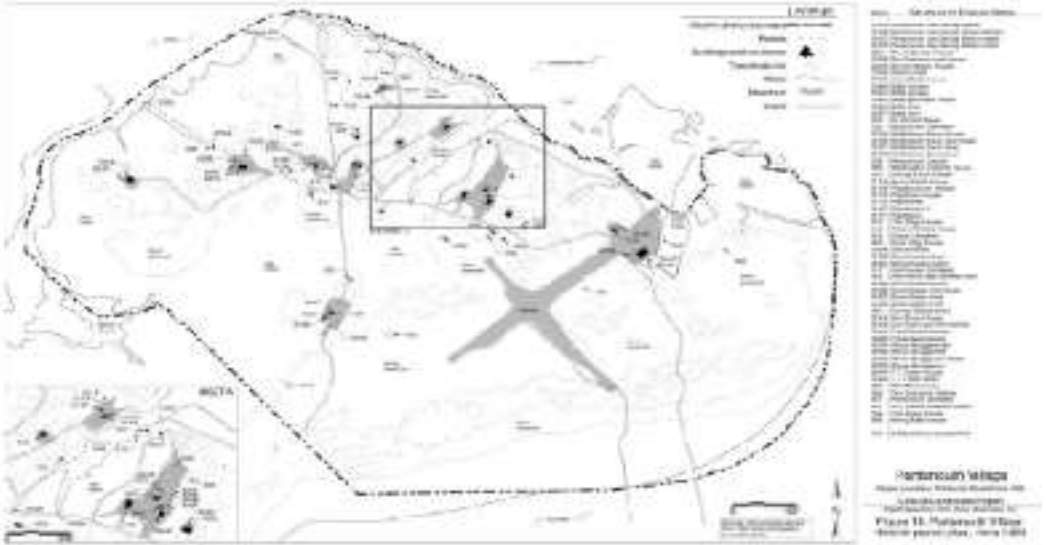

Plan of
Features
Boundaries
Water
Meadow
Arable
Parish
Hundred
Manor
Tithe
Glebe
Roads
Buildings
Woods
Parkland
Orchards
Gardens
Commons
Waste
Quarries
Ponds
Rivers
Streams
Canals
Railways
Bridges
Churches
Chapels
Schools
Public Houses
Mills
Farms
Cottages
Boundary Stones
Milestones
Footpaths
Bridleways
Roads
Turnpike Roads
Toll Houses
Gates
Fords
Ferries
Wharves
Docks
Lighthouses
Beacons
Windmills
Watermills
Pumps
Wells
Springs
Reservoirs
Aqueducts
Tunnels
Embankments
Cuttings
Viaducts
Level Crossings
Stations
Signals
Signal Boxes
Goods Yards
Sidings
Turntables
Locomotive Sheds
Carriage Sheds
Engine Houses
Workshops
Foundries
Forges
Smithies
Coal Depots
Coke Ovens
Gasworks
Tramways
Inclines
Planes
Locks
Weirs
Sluices
Culverts
Drains
Ditches
Hedges
Walls
Fences
Gates
Stiles
Trees
Woodland
Scrub
Heath
Moor
Marsh
Bog
Peat
Sand
Gravel
Clay
Chalk
Limestone
Sandstone
Ironstone
Coal
Slate
Granite
Basalt
Lava
Volcanic Ash
Fossils
Caves
Mines
Shafts
Adits
Spoil Heaps
Buildings
Houses
Cottages
Farmhouses
Barns
Stables
Cowsheds
Pigsties
Granaries
Dovecotes
Oast Houses
Hop Kilns
Malthouses
Breweries
Distilleries
Vineries
Orangeries
Conservatories
Greenhouses
Potting Sheds
Summerhouses
Arbours
Pergolas
Trellises
Statues
Fountains
Sundials
Obelisks
Monuments
Memorials
Tombstones
Vaults
Mausolea
Crypts
Chapels
Churches
Cathedrals
Abbeys
Priories
Monasteries
Convents
Nunneries
Friaries
Hermitages
Shrines
Crosses
Calvaries
Stations of the Cross
Pilgrim Routes
Holy Wells
Baptismal Fonts
Pulpits
Lecterns
Choir Stalls
Screens
Rood Lofts
Chancels
Naves
Aisles
Transepts
Crossings
Towers
Spires
Steeples
Belfries
Bells
Clocks
Weathervanes
Lightning Conductors
Roofs
Slates
Tiles
Thatch
Lead
Copper
Zinc
Iron
Steel
Glass
Stained Glass
Leaded Lights
Casements
Sashes
Dormers
Skylights
Chimneys
Flues
Fireplaces
Hearths
Grates
Ranges
Ovens
Boilers
Radiators
Pipes
Cisterns
Tanks
Sinks
Baths
Showers
Lavatories
Urinals
Sewers
Septic Tanks
Cesspools
Soakaways
Gullies
Manholes
Inspection Chambers
Rainwater Heads
Downpipes
Guttering
Flashing
Damp Proof Courses
Foundations
Footings
Piles
Rafts
Underpinning
Shoring
Scaffolding
Ladders
Hoists
Cranes
Derricks
Pulleys
Winches
Capstans
Windlasses
Treadwheels
Horse Gins
Whims
Kibbles
Skips
Tubs
Trucks
Wagons
Carts
Barrows
Sledges
Sledges
Sledges

FIGURE 21. Aerial photograph of Portsmouth looking southwest, 1965. Visible in this photograph are the George Dixon House (510), the Tom Gilgo House (512), the Robert Wallace House (513), the Carl Gilgo House (515), the Schoolhouse (516), the Post Office (518), the Dixon-Salter House (519), the Carl Dixon House (521), the Frank Gaskill House (522), the Styron-Bragg House (525), the Will Willis House (525), and the Henry Babb House (556).

Refer to Fig. 19. By the late 1960s, most of the houses in the village were abandoned or inhabited only seasonally. Tree and shrub cover had regrown within the village. The settled portion of the village had contracted to the core area currently included in the National Register Historic District; as noted above, the settlement of Sheep Island had been abandoned after the 1933 hurricane, and the vacant structures in Middle Community were later destroyed by fire.

Portsmouth Village was listed in the National Register of Historic Places in 1978, including the fifty-acre historic district, village site, thirty primary structures, and numerous secondary structures and site features. The National Park Service undertook restoration and stabilization work at numerous structures in Portsmouth around 1980. For many structures, this included repainting or repair of historic wood siding and wood windows, removal of non-historic synthetic cladding materials, and replacement of asphalt-shingle roofing with wood shingles. The periodic seasonal occupation of some houses in the village that had begun after World War II continued under the National Park Service historic leasing program in the 1970s and 1980s. Also during the 1970s and 1980s, National Park Service staff began to clear brush and trees that had grown up in the decades after World War II, in part to reduce the risk of fire to the historic structures. Mown turf was established around many of the houses. In 1993, the last former resident with life estate rights in the village died.[68]

In late August–early September 1999, Hurricane Dennis came ashore at Cape Hatteras and its

FIGURE 22. Aerial photograph of Portsmouth looking southwest at Doctor's Creek, 1968. Visible in this photograph are the Roy Robinson House (502), the Dennis Mason House (505), the Jesse Babb House (504), the Ed Styron House (505), the McWilliams-Dixon House (507), the Portsmouth Methodist Church (508), the Washington Roberts House (509), the George Dixon House (510), the Henry Pigott House (511), the Tom Gilgo House (512), the Robert Wallace House (513), the Cecil Gilgo House (515), the Schoolhouse (516), the Post Office (518), the Dixon-Salter House (519), the George Wills House (520), the Henry Babb House (556), and one unidentified house (570).

inches of rain fell in Ocracoke. In mid-September 1999, Hurricane Floyd moved northward along the Atlantic coast and brought heavy rain and severe flooding to North Carolina. During these storms, several buildings were lost, including a barn at the Jesse Babb House and a privy at the Styron-Bragg House. In addition, a barn that had been sited near the shore between the McWilliams House and the water, near the creek, was lost during these storms. Another barn located near the Life-Saving Station stable, which had been dismantled by National Park Service and was to be reconstructed, was also lost.[99]

In 2003, the district was heavily affected by Hurricane Isabel, which made landfall on the Core Banks between Cape Lookout and Portsmouth Village on September 18. The storm overturned more than 400 trees, and damaged fences, outbuildings, cemeteries, roads, pathways, and other historic features. The George Dixon house, already noted to be in poor condition when surveyed for the Historic Structure Report in 2002, suffered heavy damage. Subsequent to the storm, the house was stabilized with plywood board up and timber shoring, which remains in place. The Life-Saving Station was also damaged by the storm. Archeological resources were exposed, and the

118. Cloud, 72.

119. Interview with Mike McGee, Maintenance Supervisor, Cape Lookout National Seashore, May 10, 2007. The 2006 LCS includes mention of the Jesse Babb Barn and the Styron-Bragg Privy, although these structures are no longer extant.

establishment of new water channels caused loss of land associated with a cemetery. Impacts from subsequent storms, including Hurricane Ophelia in September 2005, led to the loss of hundreds more trees; to date, the cumulative damage from these recent storms has not been fully evaluated or mitigated, and much of the district is in need of stabilization and repair.

Existing Conditions

Introduction

This chapter describes through narrative text, contemporary photographs, and labeled base mapping, the current conditions and extant landscape features associated with the Portsmouth Village Historic District. The purpose of documenting the park's existing landscape is three-fold. The primary role of the existing conditions documentation is to convey the range and breadth of landscape features by identifying, describing, and locating them on a map. This documentation serves as a baseline of information for the rest of the document. The second purpose is to generate an inventory of park features that can be utilized to develop several cultural landscape analyses and assess National Register eligibility and integrity. The final role is to provide a record of the landscape that may prove useful to future research efforts.

The first section of this chapter—Environmental and Cultural Context and Setting—sets Portsmouth Village within a regional and local context, looking at the larger systems that surround the property and provide connections to important nearby cultural and natural resources. The second section—Site Description—describes the overall organizing elements and features that characterize the property. The third section—Landscape Description by Characteristic—individually depicts the extant landscape features and resources that together comprise the Portsmouth Village Historic District. The landscape characteristics categories used to organize landscape resource documentation in the CLR include:

- Natural Systems and Features
- Responses to Natural Resources
- Topography and Topographic Modifications
- Patterns of Spatial Organization
- Land Uses
- Circulation
- Cultural Vegetation
- Buildings and Structures
- Views and Vistas
- Small-scale Features
- Archeological Resources

Appendix B is an inventory of the park landscape features described herein. The inventory includes condition assessment information for each feature. The assessment is based upon the condition rating standards established by the National Park Service (NPS) in the *Cultural Landscapes Inventory Professional Procedures Guide*. Features are described as being in good, fair, poor, or unknown condition. Features categorized as fair, poor, or unknown are accompanied by a brief annotation to explain the rating.

Graphic documentation, in the forms of maps and photographs, accompany the text. Representative photographs illustrate many of the features described in the text and each inventoried feature is also located on a map. All photographs used to illustrate existing conditions are coordinated with photographic station-point maps found at the end of the chapter (Fig. 150 through Fig. 153).

Environmental and Cultural Context and Setting

See Fig. 23, Site Location and Context Maps.
Portsmouth Village Historic District is located at the far northern end of Cape Lookout National Seashore just below the island of Ocracoke along North Carolina's Outer Banks. The historic district extends over approximately fifty acres on the lee side of Portsmouth Island. The island is edged by Ocracoke Inlet to the north; the Baymarsh Thorofare and Sheep Island, which are in turn edged by Core Sound, to the west; marsh and a large expanse of tidal flats—known as Portsmouth Flats—to the east and south; and Warren Creek and shrub savannah to the southwest. Middle Community, a former component of the village that no longer includes substantial above-ground evidence of its cultural developments, is located on Portsmouth Island to the west of the historic district. Sheep Island, located across Baymarsh Thorofare, was also traditionally associated with Portsmouth Village, but little evidence of this portion of the community survives. Casey Island is located in the inlet north of the island's primary dock facility at Haulover Point. Wallace's Channel, an important site for lightering in the eighteenth century, is located beyond the historic district to the north and east.

Cape Lookout National Seashore is a federally protected unit of the National Park System that has been administered by the National Park Service since 1966. Cape Lookout National Seashore includes Shackleford Banks, Core Banks, Portsmouth Island, and a portion of eastern Harkers Island where the park headquarters and visitor center are located. Portsmouth Village can only be reached by boat. Most of its 2,000 annual visitors arrive from either Cedar Island, located forty miles north of Harkers Island, or by private ferry from Ocracoke Island.

Portsmouth Island is located within east-central North Carolina's Carteret County. Relatively rural, the county has an estimated population of 60,000 and extends over 532 square miles.[120] Local residents have traditionally derived their livelihood from farming and commercial fishing; in recent years, however, tourism and real-estate development have become important components of the local economy since the region is a popular destination for summer vacationers. Portsmouth Village itself is inhabited seasonally through a historic lease program. Six of the historic houses are available through the program. Volunteers and NPS personnel are also present at Portsmouth Village periodically throughout the year.

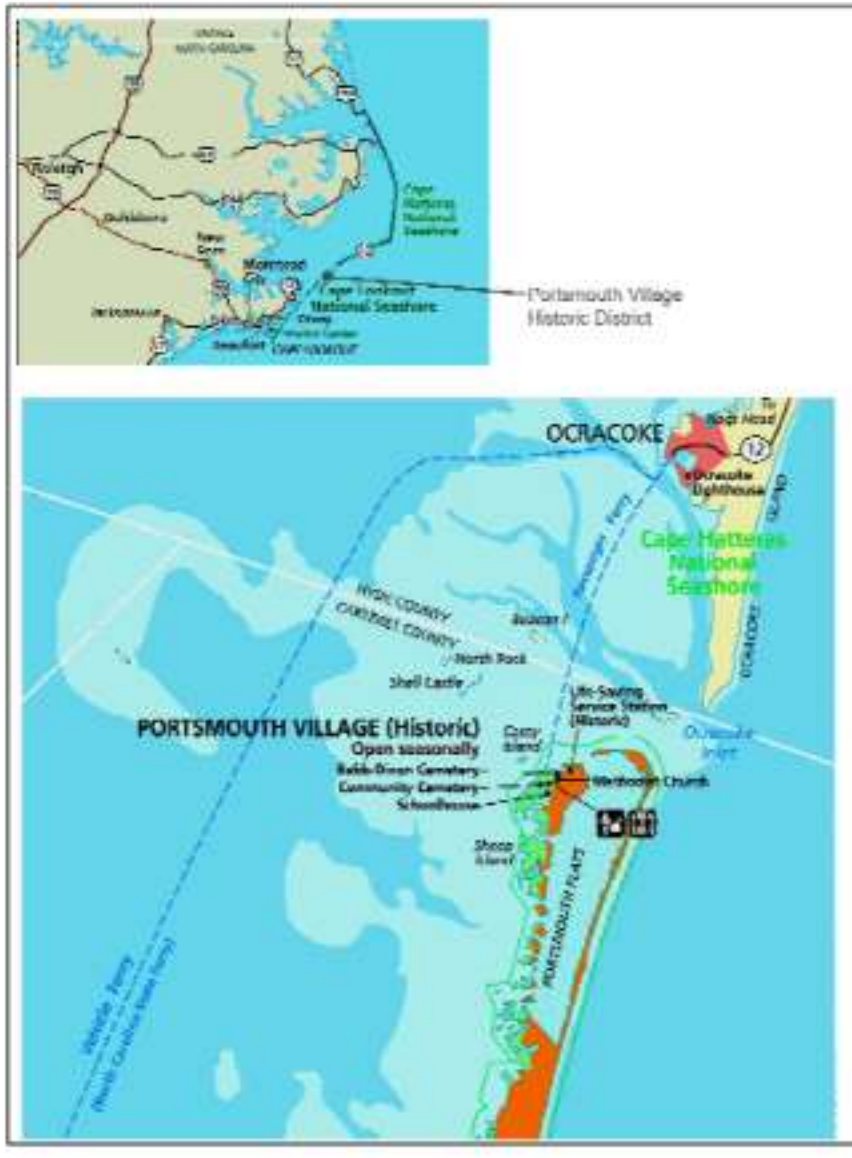
The closest towns are Beaufort (population 3,771), a fishing community and the county seat located approximately forty miles southwest and about four hours travel by boat and car, and Morehead City (population 7,017), a shipping and rail terminus that lies five miles to the southwest of Beaufort along U.S. Route 70.[121]

The region typically enjoys a mild southeastern maritime climate. The mean average temperature for January is 48 degrees. In July, the mean average temperature is 80 degrees. The area's average annual rainfall is 54 inches, but this can vary greatly. Cape Lookout National Seashore lies directly in the extratropical storm track and is subject to frequent hurricanes. The Outer Banks have experienced at least 150 hurricanes since 1585.[122]

North Carolina's Outer Banks are part of the world's largest barrier island system, which extends along America's Atlantic Coast and the Gulf of Mexico from Massachusetts to Texas. Known simply as the Sand Banks by the region's earliest settlers, the term "banks" is possibly the only topographic term that is unique to North Carolina.[123] As described in the Historic Resource Study for Portsmouth Village:

> The banks are a long series of low sand hills that stretch south and east from the Virginia state line to Cape Hatteras and then turn sharply southwest from Ocracoke Inlet and Cape Lookout, a total distance of nearly 175 miles. The banks are separated from mainland North

120. U.S. Census Bureau, 2000 census data.
121. Ibid.
122. National Park Service, *Cape Lookout Environmental Assessment, Alternatives of General Management Plan and Wilderness Study* (Denver: National Park Service, Denver Service Center, February 1978), 25.
123. Fred M. Mallison, *The Civil War on the Outer Banks* (Jefferson, North Carolina: McFarland & Company, 1998), 2, 8, 9.



Source: National Park Service.

Portsmouth Village

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Map Prepared by John Milnor Associates, Inc.

Figure 23.
Site location and context maps.

> Carolina by shallow inland seas, or sounds. To the north of Roanoke Island are Albemarle Sound and its much smaller neighbors, Currituck, Croatan, and Roanoke Sounds. The great Pamlico Sound lies to the south, with Core Sound branching off it. Each day some 15 billion gallons of water empty into these sounds from the vast network of rivers of northeastern North Carolina. Eventually, all this water finds its way to the Atlantic Ocean through the inlets, which have been carved into the Outer Banks by hurricanes and major storms and which are affected daily by tides.
>
> Frequent and dramatic geographic shifts are a salient characteristic of the history of the Outer Banks.... The most apparent changes have been the opening, closing, and reopening of inlets.... The inlets are the only arrival and departure points for North Carolina's commercial traffic. However, only a handful of these inlets have been navigable, and at times there have been no navigable approaches to the state's inland waters.... Of the several inlets that have existed on the banks, only Ocracoke Inlet has remained open continuously, although it has not always been fully navigable. The settlements that have arisen on the Outer Banks, including Portsmouth, have generally been associated with a navigable inlet and have been established primarily to ease the navigational detriments to North Carolina's commerce. The tenuous existence of these towns has depended upon the erratic commercial progress of the inland ports and upon the unpredictable changes in the Outer Banks caused by natural forces.[124]

Barrier islands are large, highly mobile accumulations of sand that are a result of the Pleistocene ice ages. Beginning about 18,000 years ago, melting glaciers retreated across Pennsylvania, New York, and New England, leaving behind large deposits of pulverized geological materials – sand, silt, and clay. Large river systems such as the Delaware and Susquehanna dropped this debris onto the continental shelf where it was distributed by longshore (littoral) drift. Although wave angles and longshore drift shift seasonally, the net transport of the glacially deposited material has been from north to south. Longshore drift annually moves an estimated one million cubic yards of sand past Cape Hatteras.

As the glaciers melted, sea levels rose, driving shorelines landward, and leaving behind drowned deltas, truncated spits, and shoaling sand bars that coalesced into islands of sand.[125]

Barrier islands are typically bordered on the ocean side by a remarkably straight shoreface and on the landward side by an irregular shoreline adjoining a back bay, sound, or lagoon. Islands are geomorphically zoned and, from the ocean side to the back bay, typically consist of a broad, gently sloping beach, a berm or beach ridge, a chain of beach front (primary) dunes, a series of swales behind the primary dunes, and a group of back (secondary) dunes, which eventually give way to the bayside shoreline of tidal flats and small isolated beaches. Overwash deposits blanket areas behind the primary dunes where they are lower and more easily breached during storm surges. Overwash deposits that reach the back bay give this shoreline a typically irregular form, while the beachfront retains its straight, linear form through the repeated action of waves on a highly mobile substrate.

Barrier islands are highly ephemeral in nature, a condition that was poorly understood until the 1970s. Since then, research has shown that Core Banks and Cape Lookout have migrated more than four miles landward in the past 7,000 years, and the Outer Banks may have moved as many as forty or fifty miles since sea level began rising 18,000 years ago.[126] For example, Cape Hatteras Lighthouse was 1,500 feet from the surf in 1872, but only 150 feet away by 1983. In 2000, the structure had to be moved inland to prevent it from washing away. Landward migration is primarily driven by winds, tidal currents, through inlets, and storm washovers. Some contributing factors, such as the effects of wind and waves, are barely detectable, yet constantly at work. Other other factors, such as hurricanes and nor'easters, arrive infrequently but can elicit dramatic change. All of these forces,

124. Sarah Olson, *Historic Resource Study: Portsmouth Village, Cape Lookout National Seashore, North Carolina* (Denver: National Park Service, March 1982), 9–10.

125. Origins of barrier islands are discussed in Maurice Schwartz, *Barrier Islands* (1973) and in S.D. Hubey, "Nexus: New Model of Barrier Island Development" (1976). See references section of this report.

126. Walter Sullivan, *Landprints* (New York: New York Times Books, 1984), 232. In some places along the Outer Banks, tree stumps from former maritime forests and peat deposited in back bay marshes are exposed along the ocean beaches, as are shells from oysters that once lived in the back bay.

whether ongoing processes or extraordinary events, are responsible for rolling the islands landward, continually moving sand from the shoreface into the back bay. "Vegetation is critical in maintaining what little stability exists on the barrier islands. Extensive root systems of maritime grasses help to stabilize sediments, whether windblown or waterborne. The grasses themselves tend to trap windblown sand. In this way, dunes build naturally and topography is elevated just enough so that other forms of plant life can take root."[127]

Maritime forests—woody plant communities that arise through secondary succession on coastal dune systems—once characterized portions of the Outer Banks. They are generally restricted to the coastal barrier islands as they develop under the influence of oceanic exposure and conditions including salt spray, wind shear, low water availability, and nutrient-poor soils. They are more likely to arise on the stabilized dunes of the sound side of islands, such as where Portsmouth Village Historic District is located. While there are currently no maritime forest areas represented on the island, they were likely present at the time of European-American settlement. Loparanski suggests "early settlements such as Old Nags Head, Ocracoke, Portsmouth, and Diamond City were established in these island 'oases.' It was within the maritime forests that early settlers found homesites that were less susceptible to flood waters, high winds, and harsh temperatures."[128] Maritime forests are associated with two primary tree species: Eastern red cedar (*Juniperus virginiana*) and live oak (*Quercus virginiana*). Other species frequently found in varying degrees within maritime forest areas include trees such as loblolly pine (*Pinus taeda*), red maple (*Acer rubrum*), sweetbay magnolia (*Magnolia virginiana*), black ash (*Fraxinus semenosa*), American holly (*Ilex opaca*), and shrubs such as willow (*Salix spp.*), wax myrtle (*Myrica cerifera*), and red osier (*Cornus spp.*). The composition of the forests is directly tied to local environmental conditions and natural and cultural disturbance history. While Portsmouth Village may have at one time supported stands of maritime forest, today it is characterized by shrub thicket vegetation composed of an impenetrable tangle of small trees, shrubs, and vines. This condition is primarily due to past cultural disturbances.

Salt marshes occur on the Outer Banks in two types that are directly tied to tidal inundation. Low salt marshes occur along the low to high tide fluctuation zone and are dominated by smooth cordgrass (*Spartina alarnifora*), which can survive anaerobically. The high salt marsh occurs above the mean high tide mark, but is still subject to salt water inundation during spring and storm tides. This marsh is dominated by salt meadow cordgrass (*Spartina patens*), black needlerush (*Juncur roemerianus*), and various forbs.

Cape Lookout National Seashore is located along the Atlantic flyway. Several important nesting areas occur within the park. Important habitat includes beach/berm areas, low dunes, and tidal flats. Salt marshes are also an important nurse habitat for fish and bivalves. The Eastern brown pelican, a federally listed endangered species, is prevalent within the park. The Arctic peregrine falcon, another federally listed endangered species, is an overwintering and spring visitor of the area. The Atlantic loggerhead turtle, a federally listed threatened species, is also known to nest within the park, including on Portsmouth Island.

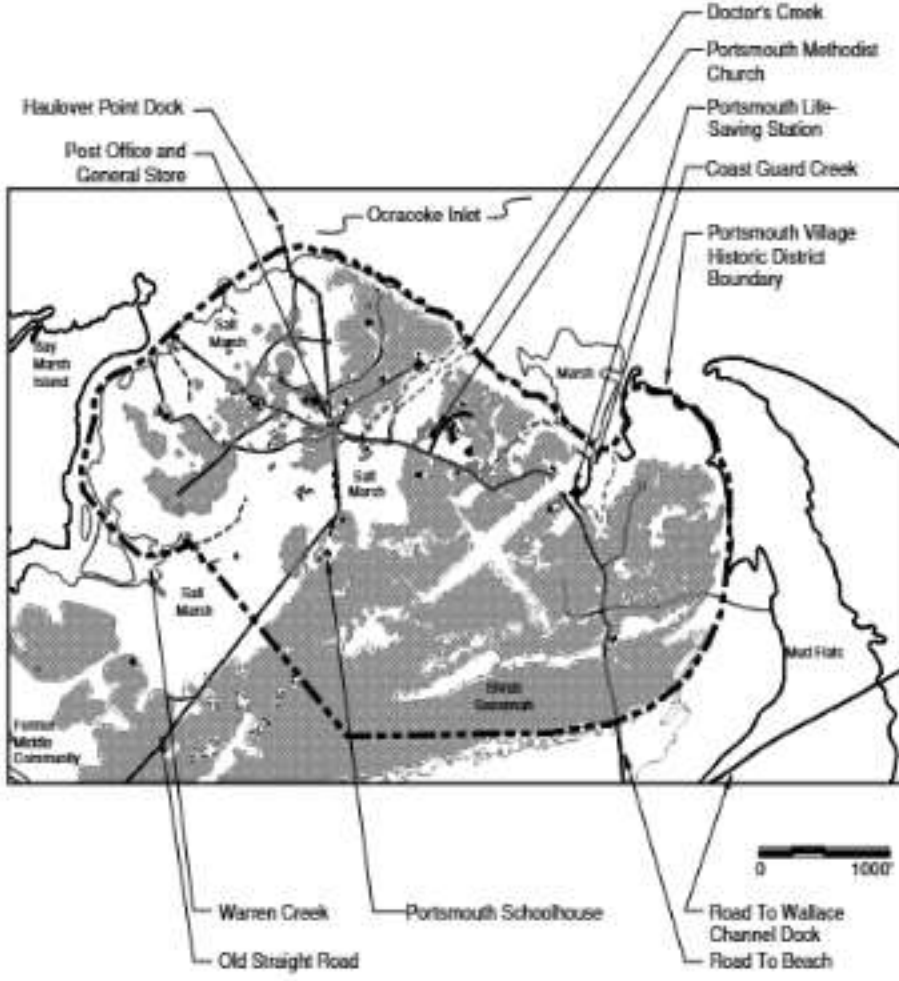
Site Description

See Fig. 24, Existing Conditions Site Map. As noted above, Portsmouth Village Historic District extends over approximately fifty acres of Portsmouth Island. Although the island is surrounded by Atlantic Ocean waters, situation of Ocracoke Inlet in the vicinity of Portsmouth Island has led to increasing difficulties in accessing the island and by boat. The primary point of arrival is the dock at Hatteras Point. Only boats with very shallow drafts can currently access this dock, however.

The primary organizing element of the former village is a pair of circulation routes that meet near the heart or core of the village. These roads extend

127. National Park Service, *Final Environmental Impact Statement: General Management Plan / Development Concept Plan: Cape Lookout National Seashore, North Carolina* (Carteret County, North Carolina: Cape Lookout National Seashore, December 1982), 40–41.

128. Michael Loparanski, Jonathan P. Evans, and Richard E. Shaw, "An Assessment of Maritime Forest Resources on the North Carolina Coast" (publishing information not available), 8.



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Map Prepared by John Milner Associates, Inc.

Figure 24. Existing Conditions.

Site map

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

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

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

NPS activities within the district include maintenance of the buildings and landscape, interpretation through guided tours, and maintenance of a visitor contact facility near Haulover Point. Volunteers staff the facility periodically during the week from April to November. Exhibits and restrooms are available to visitors here and at the Life Saving Station; there is also a comfort station along the Road to the Beach. A historic lease program affords opportunities for seasonal use of the village dwellings. In 1982, the GMP noted that there were twelve special use permits in effect for occupancy of structures in Portsmouth Village at that time; today there are six. These permits are intended to help protect the historic structures in the village.[129] The leases are popular with fishermen.

Existing Conditions Documentation by Landscape Characteristic

Natural Systems and Features

See Fig. 25, Natural Systems and Features, Responses to Natural Resources, and Topography. Natural resources associated with the Portsmouth Village Historic District include island landforms, tidal creeks, sandy hammocks, and vegetation communities ranging from salt marshes to shrub savannahs. All of the plant communities on the island have been heavily impacted by cultural activities, particularly the raising of livestock, which were allowed to graze over much of the island until the 1950s. Oral histories suggest that vegetation was periodically burned in the past to encourage new growth for grazing.[130]

Mount Truxton. This landform is a high point in the eastern portion of the island that appears on

129. *Final Environmental Impact Statement* (December 1982), 54.
130. National Park Service, "Natural Resources Management Plan for Cape Lookout National Seashore, North Carolina, Management Report No. 14" (Harkers Island, North Carolina: Cape Lookout National Seashore, December 1978), 18.

historic maps. It is described as a lookout point for the village. The location of Mount Thurston was not identified during this study.

Haulover Point. Haulover Point is a natural extension of the island's landform that is used as a landing area.

Doctor's Creek. Two tidal creeks extend from the heart of the village to the shoreline. These include Doctor's Creek and Coast Guard Creek. Doctor's Creek is located in the central part of the village below Haulover Point (Fig. 26). The Henry Pigott House was constructed along the creek margin to take advantage of the boat access once afforded from this location. A dock extends from the house precinct into the creek. Pigott was once the mail carrier for the island and received mail deliveries at this dock. The creek has two branches that extend to the main east/west roadway and converge west of the McWilliams-Dixon House. Wooden bridges carry the road over these branches. This tidal creek appears to be in good condition, although sand deposits have made it very difficult to access this part of the island, and the creek likely does not serve boat traffic as well as it did in the past.

Coast Guard Creek. Coast Guard Creek extends south from the Life-Saving Station to Ocracoke Inlet along the eastern margin of the historic district (Fig. 27). This creek was an important consideration in the siting of the Portsmouth Life-Saving Station. While the building is sited far enough inland to be relatively sheltered, access to the coastal waters for the Life-Saving Station rescue boats was afforded via this creek. In 1908, the Life-Saving Station crew dammed the western end of Coast Guard Creek just east of the station and backfilled with sand, which significantly shortened the creek.[131] A seawall and ramps were constructed in 1918 along the edge of the creek to facilitate access to the water for rescue boats. Siltation has occurred within the creek, evidenced by the portions of the seawall now embedded in its banks. Otherwise, this tidal creek appears to be in good condition.

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

FIGURE 26. View northeast toward Doctor's Creek from the Henry Pigott House.

FIGURE 27. View northeast along Coast Guard Creek.

FIGURE 28. View northeast of Ocracoke Inlet from north of Portsmouth Village, and a fishing structure.

131. Tommy Jones, *Portsmouth Life-Saving Station Historic Structure Report* (Atlanta, Georgia: National Park Service, 2006), 38, citing station logbook for August 11–12, 1908.

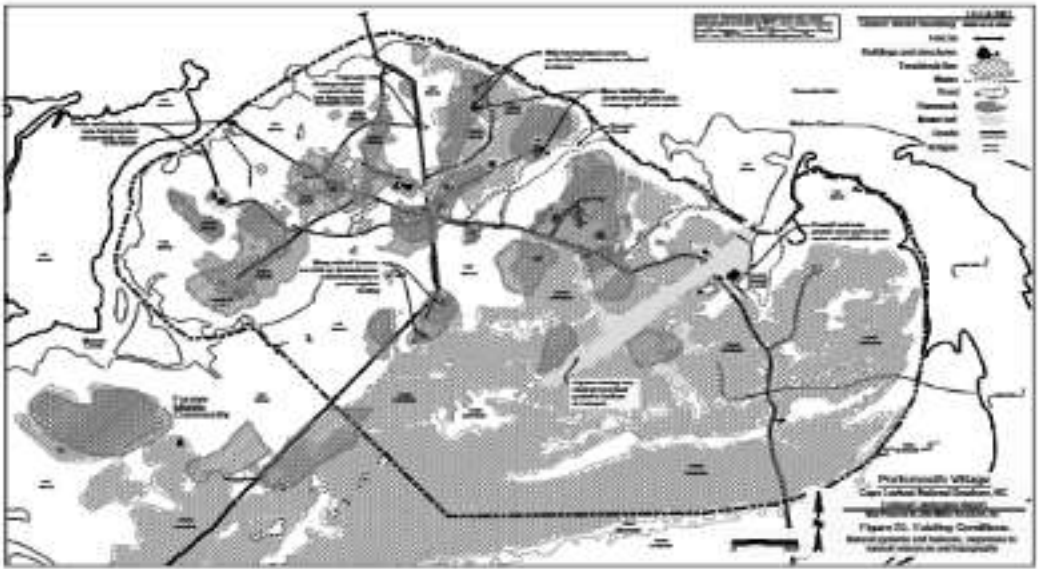
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FIGURE 28. View southeast from Haulover Point Road of one of the marsh areas dominated by black needlegrass.

FIGURE 30. View southeast of one of the marsh areas dominated by salt meadow cordgrass. This marsh is located near the T. T. Potter House.

FIGURE 29. An example of shrub sawannah vegetation near the Styron-Bragg House.

Ocracoke Inlet. This water body extends between Ocracoke Island and Portsmouth Island (Fig. 28). The inlet, while currently too shallow for most boat traffic, once served as a primary shipping thoroughfare between Pamlico Sound and the Atlantic Ocean. Casey Island is located to the northwest of Portsmouth Island at the edge of the inlet; Shell Castle Island sits further to the west within Pamlico Sound. Wallace Channel sits within the inlet and extends outside of the historic district. It can be reached via a pedestrian path that arises from the Road to the Beach. A dock is located along the edge of the channel.

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

Salt and Brackish Marshes. Salt and brackish marsh occupies much of the western portion of the district, its southern margins, and the margins of Doctor's and Coast Guard Creeks (Fig. 29 and Fig. 30). These naturally-occurring plant communities arise over areas that are regularly inundated with salt water due to tides. The primary species characteristic of the low marsh are smooth cordgrass and saltwort (*Salicornia perennis*). Other glassworts, sea lavender (*Limonium carolinianum*), and salt grass (*Distichlis spicata*) may also be present. The high marsh is more diverse, and characterized by saltmeadow cordgrass, sea ox-eye (*Borrichia frutescens*), and various rushes (*Juncus spp.*). Brackish marshes are dominated by saltmeadow cordgrass, timbriarytus (*Fimbristylis spp.*), little bluestem (*Andropogon virginicus*), foxtail grass (*Setaria geniculata*), and panic grass (*Panicum spp.*). Shrubby components of the marshes include marsh elder (*Iva frutescens*), silverling (*Baccharis halimifolia*), and sometimes wax myrtle. Needlegrass and sedges (*Scirpus americanus*) are also present in brackish marshes. These communities appear generally to be in good condition. No invasive alien plant species were observed to be threatening these communities during field investigations conducted for this project.

Shrub Savannah and Shrub Thicket. Shrub savannahs and shrub thickets are present over portions of the Portsmouth Village Historic District (Fig. 31 and Fig. 32). These plant communities are characterized by species such as Eastern red cedar, yaupon holly (*Ilex vomitoria*), and wax myrtle but differ in their degrees of woody plant cover. Additional species that may be present include persimmon (*Diospyros virginiana*), poison ivy (*Rhus radicans*), Hercules' club (*Zanthoxylum clava-herculis*), live oak, silverling, marsh elder, beautyberry (*Callicarpa americana*), red mulberry (*Morus rubra*), dogwood (*Cornus sericea*), hamboo vine (*Smilax laurifolia*), Virginia creeper (*Parthenocissus quinquefolia*), pepper vine (*Ampelopsis arborea*), and muscadine grape (*Vitis rotundifolia*). Savannah communities are characterized by grasslands dotted with open grown shrubs and small trees. Thickets include more woody vegetation, and arise in response to increased protection against wind and salt spray from the ocean and overwashes. Both of these community types generally appear to be in good condition. No invasive alien plant species were observed to be threatening these communities during field investigations conducted for this project.

Grassland. Also present within the historic district are open grasslands dominated primarily by grasses and forbs (Fig. 33). These occur where woody growth is less apt to become established because of winds, salt spray, a lack of available soil moisture, and the potential for overwash or storm damage. Species characteristic of Portsmouth Village grasslands include: saltmeadow cordgrass, water pennywort (*Hydrocotyle bonariensis*), seaside goldenrod (*Solidago sempervirens*), fimbristylis, and purple muhly (*Muhlenbergia capillaris*). The grassland areas serve as habitat for various birds such as the common Eastern meadowlark, mourning dove, boat-tailed grackle, and marsh hawk. This plant community type generally appears to be in good condition. No invasive alien plant species were observed to be threatening these communities during field investigations conducted for this project. Both the shrub and grassland communities generally appear to be migrating toward the tidal flats, forming very clear bands of vegetation. Scientific study is being conducted by local natural resource specialists to determine the cause of this unusual successional pattern.

FIGURE 32. An example of shrub thicket vegetation near the schoolhouse.

FIGURE 33. An example of grassland vegetation near the tidal flats.

FIGURE 34. View northwest along the dock behind the Styron-Bragg House. The dock is one of four dock and boardwalk complexes located within the district that provides access to the water.

FIGURE 35. View northeast along the seawall and ramp that afforded access to Coast Guard Creek for Life-Saving Station needs.

FIGURE 37. During the Works Progress Administration era, a pond and channels are said to have been excavated as a mosquito control measure within Portsmouth Village. This is a view southeast of one of the channels edging Haulover Point Road.

FIGURE 36. View southwest along the airplane landing strip, which was sited to take advantage of a relatively level part of the island.

FIGURE 38. The pond purportedly excavated for mosquito control, shown here, is also located along Haulover Point Road.

Responses to Natural Resources

See Fig. 25, Natural Systems and Features, Responses to Natural Resources, and Topography. The cultural responses to natural resources in evidence within the district include the use of docks and boardwalks to facilitate access to the water; bridges to cross tidal creeks; the establishment of a seawall and ramps at the Portsmouth Life-Saving Station to facilitate access to the water; ditching for mosquito control; the siting of cultural features on hammocks to avoid flooding; the use of cisterns to collect and store rainwater; the use of above-ground septic systems to avoid pollution of the saturated soils; and the establishment of an airstrip on the island's most level area.

Docks and boardwalks. Four docks within the historic district provide access to the water and a mooring for boats (Fig. 34). These are located at Haulover Point, near the T. T. Potter House, behind the Styron-Bragg House, and adjacent to the Henry Pigott House. Boardwalks are utilized at Haulover Point, near the T. T. Potter House, and behind the Styron-Bragg House to cross salt marshes that occur between a dwelling and a dock.

Seawalls and ramp. The margin of Coast Guard Creek is edged by a seawall and ramp system associated with the Life-Saving Station (Fig. 35). The seawall was complete in 1918. The ramps were used to facilitate transfer of rescue boats from the boat house to the water and the seawall to maintain clear access to the water. In 1908, the Life-Saving Station

FIGURE 38. Most of the cultural resources present within the historic district, including this cemetery, are sited on high points called hammocks to protect against flooding.

FIGURE 48. Cisterns like the U.S. Marine Hospital structure shown here are used to store rainwater on the island and are the primary source of fresh water.

crew dammed the western end of Coast Guard Creek just east of the station and backfilled with sand, which significantly shortened the creek.[132]

Airplane landing strip. A relatively level section of the island near the Life-Saving Station complex was adapted as an airstrip during the 1940s (Fig. 36). Some of the area was regraded to establish the airstrip.

Pond and channels. At least one culturally-derived pond and two channels exist within the village that are said to have been established through the Works Progress Administration in support of mosquito control during the 1930s or 1940s (Fig. 37 and Fig. 38). The pond lies east of the road leading south from Haulover Point, and the channels edge Haulover Point Road and follow a portion of the Village Road. These features appear to be in good condition.

Siting of cultural features atop hammocks. The Keller cistern and Keller-Styron Cemetery are two examples of cultural features sited on hammocks for protection against storm flooding (Fig. 39).

Cisterns and wells. Most residents of Portsmouth Island derived their fresh water from the collection of rainwater stored in cisterns (Fig. 40). Most properties within the historic district have a cistern or water box. The condition of wells, water boxes and cisterns on the island and their ability to provide and store drinking water is not currently known.

A 1978 study of the ground-water resources of the Cape Lookout National Seashore provides information about the availability of freshwater within the district. It indicates that there are two aquifers that underlie the Core Banks, an upper confined sand aquifer, or freshwater lens, and a lower confined system comprised of upper and lower strata. The confined system is thought to retain fresh water south of New Drum Inlet.[133] The study indicated the presence of several shallow wells and three deeper wells within the vicinity in the late 1970s: one on Casey Island; one associated with the Margaret Wallace property outside the district; and a third associated with the Charles McKay property, which appears to be located in the vicinity of the Henry Pigott House. The well on Casey Island (Cx-134) is indicated as 306 feet deep and having been drilled in 1910. This well may have originally reached the lower confined aquifer, but could only be sounded to the upper confined aquifer in 1978. The connection to this well is said to have been broken by the impact of a boat hitting the pipe and no longer exists. The Wallace property well was described as eight feet deep and yielding five gallons per minute. The well on the Charles McKay property was described as three feet deep, yielding five gallons per minute, and associated with the upper unconfined aquifer that extends beneath the Core Banks.

132. Ibid.
133. *Final Environmental Impact Statement* (December 1982), 35.

The existence of these wells was not confirmed by this study. The study also indicates the following about fresh water sources within the district:

> A relatively large area around the Village of Portsmouth is estimated to be underlain by a lens of freshwater, based on the data from [two wells]. Most of the island, however, is less than 5 feet in altitude and is subject to overwash from storms, which could temporarily contaminate the freshwater lens with saltwater… It is probable that the aquifer contains saltwater beneath this section of Portsmouth Island."[134]

Above-ground septic systems. Many of the dwellings on Portsmouth Island have above-ground septic tanks for managing and treating effluent (Fig. 41). These tanks are generally located in close association with the houses and enclosed within low wood fencing, which obscures much of the view of the feature but does not impede maintenance access. Given the high water table on the island, these tanks are likely an important adaptation to existing conditions.

FIGURE 41. Above-ground septic systems are typically used for wastewater treatment and management in association with most buildings.

Topography and Topographic Modifications

See Fig. 25, Natural Systems and Features, Responses to Natural Resources, and Topography. Much of Portsmouth Island is relatively level. Most of the island is only about five feet above mean sea level at high tide. The highest elevation on the island is approximately eight feet above mean sea level, which occurs in two locations overlooking the tidal mud flats outside of the historic district. Within the historic district, the high point is generally considered to be the area where the marine hospital was once sited near the existing brick cistern. Otherwise, the landform of the island gently undulates between lower-lying areas and the slightly higher sand mounds known as hammocks. Ditches have been established to drain some of the lower lying lands, such as the road to Haulover Point, for mosquito control.

Grading to establish landing strip. Personal communication with local residents suggests that the relatively level expanse of the airstrip was established through minor grading during the 1940s

FIGURE 42. View northeast along the island's airstrip established in the 1940s with limited grading.

(Fig. 42). This landscape feature continues to be maintained in mown grass and is in good condition.

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

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

134. M.D. Winner, Jr., "Ground Water Resources of the Cape Lookout National Seashore, North Carolina" (Raleigh: U.S. Geological Survey, June 1978), 49.

Patterns of Spatial Organization

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

Streetscape of dwellings, church, and post office and general store along main roads; crossroads community. Many of the village features are sited along the Village Road between its intersection with the Hatteras Point Road/Old Road and the Life-Saving Station complex (Fig. 43). In addition to numerous dwellings, this relatively open streetscape also includes the Post Office and General Store and the Portsmouth Methodist Church. The streetscape is in relatively good condition, but trees sometimes obscure formerly important visual connections.

Precincts associated with cultural features. Many of the dwellings, institutional buildings, and cemeteries located within the historic district have distinct precincts delineated by perimeter fences, closely mown turf, and collections of outbuildings oriented along the same axes as the primary dwelling or building (Fig. 44). These precincts are maintained in mown lawn and are relatively legible and therefore in good condition.

Siting of Schoolhouse. The current entrance to the schoolhouse faces southwest, away from the existing access road to the building (Fig. 45). The original entrance to the building was located on the east facade, behind the existing cistern.

Land Uses

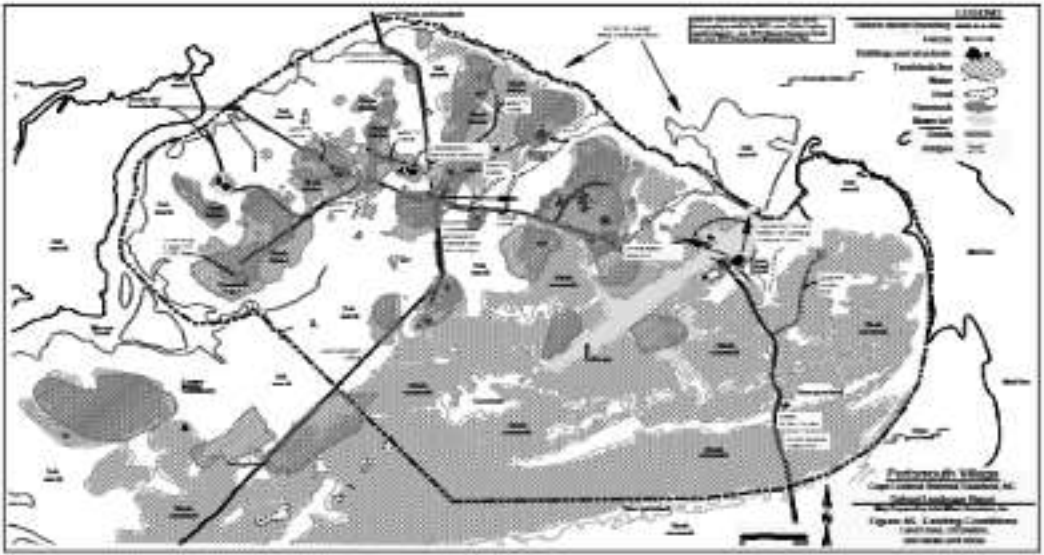
See Fig. 46, Land Uses, Circulation, and Views and Vistas. The primary land use of the district is educational/museum/interpretive. Other land uses associated with the historic district include residential, recreational, and cemetery.

Educational/Museum/Interpretive. The primary land use associated with Portsmouth Village Historic District is educational/museum/interpretive. The NPS protects and maintains the historic properties located within the district and

FIGURE 43. Many of the village properties are sited along the Village Road, forming an open streetscape.

FIGURE 44. Most of the properties located within the historic district, such as the Styron-Bragg House shown here, are maintained through close mowing of the grass to establish an open precinct around the buildings.

FIGURE 45. The original entrance to the schoolhouse was at the end wall where the cistern is now located. This former entrance was closed up when the building was converted to living quarters circa 1940s.



makes them available for visitor education. There are numerous opportunities for interpretation within the district, particularly in association with exhibits housed within the Visitor Contact facility and the Life-Saving Station, and information conveyed about many of the other properties through signage and brochures.

Residential. While there are currently no full-time residents of the village, historic lease programs associated with dwellings such as the Henry Pigott House and occasional use of the Life-Saving Station kitchen for housing NPS personnel constitute ongoing residential uses within the historic district.

Recreational. The primary recreational land uses associated with the historic district are the opportunity to walk throughout the village landscape and to the beach, and to picnic, fish, and view wildlife.

Cemetery. There are numerous small cemeteries located throughout the historic district. While there have not been any burials in these cemeteries since the 1970s, it appears that there are no legal restrictions preventing descendants of former residents from being buried in one of the Portsmouth Island cemeteries.[135]

Circulation

See Fig. 46, Land Uses, Circulation, and Views and Vistas. There are two primary road systems located within the historic district, and various secondary or access roads that lead to residences. These roads are all generally unimproved and composed of sand surfaces maintained through periodic grading. Circulation features listed on the LCS (LCS 012532) include eight unimproved roads, described as eight to ten feet wide, with a total length of 8,400 feet, and in good condition. None are mapped or named, however, so it is not clear which of the roads described herein are included on the LCS. The CLR documented twelve road corridors within the historic district.

Haulover Point Road. This road is a long, straight, sand road that extends between Haulover Point and the Old Straight Road (Fig. 47 and Fig. 48). The northern portion of the road frequently floods, and remains wet, causing visitors difficulty when they arrive on the island. The road is generally in good

FIGURE 47. View south along Haulover Point Road.

FIGURE 48. Haulover Point Road, as seen here, often exhibits ponding and standing water, which can be a problem for visitors.

FIGURE 49. View northwest along the Village Road.

135. Personal communication, Michael Rikard, Resource Management Specialist, Cape Lookout National Seashore, April 2007.

condition, except for where ponding occurs near the boardwalk.

Village Road. Haulover Point Road intersects the primary west/east trending road - the Village Road - that extends between the dock behind the Styron-Bragg House and the Portsmouth Life-Saving Station, near the Post Office and General Store (Fig. 49). This road crosses various tidal creeks and drainages, with wooden bridges serving as water crossings. This road is generally in good condition, although sections near the Methodist Church appear to regularly experience ponding. Additional roads lead off of this primary east/west route, providing access to various dwellings, cemetery sites, and the Road to the Beach as noted below.

FIGURE 50. View south along the Road to the Beach.

Road to the Beach. The Road to the Beach extends from the Life-Saving Station complex south to the beach and tidal mud flats that edge the historic district (Fig. 50). This road is variously surfaced with graded sand and mown grass. An access road leads to the two seamen's graves from the Road to the Beach. The road is generally in good condition.

FIGURE 51. View southwest along the Old Straight Road near the Schoolhouse.

Old Straight Road. The Old Straight Road is the historic route of travel between Portsmouth Village and the Middle Community (Fig. 51). It joins Haulover Point Road near the Schoolhouse. This route has a mown grass surface. The portion of the road that is interpreted within the historic district is in good to fair condition, although it requires constant maintenance to remain unobstructed by vegetative growth. Beyond the historic district boundary, this road is difficult to follow due to overgrown vegetation.

Access Road to Dixon-Salter House, Portsmouth Cemetery, and Will Willis House ruins. This access road leads west from Haulover Point Road near the Dixon-Salter House and the village crossroads (Fig. 52). The road splits; one branch leads to Portsmouth Cemetery and the other to the Will Willis House ruins. This road has a mown-grass surface. It is generally in good condition, but becomes increasingly overgrown near its terminus.

FIGURE 52. View southwest toward the village crossroads.

Access Road to Robert Wallace, Tom Gilgo, and Henry Pigott Houses. This road leads northeast from the Village Road and partially parallels the access road to the Carl Dixon and Frank Gaskill Houses (Fig. 53 and Fig. 58). It extends to the Henry Pigott House along Doctor's Creek. The road has a

FIGURE 53. View northeast along the access road to the Robert Wallace, Tom Gilgo, and Henry Pigott Houses.

FIGURE 56. View east along the access road to the Ed Styron House.

FIGURE 54. View west along the access road to the T. T. Potter House.

FIGURE 57. View northeast along the access road to the Two Seamen's Graves.

FIGURE 55. View south along the access road to the Schoolhouse and the Cecil Gilgo House.

FIGURE 58. View north along the access road near the Tom Gilgo House.

mown-grass surface and is generally in good condition.

Access Road to T. T. Potter House, dock, and Keller-Styron Cemetery. This road arises near the Styron-Bragg House and leads south/southwest from the Village Road (Fig. 54). The sand- and grass-surfaced road splits; one branch leads to the Keller-Styron Cemetery, the other to the T. T. Potter House. This road is generally in good condition.

Access Road to Carl Dixon and Frank Gaskill Houses. This access road arises from Hatteras Point Road near the Dixon-Salter House and leads east/northeast. The road has a mown-grass surface and is generally in good condition.

Access Road to Schoolhouse and Cecil Gilgo House. This access road arises at the intersection of Hatteras Point Road and the Old Straight Road (Fig. 55). It has a mown-grass surface and provides access to the Cecil Gilgo House and the Schoolhouse. This road is generally in good condition, although there is vegetation along its perimeter in some areas that must be maintained to keep the road passable.

Access Road to Ed Styron House. This access road leads northeast from the vicinity of the Portsmouth Methodist Church (Fig. 56). It has a mown-grass surface. The road has been damaged by heavy vehicles and the NPS is working to mitigate the damage.

Access Road to Styron-Bragg House and Boardwalk and Dock. This access road leads west from Hatteras Point Road and provides access to the Styron-Bragg House area and a boardwalk leading to a dock along the western edge of the island.

Access Road to Two Seamen's Graves. This modest access road has a mown-grass surface (Fig. 57). It leads north from the Road to the Beach to the site of two graves. This road is generally in good condition.

Airstrip. This circulation feature, located near the Life-Saving Station, is no longer in use. It has a mown-grass surface and extends between the edges of the marshland to the north of the Life-Saving Station inland in a southwesterly direction for approximately 1,600 feet. It crosses between the Life-Saving Station and the Life-Saving Station

FIGURE 50. Brick and concrete steps lead to the Dixon-Salter House porch.

FIGURE 51. Wood steps lead to the entrance to the Post Office and General Store.

FIGURE 52. A wood ramp provides access for vehicles into the T. T. Potter Shed.

Stables building. This feature is generally in good condition.

Small-scale Circulation Features

Dixon-Salter House, brick and concrete steps. A concrete stair, consisting of two risers with a ground-level concrete landing, provides access to the front porch of the Dixon-Salter House (Fig. 59). The stair is flanked to either side by 18-inch-tall brick walls capped with concrete. These steps appear to have been repaired recently and are in good condition.

Post Office and General Store, wooden steps, front. A set of unpainted wood steps without handrails leads to the front entry of the Post Office and General Store (Fig. 60). The steps have three risers simply constructed of stringers and planks. The steps appear to be in good condition.

Post Office and General Store, wooden steps, side. A set of unpainted wood steps, also without handrails, leads to the south entry of the Post Office and General Store. There are three risers simply constructed of stringers and planks. The steps appear to be in good condition.

Robert Wallace House, wooden steps, front. A set of unpainted wood steps without handrails leads to the front porch of the house. The steps have two risers and are simply constructed using stringers and planks. The steps appear to be in good condition.

T. T. Potter, ramp to shed. A simple wood ramp, approximately eight feet wide, provides vehicular access into the shed (Fig. 61). The ramp is not edged in any way. This ramp appears to be in good condition.

T. T. Potter, wooden steps to sheds, porches. A flight of seven unpainted wood steps without handrails, like those described for other buildings above, leads to the front entrance into the house and porches at the rear and side of the house. These steps appear to be in good condition.

Wooden steps leading to porch, Styron-Bragg House. Painted wood steps provide access to the front and side porches of the Styron-Bragg House. The steps are constructed of five wood treads that extend beyond the stringers and the face planks. There is no handrail associated with either flight of steps. These steps appear to be in good condition.

FIGURE 62. Steps lead to the porch at the Jesse Babb House.

Ramp leading to the kitchen, Styron-Bragg House. A simple narrow wood ramp provides access into the kitchen outbuilding behind the Styron-Bragg House. The ramp appears to be in good condition.

Wooden steps leading to front porch and rear door, Cecil Gilgo House. Simple wood steps with a single handrail lead to the entrances into the Cecil Gilgo House associated with porches along its front and rear. The steps appear to be in good condition.

Concrete steps and brick landing at Schoolhouse entrance. Two concrete steps lead to a five-foot-wide concrete-with-brick-surface landing outside the entrance into the Schoolhouse. The steps and landing appear to be in good condition.

Parged brick steps and concrete landing at entrance to Portsmouth Methodist Church. A concrete landing sits at the base of the Portsmouth Methodist Church. Three brick and concrete steps lead from the landing to the entrance. The concrete is parged with stucco. The steps and landing appear to be in good condition.

Wooden steps leading to front porch, Jesse Babb House. A flight of four painted wood steps without handrails lead to the front porch of the Jesse Babb House (Fig. 62). A brick landing sits at the base of the steps. The steps appear to be in good condition.

Wooden steps leading to front porch and side porch, McWilliams-Dixon House. Flights of painted wood steps lead to the front and side porches of the McWilliams-Dixon House. Both have wood handrails with posts at the base. The rear porch

handrail also has pickets. The steps appear to be in good condition, although they may need to be painted.

Brick steps leading to porch, Dennis Mason House. Two brick steps lead to the porch of the Dennis Mason House. The brickwork is consistent with the porch columns. The steps appear to be in good condition.

Wooden steps leading to front porch and rear deck, Roy Robinson House. A narrow flight of two simple wood steps provides access to the front porch of the Roy Robinson House. The steps appear to be in good condition.

Wooden steps leading to door of the Generator Shed. A flight of four simple wood steps without handrails leads to the door of the generator shed near the Life-Saving Station. The steps appear to be in good condition.

Concrete steps leading to porch, Portsmouth Life-Saving Station. Simple concrete steps lead to the porch and entrance into the Life-Saving Station. These steps are very narrow. They are in relatively good condition, with some evidence of wear.

Concrete steps leading to front and side entrances, Portsmouth Life-Saving Station kitchen. Narrow concrete steps provide access to the two entrances into the Life-Saving Station kitchen. They are in relatively good condition, with some evidence of wear.

Concrete walks associated with the Portsmouth Life-Saving Station. Concrete walks approximately three feet wide edge the Life-Saving Station along its front facade and lead from the station to the summer kitchen, extend toward the stable, and edge the side of the building where two concrete ramps lead inside (Fig. 63). This system of concrete walks was built in 1914–1918, except for the walk to the summer kitchen, which was added in 1942. The paths are exhibiting evidence of deterioration, including cracking and spalling, and vegetative growth within many of the control joints. They are in fair to good condition.

Wooden steps leading to front and side porches, Henry Pigott House. Two sets of painted wooden steps lead to the front and side porches of the Henry Pigott House. Handrails with picketss edge the flights of four steps. The steps appear to be in good condition.

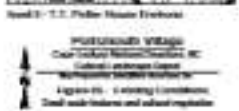
FIGURE 63. Concrete walks extend between the Portsmouth Life-Saving Station and summer kitchen, as well as into the landscape.

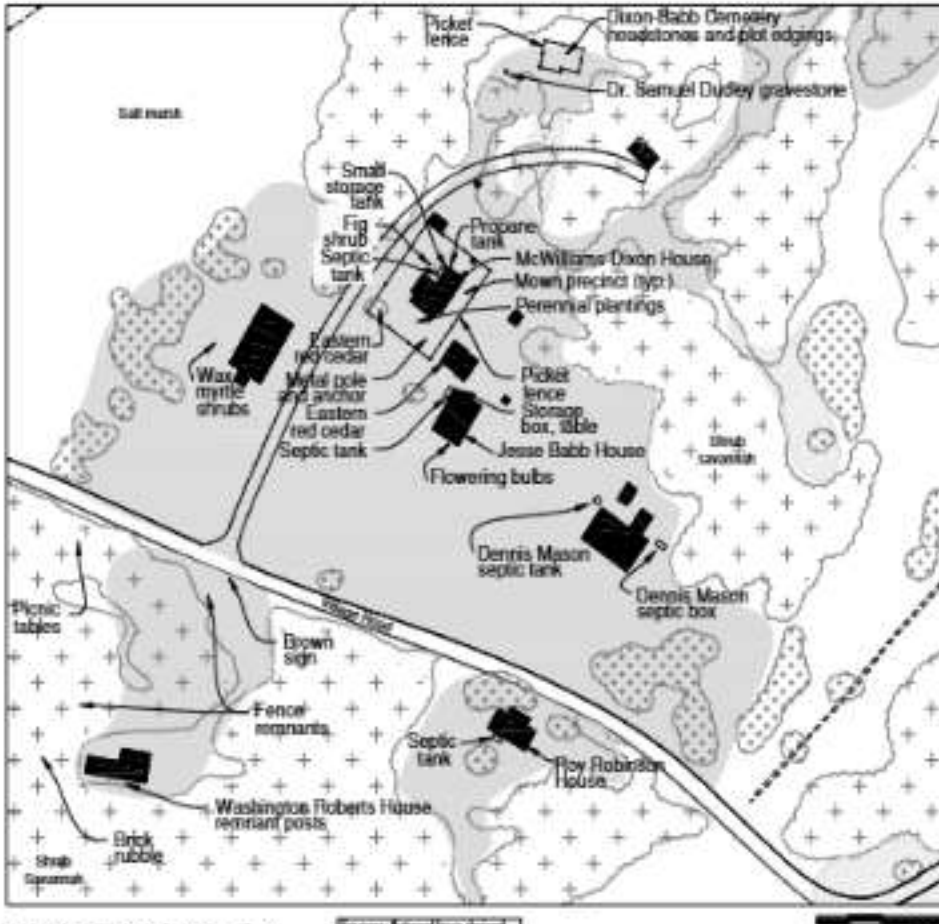
FIGURE 64. Wooden ramp and steps leading to the comfort station along the Road to the Beach.

Wooden steps leading to porch, Tom Gilgo House. Simple wooden steps without handrails lead to the porch along the front of the Tom Gilgo House. The steps appear to be in good condition.

Wooden steps leading to deck on west side and east entrance, Frank Gaskill House. Simple wooden steps lead to the deck on the west side and the east entrance to the Frank Gaskill House. There are no handrails associated with the steps, which appear to be in good condition.

Wooden ramp/steps leading to the comfort station along the Road to the Beach. A long ramp system and flight of wooden steps provides access to the





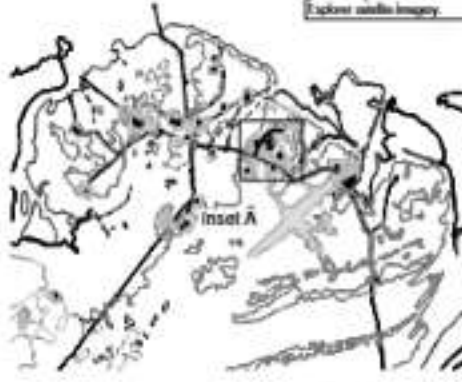
Inset A- Village Center- East

Sources: National base derived from 1997 aerial photography provided by NPS and 2005 Globe Explorer satellite imagery.

0 100'

LEGEND

- Historic district boundary
- Fences
- Buildings and structures
- Tree/shrub line
- Hammock
- Water
- Mown turf
- Pond
- Roads



Study Area Map

0 1500

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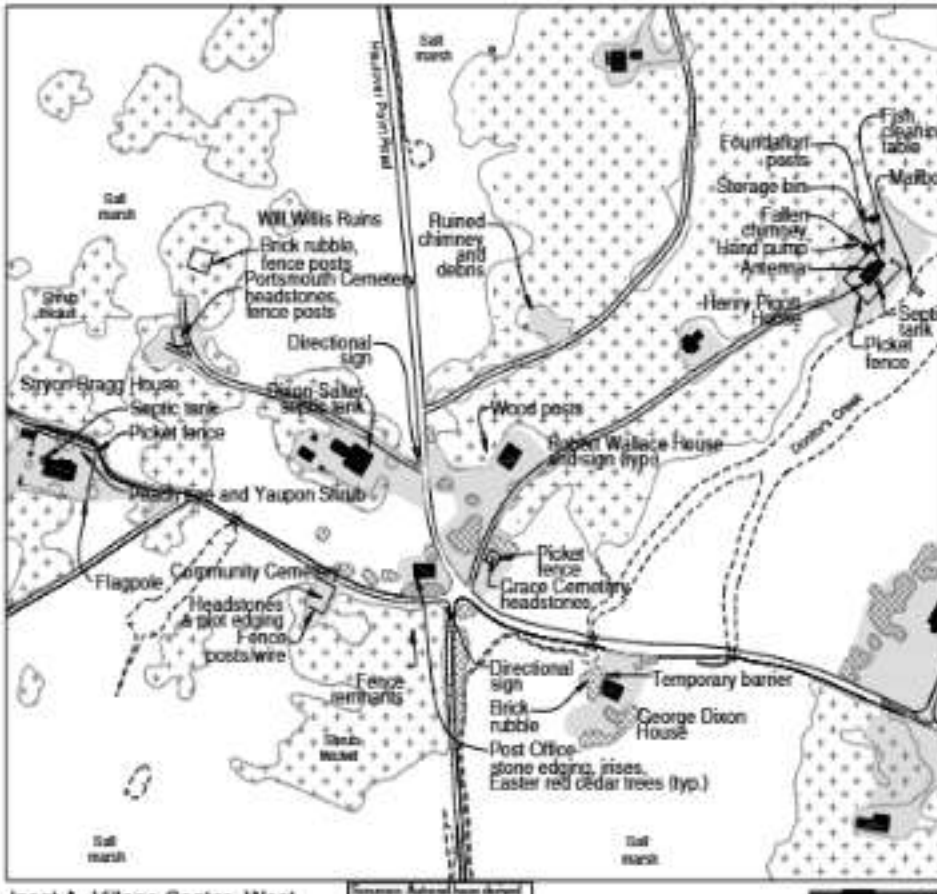
Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Figure 66. Existing Conditions.
Small-scale features and cultural vegetation



Inset A- Village Center- West

0 200'

LEGEND

Historic District Boundary

Fences

Buildings and Structures

Hammock

Tree/Shrub Line

Mown turf

Water

Roads

Pond

Bridges

Study Area Map

0 1500'

Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milnor Associates, Inc.

Figure 67. Existing Conditions.

Small-scale features and cultural vegetation

comfort station along the Road to the Beach (Fig. 64). These features include handrails at two heights, one for wheelchair accessibility. The ramp and stairs appear to be in good condition.

Cultural Vegetation

See Fig. 65 through Fig. 67, Cultural Vegetation and Small-scale Features. In addition to the vegetation described above under Natural Resources and Systems, there are plantings and maintained vegetative conditions that are specific to cultural properties within the district. Each of the historic properties, for example, is surrounded by a mown-grass precinct, while less closely mown grassland and shrubby growth typically edge the precincts. A few former residential properties also include ornamental and shade trees and shrubs or perennial and bulb plantings. There is a plantation of loblolly pines to the northwest of the airstrip.

Mown-grass precincts. The grass around most of the historic properties is closely mown, forming an open precinct for visitors to explore. The species of grasses are not currently known, but these lawn areas appear generally to be in good condition.

Eastern red cedars. There are Eastern red cedar trees located in association with most of the residential properties within the district. At the Post Office and General Store, for example, Eastern red cedars edge the building on two sides. Some of the trees in the line to the south appear to have recently been lost. (Fig. 68) Eastern red cedars are also a primary component of the landscape surrounding the Robert Wallace House. (Fig. 69) These native evergreens are also associated with many of the cemeteries within the district, including the Keller-Styron Cemetery. (Fig. 70) Many of the trees within the cemetery appear to be suffering from damage due to storms or salt spray and are stunted. They range individually from good to poor condition.

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

FIGURE 68. Eastern red cedars are prevalent throughout the historic district. Shown here is a line of trees that edge the Post Office and General Store.

FIGURE 69. Eastern red cedars are also found in close proximity to many residences, such as the Robert Wallace House shown here.

FIGURE 70. Eastern red cedars edge many of the cemeteries as well.

FIGURE 71. Irises are planted in the rock-lined bed in front of the Post Office and General Store.

FIGURE 72. A rock-lined planting bed edges the McWilliams-Dixon House porch, and is planted with perennials such as gaillardia.

involved in this planting. This plantation appears to be in good condition.

Irises in planting bed at Post Office. What appear to be bearded irises were observed growing in the rock-lined planting bed in front of the Post Office and General Store in October 2006 during CLR fieldwork (Fig. 71). These bulbs appear to be in good condition.

Yaupon holly, and elm and peach trees in the Styron-Bragg House yard. Within the area enclosed by picket fencing at the Styron-Bragg House, there is a single ornamental shrub that was not identified by genus and species during fieldwork conducted for this CLR, a yaupon holly, a peach tree (*Prunus* sp.), and a slippery elm (*Ulmus rubra*). The peach tree was clearly planted; a 1979 set of drawings of Portsmouth Village properties indicates that the property included a cluster of four peach trees at that time (Fig. 44). It is not known whether the yaupon and elm arose naturally or were planted. The holly appears to be in good condition, while the elm and peach trees appear to be in decline and are in fair condition.

Wax myrtle shrubs around the Methodist Church. There is a large clump of wax myrtle shrubs growing in the vicinity of the Portsmouth Methodist Church. These are in good condition.

Flowering bulbs in front of the Jesse Babb House. Fall flowering bulbs were observed in October 2006 growing to either side of the steps leading to the Jesse Babb House porch (Fig. 62). The plantings appear to be relatively well tended and in good condition.

Perennials, annuals, rose bush in front of the McWilliams-Dixon House. A rock-lined planting bed edges the McWilliams-Dixon House porch, and there is a circular planting bed in the yard in front of the house (Fig. 72). Perennials such as gaillardia are growing in these beds. A rose bush has been trained on the picket fence in front of the house. What appear to be canna lilies are growing next to the steps leading to the back door. The stump of a poplar is also evident in the front yard. Except for the poplar, the plantings appear to be relatively well tended and in good condition.

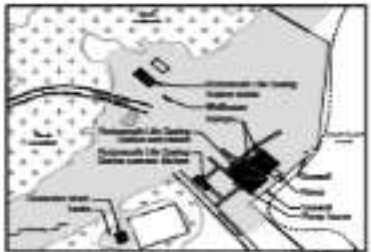
Fig shrub and three trees in the McWilliams-Dixon yard. A fig shrub and three deciduous trees, possibly sweetbay magnolia (*Magnolia virginiana*), are growing in the rear yard of the McWilliams-Dixon House. The plantings appear to be relatively well tended and in good condition.

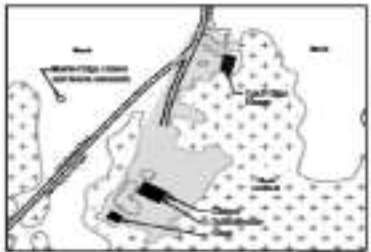
Other potential culturally-derived vegetation. Although not observed during CLR field investigations, there are reportedly rose bushes behind the Washington Roberts House and a row of white poplar trees associated with the Ann Yurn House.[78]

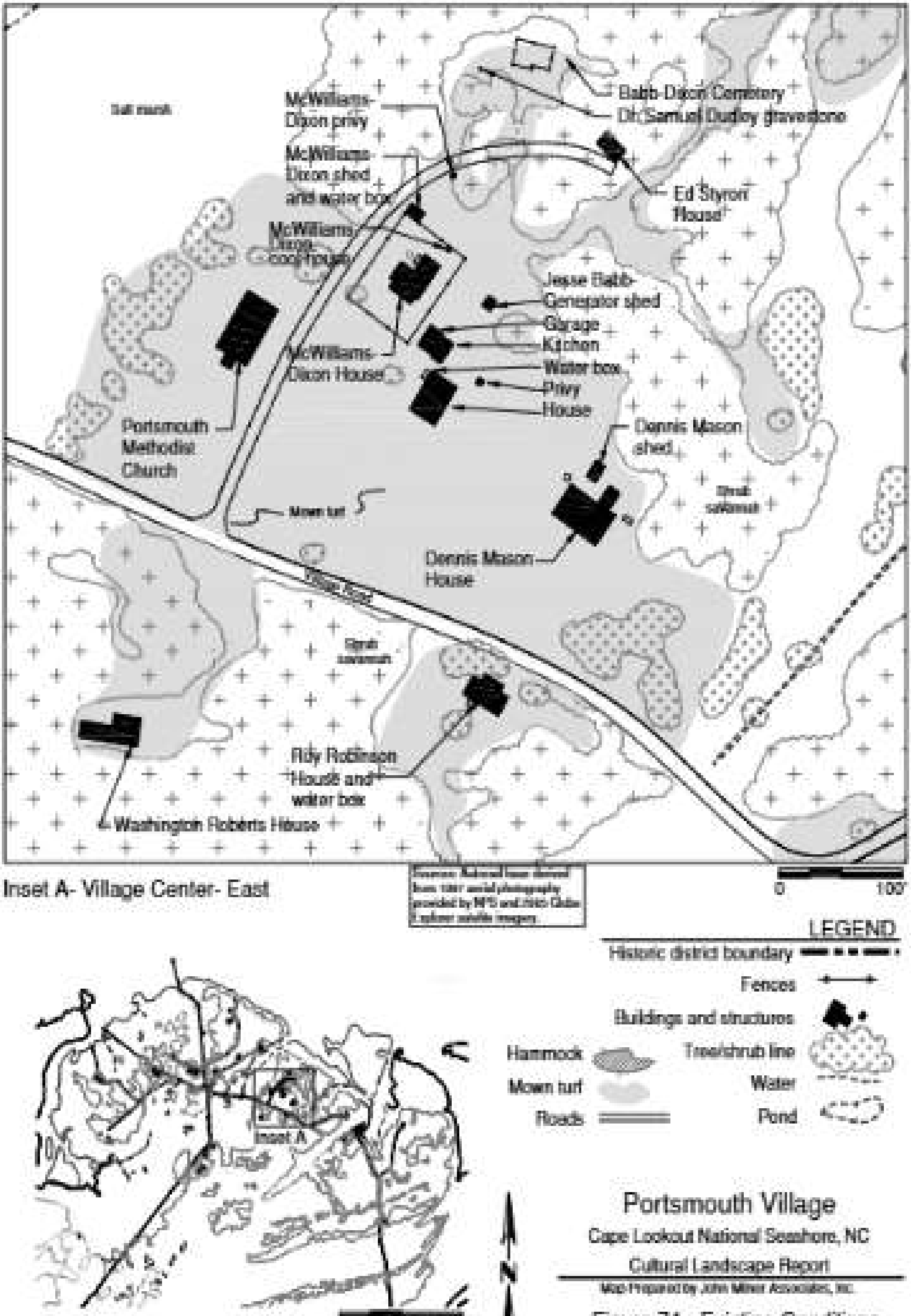
Buildings and Structures

See Fig. 73 through Fig. 75, Buildings and Structures.

Portsmouth Life-Saving Station. The Portsmouth Life-Saving Station (Fig. 76, LCS 002512) was



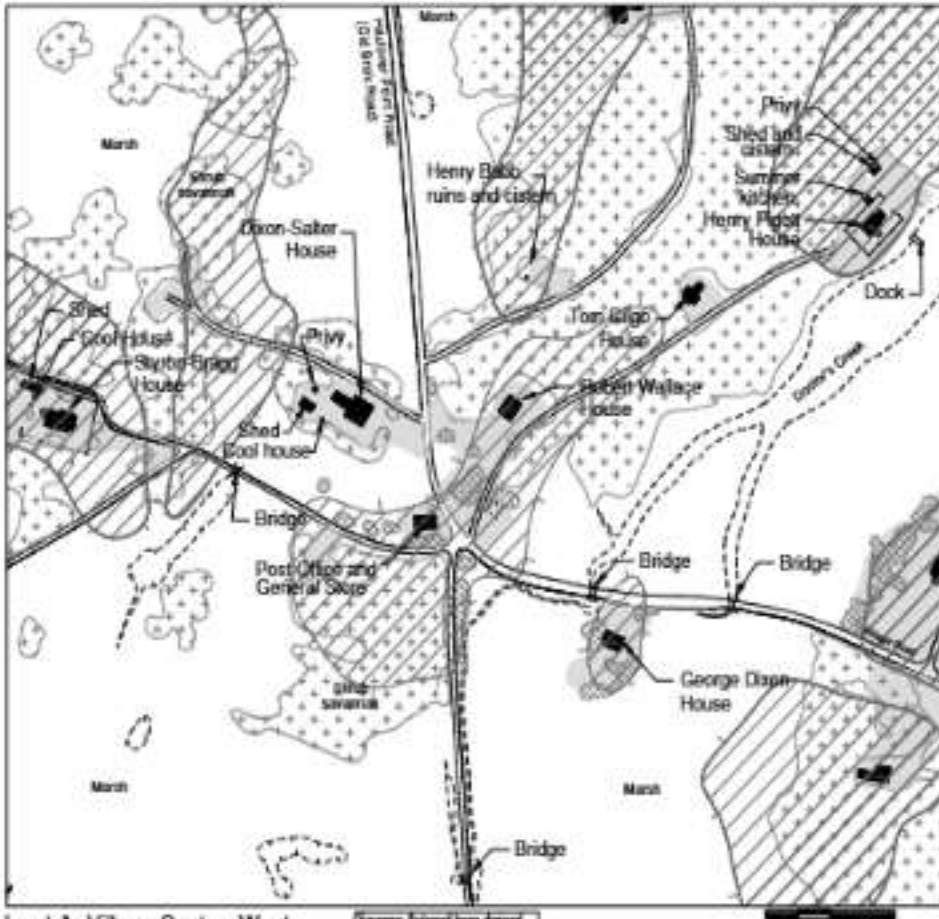




McWilliams-Dixon privy
McWilliams-Dixon shed and water box
McWilliams-Dixon coop/house
Babb-Dixon Cemetery
Dr. Samuel Dudley gravestone
Ed Styron House
Jesse Babb-Generator shed
Garage
Kitchen
Water box
Privy
House
McWilliams-Dixon House
Portsmouth Methodist Church
Dennis Mason shed
Mown turf
Dennis Mason House
Village Road
Ridy Robinson House and water box
Washington Roberts House
Inset A- Village Center- East
0
100'
LEGEND
Historic district boundary
Fences
Buildings and structures
Hammock
Tree/shrub line
Mown turf
Water
Roads
Pond
Inset A
Study Area Map
0
1500'
N
Portsmouth Village
Cape Lookout National Seashore, NC
Cultural Landscape Report
Map Prepared by John Milner Associates, Inc.

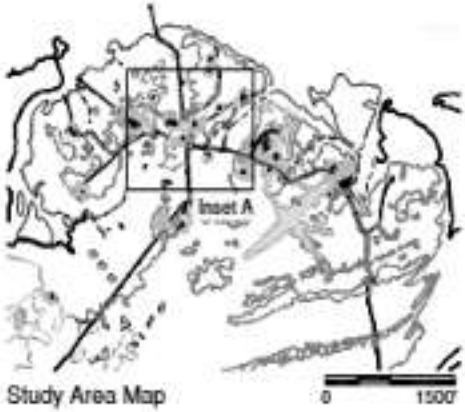
Figure 74. Existing Conditions.

Buildings and structures



Inset A- Village Center- West

Source: Natural base derived from 1997 aerial photography provided by NPS and 2005 Globe Explorer satellite imagery.



Study Area Map

LEGEND

- Historic district boundary
- Fences
- Buildings and structures
- Hammock
- Mown turf
- Roads
- Tree/shrub line
- Water
- Pond

N

Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milnor Associates, Inc.

Figure 75. Existing Conditions.

Buildings and structures

FIGURE 76. View of the Life-Saving Station from the southwest.

FIGURE 78. The stable at the Life-Saving Station.

FIGURE 77. The summer kitchen adjacent to the Life-Saving Station. The generator shed is visible beyond at left.

FIGURE 79. Roy Robinson House.

constructed in 1894. The station is rectangular in plan with a hip roof. A hip-roof porch is located at the south end of the station, wrapping around to the east and west sides. At the north end of the roof is the lookout tower. The exterior wall and roof surfaces are covered with wood shingles. Most of the windows are double hung units with divided lights. The building is supported on wood posts, and there is a central brick chimney. The station was restored in the early 1980s and was assessed in good condition in 2006 for the LCS.

The Life-Saving Station includes two ancillary outbuildings. The summer kitchen (Fig. 77, LCS 097345) was likely constructed in 1908 and originally consisted of a single room with shingled exterior walls. Circa 1942, the kitchen was extended east with a dining room addition that was finished with shiplap siding. The kitchen is a gable-roof structure with wood shingles covering exterior wall and roof surfaces. The kitchen has small six-light rectangular windows. The older portion of the kitchen is supported on a concrete foundation, while the dining room addition is supported on wood posts. There is a brick chimney at the west gable end. In 1980, the NPS installed shingles over the entire building. The kitchen was assessed in good condition in 2006 for the LCS.

Southwest of the summer kitchen is the generator shed, constructed by the NPS in 1982. This outbuilding consists of a small gable roof structure with a wood shingle roof and unpainted plywood wall cladding.

136. The information about roses associated with the Washington Roberts House was conveyed by the NPS in comments on a draft version of the CLR draft report; information about poplar trees conveyed by local resident Chester Lynn in personal interview conducted October 2006.

FIGURE 80. Dennis Mason House.

FIGURE 82. McWilliams Dixon House.

FIGURE 81. Jesse Babb House.

FIGURE 83. Ed Styron House.

The existing stable (Fig. 78, LCS 012534) was apparently constructed in 1928, replacing earlier stables destroyed by a hurricane. After the last horses left the station in 1932, the building was used for storage and as a garage. The stable is a rectangular gable-roof structure. The stable has a concrete foundation, board-and-batten siding, and a wood shingle roof. The stable was assessed in fair condition in 2006 for the LCS due to damage that occurred from Hurricane Ophelia in mid-September 2005.

Roy Robinson House. The Roy Robinson House (Fig. 79, LCS 012523) was built circa 1926 on the foundation of the Marine Hospital and moved to its current site in 1935.[137] Roy Robinson was chief of the Portsmouth Coast Guard Station from 1925 to 1931. The Robinson House is a one-story, hip-roof structure supported on wood posts. The house is rectangular in plan with a hip-roof porch along the north front and an open platform porch at the southeast rear corner. The walls are board-and-batten siding painted blue. The double-hung windows are generally two-over-two, aside from two windows at the front porch which are six-over-six. The roof is wood shingle, with a brick chimney; localized areas of the roof were replaced following Hurricane Isabel in 2003. The house was assessed in fair condition in 2006 for the LCS.

Dennis Mason House. Across the village road from the Robinson House is the Dennis Mason House (Fig. 80, LCS 012524).[138] The house was originally built circa 1895 with three rooms. Later, it was owned by Captain Dave Willis and by Harry Dixon. In the 1920s, Dixon remodeled the house extensively. The house is a dormer front bungalow with two small one-story wings, one to the west side and one to the rear (north). The house is supported on wood posts. The walls are clapboard siding painted yellow, and the windows are six-over-six double-hung units. The roof is wood shingle, with a

137. This property has also historically been referred to as the Lionel Gilpo House.
138. This property has also been known historically as the Captain David Willis House.

FIGURE 84. Portsmouth Methodist Church.

FIGURE 85. Washington Roberts House.

brick chimney. A large front porch with brick piers, partially covered, extends across the south front of the house. There is also a small rear porch at the northwest corner of the house. The house includes a number of Craftsman-style details, including tapered porch columns and eave brackets. The house was assessed in good condition in 2006 for the LCS. Behind the house is a small outbuilding on grade with unpainted board and batten siding and a wood shingle roof. The outbuilding is in poor condition, with large portions of the siding missing.

Jesse Babb House. The Jesse Babb House (Fig. 81, LCS 012515) is located west-northwest of the Dennis Mason House. Babb was a cook and machinist at the Coast Guard Station, and he built this house circa 1935. The house is a dormer front bungalow supported on brick piers. The walls are clapboard siding painted yellow, and the windows are three-over-one double-hung units. The roof is wood shingle, with a brick chimney. A large porch extends across the south front of the house, and there is a second porch at the northeast rear corner. The house includes a number of Craftsman-style details, such as eave brackets. The house was assessed in good condition in 2006 for the LCS. Behind the Babb House are a number of outbuildings including a kitchen, garage, generator shed, and privy. The outbuildings are typically raised on wood post foundations and have vertical wood board siding and wood shingle roofs. The kitchen is at the northwest corner of the house and has a front gable roof. The garage is located directly west of the kitchen and has a hip roof. The generator shed is north of the house and has a side gable roof. The privy is located east of the house and has a front gable roof. The kitchen was assessed in fair condition in 1998 for the LCS. The garage was assessed in good condition in 2006 for the LCS. The generator shed was assessed in good condition in 2006 for the LCS. The privy was assessed in good condition in 2006 for the LCS.

McWilliams-Dixon House. Directly west of the Babb House is the McWilliams-Dixon House (Fig. 82, LCS 091779), constructed circa 1910 near the Life-Saving Station by Keeper Charles McWilliams. The house was moved to its current site circa 1937 by Ed Dixon. Elma Dixon, one of the last residents of the village, resided here until 1971. The house has a T-shaped plan and is clad with vertical wood board siding painted yellow and a wood shingle gable roof with a galvanized metal ridge cap. The house is supported on wood posts. The house has six-over-six double-hung windows and a porch across the south front with Queen Anne style posts. The house is surrounded by a wood picket fence, and within the enclosure behind the house is a cool house. A shed is located at the northwest corner of the fenced yard, and a privy is located behind the house. The shed was used as a wash house and was relocated from the George Dixon house site in the late 1930s.[139] The house was assessed in good condition in 1999 for the LCS. The cool house was assessed in good condition in 1998 for the LCS. The shed was assessed in good condition in 1998 for the LCS. The privy was assessed in fair condition in 2006 for the LCS.

139. Tommy Jones, *George Dixon House Historic Structure Report* (Atlanta, Georgia: National Park Service Southeast Region, 2004), 20.

FIGURE 86. George Dixon House.

FIGURE 87. Portsmouth Post Office.

Ed Styron House. North of the Dennis Mason and Jesse Babb Houses is the Ed Styron House (Fig. 83, LCS 012516). This house was constructed circa 1933 when the Styron family's previous house on Sheep Island was damaged by a hurricane. The house was restored in 2002. The house is a simple one-story cottage supported on wood posts. The walls are unpainted board and batten siding, and the windows are six-over-six double-hung units. The roof is wood shingle, with a brick chimney. An open platform porch extends across part of the north elevation. The house was assessed in good condition in 2006 for the LCS.

Portsmouth Methodist Church. West of the McWilliams-Dixon House is the Portsmouth Methodist Church (Fig. 84, LCS 012518), constructed in 1915 after the previous church structure was destroyed in a severe hurricane on September 2–3, 1913.[140] The church is supported on red brick piers and has wood siding and a wood shingle gable roof. The steeple features decorative cut shingles. Gothic Revival–style elements include the divided light pointed arch windows and the pointed arch door opening. The main entrance to the church is in the steeple tower at the southwest end. The church was assessed in fair condition in 2006 for the LCS, due to a leaning foundation and brick piers urgently in need of repointing and repair.

Washington Roberts House. South of the church on the opposite side of the village road is the Washington Roberts House (Fig. 85, LCS 091783), constructed in the late 1840s, with a kitchen/dining room wing added circa 1910.[141] The wing was reconstructed by the NPS after it was destroyed by Hurricane Isabel in 2003. The house is supported on wood posts and is clad with unpainted clapboard siding and has a wood shingle gable roof. The windows are nine-over-six double-hung units. The house includes two building masses: a main 1-1/2-story gable roof portion and an attached one-story wing at the west end. Wood posts mark the location of a missing rear porch. The house was assessed in poor condition in 1998 for the LCS. Based on recent restoration work, the CLR assesses its condition as fair.

George Dixon House. The George Dixon House (Fig. 86, LCS 012519) stands along the Village Road in open marsh land west of the church and the Washington Roberts House. The house was built around 1887 by George and Martha Dixon. The house was severely damaged by Hurricane Isabel in 2003. Currently, the walls are completely boarded up with plywood, and wood structural shores stabilize the walls of the house. Prior to the hurricane, the house had asphalt composition siding, six-over-six double-hung windows, a brick chimney, and front and rear porches. The house historically also had a kitchen/dining room wing. In the late 1990s, the house had a wood shingle roof installed. The house was assessed in poor condition in 2006 for the LCS.

Portsmouth Post Office. West of the George Dixon House is the Portsmouth Post Office and General

140. Life-Saving Station Logbook for September 2–3, 1913, and August 18, 1915. See Tommy Jones, *Portsmouth Life-Saving Station Historic Structure Report* (Atlanta, Georgia: National Park Service Southeast Region, 2006), 163.
141. Comments received on draft report from NPS staff.

FIGURE 88. Henry Pigott House.

FIGURE 90. Robert Wallace House.

FIGURE 89. Tom Gilgo House.

FIGURE 91. Carl Dixon House.

Store (Fig. 87, LCS 012526), constructed circa 1900, which stands at the crossroads of the village. The gable roof structure supported on wood posts has painted clapboard and vertical wood board siding, and a wood shingle roof with galvanized metal ridge cap. The front gable end has a central door and a pair of six-over-six double-hung windows. The house was assessed in fair condition in 2006 for the LCS.

Henry Pigott House. At the end of the access road leading northeast from the village crossroads stands the Henry Pigott House (Fig. 88, LCS 012520), constructed circa 1900. The house is T-shaped in plan, with a front-facing gable at the base of the T. The house is supported on wood posts and has clapboard siding painted yellow, a wood shingle roof with a galvanized metal ridge cap, and a brick chimney. The windows are four-over-four double-hung units. The yard is partially enclosed by a wood picket fence. Other structures in the yard include a cool house, a kitchen (with board and batten siding and a collapsed brick chimney), two sheds, a privy, and a cistern. The house was assessed in good condition in 2006 for the LCS. The cool house was assessed in fair condition in 2006 for the LCS. The summer kitchen was assessed in fair condition in 2006 for the LCS. The first shed is in good condition while the second shed was assessed in fair condition in 2006 for the LCS. The privy was assessed in fair condition in 2006 for the LCS.

Tom Gilgo House. Southwest of the Henry Pigott House is the Tom Gilgo House (Fig. 89, LCS 012521). The house was originally constructed in the mid-1920s near the Life-Saving Station and moved to this site in 1928. The small T-shaped house was substantially rehabilitated by the National Park Service in the 1990s. The house is supported on wood posts. The walls are clad with a mixture of unpainted board and batten and clapboard siding and the roof is wood shingle. A porch extends

FIGURE 92. Frank Gaskill House.

FIGURE 94. Cecil Gilgo House.

FIGURE 93. Dixon-Salter House.

FIGURE 95. Portsmouth Schoolhouse.

across part of the front elevation. The windows are six-over-six double-hung units. The house was assessed in good condition in 2006 for the LCS.

Robert Wallace House. Near the Post Office and General Store at the road to the Henry Pigott House is the Robert Wallace House (Fig. 90, LCS 012522), constructed circa 1850. The 1 1/2 story house is supported on wood posts. The house is rectangular in plan with two wide gabled dormers on the front and back roof plane. The exterior is clad with painted clapboard siding, and the building has a wood shingle roof. The house has a brick chimney. The windows are two-over-two double-hung units. A porch extends across the front of the house; the central portion of the porch includes a wood balustrade. The house once included a kitchen/dining room wing to the east. It was assessed in fair condition in 2006 for the LCS.

Carl Dixon House. Parallel to the road leading to the Henry Pigott House is a second road leading northeast to the Carl Dixon and Frank Gaskill Houses. The Carl Dixon House (Fig. 91, LCS 012528) was constructed circa 1930 as a front gable structure supported on wood posts. The front porch has a hip roof and is supported on brick piers. Directly adjacent to the house is a kitchen supported on wood posts. The walls of the kitchen are unpainted clapboard and the roof is sheet metal. The windows of both the house and kitchen are two-over-two double-hung units. Also adjacent to the house is a brick cistern. The house was assessed in poor condition in 2006 for the LCS. The summer kitchen was assessed in fair condition in 1998 for the LCS.

Frank Gaskill House. The Frank Gaskill House (Fig. 92, LCS 012529) stands closer to the shore of the inlet. It was constructed circa 1930 and has a hip roof covered with wood shingles and galvanized metal ridge caps. The house is supported on wood posts and has painted clapboard siding. At the front door is an open platform porch. The house has a

FIGURE 96. Styron-Bragg House.

FIGURE 97. T. T. Potter House.

brick chimney and six-over-six double-hung windows. Also part of the property is a shed with sheet metal walls, which is located at the shore of the inlet. The shed appears to be in good condition. The house was assessed in good condition in 2006 for the LCS.

Dixon-Salter House. Just northwest of the Post Office and General Store near the village crossroads, stands the Dixon-Salter House (Fig. 93, LCS 012527). This large two-story structure with rear one-story wing was constructed circa 1900 and moved to its current site circa 1930. The hip roof is wood shingled, and the walls are clad with painted clapboard. The house is mainly supported on wood posts but includes brick porch posts and several brick chimneys. The front porch has tapering wood columns and a front-facing gable on its hip roof. The windows are two-over-two double-hung units. Around the house are several outbuildings, including a cool house, a shed, and a privy. The house was assessed in good condition in 2006 for the LCS. The shed was assessed in fair condition in 1998 for the LCS. The privy was assessed in fair condition in 1998 for the LCS. The cool house was assessed in poor condition in 2006 for the LCS.

Cecil Gilgo House. From the village crossroads, the Old Straight Road runs southward. The Cecil Gilgo House (Fig. 94, LCS 019784) stands along this road and was constructed circa 1936 from salvaged materials. The house is a rectangular one-story structure supported on wood posts. The walls are clad with unpainted vertical wood board siding, and the gable roof is wood shingle with a galvanized metal ridge cap. The house has a brick chimney and six-over-six double-hung windows. There is an open platform porch at the front door. The house was assessed in poor condition in 1998 for the LCS.

Portsmouth Schoolhouse. Beyond the Cecil Gilgo House is the Portsmouth Schoolhouse, built in the 1910s (Fig. 95, LCS 012524). The hip roof structure is supported on brick piers and has walls clad with painted clapboard siding. The wood shingle roof has galvanized metal ridge caps. The windows are mainly six-over-six double-hung units with dark green painted shutters. The school has a brick chimney and sits adjacent to a cylindrical cistern. Near the school is a two-part shed: the front part has a brick foundation, clapboard walls, and a wood shingle roof; the rear part is supported on wood posts and has asphalt composition shingle roofing and wall cladding. The schoolhouse was assessed in fair condition in 2006 for the LCS. The shed was assessed in good condition in 2006 for the LCS.

Styron-Bragg House. From the village crossroads, a road runs west-northwest. West of the Post Office and General Store along this road is the Styron-Bragg House (Fig. 96, LCS 012530). The house was built circa 1928 as a sportsmen's lodge. The 1-1/2-story house with one-story rear wing has a wood shingle hip roof with four dormers and galvanized metal ridge caps. The walls are clad with clapboard painted yellow. The house is supported on wood posts and has brick chimneys, Colonial Revival type porch columns, and two-over-two double-hung windows. A painted wood picket fence partially encloses the yard, which contains a cool house, a shed, and a contemporary plastic septic tank. The house was assessed in good condition in 2006 for the LCS. The shed was assessed in good condition in 1998 for the LCS. The cool house was assessed in

fair condition in 1998 for the LCS. The LCS includes a privy associated with the Styron-Bragg but this structure does not exist.

T. T. Potter House. A southwest branch off the road to the Styron-Bragg House leads to the T. T. Potter House (Fig. 97, LCS 012531) near the shore of the sound. This 1952 house is a larger, ranch-type house supported on wood posts. The walls are clad with composition board siding, and the roof is asphalt shingle. The house has a mix of window types and a large porch along the north side. Also on the site are two outbuildings, a contemporary plastic septic tank, and an outdoor fish cleaning table with sink. The house was assessed in good condition in 1998 for the LCS.

Cisterns

U.S. Marine Hospital brick cistern. Reportedly constructed circa 1847, this brick structure is one of the largest cisterns still extant within the district (Fig. 40). It measures ten feet in diameter and is eight feet deep. The brick structure is round and open at the top. Standing water is visible within. The cistern appears to be in fair condition; it is evidencing biological growth, efflorescence, and a portion of the brickwork appears to have been repointed with incompatible mortar.

Schoolhouse cistern. The Schoolhouse cistern is a cylindrical structure composed of vertical boards with a conical metal roof capped with a short metal pole (Fig. 98, LCS 091756). The structure is approximately eight feet in height, and sits on wooden posts one to two feet off of the ground. The structure is painted white. The cistern was assessed in good condition in 2006 for the LCS.

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

Keller cistern. In close proximity to the Keller-Styron Cemetery there are two round cisterns once associated with the Ed Keller House, now in ruins. The concrete cistern is approximately three feet high and ten feet in diameter (Fig. 99). The brick cistern is slightly smaller. They are currently open to the air. These cisterns are exhibiting some signs of deterioration and are in fair condition.

FIGURE 98. View north toward the Schoolhouse cistern.

FIGURE 99. The concrete cistern near the Keller-Styron Cemetery.

FIGURE 100. The Mattie Gilgo site cistern.

Mattie Gilgo site cistern. The cistern associated with the Mattie Gilgo site is a circular parged brick structure, similar to those located near the Keller-Styron Cemetery (Fig. 100). Approximately three feet tall and ten feet in diameter, the cistern is open to the air, and there are plants growing inside. It is exhibiting some signs of deterioration such as efflorescence, chipping of the mortar slurry that covers the brick and biological growth. It is in fair condition.

McWilliams-Dixon water box. A wooden structure attached to the side of the McWilliams-Dixon House appears to serve as the water collection and storage structure for the property. It sits adjacent to the steps leading to the side porch. This structure is in fair condition; it is in need of painting and some repair of the wooden planks.

Roy Robinson water box. A wooden structure that sits adjacent to the side of the Roy Robinson House appears to be a water storage and collection structure. This wood structure is in fair condition. It requires repair of some wood boards.

Henry Babb site cistern. The ruins of a cistern associated with the Henry Babb House site are located along the access road to the Frank Gaskill House. This cistern is in poor condition.

Carl Dixon brick cistern. A brick structure with a pitched roof covering sits adjacent to the Carl Dixon House. Two sections of PVC pipe lead from the roof gutters into the in-ground structure. The brick extends approximately 2-1/2 feet above the ground. This structure appears to be in fair to good condition. Some of the parging is missing along the bottom portion of the brick structure, and the wooden lid needs painting.

Frank Gaskill brick cistern. Similar to the Carl Dixon House cistern, the Frank Gaskill brick cistern is a rectangular in-ground structure edged by a two-foot-high brick enclosure and covered with a pitched metal roof. The cistern is located further away from the house than the cistern at the Carl Dixon House; a long section of PVC pipe leads from the roof gutters into the in-ground structure. This structure appears to be in fair to good condition. Some of the parging is missing along the bottom portion of the brick structure, and the wooden lid needs painting.

Jesse Babb water box. Similar to the McWilliams-Dixon House, the Jesse Babb House has a wooden water box that is connected to the roof gutters (Fig. 101). It is located adjacent to the rear facade of the building. This water box appears to be in relatively good condition.

Portsmouth Life-Saving Station cistern. Adjacent to the porch of the Life-Saving Station building is a large brick cistern structure with a wooden cover and hatch (Fig. 63). The approximately ten foot long, four foot wide, and five foot high structure is painted red and matches the detailing of the Life-Saving Station. This structure appears to be in good condition. There is also a cylindrical metal cistern, originally erected in 1901, in storage.

FIGURE 101. The Jesse Babb water box is attached to the side of the house.

FIGURE 102. View south along the dock and boardwalk at Haulover Point.

FIGURE 103. View north of the dock and boardwalk at the T. T. Potter House.

FIGURE 105. View south of the dock east of Henry Pigott House.

FIGURE 104. View northwest of the dock and boardwalk behind the Styron Bragg House.

FIGURE 106. View west along the Village Road of one of the three wood bridges located within the village.

Docks and Boardwalks

Haulover Point is the primary boat landing point for visitors to Portsmouth Village. Although this landform has changed in shape over the years due to shifting tides and current, it has remained an important docking site since at least the nineteenth century. At Haulover Point today there is a thirty five foot long dock and boardwalk that extends from the island to water deep enough for a boat to land (Fig. 102). The dock, constructed by the NPS, is constructed of marine-treated round pylons and nominal lumber boards. It appears to be in good condition.

A second dock and boardwalk are located near the T. T. Potter House. The boardwalk extends across marsh land to a dock on Ocracoke Inlet (Fig. 103). The dock was established by the NPS for their use in bringing equipment, housed in the T. T. Potter House sheds, to the island. This dock and boardwalk complex appear to be in good condition.

There is also a dock and boardwalk complex behind the Styron Bragg House (Fig. 104) that appears to be in good condition except for one damaged section. Additionally, a dock extends into Doctor's Creek behind the Henry Pigott House (Fig. 105). This dock appears to be in good condition.

Bridges

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

FIGURE 107. View northeast of the wooden bridge along the Old Straight Road.

FIGURE 109. The well house near Portsmouth Life-Saving Station stable.

FIGURE 108. The pump house near the Portsmouth Life-Saving Station.

FIGURE 110. View along the concrete seawall and wooden mooring posts in Coast Guard Creek at the Portsmouth Life-Saving Station.

margins (Fig. 106). These bridges appear to be in good condition.

Wooden bridge along Old Straight Road. A wood plank bridge is located along the Old Straight Road to provide access across a wet area (Fig. 107). This bridge has grass growth through its plank surface but appears to be in relatively good condition.

Other Structures

Pump House, Portsmouth Life-Saving Station. This small structure, set in the ground adjacent to one of the concrete walks near the Life-Saving Station, is composed of a concrete block base with a wood shingle gable roof (Fig. 108). The pump house is approximately eight feet long, three feet wide, and four feet tall. It appears to be in good condition, although some of the shingles are in need of repair or replacement.

Well House, Portsmouth Life-Saving Station Stable. The well house is a small, three foot by four foot structure consisting of a concrete block base and a wood shingle gable roof with a vent (Fig. 109). The structure is set in the ground. It appears to be in good condition.

Concrete seawall and three ramps at Portsmouth Life-Saving Station. A concrete seawall with a cap of flat stones embedded in a mortar slurry with seashell aggregate edges Coast Guard Creek in proximity to the Life-Saving Station (Fig. 35 and Fig. 110). This wall was cast-in-place, as were the three concrete boat ramps that extend between the Life-Saving Station and the creek. The ramps and seawalls were constructed circa 1914-1918. Portions

of the wall have become embedded in marshland and silt. The ramps are evidencing some deterioration and are in fair condition. There is vegetative growth in some of the control joints and chipping of the concrete. The seawall is also evidencing some cracking and chipping.

Wooden Platforms

Wooden platform associated with T. T. Potter House shed. The larger shed located behind the T. T. Potter House is edged by a simple wooden platform (Fig. 61). Two large plastic tanks are stored on the platform. The platform appears to be in good condition.

Views and Vistas

See Fig. 46, Land Uses, Circulation, and Views and Vistas. Views associated with Portsmouth Village include short views of dwelling complex features, broader views of the community from the vicinity of the Portsmouth Methodist Church, views to Ocracoke Inlet from the northern and far western sections of the village, longer views along road corridors, and expansive views from the Life Saving Station watchtower. Throughout the Portsmouth Village landscape, groves of Eastern red cedar trees and shrub thickets limit expansive views.

From atop the Life Saving Station. The watchtower located atop the Life-Saving Station affords a 360-degree view of the island and its surrounds (Fig. 111). Much of the village is visible from this vantage point.

From the Post Office area toward the Portsmouth Methodist Church. A linear view is afforded along the Village Road, particularly from its intersection with Hatteras Point Road near the Post Office and General Store toward the Portsmouth Methodist Church (Fig. 112). The steeple of the church is a landmark for district views.

From the sound approaching the village from north. Boats arriving at Hatteras Point dock from Ocracoke Island pass along the northern edge of the island. From this vantage point, there is a good view of the village, punctuated by the Portsmouth Methodist Church steeple (Fig. 113).

FIGURE 111. View looking northwest from the watch tower of the Portsmouth Life Saving Station.

FIGURE 112. View east toward the Portsmouth Methodist Church from the Post Office and General Store area.

FIGURE 113. View south from Ocracoke Inlet toward the village.

FIGURE 114. Grace Cemetery is surrounded by a picket fence.

FIGURE 116. The picket fence around the Babb-Dixon Cemetery.

FIGURE 115. The picket fence around the Styron-Bragg House precinct.

FIGURE 117. A remnant fence post west of the Washington Roberts House.

Small-scale Features

See Fig. 65 through Fig. 67, Small-scale Features and Cultural Vegetation.

Fences

Picket fence around Grace Cemetery. Grace Cemetery is a small family cemetery surrounded by a white picket fence (Fig. 114). A gate provides access into the cemetery along the side facing the road. The fence is constructed with simple unadorned squared pickets attached to three cross boards and anchored by corner posts. The three cross boards extend horizontally along the faces of the fence at even intervals beginning at the midpoint of the pickets. The lowest cross board is near the base of the fence. This fence appears to be in good condition.

Picket fence around Styron-Bragg House precinct. White-painted picket fencing surrounds the Styron-Bragg House precinct (Fig. 115). The pickets are cut to rounded points at the top. They are nailed to two cross boards, one near their top, and the other along the base of the fence. Corner posts are set inside the fence sections. There is an opening in the front that is off-center from the door of the house; this may have included a gate at one time. Sections of the fence in the rear have been removed and are stored against the wall of the shed. This fence is in relatively good condition where it exists. The missing segments lower the overall condition rating to fair.

Picket fence with gate around Babb-Dixon Cemetery. The Babb-Dixon Cemetery is surrounded by a wood picket fence similar in design and construction to the Grace Cemetery fence, with

a gate located along the southwestern face (Fig. 116). The area enclosed by the fence is primarily rectangular, with a small bump-out along the southeastern side. This fence is in good condition.

Fence posts with rails near painted sign in front of Washington Roberts House. Simple wood posts with remnant fence rails are located near the sign in front of the Washington Roberts House. These posts are remnants of an incomplete fence system that is in poor condition.

Remnant fence posts west of Washington Roberts House. Simple wood fence posts are also present near the house (Fig. 117). These posts are also remnants of an incomplete system that is in poor condition.

Picket fence around McWilliams-Dixon House precinct, four gates. This fence is similar to other picket fences within the district (Fig. 118). The fence is badly in need of paint, but otherwise appears to be in good to fair condition.

Picket fence with missing gate around Henry Pigott House precinct. This fence is similar to other picket fences within the district (Fig. 119). The fence is generally in good condition but is missing the front gate and some sections in the rear and is thus rated in fair condition.

Metal gate and wood posts limiting vehicular access to the village from the Road to the Beach. A metal gate hung on wood posts limits vehicular access to the historic district from the beach (Fig. 120). Wood posts with chains are set to the sides of the posts, providing a structure to support the gate when it is open and a means for securing it. This gate system is in good condition.

Wood bollards and posts with metal chains as part of gate system at Road to Beach. Wood bollards are set along the edge of the Road to the Beach near the gate to prevent vehicles from circumnavigating the gate. These features are in good condition.

Wood posts, Robert Wallace House. Remnant peeled cedar log fence posts are located near the Robert Wallace House in the yard to its west. The posts are part of an incomplete fence system that is in poor condition.

FIGURE 118. The picket fence around the McWilliams-Dixon House precinct.

FIGURE 119. The picket fence around the Henry Pigott House precinct.

FIGURE 120. A metal gate and wood posts limit vehicular access to the village from the Road to the Beach.

Board fence remnants, Monroe and Mattie Gilgo House Site. Remnant board fence materials are located near the Mattie Gilgo House site. The remnant materials are ruins.

Temporary barrier at George Dixon House. A low wood post and rope system has been placed along the Village Road in front of the George Dixon House to prevent visitors from approaching the temporarily stabilized structure (Fig. 121). The barrier is in good condition.

Wood post-and-chain barrier at wooden bridge along Old Straight Road. Vehicles are prevented from driving into the historic district along the Old Straight Road by a wooden post and chain barrier edging the wooden bridge. The barrier is in good condition.

Septic Structures

Septic leach field near airstrip. A large wood retaining wall is located near the generator shed associated with the Portsmouth Life Saving Station (Fig. 122). The wall retains a raised soil area approximately 3-1/2 feet high used as a septic leach field. This feature appears to be in good condition.

Above-ground septic tank and wooden fencing, Styron-Bragg House. Behind the Styron-Bragg House is a low wooden-board structure that encloses an above-ground septic system. The system is comprised of a yellow tank connected by a pipe to the house, set within sand, and edged by the wooden structure. The wooden fencing provides general screening, but the system is not covered. This feature appears to be in good condition.

FIGURE 121. Temporary barriers limit access to the mothballed George Dixon House.

FIGURE 123. An above-ground septic tank at the T. T. Potter House.

FIGURE 122. The septic leach field shown at left is near the airstrip.

FIGURE 124. The Dennis Mason septic tank.

Above-ground septic tank and wooden enclosure, T. T. Potter House. This septic system is similar to the Syron-Bragg cistern described above (Fig. 123). A long section of white PVC pipe leads from the house into the tank. This feature appears to be in good condition.

Above-ground septic tank, Dennis Mason House. As with many of the residential properties within the district, the Dennis Mason House property includes an above-ground fiberglass 500-gallon septic tank set in sand edged by a low wooden retaining wall. The septic tank is located north of the rear of the residence. This feature appears to be in good condition.

Dennis Mason septic box. A metal covering in the lawn adjacent to the Dennis Mason House suggests that there is an underground septic tank present (Fig. 124). This metal cover appears to be in good condition, although there is rust in evidence that should be treated and painted.

Septic tank and wooden enclosure, Jesse Babb House. This septic tank (Fig. 125) is similar to those described above. This feature appears to be in good condition.

Septic tank and wooden enclosure, McWilliams-Dixon House. This septic tank is similar to those described above. This feature appears to be in good condition.

Septic tank and wooden enclosure, Henry Pigott House. This septic tank (Fig. 126) is similar to those described above. This feature appears to be in good condition.

Septic tank and wooden enclosure, Carl Dixon House. This septic tank (Fig. 127) is similar to those described above. This feature appears to be in good condition.

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

Cemeteries

Babb-Dixon Cemetery headstones. The Babb-Dixon Cemetery (Fig. 128, I CS 002517) is located

FIGURE 125. An above-ground septic tank and wooden enclosure at the Jesse Babb House.

FIGURE 126. An above-ground septic tank and wooden enclosure at the Henry Pigott House.

FIGURE 127. An above-ground septic tank and wooden enclosure at the Carl Dixon House.

FIGURE 128. The Robb-Dixon Cemetery.

FIGURE 130. Many of the burials at the Community Cemetery are surrounded by brick edging.

FIGURE 129. The Community Cemetery.

FIGURE 131. The condition of some of the concrete vault covers in the Community Cemetery is poor.

west of the McWilliams-Dixon House. This family cemetery includes seven burials. Three of the burials are set within brick-edged rectangular precincts, and two are set within concrete block precincts. The precincts also include granite headstones and footstones, and some are marked with silk flowers. The dates of the interments range from 1945 to 1971. Two of the burials are the tiny graves of pet parakeets. The features of the cemetery were listed in good condition on the 2006 LCS.

Grace Cemetery headstones. The Grace Cemetery is located across Hadover Point Road from the Post Office and General Store (Fig. 114, LCS 002523). There are four family burials associated with the cemetery. These date between 1872 and 1912. There are three marble headstones and four footstones included within the cemetery. The headstones are sited in a line. Two are free-standing marble slabs with angled tops set in rectangular marble bases. The headstones are carved with a graphic as well as text. The other two burials are marked by a double headstone similar in character to the other two, but with rounded tops and no marble base. Very small footstones are located behind the headstones. The cemetery is surrounded by a picket fence. The cemetery was assessed as in poor condition by the LCS in 1998 due to the condition of headstones and the fact that most had fallen down and were lying flat on the ground, exposing the carved surfaces to weathering. In April 2005, local resident Dave Frum re-set the headstones in an upright position.

Community Cemetery headstones. The Community Cemetery is located behind the Post Office and General Store building (Fig. 129.

LCS 012525). The earliest recorded burial dates to 1812, the most recent to 1961. There are approximately twenty-four headstones located within the confines of the cemetery, associated with twenty-seven burial areas.

At least two graves are unmarked. Most headstones are accompanied by footstones. Some of the burial plots are covered with a thin concrete vault cover. Many of the graves are grouped together in linear arrangements edged by concrete and/or brick bands (Fig. 130). There are also individual graves. Conditions observed at the cemetery include weathered headstones, broken and leaning headstones, cracked and displaced edging, missing or dislodged brick edging, and broken and cracked concrete vault covers (Fig. 131). The general condition of the cemetery as assessed in 1998 by the LCS is fair.

Fence posts at Community Cemetery. Simple peeled cedar wood posts, some with barbed wire attached, along the margins of the cemetery. It is assumed that a fence once enclosed the cemetery to prevent livestock from accessing the area. The fence is in poor condition.

Portsmouth Cemetery headstones and footstones. This cemetery is located west of the Dixon-Salter House along a short access road.[142] Marble, granite, and concrete headstones and footstones mark fifteen burials within the cemetery

FIGURE 132. The Portsmouth Cemetery.

FIGURE 134. There are condition problems with many of the headstones in the Portsmouth Cemetery.

FIGURE 133. Some of the burials are surrounded by concrete block outlines.

FIGURE 135. The headstones of the Two Seamen's Graves.

142. This cemetery may historically have been referred to as the Bragg Cemetery. National Park Service documents refer to it as the Portsmouth Cemetery. This name has been used throughout this document for consistency. Additional investigation into the local name for this cemetery is warranted.

(Fig. 132). There is no surrounding fence. Some of the burials are grouped together and surrounded by concrete-block edging, two blocks high (Fig. 133). The burials date between 1889 and 1960. Conditions observed at the cemetery include broken, leaning, eroded headstones. The cemetery is in fair to poor condition (Fig. 134).

Fence posts at Portsmouth Cemetery. Simple wood posts, some with barbed wire attached, are located along the margins of the cemetery. It is assumed that a fence once enclosed the cemetery to prevent livestock from accessing the area. This fence is in poor condition.

FIGURE 131. The Keller-Styron Cemetery.

FIGURE 132. Remnant fence post at the Keller-Styron Cemetery.

Two Seamen's Graves. The headstones associated with Two Seamen's Graves are relatively large and ornate in comparison with others within the district (Fig. 135). They include detailed funerary carvings. These gravestones appear to be in fair condition due to deterioration of the inscriptions.

The first includes the following epitaph: "To the memory of Captain Thomas W. Greene of Providence, R.I. who died Jan. 17, 1810 in the 32nd year of his age. In thy fair book of life divine my God inscribe my name that may fill some humble place beneath the slaughtered lamb."

The epitaph of the second includes the following epitaph: "In memory of Capt. William Marten who died Oct. 4, 1821 aged 36 years 2 months 27 days. Far from my native land my spirit wings its flight to dwell at God's right hand with angels fair and bright."

Keller-Styron Cemetery headstones. This cemetery includes ten grave sites and is maintained in mown grass (Fig. 136). Headstones exist for seven

FIGURE 133. The Elijah Gaskill headstone.

graves. The burials date between 1866 and 1932. The headstones are marble and granite. There are a few footstones. One grave is outlined in a single row of mortared brick.

Some of the headstones are eroding. The brick outline is losing some of the bricks. Some of the headstones are broken, others are leaning. The cemetery is in fair to poor condition.

Fence posts at Keller-Styron Cemetery. Several 4-inch by 4-inch wood posts mark the extent of a fence system that once enclosed the Keller-Styron Cemetery (Fig. 137). The fenced precinct appears to have formed a rectangle forty-two-and-one-half feet by fifty-seven feet in size. Remnants of wire remain attached to the posts, suggesting that the fence was used to limit access by livestock. The fence is in poor condition.

Dr. Samuel Dudley headstone. An unmarked gravesite is located seventeen feet south of the Battle-Dixon Cemetery. This gravesite has been identified as that of Dr. Samuel Dudley, a physician stationed at the U.S. Marine Hospital during the early nineteenth century, although his body has been reinterred on the mainland. An interpretive sign is associated with the grave. The cemetery was assessed as in fair condition in 1998 by the I.C.S.

Elijah Gaskill headstone. A single marble headstone marks the grave of Elijah Gaskill (Fig. 138). The grave is located near the Carl Dixon House. The headstone is in fair condition.

Signage

Painted wooden signs marking historic properties. A unified sign system is utilized within the historic district to identify historic structures and provide interpretive information. These signs are composed of painted square wood posts and painted wood boards nailed to them that have a rectangular area for text (Fig. 139). The rectangular area is oriented with the long dimension running horizontally. The upper left corner is punctuated by a carved extension fashioned to recall the Portsmouth Methodist Church steeple. They are generally in good condition. The signs are painted white, with a black border and black text. These signs are located:

- Along the road leading south from Hatteras Point
- At the Dixon-Salter House
- At the Dixon-Salter cool house
- At the Post Office and General Store
- At the Grace Cemetery
- At the Robert Wallace House
- At the Styron-Bragg House
- At the Keller-Styron Cemetery
- At George Dixon House
- Along the access road to the Two Seamen's Graves
- At the Cecil Gilgo House
- At the Schoolhouse
- At the Monroe and Mamie Gilgo site
- At the beginning of the Old Straight Road
- At the Washington Roberts House
- At the Portsmouth Methodist Church
- At the Jesse Babb House

FIGURE 136. One of the painted wooden signs that mark most of the historic properties within the historic district.

- At the McWilliams-Dixon House
- At the Dr. Samuel Dudley gravesite
- At the Babb-Dixon Cemetery
- At the Dennis Mason House
- At the Roy Robinson House
- At the Portsmouth Life Saving Station
- At the Portsmouth Life Saving Station summer kitchen
- At the Portsmouth Life Saving Station stable
- At the U.S. Marine Hospital site
- At the gate along the Road to the Beach
- At the Henry Babb ruins
- At the Tom Gilgo House
- At the Henry Pigott House
- At the Carl Dixon House
- At the Frank Gaskill House

Directional sign noting "Haulover Point Dock" along road to dock. A brown painted wood sign indicates the route leading to Haulover Point Dock (Fig. 140). This approximately three foot high sign is set on a square wooden post painted brown. The text is routed letters and an arrow, painted white. A metal sign indicating that vehicles are not permitted within the district is also nailed to the lower half of the sign. The sign is in good condition.

Identity sign at gate along Road to Beach. A larger identity sign (Fig. 141) located at the access control gate along the Road to the Beach welcomes visitors to Portsmouth Village and Cape Lookout National Seashore. The sign is in good condition.

Brown painted wood sign indicating "Foot Traffic Only" along the Road to Beach. This sign is comprised of a small rectangular wood sign plate mounted on an unpainted wood post. The sign text is routed into the wood. The routed letters are painted white and the sign face NPS brown. The

FIGURE 140. One of the brown-painted wood signs with routed text located within the district.

FIGURE 141. An informational sign along the Road to the Beach provides guidance to visitors and information about the village.

FIGURE 142. This directional sign is located along the Road to the Beach.

sign stands approximately three feet in height. The sign is in good condition.

Brown painted wood sign indicating "To Beach" southwest of Portsmouth Life-Saving Station kitchen. A brown painted wood sign indicates the route leading to the beach from the vicinity of the Life-Saving Station. The sign is in good condition.

Three-way directional sign indicating "Portsmouth Beach, Wallace Channel Dock" along the Road to Beach, and a sign with an image of a jeep. There is an unpainted wood post along the Road to the Beach that includes three brown-painted routed wood signs pointing in the direction of various routes arising from its intersection with other paths (Fig. 142). The narrow signs point to Portsmouth Beach, Wallace Channel Dock, and Portsmouth Village. A metal sign nailed to the top of the five foot tall post includes a symbol of a jeep and a red diagonal line indicating that vehicles are prohibited along these routes. The sign is in good condition.

Sign suspended from Old Straight Road bridge. The wooden plank bridge along the Old Straight Road is marked with two posts at its southern end. A metal chain strung between the posts limits access to the bridge. A white painted wood board fence hangs from the chain. Painted on the sign is "Foot Traffic Only." The sign is in good condition.

Wood post, north corner Portsmouth Life-Saving Station. Near the concrete ramp leading into the Life-Saving Station boat storage area, on the landward side of the seawall, there is a square wooden post set into the ground. This post may be used to secure boat lines. The post is in good condition.

Wood mooring post, Portsmouth Life-Saving Station. A round wood post is set within Coast Guard Creek adjacent to the seawall near the Life-Saving Station (Fig. 110). This treated post is used for mooring boats. The post is in good to fair condition.

Wood boat relic, mounted for display near the Portsmouth Life-Saving Station. To the west of the Life-Saving Station building are artifacts associated with a boat wreck (Fig. 143). The remains are bolted to two wood posts. The exhibit is in good condition.

FIGURE 143. A shipwreck relic displayed near the Portsmouth Life-Saving Station.

FIGURE 144. There is a flagpole within the Styron-Bragg House precinct.

FIGURE 145. Along the dock behind the Styron-Bragg House is a bird house.

Wood foundation piers marking the site of the former Portsmouth Life-Saving Station Shed. Remnant wood posts outline the rectangular form of a shed structure that once stood adjacent to the stable. This structure washed away during one of the early twenty-first century hurricanes that affected the island. These posts are in fair condition.

Flagpole at Styron-Bragg House. At the corner of the picket fencing surrounding the Styron-Bragg House precinct is a metal flagpole that no longer includes flag-raising hardware (Fig. 144). The flagpole is rusted and is in fair condition.

Bird house along the dock behind the Styron-Bragg House. Along the dock leading across the marsh west of the Styron-Bragg House is a large bird house set on a tall wood pole (Fig. 145). The house has four openings. It is fashioned to look like a two-story Colonial house with a brick chimney and a shingle roof. The birdhouse is in good condition.

Wildlife refuge sign. Near the end of the dock is a sign that notes the importance of the area as a wildlife refuge area and as a North Carolina Wildlife game lands and bear sanctuary. The sign is in good condition.

Remains of outbuilding, Henry Pigott House. The remains of a missing outbuilding associated with the Henry Pigott House includes wooden foundation posts and a sill plate. This feature is located behind the summer kitchen and its collapsed brick chimney. These features are in fair condition.

Mail box on a wooden post by the dock, Henry Pigott House. Near the end of the wooden dock associated with the Henry Pigott House there is a grey metal mailbox, with a red flag, on a square unpainted wooden post. This feature relates to Henry Pigott's role as the island's mailman for many years. The mailbox is in good condition.

Fish table at the Henry Pigott House. Behind the Henry Pigott House is a simple wooden plank table that is likely used to clean fish. The table appears to be in good condition.

Water pump at the Henry Pigott House. A metal pump is located to the south of the wooden foundation posts and sill plate. The pump is operated by a red metal hand-operated lever. It stands approximately three feet in height. It is not

FIGURE 146. The T. T. Potter House includes a television antenna.

FIGURE 147. Near the T. T. Potter House is a fish cleaning table with a sink.

FIGURE 148. The yard in front of the McWilliams-Dixon House includes a rock-lined planting bed decorated with an anchor and a pole.

known whether the pump is operating. It appears to be in good condition.

Television antenna, Henry Pigott House. Behind the Henry Pigott House is a metal television antenna that is comprised of a thin metal pole supporting a branched metal reception structure. This antenna appears to be in good condition.

Antenna at T. T. Potter House. A metal television antenna is located along the rear facade of the T. T. Potter House (Fig. 146). This antenna appears to be in good condition.

Fish cleaning table, T. T. Potter House. A simple wooden table on sturdy wooden legs sits to the side of the yard of the house (Fig. 147). A metal sink and faucet are set into the table. It is assumed that the table is used to clean fish. This table is in good condition.

Metal pole and anchor set within a circular planting bed, McWilliams-Dixon House. A decorative feature in the front yard of the McWilliams-Dixon House is a circular planting bed edged with small round rocks, inset with a metal anchor, and a five foot tall wood pole (Fig. 148). It is not clear what function the pole serves. These features appear to be in good condition.

FIGURE 149. Trash bag receptacles are located along Haulover Point Road and the Road to the Beach.

Propane tank behind the McWilliams-Dixon House. Many of the residential properties on Portsmouth Island have metal propane tanks associated with the main dwelling house, such as that located at the McWilliams-Dixon House. These are likely used for cooking fuel. These features appear to be in good condition.

Stone-lined planting bed at Post Office and General Store. A number of melon-sized stones of varying material, possibly former ship's ballast, are arranged to outline a small planting bed to either side of the front entry of the Post Office and General Store. This feature is in good condition.

Wooden picnic tables at the Washington Roberts House. There are simple wood picnic tables near the house that appear to be in good condition.

Wood table north of Jesse Babb House. A simple wood plank table sits behind the Jesse Babb House summer kitchen. This table appears to be in good condition.

Television antenna, Frank Gaskill House. Located adjacent to and behind the Frank Gaskill House is a small metal television antenna. This antenna appears to be in fair condition.

Steel cattle guard crossings of wet areas along the Old Straight Road. The Old Straight Road includes three steel cattle grates along its length where it crosses wet areas. These grates appear to be in good condition.

Trash bag receptacles along Haulover Point Road and the Road to the Beach. Cape Lookout National Seashore is a rustic park that assumes that visitors will leave the park carrying any trash they may have generated during their visit. Along Haulover Point Road near the end of the boardwalk, and at the entrance into the historic district from the Road to the Beach, the park has placed trash bag dispensers where visitors may secure a bag for holding their trash (Fig. 149). A sign on the dispensers notes that "Cape Lookout National Seashore is a Trash Free Park." The dispensers are

white painted wood boxes with an opening along the bottom where bags can be removed and a metal fabricated sign that is screwed onto the face of the box. The wood boxes are affixed to painted square wood posts. These features are in good condition.

Archeological Resources

Limited archeological investigation has been conducted to date at Portsmouth Village. Three sources of information were utilized to prepare this summary of known and potential archeological resources associated with Portsmouth Village: a 1976 assessment of archeological and historical resources within Cape Lookout National Seashore, a 2006 archeological survey prepared by the NPS Southeast Archeological Center, and walk-over survey prepared on behalf of this CLR. The following summarizes what is currently known about archeological resources within the Portsmouth Village Historic District and the associated areas of Middle Community and Sheep Island from these sources.

In 1976, the National Park Service completed an overview assessment of archeological and historic resources within the entire Cape Lookout National Seashore. The 1976 "Cape Lookout National Seashore: Assessment of Archeological and Historical Resources" suggested the following in regard to the archeological potential of Portsmouth Island and the historic district:

> Of the five historic manifestations located within Cape Lookout National Seashore only Portsmouth Village (NPS 15) need be considered for nomination to the National Register. While it is assumed that the Historic Structure Report will provide the necessary background to fully determine the significance of this resource, it is felt that it should be mentioned here. Portsmouth dates back to 1753 and was a crucial transportation juncture. It was the only lightering outlet to the sea in the eighteenth century for ports on the Roanoke, Pamlico, and Neuse Rivers. Portsmouth represents one of the few tangible remnants of this period remaining along the Outer Banks of North Carolina.[143]

The study notes that "site significance, prehistoric as well as historic, was measured against the following: 1) Relative abundance and variety of cultural data contained within a site; 2) Relationship to the surrounding environment; 3) Research potential; and 4) Data contained in the site which would correct current deficiencies in cultural knowledge of the area."[144]

During summer 2006, Meredith Hardy of the NPS Southeast Archeological Center conducted a survey, which is in the process of being documented. A draft report provided the information that follows.

Most archeological resources are likely to be associated with the sites of existing structures and known former structures, although it appears that no subsurface testing has been conducted to evaluate the integrity of resources that might exist. As noted by Hardy,

> They should be intact, though they would have been impacted by hurricanes, severe storms, etc. Systematic survey and testing should be conducted around places where structures are no longer standing – the marine hospital, several houses indicated on maps that today are marked only by a few small brick piers, cisterns, and collapsed chimneys."[145]

Contemporary NPS maps suggest the locations of ruins at various sites, such as the Ed Keeler House ruins (foundation and chimney in evidence), the Ben Dixon Site ruins (brick chimney in evidence), and the Tine Bragg ruins (cistern and wood debris in evidence). There appears to be archeological potential at the Washington Roberts House. Brick rubble at the west end of the kitchen wing may be associated with the house's original kitchen, and there is a large mound in front of the house that should be investigated. In addition, two former house sites—the Cecil Gilgo House and the Monroe and Mattie Gilgo House—are traditionally thought to have included small family cemeteries or burials. Further investigation is also needed to confirm the existence of these burial grounds.

143. John Ehrenhard, "Cape Lookout National Seashore: Assessment of Archeological and Historical Resources" (Tallahassee: National Park Service, Southeast Archeological Center, 1976), 8.
144. Ibid., 41.
145. E-mail communication, Meredith Hardy, National Park Service, Southeast Archeological Center, to Liz Sargent, JMA, April 30, 2007.

Hardy's investigations yielded the likely location of the late eighteenth century to early nineteenth century windmill and grist mill complex, Sam Tolson House site, Henry Babb House site, Dixon Gilgo House site, Claudia Daily House site, Joe Roberts House site, Warren Creek cemetery site, Harmin Austin House site, Rose Pigou House site, various unidentified house sites, and a sheep dipping vat.

Hardy also notes from her summer 2006 investigations at Portsmouth Island:

> As far as the Middle and Sheep Island communities are concerned, not much is known. Some wooden fence posts are visible through field observation. It seems that there should be some evidence, but it would be in the form of fallen chimneys and small house mounds (prepared platforms where houses would have been). Very tough to see. On Sheep Island, I know the location of the Wallace Cemetery; he, his wife, and two children are buried there. There should also be some evidence of the small community that was on the island. I would recommend that intensive systematic survey be conducted to locate both of these potential archeological resources."[146]

Investigations conducted by CLR project team members Joseph Balicki and Bryan Corle in late February and early March 2007, aided by local knowledgeable resident Chester Lynn, focused on the Middle Community and Sheep Island. The goal of the investigation was to locate house sites and cemeteries using a handheld GPS unit. The results of this visit follow. See Appendix A for more information.

The Old Straight Road extends south from the historic district. It was possible to follow this road trace across the entire island; it provides a good reference point to historic maps. A road trace leading to Middle Community was also located. Based on GPS readings it was determined that contemporary NPS maps are only accurate within the historic district.

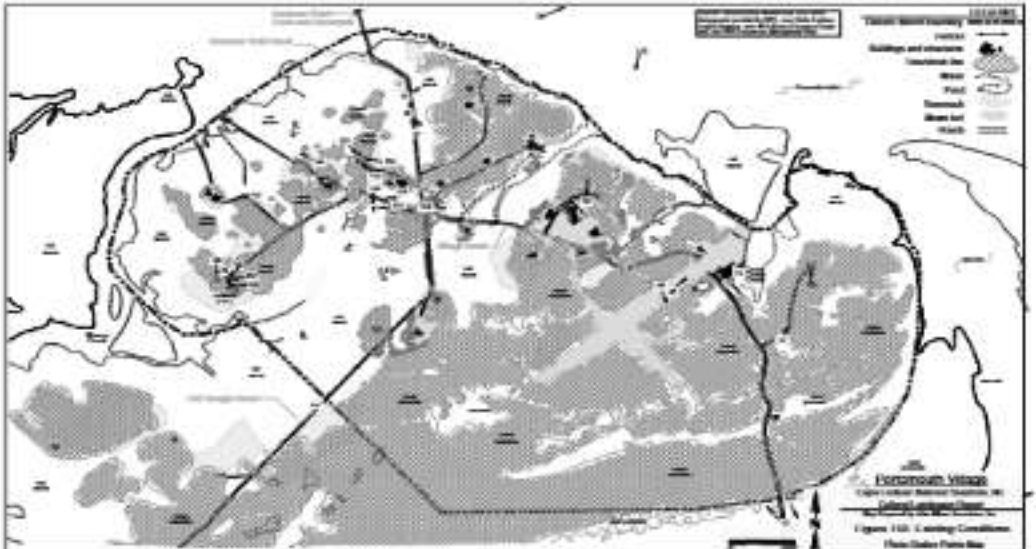
A portion of Tom Gilgo's hammock was visited and locations recorded, including the Tom Gilgo House site, and the grave of Captain William Dixon nearby. Several house sites were identified and recorded in the Middle Community. Six cemeteries in and around the Middle Community were located and recorded. However, the vegetation on this part of the island is almost impenetrable and will need to be cleared before additional features can be located. The white granite tomb of Captain Dixon could not be seen from five feet away because of the undergrowth. The tomb was only found because Mr. Lynn knew its location.

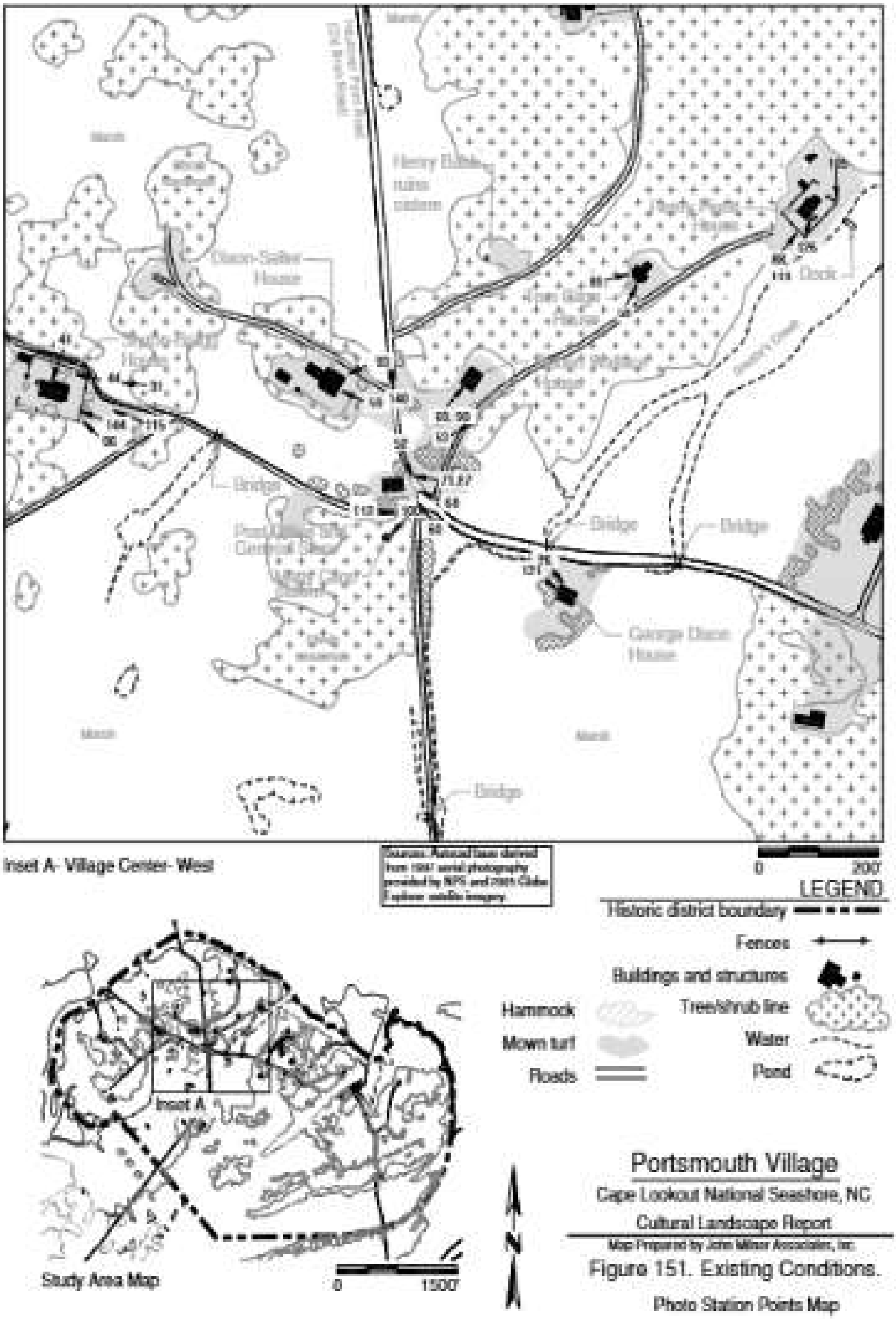
The Old Straight Road leads almost directly to the cemetery that has eroded into the creek. Careful searching around the creek did not reveal any additional indications of a cemetery or other occupation.

On Sheep Island, only the location of the Wallace graveyard and one house site could be mapped. Evidence was found for at least one additional grave besides the ones with exposed markers.

In summary, the area of Portsmouth Island outside of the historic district contains numerous archeological resources. The vegetation cover and numerous tree falls make for challenging survey conditions. It is likely that every hammock outside the historic district has a site on it. Given that the historic sites were houses built on wood pilings or on brick footers, the archeological signatures are very indistinct. Further, Mr. Lynn spoke of houses being moved and materials salvaged.

146. Ibid.





Portsmouth Village

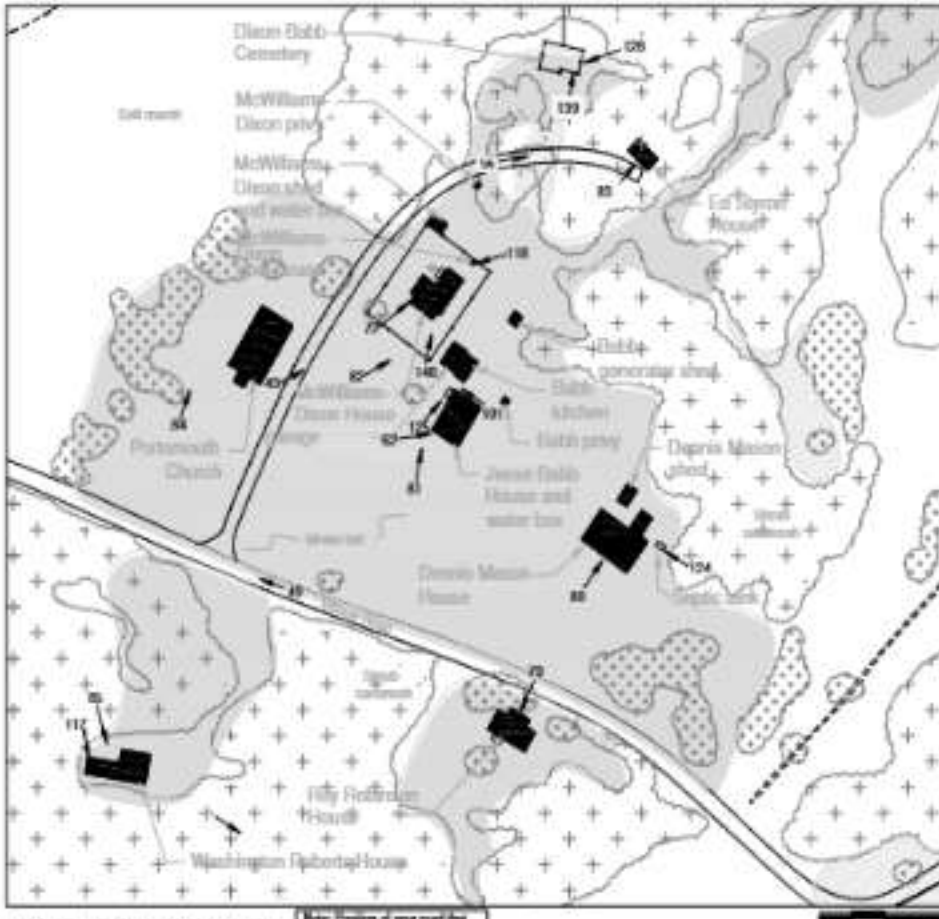
Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Figure 151. Existing Conditions.

Photo Station Points Map


Dixon-Babb Cemetery
McWilliams-Dixon privy
McWilliams-Dixon shed and water line
Portsmouth Church
Jesse Babb House and water line
Dennis Mason House
Dennis Mason privy
Babb kitchen
Babb privy
Babb generator shed
Washington Rabontal House
Inset A- Village Center- East
0
100
LEGEND
Historic district boundary
Fences
Buildings and structures
Tree/shrub line
Water
Pond
Hammock
Mown turf
Roads
Inset A
Study Area Map
0
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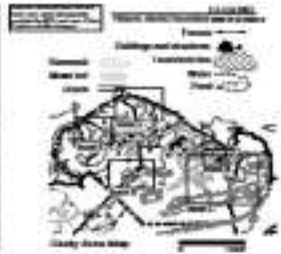
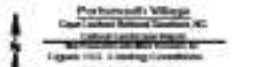
N
Portsmouth Village
Cape Lookout National Seashore, NC
Cultural Landscape Report
Map Prepared by John Milnor Associates, Inc.
Figure 152. Existing Conditions.
Photo Station Points Map





Analysis and Evaluation

Introduction

This chapter is comprised of three sections: an evaluation of the significance of the Portsmouth Village Historic District landscape in accordance with the guidance provided by the National Register of Historic Places; a comparative analysis of historic and existing landscape conditions and comparative photography; and an integrity assessment. The significance evaluation identifies the important historical associations of the property, as well as its architectural, archeological, and social value. The property's significance is also tied to a discrete period of time in which its important contributions were made and the historic contexts within which the activities that occurred on the property may be placed.

Based on this identification and discussion of the property's significance, and the period during which it is significant, the CLR team prepared a comparative analysis of historic and existing conditions. The comparative analysis section includes pairs of photographs taken from the same location that compare current conditions with historic conditions. The information yielded by these pairs was used to support the comparative analysis narrative. The results of this analysis provide an understanding of how much the district and its resources today reflect their character and appearance during the period of significance. One of the by-products of the comparative analysis is an inventory of resources that survive from the period of significance. These are referred to as contributing features. Resources that originated after the period of significance are also assessed as non-contributing. Based on the analysis, the CLR also identifies features that are missing from the period of significance, and those for which a determination has not yet been possible. Appendix B is a table summarizing what is known about each of the features described in this chapter. The table conveys the names and alternate names for inventoried landscape features through time, identifies which features contribute to the significance of the landscape, provides a condition rating for each feature, and lists dates of origin and modification for each feature as known.

The third section of the chapter is comprised of an integrity assessment that summarizes to what degree the property retains its ability to convey landscape conditions present during the identified period of significance.

Evaluation of Significance

For a property to be eligible for inclusion in the National Register of Historic Places, it must possess significance under one of four criteria. The Criteria for Evaluation state:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A) That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B) That are associated with the lives of persons significant in our past; or
>
> C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D) That have yielded, or may be likely to yield, information important in prehistory or history.[47]

147. Code of Federal Regulations, Title 36, Part 60. "The National Register Criteria for Evaluation."

The 1977 National Register nomination for Portsmouth Village Historic District identifies areas of significance such as commerce and social-humanitarian. Research and analysis work performed for this CLR project, and research undertaken previously for the park's Historic Resource Study and other reports, make it possible to illustrate further the themes established by the National Register nomination. Based on historical research developed since the nomination was completed, Portsmouth Village can be considered significant under National Register Criteria A, C, and D in the areas of Community and Maritime History, Vernacular Architecture, and Archeological Potential. Although the two communities have somewhat different histories and settings, a description used in reference to Cape Lookout Village applies equally well to Portsmouth: it is one of the last surviving and relatively intact historic settlements on the Outer Banks with an "inextricable connection of the natural landscape and the built environment."[148]

Criterion A: Community and Maritime History. The history of Portsmouth Village is directly related to its geography. As with other settlements on the Outer Banks, the development of the town of Portsmouth was closely interrelated with geographic changes and alterations to the inlet and its channels.

Edmund Ruffin, an agricultural scientist from Virginia, described Portsmouth in the late 1850s as follows:

> The village of Portsmouth owes its existence to the fact of its adjoining the nearest water of Pamlico sound, where vessels must anchor and wait for fair winds and tides to cross the shallow and dangerous bar of Ocracoke inlet—and after passing outward, as usual but partly laden, to wait to receive the remainder of the cargo, carried across the bar by lighters. The occupations of the whole resident population of Portsmouth are connected with the vessels which have to wait here. Pilots, and sailors, or owners of vessels, make up the greater number of the heads of families and adult males—and the remainder are the few, who as shopkeepers, &c., are necessary to minister to the wants of the others. If Ocracoke inlet should be closed by sand, (which is no improbable event,) the village of Portsmouth would disappear—or . . . remain only for its other use, as a summer retreat for transient visitors, sought for health and sea-bathing.[149]

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

By the mid-nineteenth century, the channel and inlet were becoming unusable for commercial traffic, and the opening of Hatteras Inlet provided an alternate entrance along the North Carolina coastline. Together these factors led to the gradual and steady decline of Portsmouth as a maritime port in the middle nineteenth century. However, the community survived and evolved with an economy based on fishing and recreation into the second half of the twentieth century. Public uses such as the Life-Saving Station, Portsmouth Methodist Church, School house, and post office and General Store survived into the period of the 1930s to 1950s. New construction and development in the early decades of the twentieth century were a continuation of the way of life and cultural landscape of Portsmouth Village.

The village is characterized by informally placed residential buildings and outbuildings, located along narrow roads or grassy lanes. The buildings are sited on high grounds amidst the low salt-marsh vegetation characteristic of the Outer Banks. The relationship of the individual dwellings is very characteristic of early coastal villages. The National Register nomination notes, "Except for these lanes, small cleared building sites and a grass landing strip for light planes, the environment of the district gives the appearance being untouched by the incursions of man."[150] The features that characterized the

148. Ruth Little, amended by Claudia Brown, National Register of Historic Places Nomination, "Cape Lookout Village Historic District" (Raleigh, North Carolina: Longleaf Historic Resources, August 19, 1998, amended February 2000, accepted June 3, 2000), 19.
149. Ruffin 1861, 123–124.
150. Ibid.

village throughout its history—and particularly its relationship to its setting, which governed its evolution—remain intact today.

Criterion C: Vernacular Architecture. In the 1977 National Register nomination, the buildings at Portsmouth Village were not recognized as having architectural significance. Based upon information obtained as part of the present study, consideration should be given to the significance of the Life-Saving Station as an example of federal architecture in the Shingle Style. The Portsmouth station was one of twenty-one stations constructed to similar designs in the 1890s, of which ten survive; the Portsmouth station is the least altered of the group. Several of the privately-built houses of the village are also surviving examples of mid-nineteenth-century vernacular construction. These include the Washington Roberts House and the Robert Wallace House, both of which date to circa 1850. Residential buildings in the village are generally vernacular wood-frame houses of a consistent type. Although lacking individual significance, collectively these houses can be considered significant as examples of the particular vernacular dwelling type adapted to the Outer Banks environment. The houses are typically supported on piers or pilings that lift the structure off the ground and allow storm surges and shifting sand to move underneath. The houses are conventionally wood framed using dimensional lumber. Roofs typically have a very low pitch, a structurally desirable configuration for a hurricane-prone area. Although most of the buildings are simple and unadorned, a few buildings include decorative details relating to popular architectural styles of the time, such as the Craftsman-style front porch of the Dennis Mason house. Similarly, the Portsmouth Methodist Church incorporates Gothic Revival details but is mainly a simple vernacular structure.

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

Recent archeological investigations by staff of the NPS Southeast Archeological Center and as part of the present study suggests that areas outside of the historic district boundaries at Middle Community and Sheep Island contain numerous archeological resources, such as gravesites, ruins, road traces, and probable house sites. The existing village historic district also contains numerous known house sites and ruins with archeological potential. The historic district could be considered eligible under this criterion due to its clear archeological potential, and this criterion suggests that the boundaries of the district should be revised. See discussion on Boundaries of Historic District, below.

National Historic Landmark Eligibility

As part of the CLR study, the National Historic Landmark eligibility of the Portsmouth Village Historic District was considered. The National Historic Landmark program, initially established by Congress in 1935, is intended to designate nationally significant historic sites and to promote their preservation "for the inspiration and benefit of the people of the United States."[59] Fewer than three percent of the properties listed in the National Register are further designated as National Historic Landmarks. The criteria for designation as a National Historic Landmark are defined as follows.

> The quality of national significance is ascribed to districts, sites, buildings, structures and objects that possess exceptional value or quality in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering and culture and that possess a high degree of integrity of location, design, setting, materials, workmanship, feeling and association, and
>
> (i) That are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of these patterns may be gained; or

151. *National Historic Landmarks: Illustrating the Heritage of the United States.* Brochure (Washington, D.C.: National Park Service, n.d.).

(2) That are associated importantly with the lives of persons nationally significant in the history of the United States; or

(3) That represent some great idea or ideal of the American people; or

(4) That embody the distinguishing characteristics of an architectural type specimen exceptionally valuable for a study of a period, style or method of construction, or that represent a significant, distinctive and exceptional entity whose components may lack individual distinction; or

(5) That are composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture; or

(6) That have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation over large areas of the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts and ideas to a major degree.[152]

Of these, criteria 4 and 5 have the most relevance for the consideration of the significance of Portsmouth. Under criterion 4, the manmade features of Portsmouth could potentially be reviewed as an exceptional example of a method of construction adapted to the unique Outer Banks environment. However, based upon the limited study of the buildings and structures completed as part of this CLR study, it does not appear that the architecture of Portsmouth is sufficiently distinctive to be eligible under criterion 4. The buildings of Portsmouth are similar to other residential structures of their period, both elsewhere along the Atlantic coast and inland North Carolina. The specific adaptations to the Outer Banks location, such as broad porches, low sloped roofs, and elevation above grade on piers or posts, may not be implemented consistently enough or may not be distinct enough from the general adaptation of residential buildings in the United States to a warm, humid climate in a coastal location.

Under criterion 5, the features of Portsmouth could potentially be reviewed as outstandingly illustrating the way of life of the residents of the Outer Banks. Some features, such as cool houses and the Life Saving Station, do illustrate the daily activities of the residents of Portsmouth. Unfortunately, primary historic occupations of the residents, such as lightering and fishing, have left few physical remnants in the historic district today. Therefore, the ability of the village to illustrate fully the historic way of life of the residents is limited; however, the physical features as they have evolved over time do demonstrate the continuing interaction between built structures and the changing natural environment.

Additional consideration of the National Historic Landmark eligibility of the district could be developed with further comparative research on the common types of construction and way of life throughout the Outer Banks, to better understand the degree to which Portsmouth exemplifies the broader national trends. In addition, further archeological studies may yield information that indicates significant archeological information potential of the district meeting criterion 6.

Period of Significance

The National Register nomination lists the period of significance of the village as covering the nineteenth and twentieth centuries. This very broad period of significance does not reflect the development, evolution, and decline of the village, or any specific dates associated with its history.

If the significance of the village is considered to be primarily related to its existence and survival as a community, then a reasonable starting date for the period of significance is 1753, the date at which the village was founded, and a reasonable ending date is 1971, the date at which the last permanent residents left the village. The period of significance for the village can be narrowed to focus on the era in which activities related to shipping made Portsmouth a key port and point of transshipment from the eighteenth through mid-nineteenth centuries. However, as the residential community continued to exist until the last inhabitants left, the dates in which Portsmouth Village was a place of local residence appear to be more appropriate in terms of overall significance.

152. Code of Federal Regulations, Title 36, Part 65 (July 1, 2000), 253.

The period 1753 through 1971 is also supported by the characterization of Portsmouth Village given in the 1977 National Register nomination form. The village is described as significant as a "surviving remnant of the thriving pre-Civil War port that reached its zenith in the decade prior to 1860. Its significance today is as the only existing village on the Core Banks south of Ocracoke Inlet – an existence that can be traced back over 200 years to the 1760s."[153] Although very few built resources survive that pre-date the 1860s, the period of significance is relevant in that archeological remains may exist that date to the earliest settlement of Portsmouth, and the late nineteenth and early twentieth century buildings that do survive represent the continuation of the earliest patterns of construction, land use, and way of life.

Boundaries of Historic District

The boundaries of the historic district are as indicated in the Portsmouth Village Historic District National Register nomination. The historic district boundaries presently exclude the sites of historic settlements at Middle Community and Sheep Island. As discussed above, recent archeological investigations suggest that numerous sites exist in these two locations with the potential to yield information about the historic settlement of the Portsmouth vicinity. If the National Register nomination is amended to include significance under Criterion D for the archeological potential of the district, the boundaries should also be extended south to include the Middle Community and Sheep Island sites (Fig. 154).

Comparative Analysis of Historic and Existing Conditions

For the purposes of this study, the period of significance of 1753 through 1971 has been utilized to compare historic and existing landscape conditions at Portsmouth Village Historic District. As discussed above, this period has been suggested as part of the development of this CLR to fill a gap in the 1977 National Register nomination for the district. Documentation within this section focuses on the evolution of the community from its earliest establishment in 1753 to the time when the last permanent residents left the island in 1971 as well as the changes that have reflected the economic and physical context of the Ocracoke Inlet, the Outer Banks, and the primary economic endeavors of commercial shipping and fishing. To indicate the changes that have occurred over time, this chapter describes the features and characteristics that have comprised the community since its establishment in 1753. Today, the Portsmouth Village Historic District landscape most closely reflects its character as it evolved during the first half of the twentieth century, although various features survive from the nineteenth century. No features, however, survive from the eighteenth century initial development phase of the community's history. The comparative analysis nonetheless includes a discussion of what is known about these early features due to their significance and influence on later development.

This comparison links extant features to their period of origin and assesses whether they are contributing to the significant historic fabric. Those features that are not associated with the period of significance are identified as non-contributing. Changes that have been made to historic features are noted. Features that are known to have existed during previous periods but are no longer extant are identified as missing. The landscape characteristics defined in chapter three are used as the basis for the comparative analysis. These include:

- Natural Systems and Features
- Responses to Natural Resources
- Topography and Topographic Modifications
- Patterns of Spatial Organization
- Land Uses
- Circulation
- Cultural Vegetation
- Buildings and Structures
- Views and Vistas

153. Leonard E. Brown, National Register of Historic Places nomination form, "Portsmouth Village," June 1977, accepted February 14, 1978).

- Small-scale Features
- Archeological Resources

For each characteristic, the discussion begins with an overview of features surviving from the period of significance, features missing from the period of significance, and changes that have occurred since the end date of the period of significance. The introductory overview paragraph is followed by more detailed information, as known, about the evolution of individual resources and resource types over time.

Fig. 155 and Fig. 156 illustrate the features contributing to the significance of the historic district. Also supporting the comparative analysis are pairs of historic and contemporary photographs taken from the same or a similar location that help illustrate change over time (see Fig. 157 through Fig. 200).

Overview

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

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

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

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

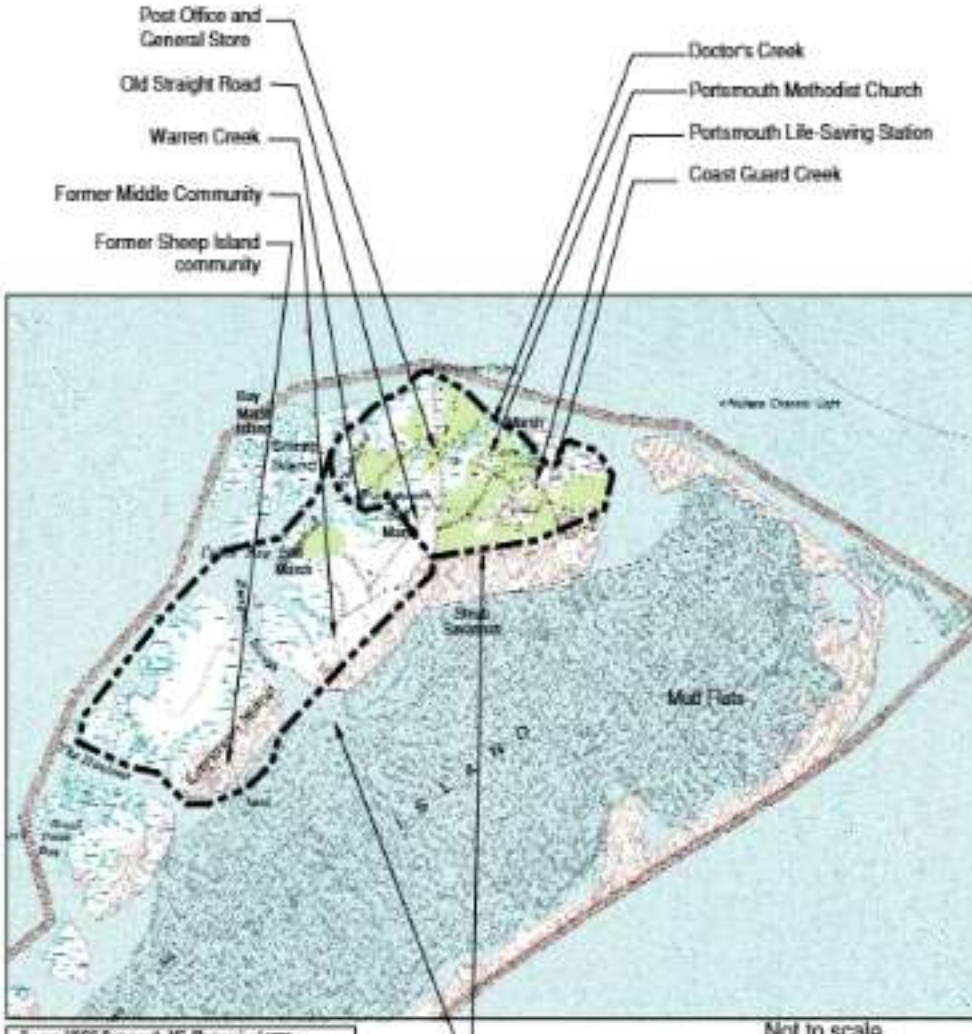
Natural Features and Systems

The Portsmouth Village Historic District landscape is generally low-lying, with little of the island extending more than five feet above sea level at high tide. Most of the historic district is currently characterized by marshes, level areas, and small hammocks. It is edged by the ocean at Ocracoke Inlet, Raymarsh Thorofare, and three tidal creeks: Doctor's Creek, Coast Guard Creek, and Warren Creek. These conditions have remained relatively consistent since the community's early establishment and all contribute to the character and significance of the district.

Due to the fact that the community is sited on the western or leeward side of the island and away from the ocean surf, it is less affected by littoral drift and erosion than the eastern side of the island outside of the historic district.

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

Unstable sand in the vicinity of the existing Life Saving Station is known to have led to the relocation



Note: Sheep Island is mislabeled on the USGS map. Evergreen Island is correct site of Sheep Island.

N

Portsmouth Village

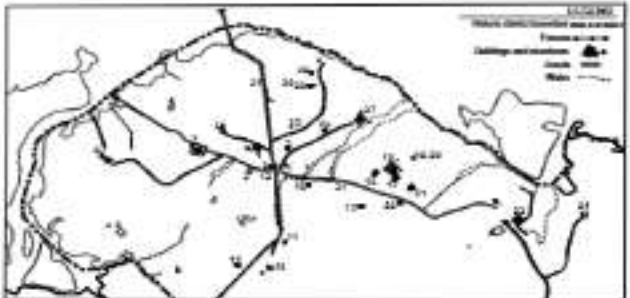
Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milnor Associates, Inc.

Figure 154.

Site map with proposed boundary



Contributing Resources by Property

Community Village

Cultural Landscape Report

Figure 10A
Contributing Features


LEGEND
Portsmouth Village

of many dwellings to the west during the early nineteenth century. Dry Sand Point, a regularly inundated sand flat located to the east of the village, was an important area for lightering operations and for horse round-ups during the nineteenth century. This landform is no longer extant.

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

There were also likely present a patchwork of grasslands, shrub savannah, shrub thicket, and dune and marsh plant communities at the time of settlement-communities that continue to be present today. The island, however, is known to have been heavily grazed by livestock owned by community members. Horses, sheep, and cattle were present in large numbers on the island and allowed to roam free. Grazing by livestock likely had a large impact on vegetation, affecting the composition and health of grasslands, and further diminishing the presence of woody vegetation.[154]

Shifts in deeper water channels through Ocracoke Inlet have had a profound effect on the community. Sand deposition within the inlet has led to problems for boats trying to gain access to the island since the eighteenth century, although approaches to the island are far more limited today than they were during the eighteenth and nineteenth centuries. Wallace's Channel, which was one of driving forces of commercial shipping through Ocracoke Inlet after it was opened by a hurricane in 1752, almost immediately began to fill with sand. Various measures were taken to keep the channel open through the early to mid-nineteenth century, but it eventually was lost and is no longer an important feature of the inlet. Shell Castle Island, which supported a thriving lightering business and various industrial endeavors at one time, was heavily affected by various storms, most notably a hurricane in 1933. Today the island is only about ten feet wide.

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

- Dry Sand Point. This feature is not labeled as such on the USGS map, but is the landform that curves to the east of the historic district.
- Brant Shoal Marsh. This occupied a portion of Dry Sand Point. It is not labeled on current USGS mapping as such, but likely survives.
- Brant Shoal Rocks. These are not labeled on the current USGS map; they were located northeast of Haulover Point.
- Ayer's Rock. This feature is not labeled on the current USGS map; it was located south of Beacon Island in Ocracoke Inlet.
- Beacon Island. This feature survives and is labeled on current USGS mapping; it is located northeast of Haulover Point.
- Casey Point. This feature is not labeled on the current USGS map.
- Casey's Bay. This feature survives and is labeled on the current USGS map. It is located below Raymarsh Thorofare, west of Middle Community.
- Raymarsh Thorofare. This feature survives and is labeled on the current USGS map.
- Lawrence's Creek. This feature is not labeled on the current USGS map.
- White Shoal. This feature is not labeled on the current USGS map.

154. Donald C. Barber and Orrin H. Pilkey, "Influence of Grazing on Barrier Island Vegetation and Geomorphology, Coastal North Carolina," paper no. 68-0 presented at the Geological Society of America Annual Meeting, November 6, 2001.

- Hatalover Point. This feature survives and is labeled on the current USGS map.
- Sheep Island. This feature survives and is incorrectly labeled on the current USGS map as Evergreen Island; Sheep Island is incorrectly labeled to the west of the village.
- Sheep Island Creek. This feature is not labeled on the current USGS map; it was located to the southwest of Casey's Bay.
- Wallace's Channel. This feature survives and a label on the current USGS map indicates the Wallace Channel Light. The channel is far less prominent than it was historically.
- Shell Castle Island. This feature survives and is labeled on the current USGS map. The island is far less prominent than it was historically.
- Ocracoke Inlet. The channel is far less prominent than it was historically.
- Pamlico Sound. Exists.
- Horse Island Channel. This feature is not labeled on the current USGS map, but its location was between the village and the spit of land labeled Brant Shoal Marsh, and a similar feature may still exist. This channel is said to have been named for the horses pastured nearby.
- Mount Truxton. This feature is not labeled on the current USGS map; the high point that was referred to as Mount Truxton overlooks the Life-Saving Station and mud flats. It likely still exists and could potentially be located.

Responses to Natural Resources

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

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

Initial settlement of Portsmouth Village occurred in response to the availability of a break in North Carolina's Outer Bank/barrier island system that allowed for the passage of commercial ships. Two obstructions to navigation exist in association with the Outer Banks: sand bars at inlet entrances and shoals or "the swash" inside the inlets. Channels typically extend through these features but are constantly changing. Most ships were historically able to cross the bar at optimal conditions, but large ships rarely attempted to cross the swash especially when ladden with cargo. A storm in 1752 is believed to have created a passage through Ocracoke Inlet in the form of a new, relatively deep channel. This passage afforded an opportunity for North Carolina's goods and agricultural products to be shipped downriver and to market via ocean transport. Previously blocked by the dangerous sand bars and shoals encompassing the extensive sand bar system, commercial shipping activities quickly led to a new local industry: lightering. In this process, knowledgeable locals helped pilot ships through the shoals after cargo had been unloaded to lighten the ships and raise their draw. The cargo was then reloaded.

By legislative act in 1753, a town to support this industry was to be laid out over fifty acres "most convenient to the harbor."[55] A residential community and complexes of warehouses and customs houses, as well as various other enterprises supporting the resultant community, slowly arose in response to these activities and the local conditions.

155. Quoted in Stick, *The Outer Banks*, 48.

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

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

The earliest settlers included members of the Wallace and Burns families, who constructed their homes on the island's eastern end. This area, however, was very unstable. Shifting sand dunes eventually led residents to move their houses inland; by the second quarter of the nineteenth century, the center of the village of Portsmouth had followed.[156] Nonetheless, the U.S. Marine Hospital was sited in the same area in the mid-nineteenth century to take advantage of the healthful breezes afforded on this, one of the high points of the island. The Life-Saving Station later occupied the same ground as the marine hospital because of the access the site afforded to later-named Coast Guard Creek, used to launch rescue boats. The seawall that edges Coast Guard Creek near the Life-Saving Station was established during 1914–1918 to facilitate boat access to the creek.

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

Village traditions of the design and placement of cultural features can be tied to the community's ocean environment as well. These included docks, seawalls, a windmill, and attempts at agriculture. During the period of significance, docks appear to have existed near the Life-Saving Station, Haulover Point, and along Raynarsh Thorofare. Although only a few residents are known to have owned boats; the highest recorded ownership was during the period when Wallace's Channel was being maintained through dredging. Bridges are also shown spanning tidal creeks, such as those across Lawrence's Creek in the Middle Community and across Doctor's Creek, in nineteenth-century maps. The seawall discussed above was established during the early twentieth century in association with the Life-Saving Station.

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

While many residents and institutions such as the marine hospital attempted to cultivate gardens and

156. Sarah Olson, *Historic Resource Study: Portsmouth Village, Cape Lookout National Seashore, North Carolina* (Denver, Colorado: National Park Service, March 1982), 86.

fruit tree orchards, the harsh conditions, including heavy winds, salt spray, poor soil, and frequent storms were not conducive to agriculture. The crop that has been the most successfully grown is sweet potatoes. By the third quarter of the eighteenth century, Portsmouth Village residents had learned that pasturing livestock—sheep, cattle, and horses—was the best use of the island's natural environment for raising food. Livestock appear to have foraged freely over the island; fencing and outbuildings may have been used to contain livestock periodically. None of these historic features survive, although there are docks, boardwalks, and bridges present that post-date the period of significance and are therefore non-contributing.

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

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

Shell Castle Island was located northwest of Portsmouth Village. It was heavily developed in the eighteenth century to support lightering operations as well as various industrial activities. A fishing endeavor is known to have been established that produced porpoise oil, which was both sold at market and used to power local lighthouses. These uses arose because of the island's proximity to Wallace's Channel and the opening of a new harbor, known as Upper Anchorage, about 1787. Warehouses and many other features were built there by the Wallace family. These operations were commercially more important than those established at Portsmouth until the late eighteenth century.[57] During the nineteenth and early twentieth centuries, Shell Castle was almost entirely obliterated by storms.

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

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

Topography and Topographic Modifications

During the period of significance, there appear to have been few culturally derived topographic modifications that can be described with certainty. Those topographic conditions and modifications that survive from the period of significance and contribute to the village's significance include the following. The sand mounds referred to as hammocks have been used since at least the nineteenth century to site buildings and cemeteries. The seawall constructed in association with the Life-Saving Station between 1914 and 1918 to facilitate access to the adjacent tidal creek for rescue

57. Ibid., 58.

boats likely involved earth-moving. During the WPA era in the 1930s, ditches and possibly ponds were dug near the village as part of a mosquito control program. These are located along Haulover Point and Village Roads and near Schoolhouse. There is a pond located along Haulover Point Road. An airstrip was established near the Life-Saving Station in the 1940s through grading by local residents with hand-held equipment; this endeavor is thought to have disturbed or destroyed archeological evidence of the Marine Hospital.

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

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

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

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

Patterns of Spatial Organization

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

The 1753 act establishing the town indicated that the fifty-acre site was to be divided into lots, one-half acre in size, with "convenient" streets. It noted that those buying lots were required to "build a good substantial habitable framed or brick house or a good substantial warehouse, of not less dimensions than 20 feet in length and 16 feet wide."[158] One of the best primary source documents illustrating the composition of the village during its most populated period is the 1866 U.S. Coast and Geodetic Survey Map (Fig. 14). This map indicates a high concentration of buildings south of Haulover Point, along the northeastern shoreline, and in the vicinity of the Marine Hospital. Below Portsmouth Village, there are various houses in the area locals referred to as Middle Community. There are many dwellings shown on the map set within a heavily vegetated landscape indicated as "bushes." Many of the structures are surrounded or enclosed by fencing forming a series of square or rectangular dwelling precincts. Much of the development edges the historic Haulover Point/Old Straight Road alignment. Few other roads are indicated. Today, the configuration of the village centers on the Haulover Point/Old Straight Road alignment as well as the Village Road that does not appear on the 1866 survey map. The composition of the community and its patterns of spatial organization survive from the period of significance but more closely approximate patterns representative of twentieth century adaptations to the changed economy after the filling of Wallace's Channel.

Land Uses

The principal land uses associated with Portsmouth Village Historic District today are museum/interpretive/educational, recreational, residential, and cemetery. The residential, recreational, and cemetery land uses survive from the period of significance, while the museum/educational use that pervades the property today post-dates the period of significance and is non-contributing. Today, passive recreational uses of the site, such as walking, are enjoyed by visitors. Five or six historic leases are maintained by individuals who reside in Portsmouth Village houses seasonally; NPS personnel and volunteers also periodically staff local dwellings. Individuals who occupy houses on Portsmouth Island through the historic lease program are often involved in fishing enterprises. Historically, hunting, fishing, and gun clubs were present on the island and supported the sporting interests of members and guests.

158. Quoted in Stick, *The Outer Banks*, 40.

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

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

Many of the early residents were slave owners. Slaves likely were involved in lightering as well as agricultural occupations. Henry Pigott's family is said to have descended from slaves owned by a Portsmouth Village family.[159]

Local residents were also involved in state politics. Early residents John Wallace, son David, Elijah Piggott,[160] and John Mayo represented Carteret County in the state's House of Commons. Wallace, who is buried on Sheep Island, served as one of the first provisional Governors of North Carolina in the 1790s.

Coastal defense/military uses included the establishment, beyond historic district boundaries, of earthen fortifications on the island that were garrisoned during the French and Indian Wars, the War of 1812, and the Civil War.

Historic commercial endeavors included not only the commercial fishing and canning enterprise described above, but also various stores that have been located within the historic district over time. Today, one of the buildings that served as a store and post office survives, although it is no longer a commercial endeavor.

Medical uses focused on the U.S. Marine Hospital developed in the 1840s, although this building complex was preceded by smaller medical facilities maintained by an island doctor during the 1820s and 1830s. The marine hospital was decommissioned circa 1866.

An educational "academy" is known to have existed on the island during the early nineteenth century. The Schoolhouse that served the local population between the early 1900s and the 1940s survives on the island today.

As noted above, there have been at least two sports clubs on the island to support such recreational pursuits as hunting, fishing, and shooting. The Pilimary Hunting Club existed on the island during the late nineteenth and early twentieth centuries. Czar Nicholas of Russia is said to have visited this club. Franklin Delano Roosevelt also is said to have visited before he became president. The Life-Saving Station was used as a hunting and fishing club after the federal government's departure. The Dixon-Salter House was rehabilitated as a gun club during the second half of the twentieth century. These uses no longer survive.

Circulation

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

159. National Park Service, "Cape Lookout: Henry Pigott" (n.d.), interpretive pamphlet available at the park.
160. It is currently unclear whether Elijah Piggott and Henry Pigott are related.

The airstrip is said to have been built to support access to the hunting, fishing, and gun clubs present on the island. A route similar to the Old Straight Road appears on eighteenth and early nineteenth century maps of the island. NPS staff cleared overgrown vegetation from this route in the 1980s. The date of origin of the Village Road is not currently known.

Circulation features that post-date the period of significance include the dock and road extension at Haulover Point, the dock and boardwalk behind the T. T. Potter House, and the dock and boardwalk behind the Styron-Bragg House.

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

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

During the period of significance, circulation within Portsmouth Village centered around a primary north/south route extending between Haulover Point and Middle Community—referred to today as the Old Straight Road. The 1866 survey of the community indicates the presence of this route, which survives today both as an extant route along its northern segment and a road trace along its southern segment. Secondary routes are also shown to the west of the Old Straight Road extending to and between various residences. Many of the village dwelling complexes are not shown as connected with the main road in any way. There were likely, however, paths and trails that were not developed enough to appear on the survey. Additional secondary routes appear in the vicinity of the marine hospital complex, leading to the "Great River" tidal creek, and between one of the properties in the western-central portion of the village and the waterway of Baymarsh Thorofare. Two bridge crossings are also shown at Doctor's Creek within the Middle Community area across Lawrence's Creek. A dock extends into the ocean along the northeastern margin of the island near Coast Guard Creek. It is likely that other docks existed at this time that are not represented on the survey.

Cultural Vegetation

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

exists at the Styron-Bragg House. There is also a fig shrub present at the McWilliams-Dixon House.

> Most everyone had a fig tree, and many a jar of fig preserves was boiled off in late summer.[161]

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

Portsmouth Village community descendant Chester Lynn provided information about other ways that local residents acquired food and household goods on the island. Mr. Lynn indicated that sea kale was collected and cooked like collards. Residents also ate birds, fish, and shellfish,

including clams, oysters, whales, porpoises, and sea gull eggs. Naturally-occurring bayberry was collected to make candles. The most popular wood used for cooking was oak. The stumps of cut oak trees were left to resprout. Ornamental vegetation was found in association with some properties; a popular plant was hydrangea.

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

Buildings and Structures

Numerous buildings and structures survive within Portsmouth Village from the period of significance. In fact all of the buildings and structures currently in evidence are considered contributing resources, with the exception of the generator shed, the comfort station along the road to the beach, and the shed along dock behind Styron-Bragg House. The three docks are also non-contributing structures. These features are not addressed in the comparative analysis below.

There are, however, many historic buildings and structures no longer extant. Historic records are uneven in the amount of information available about these features. That which was known at the time this CLR was prepared is included in the descriptions of the evolution of surviving contributing and missing buildings and structures below.

FIGURE 157A. Looking north toward the Portsmouth Life-Saving Station complex, circa 1920s.

FIGURE 157B. The same view in 2006 illustrating the loss of various buildings, such as, from left to right, the carriage or cart house, boathouse, oil house, and privy (far right), as well as the board fencing around the station precinct. The summer kitchen and stables survive.

161. Dorothy Byrum Bodwell, *Portsmouth: Island with a Soul* (Morehead City, North Carolina: Herald Printing Company, 1986), 16.

FIGURE 155A. A Coast Guard crew stands in front of the southeast porch of the Portsmouth Life-Saving Station, circa 1920s.

FIGURE 155B. The same view today. Note the addition of the pump house. Most of the other features remain remarkably similar.

FIGURE 156A. Looking northwest toward the stable from the western corner of the Portsmouth Life-Saving Station, circa 1935.

FIGURE 156B. The same view in 2006. The paths and the stable remain relatively similar, but the shed that once sat to the right of the stables is no longer extant. There is much more vegetation in the vicinity of the complex today than during the period of significance. A portion of the concrete walk above has been lost since the earlier photograph.

Contributing Buildings and Structures

Life-Saving Station. Also known as Coast Guard Station, Signal Corps, Station 188, Seventh Coast Guard District (Fig. 157 through Fig. 162). Constructed in 1894, this building was designed by federal architect George R. Tolman, who worked for the Life-Saving Service from 1891 to 1896. It is one of twenty-one Shingle-style stations built along the eastern seaboard between 1894 and 1904, of which ten survive. The first station designed by Tolman was located at Quonochontaug, Rhode Island, and was constructed in 1891. The Quonochontaug station formed the prototype for the other stations, and its architecture was deemed the Quonochontaug style.[161] Portsmouth's Life-Saving Station retains a high degree of integrity and is one of the best preserved of these remaining stations. The building was adaptively reused in the early twentieth century.

> Technological advances in the early twentieth century reduced the need for the Life-Saving Service, and in 1915, it was merged with the United States Merchant Marine to form the United States Coast Guard. The Coast Guard continued the work of the Life-Saving Service, but as part of the country's military establishment the Coast Guard also played a major role in defense and in control of the

161. Jones, *Portsmouth Life-Saving Station Historic Structure Report* (Atlanta, Georgia: National Park Service, Southeast Regional Office, 2006), 1.

FIGURE 160A. View toward the southeast side of the Portsmouth Life-Saving Station, circa 1942.

FIGURE 160B. The same view in 2006. Changes apparent in the contemporary photo include the loss of a water tank near the ramp, and a small shed to the right of the station. This building is one of ten surviving examples of numerous Quonochontaug-style stations built during the late nineteenth/early twentieth centuries.

FIGURE 161A. Looking east toward the Portsmouth Life-Saving Station and kitchen, including the station's wreck pole, coastal warning display tower, and oil house, circa 1916. Wood board fencing enclosed the complex.

FIGURE 161B. The same view in 2006 indicating the loss of the wreck pole, warning tower, board fencing, and oil house. There is more vegetation within the vicinity today than during the period of significance.

> nation's coasts against smuggling and illegal immigration. In 1937, the Coast Guard decommissioned the Portsmouth station as part of a consolidation of resources, although it was reactivated for a brief period during World War II. Used as a hunting club after the war, the building was once again returned to government ownership after authorization of the Cape Lookout National Seashore in 1966.[163]

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

The building was constructed on a portion of the abandoned U.S. Marine Hospital site. The station expanded in 1914 when the federal government acquired the rest of the property. The site was well protected on both the ocean and sound sides of the island, yet afforded special opportunities for the lookout and launching needs of the station. The land occupied is some of the highest within the village. Nearby was Mount Truesson, one of the highest points of the island. This knoll was used for patrols. The building also included a lookout position affording a 360-degree view of the station's surroundings, including the ocean.

After construction of the main building, ancillary structures were added in the years after 1896. These

163. Jones, 1.

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

The two surviving outbuildings include:

Life-Saving Station kitchen. This structure is also known as the Sugar Shack and Summer Kitchen. The kitchen was likely constructed in 1908 as a single-room structure. In 1942, the building was extended to include a dining room addition to its east. The addition was finished with shiplap siding after construction, while the older part of the structure had shingled exterior walls. The summer kitchen was rehabilitated by the NPS in 1978–1984, including installment of shingles over the entire building. The NPS identified the need to replace the window sashes and exterior doors in 2003 to meet public usage requirements.

Life-Saving Station stable. This structure is also known as the Portsmouth Life-Saving Station shed (Fig. 163 and Fig. 164). Constructed circa 1908, this building replaced an earlier stable that had been destroyed during a hurricane. After horses left the station in 1932, the building was used for storage and as a garage. The stable was altered between 1960 and 1969. The building was damaged by Hurricane

FIGURE 162A. Looking north toward the Portsmouth Life-Saving Station. The Coast Guard crew stands on the southeast porch, circa 1903–1915.

FIGURE 162B. The same view in 2006, indicating the filling of Coast Guard Creek that has occurred.

FIGURE 163A. The Portsmouth Life-Saving Station stable looking west toward Portsmouth Village, circa 1983.

FIGURE 163B. The same view in 2006, showing that the well house has been covered with a small wood roof.

FIGURE 164A. Looking west toward the Portsmouth Life-Saving Station Stable, circa 1916.

FIGURE 164B. The same view in 2006 showing the 1928 stable built in the same location as previous stables. This view illustrates the loss of the four-board fencing associated with the use of the building as an active stable for horses.

Ophelia in 2005. The LCS prepared in 2006 noted damage from Hurricane Ophelia in 2005 to exterior siding, sills, and wall framing, and the need for repair of three windows and doors at this building.

Portsmouth Methodist Church. This structure is also known as the Methodist Episcopal Church (Fig. 165 through Fig. 167). The original Methodist Church, established on the island as early as 1840 on land acquired from Dr. Samuel Dudley, was destroyed in a storm in 1913. The location of the original church is not currently known, although it is possible the existing church occupies the same site. The current church building was completed to replace the earlier structure by 1915. This wood building survives today and occasionally hosts services and ceremonies; services became irregular after 1950. The building is listing towards the southeast, causing separation of some of the window frames from the interior walls.

Schoolhouse. The Schoolhouse was constructed near the Old Straight Road circa 1910. It survives today and contributes to the historic district (Fig. 168 through Fig. 170). It may have replaced at least one, and possibly two, earlier schools on the island. A historic map from the early nineteenth century, references one of these as "the academy." The other appears to have been located outside of the historic district closer to the Middle Community, according to local resident Chester Lynn (see Appendix A). The existing school closed in 1943. Its original entrance door, located on the end of the building adjacent to the cistern, was removed to accommodate rehabilitation of the building as a residence at some time between 1943 and NPS acquisition of the structure in the mid-1970s. This building is currently vacant. A funding request was submitted for 2008 to restore the Schoolhouse, including leveling, reinforcing, and repair of walls, and repair or replacement of the roof, windows, and doors. Two outbuildings survive in association with the Schoolhouse: the cistern and a shed. A privy mentioned in the National Register nomination is no longer present.

Schoolhouse shed. The shed was constructed circa 1910. The building was re-roofed and repainted prior to 2006.

Schoolhouse cistern. The cistern was constructed circa 1910. A new top was added to the structure in 2005. The building was repainted prior to 2006.

Roy Robinson House. This structure is also known as the Lionel Gilgo House and the Robinson-Gilgo House. According to the LCS, the house was constructed circa 1926 on the foundation of the U.S. Marine Hospital and moved to its current location by 1935. The 2006 LCS noted evidence of termite damage to the structure. A cool house formerly associated with this property is no longer extant.

Jesse Babb House. This structure is also known as the Marion Gray Babb House (Fig. 171 and Fig. 172). The house was built circa 1935 by a cook and machinist employed at the Coast Guard Station. It is currently occupied through the historic leasing program. The septic tank was replaced in 2004. A barn associated with the property was recently lost to storm-related flooding. Its former location is marked by a scatter of shells.

FIGURE 165A. Looking east toward the Portsmouth Methodist Church, circa 1946.

FIGURE 165B. The same view in 2006 illustrates the differences in vegetation that have occurred in the vicinity of the church.

FIGURE 166A. Looking southwest toward the Portsmouth Methodist Church from the yard of the McWilliams-Dixon House, circa 1950s.

FIGURE 166B. The same view in 2006. Note the loss of shrubby vegetation around the church today, and the increase in trees.

FIGURE 167A. Looking northwest toward the Portsmouth Methodist Church, date unknown.

FIGURE 167B. The same view in 2006. Note the loss of the low fence near the base of the church, and foundation vegetation. Mown grass characterizes the landscape around the church in both photographs.

FIGURE 168A. The north facade of the Schoolhouse, circa 1969.

FIGURE 168B. The same view in 2006. Note the loss of the brick landing and walk, changes in paint color on the door and shutters, the reconfiguring and reshingling of the roof, and the loss of foundation plantings since 1969.

FIGURE 169A. The Schoolhouse shed, circa 1970.

FIGURE 169B. The same view in 2006. Although the door appears to have been replaced and the roof reshingled, the shed looks very similar today.

FIGURE 170A. Looking south toward the Schoolhouse and cistern, date unknown.

FIGURE 170B. The same view in 2006. Note that the windows are no longer boarded up and the antenna has been removed. Otherwise these features look very similar today.

FIGURE 171A. Looking east toward the Jesse Babb House, circa 1950s.

FIGURE 171B. The same view in 2006. Changes to the property include the loss of the low fencing, similar to that shown at the church, and the loss of the plantings edging the fence. The septic tank has been added since the earlier photograph was taken.

FIGURE 172A. Looking north toward the Jesse Babb House, circa 1940s.

FIGURE 172B. The Jesse Babb House is very similar today to its earlier appearance as shown left, although the picket fence is missing. Note also the loss of vegetation behind the house.

Babb generator house. Also known as Babb shed no. 1, this structure is thought to have been constructed in the 1930s. It was recently re-roofed.

Babb kitchen. This structure is also known as Babb shed no. 2. Constructed in the 1930s, the kitchen building had damaged and missing siding at the time of the 1998 LCS.

Babb garage. Constructed in the 1930s, this structure is now used for vehicle and equipment storage. The garage was recently re-roofed.

Babb privy. Constructed in the 1930s, this building was recently re-roofed. Some evidence of deterioration was noted near the lower corner of the door in the 2006 LCS.

Styron-Bragg House. This structure is also known as the Jody Styron-Tom Bragg House (Fig. 173 through Fig. 176). Constructed circa 1928 as a sportsmen's lodge, the house is currently occupied through the historic leasing program. The property includes a shed and cool house. A privy that was formerly associated with the property is no longer extant. A dock and boardwalk behind the house leads to a boathouse.

Styron-Bragg shed. The shed was constructed in the 1920s.

Styron-Bragg cool house. Constructed in the 1920s, this structure was missing screens at the time of the 1998 LCS.

Washington Roberts House. Constructed in the late 1840s, this house is likely one of the oldest surviving structures within the village (Fig. 177). According to Chester Lynn, the traditional house on the island is known as a "story and a jump," that is, one-and-one-half stories. The Washington Roberts

FIGURE 173A. The Styron-Bragg House, circa 1979.

FIGURE 173B. The same view in 2006. Changes to the building include shingling of the dormers and removal of the screened porch. The picket fence has been painted white, and many of the trees are gone.

FIGURE 174A. The Styron-Bragg House, date unknown.

FIGURE 174B. The same view in 2006. Changes to the building include the removal of an air conditioning unit beneath the left-hand window, and the addition of new steps and lattice work under the porch.

FIGURE 175A. The Styron-Bragg cool house, circa 1983.

FIGURE 175B. The same view in 2006. Note the loss of the picket fence, as well as much of the vegetation around the house precinct.

FIGURE 176A. The Styron-Bragg House, circa 1979.

FIGURE 176B. The same view in 2006. Note the shingling of the second story, change in lattice under the porch, the addition of the picket fencing, and the loss of some

FIGURE 177A. Looking southwest toward the Washington Roberts House, circa 1983.

FIGURE 177B. The Washington Roberts House in 2006 is no longer boarded up. Many of the trees around the house have been lost, however.

House is one of the surviving examples of this house type. The house was rehabilitated in 2007, receiving new exterior siding, doors, and windows. The remains of an outbuilding appear to exist to the east of the main house, and mounds around the property may suggest the presence of other former outbuilding sites.

Robert Wallace House. Also known as the Old Grace House (Fig. 178 through Fig. 180), the Robert Wallace House is another surviving example of the "story and a jump" house type. The National Register nomination suggests that this house is constructed on the foundation of an earlier house, partially visible along the north side of the existing house. A 1955 photograph indicates that there was once a long kitchen extension associated with the house that is no longer extant. The house was constructed circa 1850. It is currently vacant and under repair. A new roof was put on the building in 2005. In 2006, the house required leveling, reinforcement, repair and painting of some walls, and repair and replacement of windows and doors.

Henry Pigott House. Also referred to as the Henry Pigott Cottage (Fig. 181 through Fig. 183). This dwelling was constructed circa 1902 by Harmon Austin, a carpenter from Ocracoke. In 1904, the house was purchased by Rosa Abbot, Henry Pigott's grandmother. The house was reportedly raised to prevent flooding in 1932. Two outbuildings appear to have been added to the property around the same time. This house is currently occupied through the historic leasing program. At the time of the 2006 LCS, the building reportedly required repainting, the roof needed replacement, and the porch rails,

FIGURE 178A. Looking northwest across the south facade of the Robert Walker House, circa 1930.

FIGURE 178B. The same view in 2006. Note the replacement of the central dormer with two dormers and alteration of the porch posts and railing. Woodwork beneath the porch is no longer present.

roofing, and siding required repair to damage sustained due to Hurricane Isabel in 2003. Extant outbuildings include a summer kitchen, cool house, shed, and privy. There is also a wood cistern behind the house. The outline of a former outbuilding, referred to as a "net house" in the archeological assessment, is marked on the ground by wood piers.

Pigott summer kitchen. Constructed circa 1932, this building is currently used for general storage. At the time of the 2006 LCS, repairs were reportedly needed to address a collapsed chimney; deteriorated flooring, wood siding, and wood shingles; and deteriorated painework.

Pigott cool house. Constructed circa 1932, this structure is currently mothballed. At the time of the 2006 LCS, structural deterioration, staining, and a lack of screens were observed in association with the building.

Pigott shed no. 2. This building was constructed circa 1900–1909. In 2006, the LCS reported that the building was missing three of its original four doors.

Pigott privy. The privy was constructed circa 1900–1909. In 2006, the LCS, reported structural deterioration at the base of the privy and rotted roof shingles, staining from rusting hardware, general damage from Hurricane Isabel, and deteriorated painwork.

Frank Gaskill House. The house was constructed in the 1930s (Fig. 184). It is thought to be sited on the location of an earlier dwelling. This property includes a brick cistern and a metal shed outbuilding.

T. T. Potter House. This structure is also known as the Armfield House and Armfield-Potter House (Fig. 185). This house was built circa 1952 and modified for seasonal recreational use as a fishing camp. Until recently, it was occupied through the historic lease program. This house may be sited on the location of an earlier dwelling. A mound of brick rubble suggests the former presence of a built structure. Two outbuildings are associated with the house: a shed and boathouse. The NPS currently uses the outbuildings for equipment storage.

T. T. Potter equipment shed. Also known as the Armfield-Potter outbuilding no. 1. Little is known about the history of this structure. It is currently

FIGURE 179A. Looking north toward the Robert Wallace House, circa 1955.

FIGURE 179B. The same view in 2006, illustrating changes in vegetation, and the loss of the long building extension (kitchen wing) to the right of the Robert Wallace House.

FIGURE 180A. Looking northwest across the north facade of the Robert Wallace House, circa 1981.

FIGURE 180B. The same view in 2006. The contemporary photograph illustrates changes in the building roof line, the loss of a step leading out of the building, and the dramatic loss of vegetation behind the house.

FIGURE 181A. Looking southwest toward the Henry Pigott House, date unknown.

FIGURE 181B. The same view in 2006, illustrating changes to the property such as the loss of picket fencing in the rear, the chimney on the outbuilding, and the tree along the fence; deterioration of the Cool House; and replacement of the pink.

FIGURE 182A. View looking northeast toward the Henry Pigott House, date unknown.

FIGURE 182B. The same view in 2006 illustrates that the property is much the same except for the exterior paint color, and the loss of the radio tower behind. NPS management of building precincts has led to a change in vegetative cover including replacement of warm-season grasses with cold-season grasses.

FIGURE 183A. View northeast along the yard fence on the southeast side of the Henry Pigott House, circa 1981.

FIGURE 183B. The Henry Pigott House yard is relatively similar in 2006, with the primary exception of the loss of vegetation to the exterior of the fence. Segments of the picket fence are missing in the rear.

FIGURE 184A. Looking southwest toward the Frank Gaskill House, circa 1979.

FIGURE 184B. The same view today. Note the loss of the roof overhang associated with the porch and the wood stair and landing along the sidehear of the house. The vegetation is now mown cool-season grass, whereas the earlier view suggests native warm-season grasses were present previously. Cabling is currently stabilizing the structure.

FIGURE 185A. The T. T. Potter House, circa 1970.

FIGURE 185B. The same view in 2006. Note the addition to the building along its rear facade, the removal of the screened porch, replacement of the siding, and the addition of a deck.

used by the NPS to store ATVs and other large equipment.

T. T. Potter generator shed. Also known as Armfield-Potter outbuilding no. 2. Little is known about the history of this structure. It is used by the NPS for storage.

George Dixon House. The George Dixon House was constructed circa 1887.[164] It was severely damaged by the storm surge of Hurricane Isabel, and is currently in stabilized but in ruinous condition (Fig. 186). There is a wooden cistern present to the rear left of the dwelling. The 2004 Historic Structure Report (HSR) indicates that "this house was leased as a temporary lodge for hunters and fishermen under one of the park's special use permits until the mid-1980s. . . . It is one of a handful of nineteenth century structures remaining in the village."[165] The HSR also indicates that the house was first altered after World War II as a hunting and fishing lodge; many of the historic finishes were removed from the interior and exterior as part of that effort.[166] The HSR also notes, "In spite of the damage done by termites, and insensitive remodeling, the building's original form, floor plan, and fenestration remain mostly intact and readily discernible."[167] The George Dixon House was sold

164. Tommy Jones, *George Dixon House Historic Structure Report* (Atlanta, Georgia: National Park Service, Cultural Resources, Southeast Region, 2004), 12.
165. Ibid., 1.
166. Ibid., 2.

FIGURE 186A. The north facade of the George Dixon House, circa 1979.

FIGURE 186B. The George Dixon House in 2006 is mothballed following severe hurricane damage.

FIGURE 187A. Post Office with addition, circa 1930s.

FIGURE 187B. The same view today. Changes since the 1930s include the loss of the addition, and removal of the porch and overhang. The vent pipe in the rear is also gone. The side door indicates the former connection between this building and the missing addition.

in 1952. The subsequent owners are said to have "made significant alterations to the house for use as a part-time residence."[165] The house originally included a separate kitchen outbuilding connected to the main house by a porch or breezeway. This was torn from its foundation during a storm in the late nineteenth or early twentieth century. It was subsequently connected to the main house.[166] This feature was removed in the 1950s remodeling.

Post Office and General Store. The Post Office and General Store was built circa 1900–1909 (Fig. 187 and Fig. 188). An outbuilding that is no longer extant stood adjacent to the structure and is visible in photographs taken in the 1930s. The post office was stabilized in 1997. In 2006, the I.CS reported that the building exhibited interior damage from Hurricane Isabel. As noted in the *George Dixon House Historic Structures Report*,

> George Dixon was a fisherman by trade, but [his wife] Patsy also worked to support the family by operating a store. . . . According to Patsy's daughter [Elma], the first store was located on the north side of Doctor's Creek along the road to Henry Figott's House. Later Patsy acquired or built a larger store directly across the road from the Dixon's house on the south side of Doctor's Creek—Elma Dixon remembered that 'you

165. Ibid.
166. Ibid., 15.
167. Ibid., 19.

FIGURE 188A. View west toward the Post Office, date unknown.

FIGURE 188B. The same view today. Changes since the 1930s include the loss of the addition, and removal of the porch and overhang. The vent pipe in the rear is also gone.

FIGURE 189A. Looking north at the front of the Dennis Mason House, date unknown.

FIGURE 189B. The same view in 2006. Note the loss of the decorative trellis on the porch, the pickets along the side addition, the low fencing like that at the Babb House, and the change in mortar associated with the brick.

> could step off the road onto the steps of the store.' How long it operated has not been documented, but it was eventually moved across Doctor's Creek (probably after Patsy's death in 1914) and remained the community's primary store and location of its post office until both were closed in the 1950s."[170]

Various members of the family also served as postmaster for the island during the late nineteenth and early twentieth centuries.

Dennis Mason House. Also known as the Capt. Dave Willis House. (Fig. 189) This house was originally built circa 1895 with three rooms. It was later owned by Captain Dave Willis and Harry Dixon. One of Dixon's sons bought the house around 1918 and extensively remodeled it in the 1920s. The house was restored in 1980–1985. Several capstones on the brick pillars on the front of the house have cracked or are missing material. One outbuilding is associated with the property.

Dennis Mason shed. The Dennis Mason Shed is a wood frame building that is dilapidated and in need of repair. The date of origin of this structure is not currently known.

Ed Styron House. Also known as the Styron Main House and referred to as the Kitty Cabin Home of Ed and Kate Styron in the National Register nomination for Portsmouth Village Historic District. The Ed Styron House is one of the smallest houses on the island. This house was likely built after a severe hurricane in 1933 that damaged the Styron family dwelling. The Styrons first lived on Sheep

170. Ibid., 12–13.

Island in a small two-story wood-frame house. A hurricane in 1933 is said to have greatly altered the landscape of Sheep Island and severely damaged the Styron House. The family built a new house close to the center of the village, which they appear to have occupied until near the end of World War II, when many other residents left following a 1944 hurricane. By the 1950s, the house was used as a part-time fishing lodge.[171] The house was remodeled in the 1950s, when asphalt shingles and siding were installed to replace wood shingles and siding, and an addition was constructed. It was leased as a temporary lodge for hunters and fishermen under a special use permit until 1989.[172] The house was stabilized in 2002. The house is occupied through the historic leasing program. A brick pad at the northeast corner of the house marks the location of the historic cistern for the house. The tank was filled through a gutter from the rear shed of the roof. The gutter and the tank are now missing.[173]

McWilliams-Dixon House. Built in the 1900s by Ed Dixon, this house was reportedly moved from near the Life-Saving Station, where it served as the home of keeper Charlie McWilliams. Mr. Dixon appears to have bought the house circa 1937 after the station closed and many buildings became available for sale. "In 1939, with the help of some of the Coast Guardsmen, he moved the house to its present location just east of the Methodist Church. Although in better shape than the old Dixon house, the new house still required extensive repairs, including construction of a new kitchen."[174] An addition was built to its southwest end around 1955, but was later removed circa 1984.[175] Elma Dixon, one of the island's last residents, lived in this house until 1971. Today, the house is occupied through the historic lease program. There are three outbuildings associated with the property.

McWilliams-Dixon cool house. This structure was constructed in the 1900s.

McWilliams-Dixon shed. This structure was built in the 1900s.

McWilliams-Dixon privy. This structure was built in the 1900s. It exhibits some structural deterioration.

Tom Gilgo House. The Tom Gilgo House was built in the mid-1930s near the Life-Saving Station and moved to its current location in 1938. Stabilization was conducted in 2002, including the removal of an addition that was added in the 1950s; installation of new foundation pilings; repair and replacement of damaged sills, studs, and siding; and re-roofing of the structure.

Cecil Gilgo House. This structure is also known as the Ben Salter House. Constructed circa 1936, the sign in front of the house indicates that it was built from materials salvaged from a circa 1905 structure

FIGURE 100A. The Dixon-Salter House, circa 1974.

FIGURE 100B. The same view in 2006. Note the change in vegetation.

171. Tommy Jones, *Ed Styron House Historic Structure Report* (Atlanta, Georgia: National Park Service Southeast Region, 2004), 9.
172. Ibid., 1–2.
173. Ibid., 12, 15–16.
174. Jones, *George Dixon House Historic Structure Report*, 15.
175. Jones, *Ed Styron House Historic Structure Report*, 2.

FIGURE 151A. Looking toward the Dixon-Salter House from the immediate front of the Robert Wallace House, circa 1942.

FIGURE 151B. The same view in 2006, illustrating the loss of the picket fence, growth of Eastern red cedar trees, and loss of shrubby growth between the two houses. An unidentified structure to the right is no longer present.

FIGURE 152A. The north facade of the outbuilding east of the Carl Dixon House, circa 1978.

FIGURE 152B. The same shed in 2006. Changes visible between the photographs includes the boarded window, different cladding of the shed, the addition of a vent pipe, replacement of the door, addition of wooden steps, lack of paint, and the addition of the widow's walk to the roof of the adjacent Carl Dixon House.

on Sheep Island. Funding was requested to stabilize the house in 2003, including replacement of foundation pilings and repair of sills, studs, and siding, and reconstruction of the roof of the front porch. The 2006 archeological assessment indicates that asphalt brick siding has been removed from the building, exposing the original vertical board.

Dixon-Salter House. This structure is also known as the Theo Salter House and the Salter Gun Club (Fig. 150 and Fig. 151). Constructed circa 1900–1909, this house is thought to have been moved to its present site circa 1930. The Salter Gun Club was established in 1965–66. The building is currently utilized as the site's visitor contact station and has exhibits and a comfort station inside. The NPS submitted a funding request in 2004 to repair storm-related damage to the building, primarily interior flooring, flooring on the porch, and siding on the summer kitchen. This work appears to have been completed in 2005. There are three outbuildings associated with the property: a cool house, shed, and privy.

Dixon-Salter cool house. This structure is also known as the Salter cool house and Salter outbuilding no. 1. Constructed circa 1900–1909, problems with the structure observed in 2006 as part of the LCS included missing and broken boards and missing screens.

Dixon-Salter shed. This structure is also known as the Salter shed and Salter outbuilding no. 2.

FIGURE 163A. The north facade of the Carl Dixon House, circa 1979.

FIGURE 163B. The Carl Dixon House in 2006. Changes since 1979 include loss of the front porch, addition of the widow's walk, replacement of the roof, and a change in paint color.

FIGURE 164A. Looking southeast toward a storage shed east of the Carl Dixon House outbuilding, circa 1979.

FIGURE 164B. The same view in 2006. Note the loss of the shed to the left of the existing outbuilding, as well as the dense vegetation behind.

Constructed circa 1900–1909, this structure is missing some of its vertical board siding.

Dixon-Salter privy. This structure is also known as Salter privy and Salter outbuilding no. 3. Constructed circa 1900–1909, this structure has a damaged roof.

Carl Dixon House. Constructed circa 1930s, this house is occupied through the historic lease program (Fig. 192 through Fig. 194). A net house mentioned as part of the property in the National Register nomination appears no longer to be extant. There is a summer kitchen associated with the property, however.

Carl Dixon summer kitchen. Also known as outbuilding no. 1, this building was constructed in the 1930s.

Cisterns and Water Boxes

There are cisterns and water boxes associated with many of the properties located within Portsmouth Village. Although specific dates of construction are not known for many, they all appear to date from the period of significance and are contributing resources of the historic district. They include:

- U.S. Marine Hospital Cistern. Built circa 1847, this brick structure is the only surviving feature associated with the mid-nineteenth century Marine Hospital.

- Keeler Cistern, brick. This cistern has an arched covering.
- Keeler Cistern, concrete. This round structure is newer than the brick cistern.
- Schoolhouse Cistern. This cistern is constructed of wood with a metal roof.
- Henry Pigott Cistern. This structure is constructed of wood.
- Frank Gaskill Cistern. This cistern is constructed of brick.
- Mamie Gilgo House Cistern. This cistern is constructed of parged brick.
- McWilliams-Dixon Water Box. This structure is constructed of wood.
- Roy Robinson Water Box. This structure is constructed of wood.
- Henry Babb House Ruins Cistern. This structure is constructed of brick.
- Carl Dixon Cistern. This structure is constructed of brick.
- Jesse Babb House Water Box. This structure is constructed of wood.
- Life-Saving Station Cistern. This structure is constructed of brick.

Bridges

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

Docks

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

Jetties

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

Missing Buildings

The village of Portsmouth arose slowly after 1753 to support lightering operations within Ocracoke Inlet and Wallace's Channel. Houses were primarily built on lands on the northeast shore of Portsmouth Island originally owned by the Wallace family. By 1775, a road is shown on maps in the general location of the Old Straight Road. An 1806 map of the village indicates a cluster of three houses near the future U.S. Marine Hospital and Life-Saving Station site below Mount Thurston. Another house is shown to the west, while a windmill appears further west along the shoreline, and a cluster of three buildings is shown below Haulover Point labeled with the name "Watering Place." A building labeled "Academy" is located inland, and two additional buildings are located southwest of Haulover Point. Although not shown on these maps, an earthen fortification is known to have been constructed along the mud flats to protect the harbor that was garrisoned during the French and Indian War. None of these buildings or structures survives today.

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

the village shifted there. Nonetheless, it was this part of the island where the U.S. Marine Hospital was established in 1847 on lands formerly occupied by the Burns House.

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

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

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

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

Mr. Lynn provided information about local construction methods in an interview with the CLR project team in October 2006. He suggested that one of the local construction methods was to design the lower floor to flood by constructing flooring of tongue-and-groove wood through which the water could rise, thus preventing structural damage from the pressure of rising water. A hatch was also cut in the floor to help allow the water to enter the structure when flooding occurred. The residents would go up to the upper story until the water receded. He also noted that many chimneys were built from ballast stone, and oyster shells were typically thrown under the houses to keep the ground dry.

More specific information about these individual missing structures is provided below.

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

Daly House. The Daly House was located across the street from the George Dixon House.

Commercial Buildings. Three taverns were listed as existing on Portsmouth in 1804, while two were listed in 1806. A post office was established in 1840.

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

The Academy. Maps dated 1806 and 1821 show "The Academy," a schoolhouse in the central part of the village. In 1825, the school and two acres of land

are documented as being set aside for use by the academy "forever." Chester Lynn notes that there is an old school site in Middle Community now covered in oyster shells. This site may have been identified during February 2007 archeological reconnaissance.

Grey's Factory. A factory for processing menhaden fish existed at Hatteras Point from 1866 to 1869.

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

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

U.S. Marine Hospital. The U.S. Marine Hospital was sited "on the waterfront at the junction of Horse Island Channel and the South West Creek" on land formerly belonging to David Wallace.[176] It was described in the 1982 Historic Resources Study (HRS) as follows:

> The large, two-story building was the most elaborate ever built at Portsmouth. It was constructed of 'superior' pitch pine and measured 50 by 90 feet. There were ten rooms below and two above. The first story consisted of four central wards with high-pitched ceilings and three small rooms on the east and west ends of the building. The three west rooms were set aside for the hospital surgeon's quarters, while the east rooms housed servants and cooking facilities. There were piazzas on both the north and south sides of the building's central portion. The structure had seven fireplaces. It was plastered and whitewashed on the interior and equipped with green-painted Venetian blinds. The exterior was covered with cypress shingles.[177]

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

David Wallace Houses. David Wallace, Sr., and David Wallace, Jr., each had a house on the island by the late 1790s. The David Wallace, Sr., House was one of only a few two-story houses on Portsmouth.

Henry Babb House site. This property includes a collapsed dwelling structure and cistern. Two sets of wood support piers and a partial brick chimney remain evident. The house is thought to have been constructed circa 1919. It is located near Hatteras Point Road.

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

Ben Dixon House site. A brick chimney and brick and plaster cistern mark the location of this former house site, located east of the Keeler ruins. The

176. Dixon, *Historic Resources Study*, 73.
177. Ibid., 74.

house is thought to have been constructed circa 1900.

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

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

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

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

Ambrose Styron House site. Located west of the Schoolhouse was the former location of the Ambrose Styron House.

Joe Abbott House site. No evidence of this circa 1900 house was located as part of the 2006 archeological assessment. The 1982 HRS indicates its location as south of the airplane landing strip, between an NPS weather station and fuel farm, near a high point formerly known as Joe's Hill.

Claudia Daily House site. Scattered brick piers and the remains of a brick cistern associated with this circa 1900 house were located as part of the 2006 archeological assessment. The house was located near the crossroads to the south of the Post Office and General Store.

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

George Willis House site. This house, reportedly constructed circa 1919 on a site southeast of the Dennis Mason House along the Village Road was indicated on a map of the district dated 1981 included within the HRS.

Alfred Dixon House site. The 1982 HRS includes the former location of this building to the south of the Carl Dixon House.

Homer Harris House site. The 1982 HRS includes the former location of this building to the northwest of the Life-Saving Station Stables.

George Gilgo House site. No evidence of this circa 1900 house was located as part of the 2006 archeological assessment.

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

Dorothy Byron Biddlewell House site. This structure could not be located during the archeological assessment, although it was described during a personal interview with Chester Lynn, who said that the house had a roof with a steep peak in front, a short section of peak in the rear, and a flat shed-type roof behind.

Harmin Austin House site. The 1982 HRS includes the former location of this building to the southeast of the Tom Gilgo House. The 2006 archeological assessment indicates the presence of wood piers on a slightly raised shell platform or scatter at this site.

Ann Yurn House site. Marked by a line of poplar trees, this house stood along the village road near, but across the road from, the Methodist Church.

FIGURE 195A. View of Portsmouth Village looking west from the Portsmouth Life-Saving Station watchtower, circa 1986.

FIGURE 195B. The same view in 2006, indicating that there is more woody vegetation today that serves to obscure views present in earlier years between the two areas.

FIGURE 196A. The view east along Doctor's Creek toward the Portsmouth Methodist Church, circa 1983.

FIGURE 196B. The same view in 2006, which is very similar. A small dock or other type of structure visible at the edge of the water in the earlier photograph is no longer present.

Unknown Portsmouth structure no. 1 site. This site includes brick piers and a brick chimney tall north of the Marine Hospital cistern. The site is an unlabeled structure indicated on the 1982 HRS mapping.

Unknown Portsmouth structure no. 2 site. This site includes a brick pier and a scatter of bricks and shell. The site does not appear on the 1982 HRS mapping.

Unknown Portsmouth structure no. 3 site. This site includes brick piers and a scatter of shells behind the Portsmouth Methodist Church. The 2006 archeological assessment report suggests that this site merits further investigation as a possible parsonage for the church.

Unknown Portsmouth structure no. 4 site. This site, located east of the Henry Pigott House, includes ten wood pilings on a prepared shell surface platform.

Views and Viewsheds

Very little is known about historic views and viewsheds at Portsmouth Island. Mount Truxton is marked on an 1806 map and was likely used for lookout purposes. The village was generally sited to view Wallace's Channel and the lightering activities occurring there. Earthen fortifications were constructed on the mud flats and beach front to the east of the village to protect Ocracoke Inlet and were likely to have included good views of ocean approaches to the inlet. The Life-Saving Station includes an elevated lookout tower to support life-saving endeavors (Fig. 195). This view survives today.

FIGURE 197A. View northeast toward Grace Cemetery, date unknown.

FIGURE 197B. The same view in 2006. Note the loss of much of the vegetation behind the cemetery, the addition of the interpretive marker, and the repair and painting that has been done on the fence.

FIGURE 198A. View across Grace Cemetery toward the Robert Wallace House, circa 1917.

FIGURE 198B. The same view in 2006. Note the growth of Eastern red cedar trees currently blocking the view to the house.

Small-scale Features

Little is known about small-scale features associated with Portsmouth Village during the eighteenth and early nineteenth centuries. Fencing is indicated on the 1866 coastal survey in association with many of the properties. Cemetery headstones are another small-scale feature that has likely characterized the landscape since the early nineteenth century. The small-scale features described below date from the period of significance and contribute to the significance of the historic district. The non-contributing small-scale features located within the district today are primarily signs and other features associated with visitor interpretation and wayfinding and adaptive reuse of buildings by the NPS.

Grace Cemetery. This cemetery is enclosed within a perimeter picket fence (Fig. 197 and 198). There are two single headstones and one double headstone. The cemetery was established in 1872.

Community Cemetery. This cemetery includes thirty headstones associated with the graves of members of the Babb, Dixon, Seyron, Williams, Daly, Gilgo, and Roberts families. There are twenty-four commercial headstones and associated foot markers and grave plots edged by brick and concrete borders (Fig. 199 and Fig. 200). The cemetery was established in 1885. Many features are in need of repair.

Babb-Dixon Cemetery. Also known as Babb-Dixon-Pigon Cemetery, the cemetery includes perimeter picket fencing, the headstones of five

FIGURE 198A. The Community Cemetery, circa 1960.

FIGURE 198B. The same view in 2006. Note the deteriorated condition of some of the headstones, and the change in the view behind the cemetery.

FIGURE 200A. View southwest across the Community Cemetery, circa 1978.

FIGURE 200B. The same view in 2006. Although the cemetery appears to have changed little since the 1978 view, the vegetation behind the cemetery has changed dramatically.

burials, and two family pet graves (Fig. 201). This cemetery was established in 1945. Henry Pigott is buried here.

Keeler-Styron Cemetery. This cemetery, which dates from circa 1900, includes at least ten headstones and one brick crypt. Some of the cemetery features are in need of repair.

Portsmouth Cemetery. Located between the ruins of the Tilson House and the Will Willis House, this cemetery includes various headstones and footstones. It may have been known formerly as the Bragg Cemetery, established circa 1900. Many of its features are in need of repair.

Two Seamen's Graves. Headstones mark the early nineteenth century burial sites of two sea captains. These appear to be in fair condition.

Elijah Gaskill Grave. Little is known about this headstone, which is not listed on the LCS.

Dr. Dudley Gravestone. A single headstone marks the former burial site of the island's mid-nineteenth century physician. Dr. Dudley's remains were reinterred off island in the 1920s.

Fencing at the Henry Pigott House. The Henry Pigott House is enclosed within a perimeter picket fence. Portions are in need of repair or replacement due to damage caused by Hurricane Isabel.

Fencing at the Styron-Bragg House. The house is enclosed within a perimeter picket fence. Portions of the fence are in need of repair.

FIGURE 201A. View west across the Babb-Dixon Cemetery, circa 1978.

FIGURE 201B. The cemetery today is very similar in appearance. The vegetation behind the cemetery is no longer extant, however.

Fencing at the McWilliams-Dixon House. The house is enclosed within a perimeter picket fence. Portions of the fence are in need of paint.

Known and Potential Archeological Sites Outside of the Historic District

Refer also to Appendix A.

Warren Creek Cemetery. This site is eroding into Warren Creek. Six headstones have been moved from the creek bed to the Community Cemetery. One was associated with a William Austin who died in 1832. No evidence of the cemetery site was observed during the 2007 archeological reconnaissance.

Wallace Cemetery. Located on Sheep Island, this cemetery consists of four graves including John Wallace, Rebecca Wallace, and the small double grave of Sarah J. Babb and S. Babb. The graveyard is purportedly near the eighteenth-century settlement associated with Sheep Island. During the 2007 archeological reconnaissance, four graves and buried evidence of other features were observed within this cemetery.

Battle Brothers Building. Located near the Wallace Cemetery, the Battle Brothers Building was likely present during the period of significance, but little is currently known about this dwelling. It has been used as a fishing camp. There is a dock nearby that needs repair. Two potential house sites were observed in the vicinity of the building during the 2007 archeological reconnaissance. One site was marked by a remnant chimney, the other by a brick pier. The brick pier is thought to be associated with the former Roberts House.

Primitive Baptist Church. This feature is indicated on the 1982 HRS mapping as located along the Old Straight Road within the former Middle Community. No evidence of this structure was located during 2006 and 2007 archeological investigations.

Store. This feature is indicated on the 1982 HRS mapping along the Old Straight Road across from the Primitive Baptist Church and near the Joe Dixon House within the former Middle Community. No evidence of this structure was located during 2006 and 2007 archeological investigations.

Schoolhouse. A schoolhouse is said to have existed along the Straight Road south of the historic district. Evidence of this missing feature was observed during 2007 archeological reconnaissance of Middle Community in the form of two brick piers.

Portsmouth Dipping Vat. Located near the Old Straight Road within the former Middle Community, this concrete structure sits on a raised hammock that could possibly include a prehistoric site. The vat is thought to have been used to treat sheep and cattle.

Road trace. A trace of one of the roads leading west from the Straight Road to many of the houses in Middle Community was located during the 2007 archeological reconnaissance.

Lummo Gilgo site. Evidence of this former house site was observed during 2007 archeological reconnaissance of Middle Community. Wood piers observed near the Theodore Salter House are thought to relate to this former dwelling.

George Gilgo site. Identified on a 1982 HRS map, the George Gilgo House was purportedly located within the Middle Community on a hammock west of the Old Straight Road. There was also supposedly a Gilgo family cemetery located nearby. This site was not located during 2006 or 2007 archeological investigations.

Vira Willis gravesite. Identified by local informant Chester Lynn, this gravesite was not observed during 2006 and 2007 archeological investigations but is said to be located near the George Gilgo site.

Tom Gilgo House site. An artifact scatter was observed on the Tom Gilgo Hammock during the 2007 archeological reconnaissance that is thought to indicate the location of the former Tom Gilgo House.

Captain William Dixon gravesite. Near the Tom Gilgo House site is the extant Captain William Dixon gravesite, also located on the Tom Gilgo Hammock.

Joe Dixon site. Identified on a 1982 HRS map, the Joe Dixon House was purportedly located within the Middle Community on a hammock closer to the Old Straight Road than the George Gilgo site. This site was not located in 2006 but may have been identified during the 2007 archeological reconnaissance.

Theodore Salter site. Identified on a 1982 HRS map, the Theodore Salter House stood within the Middle Community near the Joe Dixon House. The 2006 archeological survey identified wooden posts near where the house was thought to have existed. The 2007 archeological reconnaissance also located a cistern nearby thought to have been associated with this property.

Milan Willis site. Identified on a 1982 HRS map, the Milan Willis House was purportedly located within the Middle Community on a hammock north of the Joe Dixon House along a spur road leading west from the Old Straight Road. Wooden piers that may have been associated with the house were observed during 2006 archeological investigations. The 2007 archeological reconnaissance also located a chimney, brick walk, and fence posts nearby thought to have been associated with this property.

West End Cemetery, Gaskill Cemetery, Tolson Cemetery. At least three additional cemeteries are said to exist within the Middle Community. These were not located during 2006 or 2007 archeological investigations. They are illustrated on the 1982 HRS maps.

Additional cemeteries. Possibly related to the cemeteries identified above, local informant Chester Lynn spoke of additional cemeteries said to exist outside of the historic district. These include a cemetery near the "Two Seamen's Graves on the west-facing hill between the graves and the Life-Saving Station, two graves along a path or road between the Schoolhouse and the ocean, and a large cemetery of up to fifty graves potentially located southeast of the Tom Gilgo Hammock and the Straight Road. These were not located during recent archeological investigations.

Shell Castle Island. This island, located northwest of Hatteras Point, was a tiny port established by John Wallace and John Gray Blount from a 1789 land grant to take advantage of the commercial shipping opportunities associated with lightering. This port became a very large and important operation that coexisted with that at Portsmouth. The complex is known to have included a dwelling house, outbuildings, warehouses for a large quantity of produce and merchandise, a ship chandler's store, a lumber yard, and a wharf. There was a notary public's office and later a porpoise fishery on the island. The lumber yard may have included a boat-building enterprise. Portsmouth pilots were employed in these operations. Cisterns are known to have been installed on the island by 1810. The lightering operations were abandoned by 1815. Visible remnants of the complex and much of the land mass of Shell Castle were destroyed in a 1933 hurricane.

Casey Island. This island was the home of Portsmouth Fisheries Company by 1916. It was also the site of an artesian well, which is no longer accessible.

Table 1: Contributing Resources

Haulover Point
Doctor's Creek
Coast Guard Creek
Warren Creek
Ocracoke Inlet
Salt and Brackish Marshes
Shrub Savannah and Shrub Thicket
Grassland
Hammocks
Seawall and three ramps at Life-Saving Station
Airplane Landing Strip
Pond and channels established during the WPA era
Siting of cultural features atop hammocks
Use of cisterns to collect rainwater
Wells
Use of docks to access water
Streetscape of buildings along main roads
Residential land use
Cemetery land use
Recreational land use
Haulover Point Road (with modifications)
Village Road (with modifications)
Old Straight Road
Concrete walks and steps at the Life-Saving Station
Eastern red cedar trees scattered throughout the district
Portsmouth Schoolhouse
Schoolhouse shed
Portsmouth Methodist Church
Post Office and General Store
Life-Saving Station
Life-Saving Station Summer Kitchen
Life-Saving Station Stable
Roy Robinson House
Dennis Mason House
Jesse Babb House
Babb Kitchen
Babb Generator Shed
Babb Privy
Babb Garage
Ed Styron House
McWilliams-Dixon House
McWilliams-Dixon Privy
McWilliams-Dixon Shed
McWilliams-Dixon Cool House
Washington Roberts House
George Dixon House
Henry Pigott House
Pigott Summer Kitchen
Pigott Cool House
Pigott Shed No. 1 (with cistern)
Pigott Shed No. 2
Pigott Privy
Tom Gilgo House
Robert Wallace House
Cecil Gilgo House
Dixon-Salter House
Dixon-Salter Cool House
Dixon-Salter Shed
Dixon-Salter Privy
Carl Dixon House
Carl Dixon Summer Kitchen
Frank Gaskill House
Gaskill Shed
Styron-Bragg House
Styron-Bragg Shed
Styron-Bragg Cool House
T. T. Potter House
U.S. Marine Hospital cistern
Keller cistern
Schoolhouse cistern
Henry Pigott cistern
Brick cistern near Keller-Styron Cemetery
Concrete cistern near Keller-Styron Cemetery
Mattie Gilgo ruin cistern
Henry Babb ruin cistern
Carl Dixon cistern
McWilliams-Dixon water box
Roy Robinson water box
Frank Gaskill cistern
Jesse Babb water box
Life-Saving Station pump house
Life-Saving Station well house
Life-Saving Station cistern
Expansive views from Life-Saving Station tower
View to Portsmouth Methodist Church from Post Office and General Store
View to village from boat approach along Ocracoke Inlet
Picket fence around Grace Cemetery
Picket fence around Styron-Bragg House precinct
Picket fence around Babb-Dixon Cemetery
Picket fence around McWilliams-Dixon House precinct
Picket fence around Henry Pigott House precinct
Babb-Dixon Cemetery
Grace Cemetery
Community Cemetery
Portsmouth Cemetery
Ed Keeler Cemetery
Two Seamen's Graves
Keeler-Styron Cemetery
Dr. Samuel Dudley grave
Elijah Gaskill grave
Flagpole at Styron-Bragg House
Wooden boat relic at Life-Saving Station

Table 2: Non-contributing Resources

Educational/museum/interpretive land use
Haulover Point dock and boardwalk
Dock and boardwalk at T. T. Potter House
Dock and boardwalk behind Styron-Bragg House
Dock at Henry Pigott House
Life-Saving Station Generator Shed

Comfort Station along Road to the Beach and related steps and ramp
Wooden bridges along Village Road
Metal gate limiting access to village from Road to the Beach
Wooden bollards and posts limiting access to village from Road to the Beach
Temporary barrier at George Dixon House
Wooden post and chain barrier at wooden bridge along Old Straight Road
Painted wooden signs marking historic properties
Routed wood signs painted brown
Identity sign at Road to the Beach
Directional signs at Road to the Beach and Haulover Point Road
Birdhouse along Styron-Bragg boardwalk
Trash bag receptacles at Haulover Point Road and Road to the Beach
Above-ground septic systems at many properties and the leach field near airstrip

Table 3: Missing Features

Commercial land use
Military land use
Life-Saving Station Boathouse/Garage near Stable
Coastal warning display tower at Life-Saving Station
Wreck pole at the Life-Saving Station
Outbuildings associated with Portsmouth Life-Saving Station: privy, oil house, stables, boathouse, barns
Board fencing around Life-Saving Station precinct
Board fencing around Life-Saving Station Stable
Roy Robinson Cool House
Post Office addition
Styron-Bragg fenced garden and chicken coop
Styron-Bragg Privy
Styron-Bragg well
Styron-Bragg Stable
Robert Wallace House addition
Robert Wallace shed
Carl Dixon outbuilding
Dixon-Salter Privy
Will Willis House
Styron-Bragg Privy
Alfred Dixon House
Joe Roberts House
Tine Bragg House
Sam Tolson House
Henry Babb House
Claudia Daily House
Ben Dixon House
Monroe and Mattie Gilgo House
Ed Keeler House
Joe Abbot House
Ambrose Styron House
George Willis House
Alfred Dixon
Homer Harris House
George Gilgo House
Rose Pigott House
Dorothy Byron Biddlewell House
Ann Yum House
Low fencing at Portsmouth Methodist Church, Jesse Babb House, McWilliams-Dixon House
Sections of picket fencing, Styron-Bragg House
Fencing at Washington Roberts House
Fencing at Mattie Gilgo House
Fencing at Keller-Styron Cemetery, Portsmouth Cemetery, Community Cemetery
Fencing at Robert Wallace House
Features missing from the eighteenth and early to mid-nineteenth century:
- The Windmill
- The Academy (schoolhouse)
- David Wallace, Sr. House
- David Wallace, Jr. House
- Customs House
- Burns House
- Three Taverns
- Dr. Samuel Dudley House
- Grey's Factory
- U.S. Marine Hospital (outbuildings, fencing)
- Long wharf built into inlet

Table 4: Features Not Determined

Road to the Beach
Access road to Dixon-Salter House, Portsmouth Cemetery, and Will Willis House
Access road to T. T. Potter House, dock
Access road to Keller-Styron Cemetery
Access road to Styron-Bragg House, boardwalk and dock
Access road to Schoolhouse and Cecil Gilgo House
Access road to Robert Wallace House, Tom Gilgo House, and Henry Pigott House
Access road to Portsmouth Methodist Church and McWilliams-Dixon House
Access road to Two Seamen's Graves
Iris planted in rock-lined bed in front of Post Office
Flowering bulbs in planting bed along Jesse Babb House porch steps
Perennials in planting beds at McWilliams-Dixon House
Fig shrub and three trees at McWilliams-Dixon House
Mown precincts around properties
Mason Shed
T. T. Potter Equipment Shed
T. T. Potter Generator Shed
T. T. Potter Dock Shed
Wooden plank bridge along the Old Straight Road

Integrity Assessment

National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation* states that

> Integrity is the ability of a property to convey its significance. . . . Historic properties either retain integrity (that is convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity.
>
> To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant."[178]

Assessment of integrity is based on an evaluation of the existence and condition of physical features dating from a property's period of significance, taking into consideration the degree to which the individual qualities of integrity are present. The seven aspects of integrity included in the National Register criteria are location, design, setting, materials, workmanship, feeling, and association. As noted in Bulletin 15:

> Location is the place where the historic property was constructed or the place where the historic event occurred; design is the combination of elements that create the form, plan, space, structure, and style of a property; setting is the physical environment of a historic property; materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property; workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory; feeling is a property's expression of the aesthetic or historic sense of a particular period of time; and association is the direct link between an important historic event or person and a historic property."[179]

Based upon the comparative analysis of historic and existing conditions presented above, the Portsmouth Village Historic District retains sufficient integrity to convey the important associations of its period of significance to the visitor. The majority of the cultural features extant today survive from the early to mid-twentieth century and thus contribute to the significance of the district. The strong connections between the siting of buildings and structures and natural features and processes, historic use of materials, and sense of community dating from the *early* twentieth century, which built upon earlier developments that are no longer present, continue to be expressed in the surviving fabric of the historic district. Important visual and spatial connections also survive to a great degree.

The site lacks integrity, however, for the eighteenth and nineteenth century period of significance. Only a handful of buildings and structures survive from the nineteenth century, and none from the eighteenth century. Additional investigations are needed to determine whether evidence of these earlier eras survives in the archeological record.

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

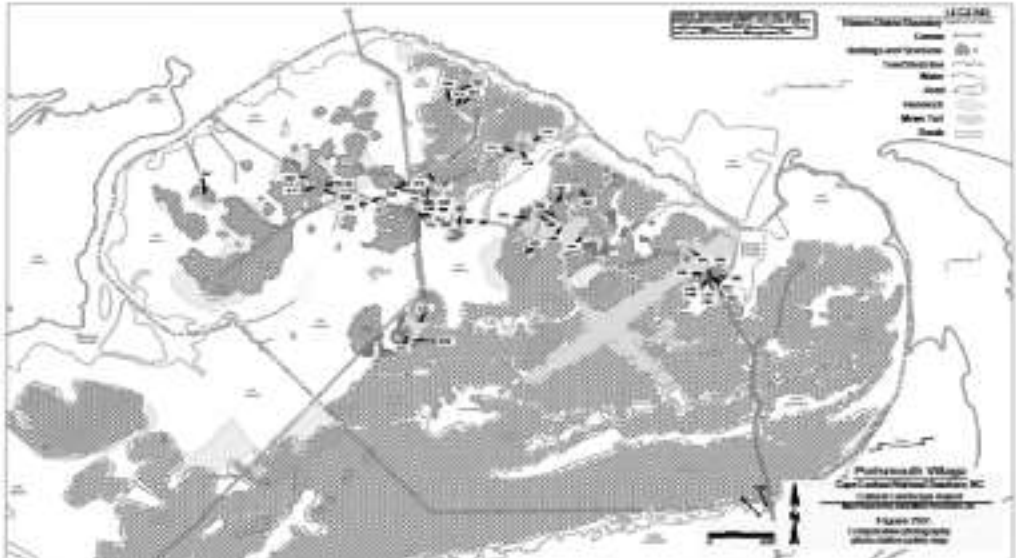
The district also possesses integrity of design, materials, and workmanship for the late nineteenth/early twentieth century period through the maintenance of existing institutional features such as the Schoolhouse, Portsmouth Methodist Church, and Life Saving Station as well as numerous dwellings, outbuildings, attendant landscape features, and cemeteries. Many residents began to abandon their properties within the community after World War II; little has been done since to alter the architectural integrity of the surviving resources, although there are examples of buildings that have been modified to accommodate seasonal tourist

178. National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1990), 44.
179. Ibid., 44–45.

and fishing club use. The poor condition of some of the district's features currently threatens the integrity of design, materials, and workmanship. Care must be taken in maintenance and repair projects undertaken by lessees of the buildings to ensure that the integrity of these properties is maintained as well.

Integrity of setting is particularly strong within the district due to the community's location on an island, and the fact that there are no sites of late-twentieth century development within view of the community.

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



Treatment Recommendations

Introduction

The treatment recommendations and guidelines that comprise this chapter were prepared to provide an overall vision for the Portsmouth Village Historic District's historic landscape that will sustain long-term management and interpretation. This treatment plan arose from a synthesis of the work undertaken by the project team in preparing this CLR, considered in conjunction with the park's 1982 *General Management Plan* (GMP). The treatment plan also addresses the needs and recommendations identified in various park planning documents, including the 1980 *Interpretive Prospectus for Cape Lookout National Seashore*, 1982 *Historic Resources Study*, and 1983 "Resources Management Plan and Environmental Assessment," and the management issues outlined for the CLR team by park personnel during an April 2007 conference call.

This chapter is organized into the following six sections:

1. *Management Issues, Goals, and Objectives*, which provides a summary of the management issues collected by the CLR team from various sources, including the GMP, various environmental assessment and planning documents, and park personnel.

2. *Recommended Landscape Treatment Approach*, which outlines the four alternatives recognized by the Secretary of the Interior for treating historic landscapes, and identifies the most appropriate approach for the village. It also provides the rationale for the selection and describes why the other alternatives were not selected. This section also presents an overarching philosophy that guides the recommendations and guidelines that comprise the treatment plan for the historic district landscape.

3. *Treatment Concept*, which outlines the overarching philosophy or approach that drives the treatment recommendations, guidelines, and their implementation. The treatment concept is illustrated on the Treatment Plan.

4. *General Management and Design Guidelines for Treatment*, which identifies the guidelines that apply to the village as a whole, regardless of any alternatives-based treatment choices that are made by the park.

5. *Treatment Recommendations by Landscape Characteristic*, which identifies the treatment recommendations that apply to each landscape characteristic.

6. *Implementation Projects* which identify specific projects to be undertaken to realize the recommendations.

Management Issues, Goals, and Objectives

The park's purpose, as stated in the GMP, is "to preserve for public use and enjoyment an area in the state of North Carolina possessing outstanding natural and recreational values . . . and permit hunting and fishing, including shellfishing, on lands, marshlands, and water . . . and administer the Cape Lookout National Seashore for the general purposes of public outdoor recreation, including conservation of natural features contributing to public enjoyment."[150] While areas of cultural values were not specifically addressed in this enabling legislation, the park continues to manage and maintain sites such as Cape Lookout Village and Portsmouth Village as important cultural features to

be perpetuated in accordance with the 1916 NPS Organic Act, under their mandate to

> promote and regulate the use of the Federal areas known as national parks, monuments, and reservations hereinafter specified by such means and measures as conform to the fundamental purposes of the said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.[181]

The GMP notes the NPS approach to management of cultural and natural resources within the National Seashore. In compliance with section 7 of the amended Endangered Species Act, the NPS has consulted with the U.S. Fish and Wildlife Service about the endangered and threatened species at Cape Lookout National Seashore. The Fish and Wildlife Service concurred with the conclusions of the NPS "Biological Assessment" that the actions called for in the GMP will not adversely affect the species known to visit or nest on the island such as the Atlantic loggerhead turtle, eastern brown pelican, or Arctic peregrine falcon, all federally listed endangered or threatened species. The NPS has agreed to certain measures to protect nesting turtles.[182]

Similarly, for compliance with Section 106 of the National Historic Preservation Act, the NPS notes that the state historic preservation officer of North Carolina will be notified prior to any construction, dredging, or other ground-disturbing activities within the district, and will be given an opportunity to review and comment on any plans for such activities.[183]

Any proposal for development at the seashore needs to reflect the provisions of Executive Order 11988 (Floodplain Management) and Executive Order 11990 (Protection of Wetlands). The purposes of these acts are to avoid adverse impacts associated with the modification of floodplains or wetlands and to avoid new construction in these sensitive areas wherever there is a practicable alternative. Except for the highest dunes on Cape Lookout Point, all of the barrier islands in the national seashore are located within the 100-year floodplain and in the coastal high hazard area. New construction will adhere to applicable standards, except where minimal and expendable structures are a more appropriate means to reduce loss of investment.[184]

Permits required under Section 10 of the Rivers and Harbors Act and Section 4 of the Clean Water Act will be obtained from the U.S. Army Corps of Engineers when projects are designed. Projects requiring such permits include maintenance dredging, spoil disposal, and dock and marina construction.[185]

According to the requirements of the Safe Drinking Water Act, the public water system for any proposed development will comply with all national primary drinking water regulations.[186]

The specific approach to managing Portsmouth Village indicated in the GMP is as follows:

> To the greatest extent practical, Portsmouth Village (listed on the National Register of Historic Places) will be preserved as it appeared around the turn of the century, from which time the present buildings remain. Today, three properties are subject to life estates, and one is under a 25-year lease. Exteriors of the structures will be maintained along with the grounds and lanes surrounding them. The visitor will observe these on self-guiding tours through the village. Some structures will be used for interpretation, and visitors will be allowed to enter. The history of Portsmouth Village will be presented there, with an emphasis on the earlier years. The more recent history will be interpreted along the trails. The interior of some structures will be adapted for contemporary administrative functions.[187]

180. National Park Service, *Final Environmental Impact Statement: General Management Plan / Development Concept Plan: Cape Lookout National Seashore, North Carolina* (Carteret County, North Carolina: Cape Lookout National Seashore, December 1982), 1.
181. The National Park Service Organic Act (16 U.S.C. 1, 2, 3, and 4), as set forth herein, consists of the Act of August 25, 1916 (39 Stat. 535) and amendments thereto.
182. *Final Environmental Impact Statement* (December 1982), 5.
183. Ibid.
184. Ibid.
185. Ibid., 5-6.
186. Ibid.

The GMP also notes that private vehicle use may continue on Portsmouth Island within specific corridors. Based on the gated entrance to the community via the Road to the Beach, this does not apply to the historic district.

The plan indicates that, while private boats may land along the shores, public access will occur only via natural channels. The boats providing access to Portsmouth Island will need to be shallow-draft vessels less than thirty feet long and able to carry between six and fifty passengers. To ensure ongoing access, periodic dredging may be required at the docking sites. However, this dredging requirement is not expected to be frequent or extensive.[188]

Finally, the GMP identifies the park-related features that exist or are compatible with the historic site as ferry landing points, ferryboat docks, a comfort station, a ranger station, a maintenance facility, interpretive structures. As for the historic resources of the district, the GMP suggests that the exterior preservation of historic structures, control of natural processes, and adaptation of interiors are desirable management objectives for the village.

The park's 1980 Interpretive Prospectus notes that the primary interpretive objective for the National Seashore is: "to foster appreciation and understanding of the seashore's ecological communities, the geological processes that shape the island system, and the relationship between man's activities and these communities and processes."[189] The document makes reference to a May 1980 Draft *General Management Plan/Wilderness Study, Development Concept Plan*, which describes management objectives for interpretation, including:

- To emphasize man and his relation to the sea in the historical theme;
- To interpret cultural and economic life of the Outer Banks at Portsmouth Village;
- To preserve intact as feasible, nationally-significant historic resources; and
- To recognize that dynamic natural forces have influenced the historic structures throughout their existence and will continue to influence them.[190]

The document further identifies guidelines for interpretation within Cape Lookout National Seashore as follows:

- Do not erect anything on the islands that is not expendable.
- Interpretive messages must be short and to the point.
- Interpretive facilities must interpret features that are easily discerned.
- Interpretation must be in harmony with visitor expectations.
- Interpretive devices must be relatively environment proof.

Many more specific recommendations included in the prospectus, however, appear never to have been implemented. One of these was to locate a visitor contact station in the Portsmouth Village Post Office and General Store as the center of village life in the twentieth century. Exhibits inside were to tell the story of the function and role of this building in the daily life of the residents and the village's communication and supply system. The prospectus proposed three wayside exhibits: 1) Shell Castle from a viewpoint at Hatteras Point, to describe the important role of the island in nineteenth-century commerce to the region; 2) Henry Pigott's house, to commemorate African-American heritage in an Outer Banks settlement and Mr. Pigott's role as the island's mail carrier; and 3) the Life-Saving Station, to present highlights of the history of this structure and the men who staffed it, as well as the important role that it played socially and economically within the village community.

187. Ibid., 7.
188. Ibid., 14–15.
189. National Park Service, "Interpretive Prospectus, Cape Lookout National Seashore" (Carteret County, North Carolina: Cape Lookout National Seashore, November 1980), 1.
190. Ibid., 4.

The management issues identified for the CLR team by the NPS through conversations and conference calls conducted on behalf of this project include:

- *Historic leasing program of structures.* Currently five or six houses are seasonally occupied under a historic leasing program. There is interest in continued leasing; however, the park may not be able to renew the leases without addressing issues of water supply and sewage treatment. The CLR discusses the impacts of these utility needs on the historic district and methods for mitigating the impacts of any site improvements made to accommodate them (see also below). In addition, repairs may be needed to the residential structures to permit continued or expanded leasing. Also, the possibility of leasing structures for shorter time periods through a concessionaire should be considered.

- *New well.* The NPS is considering drilling a 650- to 700-foot-deep well to supply water within the village. The CLR discusses appropriate locations for the utility structures related to this new water system.

- *District boundaries.* The southern boundary of the National Register Historic District does not extend to include the sites of settlements at Middle Community and Sheep Island. The CLR discusses whether the boundary should be adjusted based on findings of this study, or whether maintaining the current boundary but enhancing interpretation of these settlements is sufficient to recognize their history.

- *Access.* The locations of the existing docks and accessibility of the site are currently problematic due to the shallowness of the water off Hadlower Point. The CLR discusses alternative means for accessing the historic district.

- *Threatened key features.* Weather and financially challenged maintenance budgets pose long-term threats to the key features of the historic district. The CLR discusses measures for protecting key features and mitigating any potential impacts from storms, visitation, and necessary new infrastructure improvements.

- *Hurricane impacts.* Given the ongoing threat to village structures from hurricanes, the future maintenance of the historic structures needs to be addressed. The CLR recommends an approach for interpreting, stabilizing, rehabilitating, or reconstructing historic structures if damaged or destroyed by a hurricane requires consideration.

- *Vegetation clearing.* A great deal of clearing has been performed by NPS since the 1970s, but the historic site remains far more vegetated than during the period in which the village was actively populated. The CLR discusses the appropriate density of vegetation for interpretation of the site and the actions that would be required to establish the proposed vegetative composition.

- *Vegetation types.* The CLR discusses the species and communities that are appropriate for the historic site given the cultural conditions, past land uses and activities, and interpretive goals for the historic district.

- *Vegetation management.* The park is reluctant to use prescribed burning to control vegetation, particularly in the vicinity of historic structures. Mechanical means of clearing are preferred. The CLR comments on appropriate approaches to vegetation management.

Recommended Landscape Treatment Approach

The Secretary of the Interior currently recognizes four primary treatment alternatives for historic properties: preservation, rehabilitation, restoration, and reconstruction. These are defined and discussed in the NPS guidance document, Director's Order No. 28: *Cultural Resource Management Guideline*, as well as *The Secretary of the Interior's Standards for the Treatment of Historic Properties* with *Guidelines for the Treatment of Cultural Landscapes*, as follows:

Preservation is the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the

ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

Restoration is the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by removing features from other periods in its history and reconstructing missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

Reconstruction is the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

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

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

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

Secretary of the Interior's Standards for Rehabilitation

The following section summarizes the standards for rehabilitation espoused by the Secretary of the Interior for historic properties. The ten basic principles that comprise the standards are intended to help preserve the distinctive character of a site while allowing for reasonable change to meet new needs. The standards (36 CFR Part 67) apply to historic properties of all periods, locations, sizes, conditions, and uses. These standards create a baseline of guidance to which intended changes to the historic landscape must be compared. These standards are neither technical nor prescriptive, but promote responsible preservation practices as follows:

1. A property will be used as it was historically, or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Treatment Concept

Refer to Fig. 203, 'Treatment Plan.' The treatment plan for Portsmouth Village Historic District provides a vision for the property as a whole, as well as site-specific guidance for individual resources. This section is intended to convey the overarching vision or concept for treatment, within which the more specific recommendations that follow can be understood.

The park is currently doing a very successful job of managing the cultural landscape of the village and balancing cultural and natural resource values. The park has already recognized the need to protect and enhance the historic properties located within the district and to provide better interpretation through signage, waysides, vegetation management, and consideration of revealing additional areas of importance to the history of the village such as Middle Community and Sheep Island.

The overarching concept for cultural landscape treatment at Portsmouth Village is to further balance the protection and enhancement of the National Register district's historic integrity with contemporary park visitor access and interpretation responsibilities and sustainable land management practices. Many of the specific landscape treatment recommendations included herein are intended to help convey the story of the island community by retaining as many historic features as possible, establishing aids to interpreting missing features, and managing natural resources and processes to ensure the on-going integrity and interpretive value of the historic district.

Protection and repair of surviving historic buildings, structures, road corridors, and small-scale features, as well as vegetation and natural resource management, interpretation, and consideration of the overall visitor experience are the main focus of the treatment plan. The recommended approach to vegetation management supports a crucial interpretive

goal at the park: enhancement of visual accessibility and maintenance or reinstatement of historic landscape character. Removal of the existing non contributing woodland areas and consideration of the reestablishment of some historic vegetation communities, such as maritime forest species, are recommended in the treatment plan.

The CLR also recommends weaving interpretation of all significant layers of history that have occurred on the site—including early settlement and role in lightering, the U.S. Marine Hospital, Life Saving Station, Coast Guard, and commercial fishing industry into these experiences.

General Management and Design Guidelines for Treatment

The general management and design guidelines that follow pertain to Portsmouth Village Historic District as a whole and should be used when planning for any future landscape change. They are intended to support all landscape treatments proposed herein and should be considered in conjunction with any project or treatment alternative that is undertaken at the park. These guidelines relate to a philosophy of cultural landscape treatment based on NPS Director's Order No. 28: *Cultural Resource Management Guideline*, and the *Secretary of the Interior's Standards for the Treatment of Historic Properties* with *Guidelines for the Treatment of Cultural Landscapes*.

Natural Systems and Features, Vegetation, and Topography

- Prepare a detailed topographic survey of the historic district and Middle Community and Sheep Island.
- Retain, maintain, and protect all existing on-shore and offshore water resources.
- Practice integrated pest management (IPM) in accordance with NPS policies. Avoid the use of pesticides and herbicides unless absolutely necessary. If chemical controls are used, apply the minimum necessary to achieve the proposed effect. Allow only qualified applicators to apply chemicals.
- Remove, when necessary, existing trees using a method that minimizes the potential impacts on known and potential cultural and archeological resources. Undertake tree removal from areas with known or potential cultural and archeological resources under the guidance of a historical landscape architect and archeologist.
- Employ best management practices for thinning and clearing woody growth areas. Undertake clearing and thinning operations with the goals of reducing fuel loads, opening viewsheds, and returning vegetation to its approximate composition during the early twentieth century.
- Mark all vegetation to be thinned or cleared prior to beginning work. Employ an arborist, natural resource manager, and/or landscape architect familiar with the park to mark the vegetation to be removed or thinned.
- Remove dead trees and shrubs and those identified as potentially hazardous to individuals or resources because of their health or condition.
- Avoid altering topography within the historic district.
- Protect any slopes from erosion by maintaining a healthy vegetative cover on all slopes.

Spatial Organization

- Restore historic patterns of spatial organization relating to vegetation using ecologically sound techniques and best management practices.

Land Uses

- Consider equally both natural and cultural features in treatment and land-use decisions.
- Avoid land-use activities, permanent or temporary, which threaten or impair known or potential archeological resources.
- Monitor and regulate use of the landscape to minimize immediate and long-term damage to cultural resources.
- Prohibit all-terrain vehicles (ATVs) and other motorized vehicles, as well as mountain bikes and horses, from accessing the park. Do not

allow any recreational uses within the district that may endanger visitors, cultural resources, or sensitive ecosystem areas; that require extensive facility development; or that conflict with resource protection goals.

- Limit, monitor, and control access to areas that are vulnerable to damage from human access or use.

Circulation

- Avoid altering existing circulation routes or establishing new circulation routes until after compliance has been completed.
- Minimize the visual impacts of vehicles and vehicular access systems. Consider the potential impact on views when planning to add or change circulation systems.
- Continue to prevent vehicular access within the district. Make park vehicular access as unobtrusive as possible.
- Minimize the visual impacts of any new pedestrian access systems.
- Design interpretive trail systems to follow the routes of historic road traces and alignments whenever practicable. Consider, however, the potential impacts of new trails following these routes. Assess the visual impact of trail on important viewsheds, potential impact on sensitive natural and archeological resources, accessibility, and overall interpretive value. If issues of concern cannot be mitigated, consider using a different alignment for the trail that fulfills related goals.
- Avoid regrading that will damage historic road traces when establishing new trails along historic routes. Whenever regrading is necessary, use fill that is distinguishable from the existing grade rather than cut, which will destroy the resource.
- Consider alternative interpretive trail alignments if documentary and archeological evidence is insufficient to determine the precise routes of historic roads.
- Route visitor circulation away from sensitive archeological resources, cultural sites, and endangered species habitat areas.
- Follow the regulations stipulated in the Uniform Federal Accessibility Standard (UFAS) and Americans with Disabilities Act Accessibility Guidelines (ADAAG) for trails and paths when establishing universally accessible circulation that may be designated as "improved." Avoid steep slopes, ensure that trail widths meet regulations, and take other precautions to make these trails accessible to all visitors.
- Provide universally accessible routes to primary interpretive elements. Strive to accommodate universal accessibility to all interpreted features. Provide alternative interpretive experiences where accessibility is not possible or reasonable.

Buildings and Structures

- Remove non-contributing buildings and structures only if they have a negative impact on the historic character and integrity of the park landscape. Document thoroughly all buildings and structures before removal.
- Avoid conjectural reconstruction of missing historic buildings and structures.

Views and Viewsheds

- Minimize the visual impact of circulation systems. Consider using techniques such as establishing vegetative screens, evaluating the potential for new trails to be invisible from key viewpoints, and minimizing the amount of signage, seating, and other small-scale features associated with these access systems in their design.

Small-scale Features

- Provide minimal site furnishings to accommodate visitors. Use site furnishings that are compatible with the character of the district in concept and materials. Ensure that the style of site furnishings is uniform throughout the district.
- Keep the number of contemporary small-scale features to the minimum required for visitor and staff comfort and safety.

Treatment Recommendations

Portsmouth Village

- Convey interpretive information to visitors primarily through pamphlets and other materials that do not require the establishment of new features within the landscape.

New Design and Construction and Sustainability

- Institute cultural and natural resource treatment and maintenance methods that are environmentally and culturally sensitive and sustainable over the long term.

- Minimize areas of ground disturbance, earth grading and compaction, and drainage pattern alteration.

- Promote biodiversity and native plant species.

- Design new construction taking into consideration best management practices established for the park. In particular, design new construction using green building techniques, and incorporate technologies such as those described by Leadership in Energy and Environmental Design (LEED), a voluntary, consensus-based national standard for developing sustainable building.

- Take into consideration life-cycle costing of materials to assess their long-term wearing and maintenance costs. Consider materials that are non-toxic, durable, long-lived, and low-maintenance.

- Undertake sufficient study and recordation of landscape features that require modification, repair, or replacement before work is performed to protect research and interpretive values.

- Locate any necessary new features supporting visitor services and administrative, operations, and maintenance functions in the existing visitor center at Harkers Island or in areas where they can be carefully screened. If these facilities are found to be insufficient for projected needs, consider a location for housing new facilities that is outside of the village core.

- Design and situate new additions or alterations to the landscape in such a way that they do nothing to destroy the historic materials, features, and spatial relationships that characterize the cultural landscape.

- Introduce new buildings and structures to facilitate access and interpretation while minimizing adverse impacts on the historic character and features of the landscape.

- Ensure that new construction is compatible with existing historic resources in materials, size, scale and proportion, and massing. Differentiate new work from existing resources.

- Design and situate new additions and alterations to the landscape in such a way that, if removed in the future, the essential form and integrity of the landscape would be unimpaired.

- Design new construction to have muted, neutral, earth-tone colors and materials that serve to make new facilities compatible with the historic and natural context. Ensure that all new features are designed with hurricane and severe storm damage in mind.

- Ensure that the location, design, and construction of new facilities and systems are subordinate to the surviving cultural and natural landscape. New design and construction should be as visually unobtrusive as possible without sacrificing functionality.

- Avoid siting new buildings and structures in any of the primary viewshed areas.

Interpretation

- Prepare a revised Interpretive Plan for the Portsmouth Village Historic District that takes into consideration all available historical information about the site, the potential addition of Middle Community and Sheep Island to the interpretive program, and the interpretive goals and recommendations of this CLR as provided below. See Implementation Project No. 4 for more information.

- Provide an alternative means for interpretation, such as a visitor contact station exhibit, for those features located in areas that cannot be made universally accessible.

- Consider carefully any proposals to restore or reconstruct missing features. Prior to undertaking restoration or reconstruction efforts, carefully weigh the financial costs of both the initial effort, as well as the subsequent maintenance costs; the ultimate benefit to be gained for interpretation; and the accuracy with which the feature could be reestablished.

Treatment Recommendations by Landscape Characteristic

Within the overall framework of rehabilitation, a resource-driven approach to landscape management is provided below for each landscape characteristic. In some cases, alternatives for treatment are presented that offer a range of options for the park that can be considered in conjunction with available levels of funding and maintenance capabilities.

Some of the recommendations conveyed below make reference to the implementation projects that follow. The implementation projects provide specific guidance regarding the actions required to implement the treatment plan.

General Recommendations

- Continue to foster and maintain relationships and partnerships with the descendants of Portsmouth Village residents and the Friends of Portsmouth Village.

- Consider conducting additional oral history interviews with willing descendants, including on-site interviews that might help tie the stories to the site.

- Encourage descendants to serve as volunteer interpretive guides on site.

- Update the List of Classified Structures (LCS) to include recent changes to the district's historic resources. Add the Marine Hospital Cistern, Elijah Gaskill headstone, the Warren Creek Cemetery, Governor Wallace Cemetery, Basle Brothers Building, and Portsmouth Cemetery to the list. Remove the Babb House Barn and Seyron-Bragg Privy, which are no longer extant.

- Consider updating the National Register nomination to include the Middle Community and Sheep Island within the district's boundary. Document the archeological potential of these areas to support a significance evaluation under National Register Criterion D since there are relatively few above-ground resources with integrity. Extant features to be documented include the site of the Basle Brothers Building and the Wallace and Warren Creek Cemeteries.

- Document the condition of the landscape periodically through photo point photography, taking photographs from consistent locations that can be compared against previous photographs. Consider the locations of historic photographs as sites for contemporary periodic photo point photography. Consider the use of a hand-held Global Positioning System (GPS) unit to document the photo station points.

Natural Systems and Features, Topography, and Topographic Modifications

Portsmouth Village Historic District contains important natural systems and features including marshes, tidal creeks, shrub savannahs and shrub thickets, grasslands, and sand hummocks. Some of these features are in need of regular maintenance to prevent them from obscuring cultural features.

- Retain existing ecosystems and plant communities, except for the non-contributing vegetation within the village core. Monitor marshes and aquifers to ensure there is no contamination from current cultural uses, including septic systems.

- Retain native plant communities. Monitor for invasive species. Control, and eradicate if possible, any invasive species identified through monitoring.

- Retain existing vegetation where it provides screening for views of the generator shed and septic leach field near the airstrip from interpreted historic areas.

Spatial Organization

Rehabilitating the spatial organization of the park to its appearance during the early twentieth-century period of significance is a key component of enhancing interpretation within the district. Rehabilitating vegetation patterns, missing circulation features, and small-scale features such as fencing, as well as identifying and interpreting key missing features, will engender a greater understanding of the history of the island's community for visitors.

- Retain the overall patterns of spatial organization that were present within the village during the period of significance. Character-defining patterns of spatial organization associated with the village core include clusters of dwellings, cemeteries, and institutional buildings along road corridors. Dwellings are often associated with outbuildings and fenced precincts. Open views between building precincts, and toward the water, are also character-defining.

Land Uses

Appropriate land uses should be encouraged within the district. These include residential, housing of seasonal staff, researchers, and those successfully applying for temporary lease of available dwellings; interpretation of the site during the period of significance; and unobtrusive maintenance functions.

- Continue residential use of the district. Perpetuate residential uses through short-term leases, rentals, park employee use, or concessionaire agreements. Offer the dwellings as a rustic coastal experience.

- Avoid altering historic structures to accommodate rental use beyond providing the most basic needs.

Circulation

Circulation features located within the park include the Village Road, Old Straight Road, and various access roads leading to residential properties. Treatment recommendations focus on the retention and maintenance of contributing historic routes and the reestablishment of any historic routes as appropriate to support interpretation.

- Retain and maintain the existing village roads. Continue to maintain the roads via routine grading. Prevent heavy vehicular use of the village roads, particularly by lessees. Continue to restrict public vehicles in the district.

- Retain and maintain the contributing concrete walks and steps at the Life-Saving Station. Repair the walks, which are in fair condition.

- Avoid establishing new roads, particularly across sensitive areas. When new circulation features are needed, consider reestablishing missing historic routes. Consider reestablishing historic roads for use in establishing a loop interpretive trail through the village. See Implementation Project No. 11 for more information.

- Repair those sections of Haulover Point Road and the Village Road that flood during storms and subsequently retain pools of water more than twelve hours later, particularly since this is the primary route of access by visitors. Consider crowning these segments. New sand may need to be added to Haulover Point Road to build up the prism. Continue to retain the sand using wood edging strips.

- Facilitate boat access to the village. Current access options include the docks at Haulover Point and behind the Styron-Bragg House. Investigate additional locations with water deep enough to allow visitors to access the island. Consider, as per the GMP, minimal dredging to continue to afford access to Haulover Point. This location is the most desirable given its proximity to the visitor contact station located within the Dixon Salter House.

- Establish a physical connection to Middle Community. Consider maintaining the Old Straight Road between Sheep Island and Portsmouth Village as this connection.

- Consider also establishing a side route into Middle Community along one of its former road corridors.

- Determine the alignment of missing road corridors through review of historic maps, conducted in conjunction with field survey. Once identified, document the locations of missing roads using handheld GPS units.

Removal and maintenance of woody vegetation will be required to ensure accessibility along reestablished historic corridors.

Cultural Vegetation

In order to enhance interpretation of the village as it existed during the period of significance, it would be desirable to diminish the extent of woody plant cover. Most of the existing vegetation has arisen naturally through reduced maintenance. The role of this naturally occurring vegetation as wildlife habitat and in protecting the island landscape from the erosive processes of wind and water must be weighed against its cultural resource value before implementation of this recommendation.

The CLR recommends sensitive maintenance and management of vegetation communities in support of historic scene enhancement. The implementation guidelines located at the end of this chapter provide suggestions for clearing and thinning operations to return the village to a more open character without denuding the landscape or diminishing key wildlife habitat. The recommendations provided below suggest where retaining non-historic vegetation is acceptable or desirable and provide guidance for evaluating and determining the effect that removal elsewhere might have on island ecology.

Vegetation Management Planning Process

- Establish a vegetation management plan for Portsmouth Island that includes the former Middle Community and Sheep Island. As part of its development, consult with maintenance personnel to determine the long-term regime necessary to maintain the vegetation remaining within the village, including thinning vegetation to open views, maintain air circulation around buildings, and reduce the potential for fire. See Implementation Project No. 5 for more information.

- Determine the anticipated advantages and disadvantages associated with any vegetation removal proposal.

- Consult with a natural resource specialist prior to removing any vegetation to determine the value or role of the vegetation in protecting existing landforms, providing habitat for wildlife, and the effect that removal may have on storm/hurricane impacts such as storm surge, waves, and overwash. The extent of impacts from these processes could potentially be changed by vegetation removal, although the modified impacts would not necessarily be negative.

- Consider the impact on topography and soil/dune stabilization if vegetation is removed, including what protection the vegetation may provide buildings, structures, and other sensitive resources.

- Consider alternatives for vegetation management that reduce the mosquito population in areas of high visitor use. Mosquitoes at Portsmouth Village are an extreme hindrance to visitor enjoyment of the site.

Re-establish Historic Character of the Village by Removing Non-Contributing Woody Vegetation

- Identify as closely as possible the historic character of the area under consideration for vegetation removal to ensure that its appearance after removal is consistent with an accurate portrayal of historic conditions.

- Identify the areas of non-contributing vegetation, using the CLR analysis as a guide. Consider any interpretive values associated with non-contributing vegetation; retain areas on a case-by-case basis if interpretive values outweigh the need for removal.

- Remove non-contributing woody vegetation within the village to enhance historic patterns of spatial organization, open views of the historic properties, and allow more air to circulate within this wet environment. See Implementation Project No. 7 for more information.

- Consider removing areas of non-contributing vegetation in stages to diminish any negative impacts. When removing large stands of non-contributing woody vegetation to support reestablishment of historic open character and views, consider retaining a limited number of healthy trees to provide shade within the village.

- Evaluate each stage of removal to determine when a sufficiently open character has been achieved. During the initial stage, remove only aged, diseased, and damaged plants, and subsequently evaluate the effect on reestablishing historic patterns and views. If the effect is not sufficient, consider limbing up trees and thinning remaining plants. Again, evaluate the visual effect before removing additional vegetation.

- Consider maintaining the majority of the village core landscape in open grassland once the woody vegetation has been removed. Consider using goats to maintain vegetation to desired character. Continue to mow regularly around cultural precincts and less frequently in the rest of the village landscape, promoting cool-season grasses around buildings and structures and open grassland, comprised of warm-season grasses and limited shrub growth, beyond.

- Interpret the natural resource values of any non-contributing vegetation that is retained in support of wildlife.

- Maintain minimal vegetation around the village dwellings. Continue to allow lessees to tend limited perennial borders and ornamental plantings, particularly shrubs and trees that produce edible fruits such as figs, to recall the limited domestic cultivated plantings of the historic community. Avoid formal ornamental plantings for which no historic evidence exists.

Pine Plantation Management

- Retain the pine plantation between the schoolhouse and the airstrip that is beyond the core of the historic village and view of primary interpretive areas, particularly as it helps to screen the generator shed and septic leach field from view. Consider it, however, a non-contributing resource that is less sensitive to change when proposals for new programmatic needs arise.

- Denote the current limits of the pine plantation using hand-held GPS equipment. Do not allow the stand to extend beyond its current configuration.

- Develop an approach to maintaining the pine plantation that takes into consideration the positive effect of thinning on stand health and wildlife habitat. Consider altering a portion of the stand by planting live oak saplings as a potential means for reestablishing an area of maritime forest within the village. Residents are known to have relied on the wood of live oak trees, no longer present on the island, for firewood and building materials. The pine plantation may serve as a nurse environment for reestablishing live oaks.

Buildings and Structures

Most of the existing buildings and structures within the historic district are contributing features that date from the mid- to late nineteenth and twentieth centuries. The exceptions include the comfort station along the Road to the Beach, the generator shed, and the sheds along the dock behind the Styron-Bragg and T. T. Potter Houses. Buildings and structures that existed during the early phase of the village's development are entirely missing from the current village landscape. Missing buildings and structures associated with the eighteenth and early nineteenth centuries played an important part in the evolution of the landscape. Although restoration or reconstruction of the community is neither feasible nor appropriate, the park's Interpretive Plan should consider other means of conveying this aspect of the history of the landscape to the visitor. The treatment plan discusses methods for interpreting sites of missing features, how to weave these sites into the visitor tour route, and their value to the park's interpretive program. Interpretation of missing buildings and structures should be undertaken without the use of conjecture. Interpretive exhibits should be established based on evidence identified through documentary and archeological research.

- Retain and maintain all contributing buildings and structures.

- Avoid constructing any new buildings or structures within the district unless absolutely necessary.

- Restore the exterior appearance of contributing buildings and structures whenever sufficient documentary evidence exists to support the effort. See Implementation Project No. 9 for more information.

- Avoid restoring or reconstructing missing buildings and structures due to a lack of available documentation to support accurate restoration. While this is the most illustrative way of aiding interpretation of the historic scene, it is also expensive and the method most prone to speculation.

- Document carefully all surviving historic buildings, structures, and small-scale features. Utilize this information to restore features that may be damaged or destroyed by storms or hurricanes in the future.

- Make the stabilization and repair of buildings and structures in poor condition a priority. These include the Dennis Mason shed, George Dixon House, Carl Dixon House, Dixon-Salter House, Cecil Gilgo House and Henry Babb cistern. See Implementation Project No. 1 for more information.

- Stabilize and repair the exteriors of contributing buildings and structures in fair condition. These include Portsmouth Life-Saving Station stable, Roy Robinson House, Jesse Babb kitchen, McWilliams-Dixon privy, Portsmouth Methodist Church, Washington Roberts House, Portsmouth Post Office, Henry Pigou cool house, Henry Pigou kitchen, Henry Pigou second shed, Robert Wallace House, Carl Dixon summer kitchen, Dixon-Salter shed, Dixon-Salter privy, Portsmouth Schoolhouse, Seyron Bragg cool house, United States Marine Hospital cistern, and the brick Keller cistern.

- Consider various options (see below) for the establishment of a new well to provide drinking water for district inhabitants and visitors. Consider sustainability in the design and construction of the new well. See Implementation Project No. 6 for more information.

  1. Locate the new well within the pine plantation that occupies the area between the schoolhouse and the airstrip where it can be more easily screened from view.

  2. Locate the new well outside of the historic district in another location that can be adequately screened from important visitor interpretive areas.

  3. Attempt to reestablish a connection to the artesian well on Casey Island.

- Screen the new well's above-ground features from views afforded from any nearby interpreted areas. Utilize weathered wood board fencing, native vegetation, or a combination to screen the new feature. Ensure that any new vegetation will not damage the well or any underground features. Avoid using vegetation that is prone to weak limbs or has a deep root system.

- Site any new buildings out of high-risk coastal hazard zones and design features as much as possible to withstand the coastal environment. For example, consider designs that utilize portable buildings placed on raised foundations, with low-angle hip roofs and round structures.

- Consider replacing sanitary waste systems with composting toilets. Consider gray water systems for non-potable uses.

- Ensure that buildings with interpreted interiors are universally accessible. These currently include the Dixon-Salter House and the Life-Saving Station.

Accessibility

- Consider carefully the least intrusive solutions for providing accessibility to historic structures. Consider utilizing methods that are removable and do not have a lasting effect on the structures requiring accessibility improvements. Construct accessibility systems from contemporary materials that are simple, unadorned, of muted colors, and yet compatible with the historic building materials to which they are connected.

- Construct any new features that accommodate access—stairs, board walkways, or handrails—in such a way that they can be installed and removed without causing damage to the historic materials.

- Introduce features such as ramps and boardwalks to facilitate access in ways that

minimize adverse impacts. The new or altered features should be as unobtrusive as possible while allowing for accessibility and safety.

- Provide alternative interpretive experiences, such as audio tapes, brochures, signage, and videos in cases where the establishment of accessible routes would diminish the integrity of a historic resource.

- Paths and walks should be as accessible as possible without impacting the integrity of the resource. In establishing walks and trails, avoid cut and fill or other earth moving whenever possible.

Interpretation

- Consider alternatives for representing missing historic buildings and structures for interpretive purposes, including marking their foundation outlines on the ground plane, constructing low walls or groups of wood posts to represent the footprints or corners of missing buildings, and providing an artist's rendering of the missing feature or features in conjunction with details of historic maps and photographs. Missing elements of the Life-Saving Station complex, and missing dwellings and outbuildings within the village core that are known to have existed during the twentieth century are the most likely candidates for interpretation that illustrates missing features in association with the existing resources. Missing eighteenth-century landscape features are better candidates for interpretation that relies on imaginative renderings and evocative descriptions. See Implementation Project No. 8 for more information.

- Interpret Middle Community and Sheep Island to visitors. Provide access to these areas by maintaining as open the Old Straight Road and an additional historic road alignment within the community. Convey interpretive information about the former community using printed brochures and limited signage. Consider identifying the known locations of former community features such as buildings and structures, fencing, plantings, and circulation using mowing patterns and other vegetation management approaches and limited foundation or feature outlines. Consider the same interpretive means noted above for missing village features for those features missing from Middle Community and Sheep Island. See Implementation Projects 5, 8, 10, and 11 for more information.

- Consider revealing the landform formerly known as Mount Treasure by removing woody vegetation, providing an access route to the site, and clearing a view to the water from the high point to interpret its historic role as a lookout position.

Views and Viewsheds

Views are another key interpretive element of Portsmouth Village Historic District, as viewpoints associated with elevated landforms served as a limit between the community and the surrounding ocean. Woody vegetation currently obscures the open qualities that existed during the period of significance. Rehabilitation of views must be considered in conjunction with vegetation thinning and clearing recommendations. Viewshed rehabilitation should be integral to the park's scene rehabilitation efforts.

- Protect historic, natural, and cultural scenic resources, visual quality, and views associated with the historic village.

- Maintain and support reestablishment of the site's sweeping views between properties, along the road corridors, and to the ocean.

- Reestablish sightlines within the village core through removal of non-contributing woody vegetation.

Small-scale Features

The only small-scale features known to survive from the early period of significance are headstones, footstones, and burial area delineations associated with the cemeteries. There are various small-scale features that appear to survive from the later part of the period of significance, including fences and additional grave features. For contributing or potentially contributing small-scale features, a conservative approach to their treatment is recommended, including retaining and maintaining these resources to protect their cultural resource values.

One of the small-scale features represented on historic maps that is now missing is the system of fences once used to protect cultural features from livestock that grazed freely over the island. Reestablishment of historic fence patterns would enhance interpretation of the community's landscape; currently, however, it would be difficult to reestablish many of the missing small-scale features without introducing conjecture. Missing features could instead be marked using compatible non-historic features, such as wood, stone, or metal posts, that indicate locations for interpretation or wayfinding, rather than introducing features that might be misinterpreted as being historic.

Docks, bridges, and jetties are also known to be missing. Since little is known about their character or even specific locations, it is not recommended they be reconstructed.

- Retain and maintain all contributing small-scale features, including:
  - The picket fence around the Grace Cemetery.
  - The picket fence around the Styron-Bragg House precinct.
  - The picket fence around the Rabb-Dixon Cemetery.
  - The picket fence around the McWilliams-Dixon House precinct.
  - The picket fence around the Henry Pigou House precinct.
  - Rabb-Dixon Cemetery gravestones.
  - Grace Cemetery gravestones.
  - Community Cemetery grave features.
  - Portsmouth Cemetery grave features.
  - Keeler-Styron Cemetery grave features.
  - Two Seamen's Graves gravestones.
  - The Samuel Dudley headstone.
  - The Elijah Gaskill headstone.
- Repair and replace missing and incomplete fencelines associated with historic properties, including those associated with the Styron-Bragg House precinct, McWilliams-Dixon House precinct, and Henry Pigou House precinct. See Implementation Project No. 10 for more information.
- Repair, stabilize, and restore cemetery headstones and other grave markers in fair and poor condition including Grace Cemetery headstones; Portsmouth Cemetery headstones and footstones; Keller-Styron Cemetery headstones; Community Cemetery headstones; concrete vault covers and group plot edging, Community Cemetery; two seamen's graves; brick outline of grave, Keller-Styron Cemetery; Dr. Samuel Dudley headstone; and Elijah Gaskill headstone. See Implementation Project No. 2 for more information.
- Retain and repair features that are characteristic of traditional Outer Banks life, such as fish-cleaning tables and boat maintenance-related items, even if they post-date the period of significance.
- Minimize the introduction of new small-scale features such as site furnishings to include only what is necessary to meet operational and visitor needs. New small-scale features should be compatible with the character of the district. Consider weathered wood and muted earth tone colors. Avoid reflective signage.

Archeological Resources

The entire district should be considered an archeological resource, and any proposed or potential ground disturbance should be examined by archeologists on a case-by-case basis. Appropriate compliance should be conducted prior to implementation of any landscape treatment recommendations that require ground disturbance, including trail establishment or realignment, vegetation changes, or interpretive exhibit development. Subsurface archeological investigations should only be undertaken to address a specific goal or question about the historic landscape.

- Develop a list of research questions to be addressed by archeology. The archeological remains on Portsmouth Island have the potential to address research questions about settlement and subsistence on the barrier islands of North Carolina: access to markets, the utilization of space, and social hierarchy to name a few.

- Continue to work with descendants of the Portsmouth Village community to identify former cultural sites and gain a better understanding of the physical history of the property.

- Consider conducting limited subsurface testing to gain some understanding of what it would take to do a survey.

- Conduct a systematic survey and testing of the district, focusing on sites where former structures are no longer standing. See Implementation Project No. 3 for more information.

- Consider including a metal detector to evaluate if this would be a useful tool.

- Incorporate landscape archeology into the survey process (reading landform to predict former land uses and features) to identify evidence of missing resources. This approach is non-invasive and uses surficial clues to direct additional investigation.

- Utilize GPS equipment to document the locations of sites identified through survey.

- Consider limited excavation to address the most important question(s), assessing the integrity of village archeological resources in the process.

- Investigate the mound or trash midden north of the McWilliams-Dixon House for its information potential.

- Conduct an intensive systematic survey to locate evidence of settlement in Middle Community and on Sheep Island. Clearing will need to be conducted prior to survey. The clearing of vegetation by fire is not recommended. Fires would destroy portions of the landscape such as ornamental plantings, wood piers, and fence posts.

- Investigate the hammock northeast of Middle Community. According to local informant Chester Lynn, the hammock has a cemetery and house sites on it.

- Conduct a walk-over survey of Sheep Island and the coastal area showing fishing shanties.

- Survey the area to the east of the Straight Road to assess its potential as the possible location of a Civil War fortification.

- Conduct an inventory of the cemeteries on Portsmouth and Sheep Islands. Document the individuals buried in each cemetery and the surviving grave markers that have not already been documented.

- Consider utilizing ground penetrating radar (GPR) study of each of the cemeteries. It is likely that additional graves are present, but are not marked. It is also possible that markers have been moved. A GPR study would assist in determining if the cemetery boundaries are correct, if grave markers are located over graves, and if additional graves are present. Based on these cemetery delineations, the NPS can then develop a ground disturbance plan which avoids the cemeteries.

- Take appropriate steps to ensure that maintenance of the cemeteries does not damage grave markers.

Recommendations Suggested by Friends of Portsmouth Village

- Furnish additional building interiors with exhibits and furnishings that depict lifeways during the period of significance.

- Provide additional exhibits at the Life-Saving Station such as a replica of life-saving boats. Investigate local boat builders capable of developing the replica.

- Update the exhibit in the visitor contact station more frequently.

- Attract more visitors by expanding the advertising and promotion of the village at the Harkers Island Visitor Center and on Ocracoke. Indicate that Portsmouth Village is the only place left on the Outer Banks where visitors can see examples of local construction methods and materials and how life used to look. Provide information about the island's natural resources in addition to the information available about its cultural traditions.

Implementation Projects

The following eleven implementation projects, organized in priority order, are explored in detail on the pages that follow. They support the recommendations provided above.

1. Stabilize and repair historic buildings and structures in fair and poor condition.
2. Stabilize and repair features associated with cemeteries.
3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island.
4. Prepare an interpretive plan.
5. Prepare a vegetation management plan.
6. Locate an appropriate site for the establishment of a new well.
7. Clear and thin non-contributing woody vegetation.
8. Interpret missing buildings and structures.
9. Restore the exterior appearance of contributing buildings and structures.
10. Repair and replace historic picket fencing.
11. Reestablish historic road alignments.

1. Stabilize and repair historic buildings and structures in fair and poor condition.

Description. The park should conduct temporary stabilization projects at historic buildings that are currently in fair or poor condition. The goal of this work is to stabilize the structures to prevent ongoing deterioration until more comprehensive restoration work can be designed, funded, and implemented. Typical stabilization activities include installing structural shoring; boarding up windows and doors; patching holes or gaps in exterior walls with plywood or similar inexpensive materials; patching or overcovering roofs with roll roofing; disconnecting utilities and draining gas and water piping; vermin abatement; and removing brush and undergrowth from the building perimeter to reduce the risk of fire. Temporary stabilization work seeks to protect original materials by providing sacrificial or supplemental exterior or structural materials. Both gradual deterioration and catastrophic losses should be prevented with this method.

General repairs and preventive maintenance is an ongoing process intended to address ordinary weathering of exterior materials on buildings. Typical maintenance activities include localized surface preparation and repainting of exterior wood; cleaning plant debris from roofs, gutters, and downspouts; replacing cracked or broken panes of glass; replacing split or missing roof shingles; localized repointing of open joints in masonry; cleaning and lubricating door and window hardware; and general cleaning.

Considerations. Stabilization work is intended to be temporary in nature, to protect cultural resources in their existing state while further study, planning, and funding is in progress. Therefore, it is important to implement stabilization measures in a manner that is reversible and that does not predetermine the findings of future historical investigations such as an HSR. For example, an addition in poor structural condition that is assumed to be non-contributing should not be removed, but rather structurally shored to prevent collapse. For buildings for which an HSR has already been written, it may be desirable to document and remove non-contributing additions as part of stabilization work. In some cases, particularly for interior structural work, the temporary stabilization measures should be designed to be permanent additions to the building suitable for incorporation into a future restoration or rehabilitation project. The condition of the building before and after the stabilization work should be documented with photographs.

Additional Studies Recommended. None.

Related Implementation Projects.

No. 9. Restore the exterior appearance of contributing buildings and structures.

Project Implementation Process.

1. Detailed condition assessment of historic buildings and structures.
2. Written recommendations for stabilization measures, or drawings and specifications if required.
3. Implementation of stabilization by park staff or outside contractors.

2. Stabilize and repair features associated with cemeteries.

Description. The grave markers of the Portsmouth Island cemeteries are in a marine environment that is subject to high levels of moisture and severe weathering. This context can be detrimental to grave markers, causing deterioration of historic materials. For the most part, the markers are set in grassy areas dotted with trees. Heavy brush grows at the perimeter of the open spaces. Grass, tree roots, and weed growth may also damage grave markers.

FIGURE 204. Biological growth and sugaring have affected these grave markers.

Considerations/Justification. The materials used at the Portsmouth Island cemeteries primarily include marble and granite. In some cases, brick masonry or concrete was used to create a vaulted marker over the grave.

Typical conditions for grave markers in the Portsmouth Island cemeteries include the following:

- *Biological Growth.* This refers to problems related to unwanted growth or infestation of fungi, algae, microbes, or plants (Fig. 204). Biological growth may result in organic staining and bio-deterioration of the masonry pore structure from invasive root structures.

FIGURE 205. Some grave markers have cracked into multiple pieces.

- *Cracking.* Narrow, medium, or wide separations in surfaces that extend through the thickness of the layer or unit (Fig. 205) can promote loss of material strength and further deterioration through moisture penetration.

- *Displacement.* Markers may be out of plumb or not level due to installation, design problems, or environmental factors (Fig. 206).

FIGURE 206. Some grave markers are displaced from their original position, such as the marker at left in the foreground.

- *General Soiling.* Soiling is caused by foreign matter (inorganic or organic) which accumulates on materials over time. Fig. 207 is a typical example of the type of soiling observed at Portsmouth Village.

- *Open Joint.* This problem type refers to deterioration of a mortar joint between adjacent masonry units or materials. Fig. 208 is an extreme example at Portsmouth Village where the joint between the concrete top and base has opened and the entire piece has shifted.

FIGURE 207. General soiling affects many of the markers in the district, such as the two seamen's grave markers. Evidence of rising damp is also visible here.

FIGURE 208. Cracking and displacement of concrete vaults can allow water to pond, accelerating deterioration of the feature.

FIGURE 209. Rising damp has discolored the Samuel Tolson marker.

- *Ponding.* When water collects in pools on flat surfaces, it causes the saturation of surrounding materials and undue stress. At the vault shown in Fig. 208, the concrete top has partially collapsed and collects water.

- *Rising Damp.* This is the movement of moisture upward through permeable building materials by capillary action. Salts may be deposited in the voids, pores, and cracks, as shown in Fig. 209.

Project Implementation Process. The conservation of grave markers should be in compliance with the Secretary of the Interior's Standard for Preservation and the American Institute of Conservation Code of Ethics and Guidelines for Professional Practice. It is important that a detailed assessment of the grave markers noting their condition and the likely or possible causes of distress be conducted prior to the implementation of conservation treatments. The current condition of the grave markers should be documented. Specific treatments should be tested on inconspicuous small areas of markers prior to full scale implementation. The conservation of the grave markers should use compatible materials and the treatments should be reversable to the greatest extent possible. Treatments should also include eliminating or reducing the cause of deterioration if possible.

The following list is a general guideline for typical grave marker repairs. For all cleaning and repairs, the workability, constructability, and safety requirements of the materials should be considered and noted in the specifications for each project. Specific conservation treatments should be used on a trial basis depending on the results of a detailed condition assessment. Specific conservation treatments should be recommended for widespread implementation based on the result of field trials.

Biological Growth

- Remove any vegetation by hand.

- Apply biocide or other chemical treatment based on tests applied to small areas.

Crack Repair/Pointing

- Repair cracks using a compatible mineral based grout or mortar that has proven

successful on other projects and tests made on small areas.

- Large losses may be filled with compatible mineral-based patching materials.

Displacement

- Determine the cause of the displacement (for example, installation, open joints, or tree roots) and correct the cause of the problem if possible. Alternatively, document the existing location of the marker and relocate if the cause of the problem can not be corrected.

- Grave markers should be reset using compatible materials that match the physical properties of the adjacent original material.

General Soiling/Cleaning

- Conduct small tests to identify the most gentle yet effective method of removing the soiling.

- Use appropriate water pressure, nozzle, distance, and fan tip based on cleaning trials and microscopic examination.

Open Joints

- Rake out existing masonry joints and spot repoint all grave markers as necessary with compatible mortar. Laboratory analysis of the stone and mortar may be necessary to identify a compatible mortar.

Maintenance. Part of a successful preservation plan for cemeteries is the creation of maintenance guidelines that set procedures for taking care of the stones as well as reporting any problems. Based on the conditions observed and the specific decay mechanisms present, a maintenance plan will help to preserve the cultural resources of the cemetery.

For more information, refer to the following sources:

- Association for Gravestone Studies. <www.gravestonestudies.org>

- Chicora Foundation, Inc. "Best Practices for Cemetery Lawn Maintenance." <www.savinggraves.org>

- Potter, Elizabeth Walton, and Beth M. Boland. National Register Bulletin No. 41: Guidelines for Evaluating and Registering Cemeteries and Burial Place. Washington, D.C.: U.S. Department of the Interior, National Park Service, 1992.

- Save Our Cemeteries. <www.saveourcemeteries.org>

- Strangstand, Lynette. "Preservation of Historic Burial Grounds." National Trust for Historic Preservation, Preservation Booklet, 1995.

- Striegel, Mary. "Stopping the Hands of Time: Nine Tips for Cemetery Preservation." *NCPTT News* No. 39 [2001]. <www.ncptt.nps.gov/NCPTT-News/Issue-39>

3. Complete a comprehensive archeological survey of Portsmouth and Sheep Islands

Description. Portsmouth Island offers a unique opportunity to examine land use and adaptive strategies on a barrier island prior to rural modernization. This location may be one of the few remaining locations where this type of research is possible without having to consider the effects of modern disturbances to the landscape and the archeological record. The landscape and archeological resources present in the district and across the rest of the island have retained integrity and can be used to address research questions concerning the eighteenth through the twentieth century occupation of the island. The significance of Portsmouth and Sheep Islands lies in the fact that the historic occupation of these islands represents an important example of rural adaptation to harsh barrier island conditions. Little is known about the physical composition of features present during the eighteenth through the mid to late nineteenth centuries. Archeological survey of the historic district to determine the locations of unidentified features, investigate as yet undiscovered cultural resources, and study deposits associated with extant features within Middle Community and Sheep Island would address important historic research questions and contribute greatly to interpretation of the former community. Features within the existing historic district have a high information potential; features outside the district appear also to have the potential to contribute to our understanding of this particular aspect of American history.

Considerations/Justification. The absence of a systematic survey of the site hinders the NPS efforts to maintain and interpret Portsmouth Village, because it is not known where archeological resources are present. Interpretation of the village would be greatly enhanced by the information yielded by additional archeological investigations.

Viewing the occupation of Portsmouth and Sheep Islands as a system of integrated communities comprised of related individuals and families allows for a better understanding of how the landscape was divided, utilized, and manipulated by the inhabitants across time. Cultural features, archeological deposits and artifacts, and the landscape can be used to address how the island's population adapted to changing environmental and economic factors. Portsmouth and Sheep Islands, together, are possibly the only location surviving on the Outer Banks where research can be undertaken on nineteenth to early twentieth century land use and adaptation to barrier islands across an entire community and range of activities. The remoteness of the island and the loss of population during the twentieth century slowed modernization. Eventually, permanent occupation of the island ended, preserving the historic landscape and evidence of past occupations.

The cultural resources identified on Portsmouth and Sheep Islands can be used to address several interdependent research questions that relate directly to the historical development of Portsmouth Village and the larger region. Broadly defined, these questions can be categorized under the headings of Domestic Economy and Landscape. By combining the historical record with the results of archeological and landscape investigations, future studies would provide insight into how the inhabitants adapted to and manipulated their environment, participated in regional and national economies, and interacted socially. The strategies adopted by the site's occupants as they responded to changing social and economic conditions could be investigated using the material remains recovered, and could provide the data needed to address issues of Domestic Economy, help examine acceptance rates of new consumer goods and cultural ideas, and provide information on changing lifeways.

Landscape use and change are both research directions that historical archeology is well-suited to investigate and that can add important information concerning the impacts and affects of human occupation. The archeological resources dating Portsmouth Island can make significant contributions to the study of broad patterns of settlement and subsistence on a barrier island. Environmental factors, including soils, salinity, weather, and vegetation influenced where the inhabitants settled and which types of activities they participated in. The focus should be on how the entire landscape was used, modified, and settled upon.

Archeological investigations will be challenging because the same environmental conditions that affected historic occupations are still present. The archeological resources are extremely indistinct and difficult to find. Outside of the historic district, ham-

mocks are covered with thick vegetation that masks the ground surface and aboveground features. Further, recent hurricanes have caused a large number of tree falls that make survey work difficult.

Additional Studies Recommended. Areas of high archeological potential can be determined using historic maps, informant information, and landscape analysis. Each of these areas will need to be investigated prior to conducting the systematic survey of the island community.

The coastline is another area meriting further investigation. There are historic maps showing fishing shanties on nearby islands. It is likely that there was a seasonal shift in where the population lived, and how they used the island. Investigation into possible locations of fishing shacks, drying areas, and boat landings would be of interest in conjunction with this project. In anticipation of conducting archeology, these locations should be determined beforehand using a combination of map review, discussions with local informants, and site reconnaissance.

Related Implementation Projects.

No. 2. Stabilize and repair features associated with cemeteries. The archeological survey should include an inventory of the cemeteries that can stand as a future record for management and maintenance, as well as interpretation. Records of stabilization and repair efforts conducted as part of Project No. 2 should be kept together with survey records.

No. 4. Prepare an interpretive plan. The information derived from this project would greatly benefit an enhanced interpretive plan for the island.

No. 8. Interpret missing buildings and structures. The information derived from this project would be integral to any site-specific interpretive efforts.

No. 10. Restore and replace historic picket fencing. This project could help determine the locations of missing fences.

No. 11. Reestablish historic road alignments. This project would be integral to reestablishing historic road alignments for use as pedestrian tour routes as the means necessary to locate them on the ground.

Project Implementation Process.

1. Conduct a Phase I archeological investigation of Portsmouth Village. Include subsurface testing to determine the types, locations, and condition of belowground resources. This type of study would potentially include systematic shovel testing, metal detection, GPR, background research, and informant interviews. The locations of former roads and treelines should be used to inform implementation Projects No. 10 and No. 11.

2. Conduct a GPR study of the gravesites and cemeteries. A GPR study in the vicinity of the Dixon gravesite in the Middle Community, for example, may locate additional graves and provide information on how this cemetery can be interpreted. Coordinate this effort with implementation Project No. 2.

3. Conduct Phase I archeological investigations of areas outside of the district within Middle Community and Sheep Island. A priority should be given to the Middle Community and locations where informants can provide oral histories. It is likely that human occupation focused on the hammocks. Any future Phase I archeological investigations should focus on these higher elevations first. Clearing efforts will need to be conducted prior to undertaking this survey. In areas of known sites, clearing should be done by hand, and care should be taken to avoid disturbing the ground.

4. Prepare an interpretive plan.

Description. Portsmouth Village contains numerous cultural and natural resources that have the ability to educate visitors about the historic events that took place in the landscape. To engender visitor comprehension of the village's history, a revised interpretive plan should be prepared that sets forth appropriate, creative, and efficient interpretive techniques for conveying the site's unique and rich history to visitors. The revised interpretive plan should build on the existing 1980 plan and also take into consideration how to depict the significance of the village's cultural and natural resources and their interrelationships. The plan should take into account the recommendations provided in this CLR about recalling the missing eighteenth century lighterin industry, U.S. Marine Hospital, and other former elements of the community such as taverns, a windmill, schoolhouse, church, and various residences. The plan should make provisions for visitors who are physically impaired and may not be able to experience certain features or exhibits in traditional ways. The plan should also work to enhance the interpretation of building interiors and consider opening additional buildings to the public. These structures should be rendered universally accessible. The underlying principle of the plan should be to educate and inspire as many visitors as possible, using creative means that showcase the surviving significant cultural and natural resources of the district. Special attention should be paid to weaving the Middle Community and Sheep Island areas into the interpretive story.

Considerations/Justification. In addition to the establishment of the appropriate themes and stories that should be told on site, the interpretive plan will need to consider the physical means for telling the stories such as the recommended route of travel; whether there is a primary route incorporating the most important resources that is universally accessible and within walking distance for most visitors, with secondary routes available for further exploration for those with more time or inclination; the means for experiencing the route such as along a self-guided walk; the means for conveying stories, for example, on wayside, brochures, or other printed matter and/or by docents on guided tours; and whether additional structures will be made accessible and contain exhibits.

Additional Studies Recommended. The following efforts should be conducted in support of the interpretive plan:

- Develop theme and context studies to determine how this site fits into the larger regional interpretive context, including interpretation available at other NPS as well as non-federal sites.
- Review available historic documentation about the park, including HSRs and the CLR, to identify stories that supplement the existing interpretive plan.
- Consider the recommendations provided in the CLR regarding physical development of the site for access and interpretation, as well as restoration proposals and alternatives presented for interpreting missing features.

Related Implementation Projects.

No. 3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island. The information derived from this study would be an integral component of a revised interpretive plan.

No. 5. Prepare a vegetation management plan. Vegetation management strategies may support interpretation of missing buildings and structures by using mowing patterns, plantings of specific materials, or clearing and thinning in support of interpreting missing buildings and structures.

No. 7. Clear and thin non-contributing woody vegetation. Clearing of vegetation will help reestablish historic views and spatial relationships of the historic community in support of interpretation, and vegetation management strategies can be a low-impact method for providing interpretive clues about the past.

No. 8. Interpret missing buildings and structures. Creative ground-plane treatments, artistic renderings, and use of historic graphics can be used to suggest the former locations and configurations of missing historic landscape elements.

No. 9. Restore the exterior appearance of contributing buildings and structures. Restoring historic building exteriors of interpreted structures can be used as an important interpretive aid.

No. 10. Repair and replace historic picket fencing. Fencing patterns were an important component of this community as represented on the 1866 geodetic coastal survey map. Employing fencing as an interpretive tool will support the interpretation of missing buildings and structures by helping to reestablish historic patterns.

No. 11. Reestablish historic road alignments. Some of the historic road alignments that are no longer extant would be important routes to use in directing visitors to the sites of missing buildings and structures where interpretation occurs.

Project Implementation Process.

1. Conduct background research and study.
2. Prepare a revised interpretive plan for the historic district.
3. Utilize the interpretive plan to guide efforts to conduct CLR-recommended implementation projects involving visitor access and interpretation and scene restoration.

5. Prepare a vegetation management plan.

Description. Based on the treatment concepts provided in this CLR, the NPS may determine that removing portions of the existing woody vegetation within the historic district promotes integrity and interpretation of the former Portsmouth Village community. Clearing of dense vegetation that currently obscures any evidence of the historic Middle Community and Sheep Island cultural developments is also recommended in the CLR. In addition to careful removal of non-contributing vegetation, these changes will need to be followed up with appropriate management and maintenance of the resulting vegetative communities. Additionally, historic woodland communities no longer present on the island could potentially be reestablished given the necessary environmental conditions and management practices. Finally, evidence remains within the historic district of culturally derived plantings that may constitute contributing resources that should be retained and maintained. In support of furthering all of these goals, a vegetation management plan should be prepared for the historic district that identifies the short- and long-term vegetation management goals, appropriate and preferred maintenance procedures, and best management practices for planting, clearing, and thinning of island vegetation. Such a plan will specifically need to address treatment of the pine plantation, reestablishment of a maritime forest, management of the various native plant communities represented on the island, the suitability of perpetuating ornamental and other culturally-derived vegetation, and the connection between plant communities and mosquito control.

Considerations/Justification. A vegetation management plan is critical for implementing the recommendations included in this CLR, but also must be based on the concepts conveyed herein. The CLR recommends removal of woody vegetation in some locations to reinstate historic viewsheds through gradual thinning process. The vegetation management plan will therefore need to consider a framework for vegetation management that addresses the inherent needs of the species present in the most sustainable manner, while also establishing the processes and methods by which vegetation should be managed to support restoration and interpretation goals.

Additional Studies Recommended. There are a number of related tasks to be accomplished in connection with or prior to development of a vegetation management plan. These include maintenance planning, studies documenting and predicting the effect of vegetation removal on other natural resources and wildlife habitat, inventory of existing vegetation, and identification of a procedure to follow in the event that invasive plant species are observed on the island.

Related Implementation Projects.

No. 2. Stabilize and repair features associated with cemeteries. Vegetation management will help protect these resources in the future.

No. 3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island. The information derived from this study would support development of a vegetation management plan.

No. 4. Prepare an interpretive plan. The information derived from this project would greatly benefit an enhanced interpretive plan for the island

No. 6. Locate an appropriate site for the establishment of a new well. Screening of any new utility structures will be an important consideration for their siting and construction. The vegetation management plan should take into consideration the need to site this proposed new feature.

No. 7. Clear and thin non-contributing woody vegetation. The vegetation management plan will set the stage for this project.

No. 8. Interpret missing buildings and structures. The information derived from this project would be integral to any site-specific interpretive efforts, including the use of vegetation to depict historic conditions.

Project Implementation Process.

1. Undertake the studies necessary to support the vegetation management plan, including maintenance planning, an evaluation of the role of existing plant communities as wildlife habitat, wetland and marshland community

management needs, and alternatives to support mosquito control.

2. Prepare a vegetation management plan, utilizing the studies cited above and the CLR's recommendations relating to control, removal, and modification of existing vegetation in support of historic, cultural, and natural resource management.

3. Initiate CLR projects relating to vegetation management.

6. Locate an appropriate site for the establishment of a new well.

Description. Ongoing residential use of the village buildings and structures, particularly as part of the historic lease program, is dependent on the establishment of a more dependable source of potable water than the current cisterns. A deep well that reaches the lower aquifer will likely be required to address this need. Wells were used historically on the island to collect fresh water, albeit on a limited basis; water collected from the upper aquifer is often contaminated by brackish water during wash overs. The only reliable source of potable water would be to reach the lower aquifer many hundreds of feet below the surface.

It will likely be desirable to locate a future well out of view of the interpreted historic sites of the village and potentially interpreted areas of Middle Community. The existing pine plantation near the airstrip affords a good opportunity for screening this utility complex. The plantation does not currently obscure historic views or relationships within the village, and could easily be retained as a screen for this proposed feature. Other options might include attempting to recap the artesian system on Casey Island that was lost when a boat ran into it and broke the pipe off below the ocean surface.

Considerations/Justification. Drilling in the proposed locations may not yield the flow necessary to maintain historic leases on the island. Connecting individual structures with this water supply will also require study to protect resources along the route of any piping as well as individual historic structures.

Interpretation of Mount Thurston, a high point on the island that is located near the pine plantation, may need to be considered in the placement of the well and storage facility.

Additional Studies Recommended. The features of a well and water storage facility will likely not be compatible with the historic character of the district. Evidence of former wells, as noted in the 1978 groundwater study, should be evaluated to determine what historic wells in the village looked like.

The NPS should analyze whether the artesian well on Casey Island could ever be recapped. The means for servicing structures with water from the new well should also be analyzed.

Related Implementation Projects.

No. 3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island. The need for mitigation of the proposed site should be taken into consideration as part of the survey project.

No. 5. Prepare a vegetation management plan. Preservation of the pine plantation as a screen for this new feature should be taken into consideration in the development of the vegetation management plan.

Project Implementation Process.

1. Conduct the analyses identified above.
2. Drill a well in a location that can be appropriately screened, and develop associated water storage structures. Engage a qualified archeologist to monitor construction and any subsurface work.
3. Ensure that screening protects important viewsheds within the village. Plant additional evergreen trees as needed to enhance the screen and protect views.

7. Clear and thin non-contributing woody vegetation.

Description. The amount of woody vegetation within the Portsmouth Village historic district has increased since the period of significance due to a lack of maintenance as the community declined prior to NPS acquisition of the property. There is also a pine plantation on the island, that may have been planted by the Boy Scouts or another well-intentioned group, which does not reflect the community's cultural liveways. In many places, thickets of trees and shrubs have grown up, blocking historic views and changing the historic open character of the village landscape. The park has expressed a desire to reestablish the historic character of the village if inadvertent damage to the environment can be avoided. To this end, portions of the existing woody vegetation should be cleared or thinned to restore important sight lines and the predominant visual aesthetic present when the community was an active place. See Fig. 210 through Fig. 213 for examples of proposed clearing.

Considerations/Justification. Although clearing and thinning vegetation will help rehabilitate historic views and allow portions of the village to approximate their historic appearance more closely, natural resource concerns must be taken into consideration as part of this project. Vegetation that has grown up since the period of significance may now provide critical habitat for wildlife or protect other resources from the elements. The availability of at least light shade within the village is desirable for visitors, NPS personnel, and lessees. Park managers must carefully weigh the benefits of clearing and thinning vegetation for interpretive purposes with the ecological consequences of removing the vegetation. Many procedures that support the goal of a visually open character, including removing dead, diseased, or damaged trees, removing the lower branches of large trees, and removing or pruning shrubs larger than four feet in height can be utilized prior to wholesale removal if retaining existing vegetation is proven desirable.

Additional Studies Recommended. Prior to beginning any clearing or thinning work, natural resource studies should be prepared that evaluate the effects of removing or thinning vegetation upon village resources. Clearing and thinning projects should also be coordinated with the vegetation management plan proposed above. An action plan, stating the most appropriate methods of removal for the village's soil and vegetation types, as well as a determination of how to dispose of the refuse, should be prepared prior to beginning work.

Related Implementation Projects.

No. 4. Prepare an interpretive plan. This project will be a key component of enhancing interpretation.

No. 5. Prepare a vegetation management plan. The vegetation management plan can help direct this project.

FIGURE 210. Views of the Dixon-Salter House are obscured by trees, as shown in this 2006 photograph.

FIGURE 211. Sketch showing the effect of proposed clearing on views to the Dixon-Salter House.

FIGURE 212. Views from Grace Cemetery to the Robert Wallace House are blocked by a stand of trees, as shown in this 2006 photograph.

FIGURE 213. Sketch showing the effect of proposed clearing on views to the Robert Wallace House.

Project Implementation Process.

1. Undertake additional studies regarding the feasibility and consequences of removing and/or thinning vegetation.
2. Demarcate woodland to be removed.
3. Enlist a qualified archeologist to monitor vegetation removal to avoid loss or damage to surrounding cultural resources.
4. Remove or thin vegetation in stages, evaluating the visual effects at the end of each stage. Consider implementing aspects of the options noted above (removing lower branches, dead and damaged specimens, and pruning shrubs to below four feet in height) as part of each stage.
5. Establish native grass and forb cover in areas where woody plant materials have been removed.
6. Monitor new open vegetative cover, and maintain as necessary to prevent regeneration of undesirable woody material or invasive species.

8. Interpret missing buildings and structures.

Description. Over time, numerous buildings and structures have been lost within the Portsmouth Village community. Many of these buildings and structures were lost before good documentation was prepared, or photography was regularly available, making accurate historical interpretation of the village as it existed during the eighteenth and much of the nineteenth century challenging. While reconstructing these missing buildings and structures is one option, it may be inappropriate due to the lack of documentation of their physical forms and appearances. Other, less challenging interpretation options exist that should be considered for representing the missing features, such as outlining the footprint or three -dimensional form of a missing house; providing an artist's rendering of the feature; or marking the corners or foundation of a building using masonry, wood posts, or plant material. These options not only avoid historical inaccuracy, they are often less costly both in terms of initial installation and maintenance.

Considerations/Justification. The park must determine which buildings or structures would be best to interpret in this manner. Park managers and interpretive planners should also consider the most appropriate representation methods for features to be depicted. For instance, the park may want to reserve more intrusive, upright, or physically substantial representations for features that have the most interpretive, educational value, such as a key residence or institutional building. It is recommended that a representative method be utilized for features that cannot be accurately reconstructed using available documentation and for features that would present an anachronistic setting should they be rebuilt. The list of missing buildings and structures included in chapter four is a useful source for consideration.

Additional Studies Recommended. The park's interpretive plan is an important prerequisite for implementing any of these concepts. The development of the interpretive plan should take the recommendations included herein into consideration.

Archival research should occur as part of the data collection required to support development of new interpretive exhibits along with the proposed archeological survey of missing eighteenth, nineteenth, and twentieth century buildings and structures located within the village, Middle Community, and Sheep Island.

Related Implementation Projects.

No. 3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island. The information derived from this study would be an integral component of the knowledge base needed to interpret missing buildings and structures.

No. 4. Prepare an interpretive plan. An interpretive plan, which looks at site interpretation at a comprehensive level, is key to determining which missing features merit interpretation, and the methods appropriate for interpreting them.

No. 5. Prepare a vegetation management plan. Vegetation management strategies may support interpretation of missing buildings and structures by using mowing patterns, plantings of specific materials, or clearing and thinning in support of interpreting missing buildings and structures.

No. 10. Repair and replace historic fencing. Fencing patterns were an important component of this community as represented on the 1866 geodetic coastal survey map. Employing fencing as an interpretive tool will support the interpretation of missing buildings and structures by helping to reestablish historic patterns.

No. 11. Reestablish historic road alignments. Some of the historic road alignments that are no longer extant would be important routes to use in directing visitors to the sites of missing buildings and structures where interpretation occurs.

Project Implementation Process.

1. Assess which features should be interpreted by determining those that will deliver the most educational value to visitors.

2. Consider interpreting missing buildings and structures using techniques of marking their

FIGURE 214. An example from another park showing mowing patterns used to interpret the location of missing fencelines.

FIGURE 215. An example from another park showing reconstructed foundation walls used to interpret the location of missing buildings.

locations very unobtrusively on the ground. Consider foundation outlines or markers as the most appropriate means for indicating their locations. Ensure that any markers or foundation outlines are clearly a product of their own time. Consider placing features on the ground with minimal founding to ensure that they are reversible and leave no impression on the site. Consider also engaging an artist to develop a conceptual rendering of the historic landscape from different key vantage points for visitors to understand how the site looked during earlier centuries. Locate interpretive media in as unobtrusive a manner as possible to avoid detracting from the historic scene.

3. Enlist an exhibit designer to coordinate with park staff in planning representative features in conjunction with the interpretive plan.

4. Consider reestablishing historic fencing, or the outline of fencing, in association with interpreted missing buildings and structures.

5. Alter vegetation management regimes, such a mowing schedules and plant palettes, in such a way as to support interpretation of missing features. For example, maintain mown precincts around missing buildings and structures within reestablished fencelines to recall historic patterns of spatial organization and delineate living areas.

6. Enlist a qualified archeologist to monitor ground-disturbing activities during construction of interpretive features.

7. Enlist qualified park staff or a landscape contractor to install the chosen representative features.

9. Restore the exterior appearance of contributing buildings and structures.

Description. The park can consider restoration of the exterior appearance of historic buildings to their condition during the period of significance, following guidance offered by historic photographs. Future restoration work will build upon restoration work previously completed. The goal of this work is to recreate the historic scene of the village by removal of non-contributing features and materials and restoration of the historic architectural character of contributing buildings in the village.

Typical exterior restoration work includes repair and/or replacement of deteriorated exterior wood features and repainting of wood exterior siding and trim; patching or replacement of roof materials; restoration of wood windows, including installation of new glazing putty and repainting; demolition of non-contributing additions or features; and reconstruction of missing features that are documented by pictorial and/or physical evidence.

Considerations/Justifications. The restoration of individual buildings in Portsmouth Village should be undertaken so that the village as a whole consistently presents its appearance during the period of significance. For many of the buildings of the village, non-contributing twentieth-century exterior materials and alterations were removed during restoration work performed in the early 1980s. However, some buildings now require additional restoration work, typically to address weathering-related deterioration since the 1980s or the effects of recent hurricanes. Also, not all buildings were fully restored during the 1980s work. For example, additions or wings of buildings that are known to have existed during the period of significance were not reconstructed. Where sufficiently detailed documentation exists, additional restoration work can be performed. Other buildings, such as the T. T. Potter House, have not been restored and currently include significant non-contributing alterations.

Additional Studies Recommended. The park's interpretive plan is an important prerequisite for planning any building restoration. Additionally, an HSR should be completed for any building prior to implementing restoration work. To date, HSRs have been completed for the Portsmouth Life Saving Station, Ed Styron House, and George Dixon House. The HSR should identify a specific date or period that restoration work should target for the individual building, based upon available documentation and the overall period of significance for the village. Restoration work should be documented with notes, drawings, and photographs before, during, and after the work.

Related Implementation Projects.

No. 1. Stabilize and repair historic buildings and structures in fair and poor condition

Project Implementation Process.

1. Development of an HSR, including detailed condition assessment of the historic building; documentation of its appearance during the period of significance, and written recommendations for a restoration approach.
2. Development of construction drawings and specifications for restoration.
3. Implementation of restoration work by outside contractors.
4. Documentation of restoration work.

10. Repair and replace historic picket fencing.

Description. Fences are strong visual aids when used for interpretive purposes, depicting historic patterns of spatial organization and property ownership. The 1866 geodetic coastal survey map illustrates the locations of many fences associated with both residential and other types of properties within the village and the Middle Community in the mid-nineteenth century. Many of the extant properties on the island today are enclosed by historic picket fences. Evidence of former fencelines around cemeteries also survives on the island. While in many cases it remains difficult to determine exactly what type of fencing was used in each specific location, board, picket, and barbed-wire fencing were in use within the area. This project relates to CLR recommendations to repair existing picket fencing within the village for which good evidence survives to suggest this action, and marking for interpretation the locations of missing fencing to help convey the texture, fabric, and patterns of spatial organization of the community as it existed during the period of significance.

Considerations/Justification. Reestablishment of fencing in historic locations or representation of the location of historic fencing without accurately depicting the fence type and location can be misleading to the public. It will be important to take every precaution to ensure that the design of fencelines to be reestablished is as accurate to the historic period as possible, or that it is clearly a contemporary product intended as an aid to interpretation. Historic photographs, maps, narrative accounts, and the results of archeological investigations should be scrutinized for clues regarding these important features as part of the design process.

As for repair of existing picket fencing, extant portions of the fence should be replicated to fashion replacements for missing sections. Whenever possible, extant fence sections that are in storage or still available on site should be rehabilitated or repaired before constructing new sections.

Additional Studies Recommended. Using historic maps and photographs, in conjunction with the results of archeological investigations, determine through interpretive planning which historic fencelines would provide the most educational value as an interpretive aid. Ensure that these features are accessible along a pedestrian tour route of the site.

Related Implementation Projects.

No. 3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island. The information derived from this study would be an integral component of the knowledge base needed to interpret missing building precincts, including fencing.

No. 4. Prepare an interpretive plan. An interpretive plan, which looks at site interpretation at a comprehensive level, is key to determining which missing features merit interpretation, and the methods appropriate for interpreting them.

No. 5. Prepare a vegetation management plan. Vegetation management strategies may support interpretation of missing features such as fences by using mowing patterns, plantings, or clearing and thinning.

No. 11. Reestablish historic road alignments. Some of the historic road alignments that are no longer extant would be important routes to use in directing visitors to the sites of missing buildings and structures and associated fencing where interpretation occurs.

Project Implementation Process.

1. Repair all existing picket fencing within the village that currently has missing sections, missing gates, or needs general maintenance.

2. Using the interpretive plan as a guide, determine which historic fences merit reestablishment or interpretation. Consider the options available for interpreting these missing features, including reconstruction, construction of a contemporary fence in an historic location to interpret associated patterns of spatial organization, or marking the former fence location using low bollards or other durable materials or vegetation materials or management procedures that clearly illustrate the fenceline such as mowing.

11. Reestablish historic road alignments.

Description. There are various roads visible on historic aerial photographs that are no longer extant. Some of these, particularly those that follow the village's northern shoreline, may provide access to sites of former resources that will be desirable to interpret. The Old Straight Road through the Middle Community is still visible as a trace, but could be enhanced through vegetative clearing to support visitor access to this area. Other former roads within the Middle Community may be desirable to reestablish in support of interpreting this area.

Considerations/Justification. Before beginning any road reestablishment projects, the alignments of missing former roads must be located in the field by archeologists. Only those roads that support proposed interpretation should be reestablished. Park staff and natural resource managers must determine the potential impacts of these roads on the local ecology. In some locations, particularly within the Middle Community, reestablishment of roads may result in a loss of vegetation and a need to construct either bridges or puncheons to cross wet areas. Additionally road reestablishment, particularly in the village, could lead to an anachronistic setting should roads be rebuilt that never coexisted historically. Finally, while roads along the northern edge of the village are visible in historic aerial photographs, the locations of the roads that existed at the time that many of the missing buildings that may be desirable to interpret are not currently known.

Additional Studies Recommended. Currently, only some of the missing roads are visible on the ground plane, and archeological investigation will likely be necessary to locate the former alignment of many proposed roads to be reestablished. Natural resource studies for area that may be impacted by the constructed should be prepared prior to implementation of this project.

Related Implementation Projects.

No. 3. Complete a comprehensive archeological survey of Portsmouth Island, Middle Community, and Sheep Island. The information derived from this study would be an integral component of the knowledge base needed to develop an interpretive plan and the preferred visitor route to experience the village and associated areas of the community.

No. 4. Prepare an interpretive plan. An interpretive plan, which looks at site interpretation at a comprehensive level, is key to determining which missing features merit interpretation and reestablishment.

No. 5. Prepare a vegetation management plan. Vegetation management strategies may help maintain former road corridors open for visitor access.

Project Implementation Process.

1. Investigate the former alignment of missing roads to be reestablished using historic aerial photographs and maps as well as archeological investigations.
2. Determine the potential impacts of road reestablishment on the ecology of the site.
3. Prepare plans for constructing missing road corridors.
4. Enlist a qualified landscape contractor to construct the new roads by removing vegetation and carefully grading the new alignment.
5. Monitor the construction using a qualified archeologist.
6. Utilize the reestablished route(s) as part of the interpretive tour.

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Appendices

Appendix A: Archeological Reconnaissance Summary Report, Portsmouth Village, Middle Community, and Sheep Island

Appendix B: Inventory and Assessment of Landscape Features

Appendix C: Historic Maps and Aerial Photographs

Appendix D: Portsmouth Village Historic District National Register Nomination

Appendix A: Archeological Reconnaissance Summary Report, Portsmouth Village, Middle Community, and Sheep Island

Introduction

The archeological reconnaissance of Portsmouth Island and a portion of Sheep Island was conducted between February 26 and March 3, 2007, by a two-person crew. The purpose of the reconnaissance was to identify and locate cemeteries and other archeological features outside the boundaries of the established Portsmouth Village Historic District but known to local informants. A combination of historic maps, maps of existing conditions, and informant information was used to help locate potential archeological resources. Local informants included Chester Lynn, Rudy Austin, and Dave Frum. Chester Lynn and Rudy Austin are lifelong residents of Ocracoke Island whose ancestors and neighbors lived on Portsmouth Island. These gentlemen shared their extensive knowledge of the location of former home sites and cemeteries. Dave Frum is a long-time NPS employee who currently maintains the grounds within the Portsmouth Island historic district.

The topography at Portsmouth Island is typical of a barrier island. The portion of the island facing the sound consists of stable dunes separated by salt marsh and low, wet ground containing small ponds of fresh water. The dunes are a few feet above sea level, well drained, and covered in long leaf pine and Eastern red cedar trees. The majority of these areas have a dense understory of brush, brambles, and marsh grass; recent hurricanes have knocked down large numbers of trees. The island is dotted with elevated landforms known locally as hammocks that were the focus of human habitation. At Portsmouth Island these hammocks were often named after the residents who lived on them.[1]

Methods

Fieldwork consisted of a pedestrian survey targeting specific locations outside the historic district. These locations included the area known as the Middle Community along the Straight Road south of the historic district, and informant locations where cemeteries were believed to be sited. Additionally, the area where tombstones had fallen into Warren Creek was examined. The 1866 U.S. Coast and Geodetic Survey Map was used to gain an understanding of settlement patterns around Middle Community and along the Straight Road. Although the location of shorelines and marshes has shifted in 140 years, the landforms that contained historic occupations remain for the most part intact.

Local informants were able to provide the exact location of gravesites and home sites. Further, informants identified areas containing a high potential for cultural resources. Whenever possible the local informants accompanied the field crew. On days when the local informants were not present, the investigators conducted reconnaissance on areas where the 1866 map depicted occupations or areas where informants suggested the presence of resources.

In selected areas the pedestrian reconnaissance entailed walking along transects spaced at 32-foot (10 m) intervals. In some areas the vegetation and tree-falls were too thick to allow for a systematic walkover. On a situational basis, a solid-steel push probe was used to locate the presence or absence of buried features or tombstones. The solid-steel probe is an effective tool for locating buried features at Portsmouth Island since the island is comprised of sand and buried objects are readily identified.

1. Chester Lynn, personal communication, March 2007.

A GPS unit capable of sub-meter accuracy was used to provide an accurate location of features (Fig. A-1). To assure that GPS information recorded outside of the boundary of the historic district could be integrated into GIS, the field crew recorded the location of cemeteries in the historic district. The historic road network was also recorded. Recording known features within the historic district allowed these features to serve as reference points for the locations recorded during our survey. Features outside of the historic district could then be overlaid onto historic maps (Fig. A-2 and Fig. A-3).

FIGURE A-1. GPS recordation in progress. Source: John Milner Associates, Inc., 2007.

FIGURE A-2. Detail of 1866 coastal survey map. Source: National Archives.

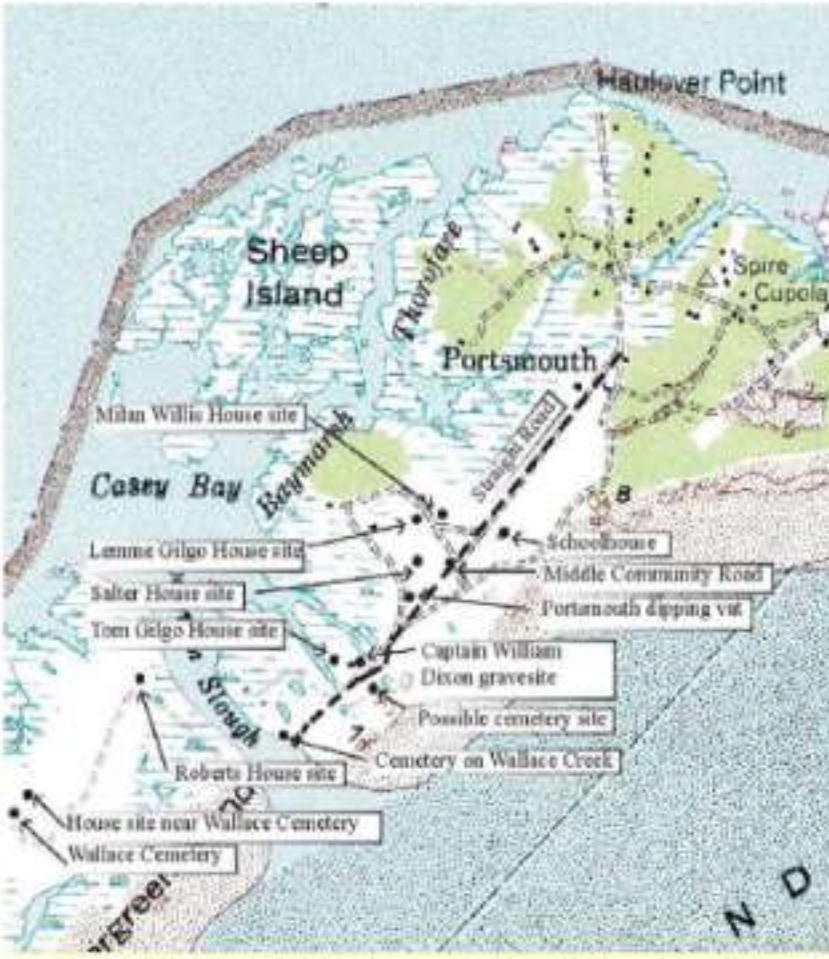


FIGURE A.3. 1948 (1983 photorevised) USGS Quadrangle map annotated with February 2007 survey sites.
Source: USGS map.

Results

The focus of preservation efforts has been on Portsmouth Village, where the historic district is well documented and mapped. Cultural resources in the rest of the island have not been identified and are not accurately located on NPS maps. For Portsmouth Island, the Straight Road can be used as a reference point when recording the cultural landscape because this road survives and runs the length of the island.

Fourteen cultural features outside of the historic district were identified. These locations include historic road traces, home sites, cisterns, and cemeteries (Table A-1). Additionally, informants noted the location of several other cultural resources that could not be found or their locations could not be examined; the majority of these locations were cemeteries (Table A-2).

Table A-1. Cultural Resources Identified by the Archeological Reconnaissance

Resource Name	Location	Features	Comments
Straight Road		Approximately ten-foot wide road trace built up where it crosses marsh	Portion maintained by NPS
Mattie Gilgo House site and cistern	North end of Straight Road	Concrete and brick aggregate cistern	Informants associate this cistern with the U.S. Marine Hospital, but the hospital was not located in the immediate vicinity
Schoolhouse	Northeast of Middle Community	Two brick piers	Potential for artifact midden
Middle Community road trace	Middle Community	Road trace	Shown on USGS map
Theodore Salter House site	Middle Community	Cistern and wood piers	
Lemmie Gilgo House site	Middle Community	Wood piers	
Milan Wills House site	Middle Community	Chimney, brick walk, fence posts	Overgrown yard, but several features survive
Portsmouth dipping vat		Concrete	Maintained in open space by NPS
Tom Gilgo House site	Tom Gilgo Hammock	Artifact scatter	Hammock covered in dense vegetation and tree falls
Capt. William Dixon gravesite	Vicinity of Tom Gilgo Hammock and Straight Road	Brick vault and marble tombstone	
Cemetery on Warren Creek	North side of creek near where Straight Road historically crossed creek	Four grave markers	Markers were removed from creek and then removed to the Community Cemetery by the NPS. No surface indications of a cemetery along creek
Wallace Cemetery	Sheep Island	At least four graves	Maintained by NPS
House site near Wallace cemetery	Sheep Island	Chimney	Near Battle Brothers Building
Roberts House site	Sheep Island	Brick pier	Near Battle Brothers Building

Table A-2. Additional cultural resources reported by Chester Lynn

Potential Cultural Resource	Location	Features	Comments
Cemetery near two seamen's graves	West-facing hill slope between graves and Life-Saving Station	Numerous graves	A brief walkover did not identify any surface indications that this area was a cemetery, but the majority of the surface is masked by vegetation.
George Gilgo House site	Middle Community	Evidence of home site, ornamental plantings including rose bushes and Oak trees	Probably one of several home sites located on the large hammock west of the main Middle Community occupation
Vira Willis gravesite	Middle Community	Marble tombstone	Located near the George Gilgo House site
Two graves	Unknown	Two graves	Graves reported in the general area along a path or road between the extant school and the ocean
Large cemetery	Unknown	Up to fifty graves	A large cemetery is thought to be located southeast of Tom Gilgo's Hammock and the Straight Road. A walkover of the area did not identify any surface features, but the area is covered in dense vegetation that makes locating surface features impossible.
Cemetery	Historic district between Alfred Dixon site and Pigott House	Unknown	No surface features observed
Dixon House site and possible cemetery	Middle Community	Unknown	Site on west side of Middle Community, in area between cistern and Portsmouth dipping vat

Straight Road. The Straight Road extends southwest across Middle Community from south of the Schoolhouse to Sheep Island. This approximately 3,050 foot long (930 m) portion of the road is maintained by the NPS. It served as one of the primary causeways for residents on Portsmouth Island by connecting the three areas of the community (Fig. A-2 and Fig. A-3). The road builders excavated the surrounding marsh and heaped the spoils to create an elevated road-bed approximately eight to ten feet wide. Between the historic district and Middle Community the roadbed crosses marshlands and is readily identifiable as a raised causeway. Southwest of Middle Community, the road course changed over time. By 1948, several other roads meandered through this area (Fig. A-3). The road was constructed across several salt marsh areas.

The reconnaissance recorded approximately 16,000 feet (4,850 m) of the Straight Road beginning at the boundary of the historic district extending westward to Warren Creek. Past Middle Community the road is difficult to follow, but in several places small segments of mounded road were encountered.

Mattie Gilgo Site. This site is located along the west side of Straight Road, just near the boundary of the historic district. On the existing conditions base map, the location is identified as the Mattie Gilgo site. Informants believe that the concrete and brick aggregate cistern at the site is associated with the U.S. Marine Hospital. The hospital, however, is located east of the Mattie Gilgo site. The field team mapped the location of the cistern.

Schoolhouse. The location of a former schoolhouse was examined. This schoolhouse pre-dates the extant schoolhouse. The schoolhouse site is located on the east side of the Straight Road approximately 4,000 feet (1,220 m) from the southwestern boundary of the historic district (Fig. A-3 and Fig. A-4). At the schoolhouse, the reconnaissance survey covered an approximately 22,500 square foot (6,850 sq. m) area. The schoolhouse location was identified by the presence of two brick piers constructed of scavenged bricks bonded with a sand mortar. One pier was *in situ* and may represent the northwest corner of the schoolhouse (Fig. A-5). The other pier is located on the edge of a marsh and has been displaced from its original position. Since only one *in situ* pier was found, the footprint of the schoolhouse could not be determined. Chester Lynn reported that when the area contained less vegetation, artifacts were present on the ground surface. This suggests that a related artifact scatter may be associated with this site. Maps show a Primitive Baptist Church on the same side of Straight Road southwest of the schoolhouse site. No evidence for this building was found in the dense underbrush.

FIGURE A-4. Overview of the NPS maintained portion of Straight Road and the hammock containing the Middle Community Schoolhouse site, facing northeast. Source: This figure and all subsequent figures by John Milner Associates, Inc., 2007.

FIGURE A-5. Brick pier for Middle Community Schoolhouse.

Middle Community Road Trace. A road trace extends west from the Straight Road for approximately 230 feet (70 m). This road trace is just west of the schoolhouse site and was built to provide access to the Middle Community. The road trace is shown on the USGS map (Fig. A-3). According to the local informant, members of the Willis family constructed the road to provide the Willis children easier access to the schoolhouse.[2] The road trace runs along the west edge of a marsh and also may have marked the boundary of a pasture. Currently, the road trace is bounded by trees and shrubs.

Theodore Salter House Site. A cistern (Fig. A-6) measuring approximately five feet by ten feet (1.5 m by 3 m) and constructed of form-poured concrete with a crushed-brick aggregate marks the location of the Theodore Salter House site.[3] In addition to the cistern, two wooden piers were also identified and may be the remains of the house or an outbuilding. The piers are approximately 5 inch (12 cm) diameter wood timbers cut close to the ground. The area in the vicinity of the cistern and piers is covered in dense vegetation.

Lemme Gilgo House Site. The Lemme Gilgo House site is located is approximately 165 feet (50 m) north of the Theodore Salter cistern and 130 feet (40 m) west of the Milan Willis House site. Two burnt wood piers provide surface evidence for the Gilgo residence (Fig. A-7). Mr. Lynn knew the location of these piers. The piers extended approximately one foot above the ground surface. Mr. Lynn and Mr. Austin related

2. Ibid.
3. Ibid.

that the house burned when a fire swept across this portion of the island. The area in the vicinity of the piers is covered in dense vegetation. No other evidence for this occupation was found, although several fence-posts were discovered northeast of the burnt posts. These posts may demarcate the boundary between the yard and an adjacent pasture.

FIGURE A-6. Interior of the cistern at the Salter House site, facing west.

FIGURE A-7. Burnt pier at the Gilgo House site, facing northwest.

Milan Willis House Site. The Milan Willis House site is located approximately 325 feet (100 m) north of the Salter cistern. Identified archeological features attributed to the Willis House site included a brick chimney base, the remains of a brick walkway, and wooden fence posts (Fig. A-8). The cultural remains of the Willis site are the most distinct of any of the sites encountered outside of the historic district. Although covered in dense vegetation, the yard area and the structure location are identifiable. The yard may have had a fence demarcating it, but this was not clear. The walkway is adjacent to the chimney and was identified by probing. It is beneath several inches of organic debris.

Portsmouth Dipping Vat. The dipping vat is located approximately 1,300 feet (400 m) southwest of the Middle Community (Fig. A-3). The feature is approximately 5 feet wide and 20 feet long (1.5 by 6 m) (Fig. A-9). The vat is currently within an area cleared of vegetation by the NPS. The vat is constructed of form-poured concrete with a crushed-brick aggregate. The dipping vat was the result of a community effort to stop the spread of disease amongst the sheep and cattle on the island.[4] No evidence for associated structures, fence lines, or fenced holding areas was found.

Tom Gilgo House Site. Tom Gilgo's Hammock is located approximately 1,640 feet (500 m) southwest of Middle Community. The name and occupation of this location was identified as Tom Gilgo's by Mr. Lynn.[5] In general, this entire hammock is covered in dense vegetation and fallen trees. Fallen trees disturbed the ground in areas when the root-ball was displaced. Reconnaissance of this hammock located a brick fragment and pieces of whiteware ceramics exposed in root-balls. The presence of these artifacts suggests that a scatter associated with the habitation is present. The chimney, reported to be present, was not encountered.

4. ibid.
5. ibid.

FIGURE A-8. Remains of the brick chimney at the Willis House site, facing north.

FIGURE A-9. Long view of the Portsmouth dipping vat, facing northeast.

Captain William Dixon Gravesite. The gravesite of Captain William Dixon is located east of Tom Gilgo House site and the Straight Road. The vault of Captain Dixon is located approximately 80 feet (25 m) from the west side of Straight Road. The area is covered in dense vegetation. Although Mr. Lynn knew the grave's location, the vault was only located after an extensive search. The grave could not be seen until the team was within a few feet of it. The vault is constructed of a white marble tombstone resting on a brick vault (Fig. A-10). The inscription on the tombstone reads, "William Dixon/Sacred to the Memory of Capt. William W. Dixon who departed this life on Sept. 14 1840 Age 40 Years 3 Months 10 Days." The epitaph on the slab reads, "No for me my friends so dear/Because my body is molding here/My spirit blessed with Gods at rest." Prior to the earlier discovery of the grave location by Chester Lynn, the marble vault had been displaced by flooding. Mr. Lynn and several of his acquaintances have replaced the vault cap back onto the brick vault.[6] Mr. Lynn noted that the Dixon grave was a local rest and gathering stop for island residents who used the vault as a bench during travels to and from Sheep Island.

FIGURE A-10. The Captain William Dixon vault, facing west.

FIGURE A-11. Overview of Warren Creek showing approximate location of graves discovered, facing northeast.

Cemetery on Warren Creek. Recent storms have exposed a cemetery on the north side of Warren Creek (Fig. A-11). In the creek itself several tombstones and fragments had been observed and moved by local residents to the adjacent shoreline. The NPS recently moved the markers to the Community Cemetery in the Portsmouth Village Historic District (Fig. A-12). Clearly, Warren Creek has widened, but by how much remains unknown. The marsh adjacent to the creek has been subjected to considerable shoreline erosion,

6. Ibid.

most notably after Hurricane Isabel in 2003. The original location of the cemetery is believed to now be submerged. The graves are likely to have eroded away, but this is not known. There is no surface evidence of a cemetery along the shoreline adjacent to where the markers were found. Probing of the shore and the shallow creek bottom did not reveal any additional features.

FIGURE A-12. Gravestones discovered in Warren Creek and salvaged by the NPS.

FIGURE A-13. Overview of the Wallace cemetery, facing southwest.

Wallace Cemetery on Sheep Island. The Wallace Cemetery is located on Sheep Island and is maintained by the NPS. The field team visited the site to map its location. The cemetery contains the vaults of George Wallace and his wife Rebecca and two other graves that could not be identified (Fig. A-13). The cemetery is located on a small landform elevated slightly above marshlands. No evidence of a boundary fence was observed.

Informants believe additional graves are present. Informal probing identified an additional headstone beneath the sod, several ballast stones, and a few bricks. The field team partially exposed the stone to confirm that it was in fact a tombstone. It had fallen face first onto the ground and no inscription was observed on the portion exposed. The presence of one buried headstone and other buried stones and bricks strongly indicate that additional unidentified graves are present.

Sheep Island Home Sites. The team did not undertake a walkover of Sheep Island. However, like Portsmouth Island, the settlement pattern on Sheep Island focuses on the occupation of hammocks. It is likely that archeological and landscape resources survive on Sheep Island and that these resources can contribute to the understanding of the island's occupation. To assist future research and historic map projections, the Wallace Cemetery and the locations of two home sites were mapped. The chimney of a an old home site approximately 300 feet (95 m) northwest of the Wallace Cemetery was mapped. The chimney is in the rear of an extant residence. The second home site is located on the west shore of Warren Creek. The location consists of an extant residence and partially inundated brick pier along the shore line (Fig. A-14). According to Chester Lynn, the pier is part of the remains of the Roberts family homestead. A brief survey of the shoreline along Wallace Creek did not result in the discovery of additional artifacts or features related to the Roberts House site.

FIGURE A-14. Brick pier attributed to the Roberts House site on Sheep Island, facing northeast.

Summary

The archeological reconnaissance of Portsmouth Island and a portion of Sheep Island, although brief, located intact archeological and landscape features. This reconnaissance demonstrates that past occupations of the island have survived outside of the historic district. Local informants have a wealth of information and are key to locating and recording Portsmouth Island's cultural resources and heritage.

The historic district is accurately mapped, but the features present on the rest of Portsmouth Island and Sheep Island are not. The current vegetation cover outside of the Portsmouth Village Historic District makes the identification of cultural resources difficult, if not impossible in some locations. In addition to brick piers, buildings were often constructed on wood piers. Although wood piers were found in the Middle Community, these features are difficult to identify. Surface features were often masked by the dense vegetation and in most cases were difficult to locate even with informants who knew the exact locations of features. It is likely, however, that the majority of hammocks and "higher" elevations were occupied at some point in the past.

It should also be noted that buildings and building materials were moved or salvaged by the local residents. Mr. Lynn related that historically, residents of Portsmouth Island frequently dismantled and salvaged lumber and brick from abandoned houses.[7]

7. Ibid.

It is recommended that a continued dialogue be undertaken with local informants; a detailed topographic survey of the island be made; and a continued effort be made to identify additional surface features. Fieldwork could include Phase I survey and additional walkovers. The clearing of vegetation by fire is not recommended. Fires would destroy portions of the landscape such as ornamental plantings, wood piers, and fence posts. The archeological remains on Portsmouth Island have the potential to address research questions about settlement and subsistence on the barrier islands of North Carolina; access to markets; the utilization of space; and social hierarchy, among others.

Appendix B: Inventory and Assessment of Landscape Features

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/ Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
NATURAL SYSTEMS AND FEATURES									
Haulover Point		Contributing						Good	
Doctors Creek		Contributing						Good	
Coast Guard Creek		Contributing						Good	
Market Creek		Undetermined		Currently eroding				Good	
Dickcoke Inlet		Contributing						Good	
Salt and Brackish Marshes		Contributing						Good	
Hammocks		Contributing						Good	
Shrub savannah and shrub thicket		Contributing						Good	Locations of contributing communities not determined
Shrubland		Contributing						Good	Locations of contributing communities not determined
RESPONSES TO NATURAL RESOURCES									
Docks and boardwalks		Contributing						see structures	Extant docks are not contributing but use of docks is contributing
Seawall and ramp		Contributing	1914-1918					see structures	
Airplane landing area		Contributing	1941					see circulation	
Pond and channels		Contributing	1930s					Good	
Siting of cultural features also hammocks (cemeteries, dwellings)		Contributing						Good	
Cisterns and wells		Contributing						see structures	
Above ground septic systems		Non-contributing						see structures	
TOPOGRAPHY AND TOPOGRAPHIC MODIFICATIONS									
Grading to establish landing strip		Contributing							
Hammocks		Contributing						Good	
Pond and channels		Contributing						Good	
								Good	
SPATIAL ORGANIZATION									
Relationship of building sites to water transportation		Contributing						Fair	Partially obscured by vegetation
Streetscape of dwellings, church, and post office/general store along main roads; crossroads community		Contributing						Fair	Loss of many historic features
Precincts associated with cultural features		Contributing						Fair (Loss of many historic	Loss of many historic features

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/ Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Siting of Schoolhouse		Contributing						Fair	Siting of building no longer connected to
LAND USES (condition not assessed)									
Educational/Museum/Interpretive		Non-contributing							
Residential		Contributing							
Recreational		Contributing							
Cemetery		Contributing							
CIRCULATION									
Roads						012332			
Harbour Point Road	Old British Road	Contributing	by 20th century					Good	Some ponding near
Village Road		Contributing						Good	Some ponding
Road to the Beach		Undetermined						Good	
Old Freight Road	Old Main Road	Contributing	by 19th century					Good/Fair	Overgrown with
Access Road to Dixon-Salter House, Portsmouth Cemetery, Will Willis House ruins		Undetermined						Good	
Access Road to T.T. Potter House, dock, Keller-Byron Cemetery		Undetermined						Good	
Access Road to Carl Dixon and Frank Gaskill Houses		Undetermined						Good	
Access Road to Robert Wallace, Tom Gilgo, and Henry Pigott Houses		Undetermined						Good	
Access Road to Schoolhouse and Cecil Gilgo House		Undetermined						Good	
Access Road to Ed Byron House		Undetermined						Good	
Access Road to Two Seamen's Graves		Undetermined						Good	
Airstrip		Contributing	1941					Good	
Pedestrian									
Brick and concrete steps at Dixon-Salter house		not assessed						Good	
Wood steps, front and side, Post Office entrance		not assessed						Good	
Wood steps, front, Robert Wallace House		not assessed						Good	
Wood ramp to T.T. Potter Shed		not assessed						Good	
Wood steps to sheds, porches, T.T. Potter House		not assessed						Good	
Wood steps leading to porch, Byron-Bragg House; ramp leading to kitchen porch		not assessed						Good	
Wood steps leading to front and rear porches, Cecil Gilgo House		not assessed						Good	
Concrete steps and brick landing at schoolhouse entrance		not assessed						Good	

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Ranged brick steps and concrete landing at entrance to Portsmouth Church		Contributing						Good	
Wood steps leading to front and rear porches, brick landing Jesse Babb		not assessed						Good	
Wood steps leading to front porch and side porch, McWilliams-Dixon House		not assessed						Good	Needs paint
Brick steps leading to porch, Dennis Mason House		not assessed						Good	
Wood steps leading to front porch and rear deck, Ray Robinson House		not assessed						Good	
Wood steps leading to door of generator shed		Non-contributing						Good	
Concrete steps leading to porch, Life-Saving Station		Contributing	circa 1918					Good	
Concrete steps leading to front and side entrances, Life-Saving Station Kitchen		Contributing	circa 1940					Good	Some wear evident
Concrete walks associated with Portsmouth Life-Saving Station		Contributing	1914-1918					Good-Fair	Some wear evident
Wood steps leading to front and side porches, Henry Pigott House		not assessed						Good	
Wood steps leading to porch, Tom Gilgo House		not assessed						Good	
Wood steps leading to deck, west side, and east entrance, Frank Gaskill House		not assessed						Good	
Wood ramp/steps leading to the comfort station along the Road to the Beach		Non-contributing						Good	
VEGETATION									
Mown grass grounds around residential complexes		Undetermined						Good	
Pine plantation		Undetermined						Good	
Eastern red cedar trees associated with most properties		Undetermined						Good-Poor	Varies due to storm damage
Irises in planting bed at Post Office		Undetermined						Good	
Yaupon holly and peach tree at Byron-Bragg House		Undetermined						Good-Fair	Trees not robust
Wax myrtle shrubs at Portsmouth Church		Undetermined						Good	
Flowering bulbs at porch, Jesse Babb House		Undetermined						Good	
Perennials in planting beds at McWilliams-Dixon house, fig shrub		Undetermined						Good	
Fig shrub and three deciduous trees in McWilliams-Dixon yard		Undetermined						Good	

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/ Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
BUILDINGS AND STRUCTURES									
Portsmouth Life-Saving Station	Portsmouth Coast Guard Station; Station 186, 7th Coast Guard District	Contributing	circa 1894	Altered; Rehabilitated; Stabilized	1940–1949; 1978	021513	501A	Good	Flooding has led to some structural deterioration and weathering
Portsmouth Life-Saving Station Kitchen	Sugar Shack; Summer Kitchen	Contributing	1938	Addition; Rehabilitated	1942; 1978–1984	091745	501B	Good	Weathering has occurred
Portsmouth Life Saving Station Stable	Portsmouth Life-Saving Station Shed	Contributing	1928	Altered	1960–1969	012534	501C	Fair	Some of the boards are bowing out on the front façade, battens are loose, doors fit poorly
Generator Shed		Non-Contributing	1982						
Portsmouth Life-Saving Station Stable well house		Contributing	by 1940s						
Portsmouth Life-Saving Station pump house		Undetermined	by 1940s						
Roy Robinson House	Lionel Gilgo House	Contributing	1926	Moved to its present location in 1938 from Life-Saving Station area		021513	502	Fair	Sills are rotting and the exterior is weathered
Dennis Mason House	Captain Dave Wills House	Contributing	1895	Remodeled; Restored	1920s; 1980–1985	012514	503	Good	
Mason Shed		Undetermined	?					Poor	missing siding
Jesse Babb House	Marion Gray Babb House	Contributing	1935			021515	504A	Good	
Babb Kitchen	Babb Shed #2	Contributing	1935			091752	504B	Fair	Siding is damaged and missing in places
Babb Generator Shed	Babb Shed #1	Contributing	1935			091753	504D	Good	Central door on southwest façade is missing
Babb Privy		Contributing	1935			091754	504E	Good	
Babb Garage		Contributing	1935			091746	504C	Good	Siding is damaged and rotting in places
McWilliams-Dixon House	Elma Dixon House	Contributing	1913–1918	Moved to present location in 1937 from Life-Saving Station area		091779	507A	Good	
McWilliams-Dixon Privy		Contributing	1913–1918			091782	507D	Fair	The privy exhibits some structural deterioration
McWilliams-Dixon Shed		Contributing	1913–1918			091781	507C	Good	
McWilliams-Dixon Coal House		Contributing	1913–1918			091780	507B	Good	
Ed Styron House	Kitty Cabin; Ed & Kate Styron House	Contributing	1933	Altered	1950–1959	012516	505	Good	Gutters are falling off of the building and the roof is in poor condition

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Portsmouth Methodist Church	Methodist Church	Contributing	c.1919	Replaced an earlier church possibly on the same site lost in 1913 storm		012518	528	Fair	Some foundation piers are leaning, others have bricks missing and need repointing.
Washington Roberts House		Contributing	1940s	Kitchen wing added circa 1970, no longer extant		09:783	529	Fair	The western addition is collapsed and the windows are boarded
George Dixon House		Contributing	1897			02:519	516	Poor	This building has been mothballed, and is enclosed within protective plywood and cable bracing.
Post Office and General Store		Contributing	1900–1909	Stabilized	1997	012526	518	Fair	This building is suffering from structural deterioration.
Henry Rigsby House		Contributing	1900–1909			012530	511	Good	
Rigsby Summer Kitchen		Contributing	1900–1909			09:747	511B	Fair	
Rigsby Coal House		Contributing	1900–1909			09:748	511C	Fair	
Rigsby Shed (and cistern see below)		Contributing	1900–1909			09:749	511D	Good	
Rigsby Shed #2		Contributing	1900–1909			09:750	511E	Fair	
Rigsby Privy		Contributing	1900–1909			09:751	511F	Fair	
Tom Gilpin House		Contributing	1920s	Moved to present location in 1928 from Life-Saving Station area		012531	513	Good	The tarpaper has come off of the roof, leaving plywood exposed.
Robert Wallace House	Old Grace House; John Wallace House	Contributing	1850–1859	kitchen wing added later, and then raised		012532	513	Fair	This building is suffering from structural deterioration.
Carl Dixon House		Contributing	1930			012528	521A	Poor	
Carl Dixon Summer Kitchen	Carl Dixon Shed	Contributing	1930–1939			09:760	521B	Fair	Windows are boarded
Frank Gaskill House		Contributing	1930			012529	522	Good	
Gaskill Shed									
Dixon-Salter House	Visitor Center, Theo Salter House	Contributing	1900–1909	Moved to its present site circa 1930		012527	518A	Good	
Dixon-Salter Coal House	Salter Coal House; Salter Outbuilding #1	Contributing	1900–1909			09:757	519B	Poor	This building is suffering from structural deterioration.
Dixon-Salter Privy		Contributing	1900–1909				519-D	Fair	
Dixon-Salter Shed	Salter Outbuilding #2; Salter Shed	Contributing	1900–1909			09:758	519C	Fair	Vertical board siding is damaged
Cecil Gilpin House	Ben Salter House	Contributing	1938			09:784	515	Poor	There is structural deterioration, including wood damaged in places

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/ Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Portsmouth Schoolhouse		Contributing	1910–1919			012524	516A	Fair	The Schoolhouse windows are shuttered, some structural deterioration has occurred
Schoolhouse Shed		Contributing	1910–1919			091793	516B	Good	Structural deterioration, missing shingles, severely weathered clapboard due to neglect
Styron-Bragg House	Jody Styron and Tom Bragg House	Contributing	1926			012530	523A	Good	
Styron-Bragg Shed		Contributing	1920–1929			091791	523B	Good	
Styron-Bragg Cool House		Contributing	1920–1929			091792	523C	Fair	Screens are missing from door and sides
T.T. Potter House	Armiak House	Contributing	1952			012531	524	Good	
T.T. Potter Equipment Shed		Undetermined	?						
T.T. Potter Generator Shed		Undetermined	?						
T.T. Potter Dock Shed		Undetermined	?						
Comfort Station on road to beach		Non-contributing	?						
Cisterns									
U.S. Marine Hospital brick cistern		Contributing	1853					Good	
Schoolhouse cistern		Contributing	1910–1919			091794	516C	Good	The cistern has suffered structural deterioration due to neglect
Henry Pigott cistern		Contributing	1900–1909			091798	511D	Good	
Brick cistern near Keller-Styron		Contributing	?					Fair	Some deterioration
Concrete cistern near Keller-Styron Cemetery		Contributing	?					Fair	Some deterioration
Mattie Gilgo House Site cistern		Contributing	?					Fair	Efflorescence, chipping
Water box at McWilliams-Dixon House		Contributing	?					Fair	Wood planks need repair
Dixon-Salter water box		Contributing	?					Good	
Roy Robinson cistern		Contributing	?					Fair	Wood planks need repair
Henry Babb ruin cistern		Contributing	?					Poor	In ruins
Carl Dixon/Gilbert cistern		Contributing	?					Fair-Good	Parging missing, needs repoint
Frank Gaskill cistern		Contributing	?					Fair-Good	Parging missing, needs repoint
Water box at Jesse Babb House		Contributing	?					Good	
Life Saving Station cistern		Contributing	?					Good	
Docks									
Dock and boardwalk at Haulover Point		Non-contributing	?					Good	

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Dock and boardwalk at T.T. Potter House		Non-contributing	?					Good	
Dock and boardwalk behind Styron-Bragg House		Non-contributing	?					Good	Section behind house in need of repair
Dock east of Henry Rigolt House		Undetermined	?					Good	
Bridges									
3 Wood bridges along Village Road		Non-contributing	?					Good	
Wood plank bridge along Old Straight Road		Undetermined	?					Good	Grass growing in planks
Concrete seawall and ramps, Portsmouth Life-Saving Station		Contributing	1914-1915					Fair	Cracking, chipping, vegetative growth in joints
Wood Platform									
Wood platform associated with T.T. Potter House shed		Non-contributing	?					Good	
VIEWS AND VISTAS									
Expansive view from Life-Saving Station tower		Contributing	1894						
View to Portsmouth Church from Post Office/crossroads		Contributing	1930s						
View to village from boat approach along Ocracoke Inlet		Contributing	1930s						
SMALL-SCALE FEATURES									
Fences									
Picket fence around Glass Cemetery		Contributing						Good	
Picket fence around Styron-Bragg House precinct		Contributing						Fair	Missing segments
Picket fence with gate around Babb-Dixon Cemetery		Contributing						Good	
Fence posts with rails near brown sign in front of Washington Roberts House		Undetermined						Poor	Incomplete remnants
Remnant fence posts west of Washington Roberts House		Undetermined						Poor	Incomplete remnants
Picket fence around McWilliams-Dixon House precinct, four gates		Contributing						Good-fair	Needs paint
Picket fence with missing gate around Henry Rigolt House precinct		Contributing						Fair	Missing sections
Metal gate and wood posts limiting vehicular access to the village from the Road to Beach		Non-contributing						Good	
Wood bollards and posts with metal chains as part of gate system at Road to Beach		Non-contributing						Good	
Wood posts, Robert Wallace House		Undetermined						Poor	Remnant
Board fence remnants, Monroe and Mattie Gilgo House Site		Undetermined						Poor	In ruins

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/ Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Temporary barrier at George Dixon House		Non-contributing						Good	
Wood post and chain barrier at wooden bridge along Old Straight Road		Non-contributing						Good	
Septic Structures									
Septic leach field near airstrip		Non-contributing						Good	
Septic tank and wooden fencing, Myrani Bragg House		Non-contributing						Good	
Septic tank and wooden enclosure, T.T. Potter House		Non-contributing						Good	
Septic tank and wooden enclosure, Jesse Babb House		Non-contributing						Good	
Septic tank and wooden enclosure, McWilliams-Dixon House		Non-contributing						Good	
Septic tank and wooden enclosure, Harry Pigott House		Non-contributing						Good	
Septic tank, Dennis Mason House		Non-contributing						Good	
Septic tank and wooden enclosure, Carl Dixon House		Non-contributing						Good	
Cemeteries									
Babb-Dixon Cemetery headstones		Contributing					504	Good	5 headstones, silk flowers
Grace Cemetery headstones		Contributing				012521	514	Poor	Fallen headstones
Community Cemetery headstones		Contributing	1885		no longer in use after 1951	012521	517	Fair	34 head and footstones, some are weathering, bricks dislodged, concrete slab cracked
Fence posts at Community Cemetery		Undetermined						Poor	Only remaining feature are peeled cedar posts
Concrete vault covers, Community Cemetery		Contributing						Fair	Some are broken and cracked
Group plot, brick edging, group plot, concrete edging, Community Cemetery		Contributing						Fair	Missing or dislodged bricks, cracked concrete
Portsmouth Cemetery headstones and footstones		Contributing					527	Fair-Poor	15 headstones in groups broken, leaning and eroded stones
Fence posts at Portsmouth Cemetery		Undetermined						Poor	Only wooden posts remain
Group plots, concrete block surrounds, Portsmouth Cemetery		Contributing							
Ed Keel Cemetery headstones		Contributing					509		
Two Seamen's Graves		Contributing					526	Fair	Etching deteriorated

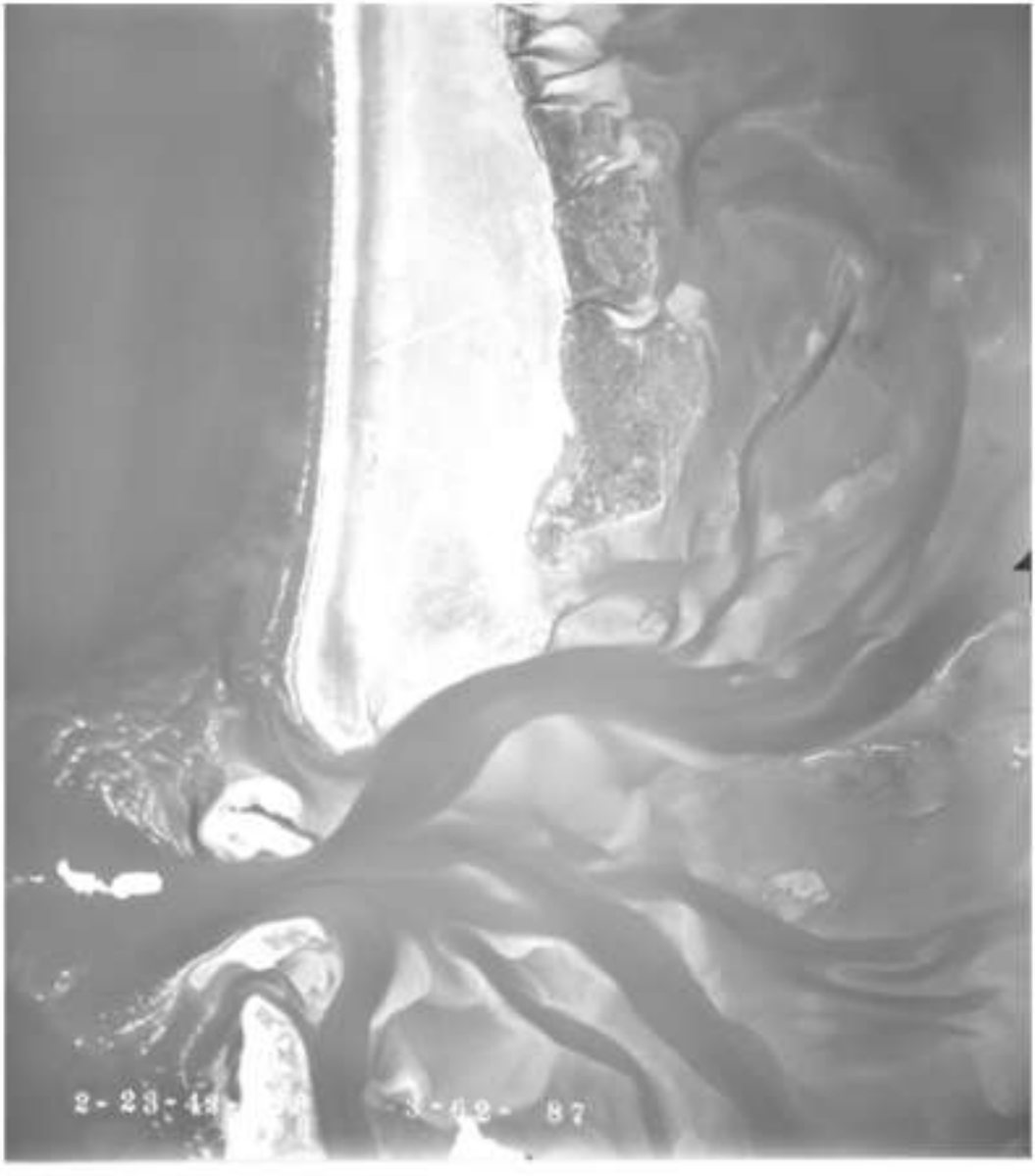
Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/ Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Keller-Styron Cemetery headstones		Contributing					525	Fair-Poor	10 headstones and footstones; some headstones are broken or leaning
Brick outline of one grave, Keller-Styron Cemetery		Contributing						Fair	Missing bricks
Fence posts at Keller-Styron Cemetery		Undetermined						Poor	Only corner posts remain
Dr. Samuel Dudley grave headstone		Contributing						Fair	
Elijah Gaskill headstone		Contributing						Fair	
Signage									
Painted wooden signs marking historic properties (at Dixon-Salter property, Post Office, Grace Cemetery, Robert Wallace House, Styron Bragg House, Keller-Styron Cemetery, George Dixon House, Cecil Gilgo House, School House, Monroe and Mattie Gilgo House site, Washington Roberts House, Portsmouth Church, Jesse Babb House, McWilliams-Dixon House, Dr. Samuel Dudley Gravesite, Dixon-Babb Cemetery, Dennis Mason House, Ray Kellinson House, Portsmouth Life-Saving Station, Portsmouth Life-Saving Station Kitchen, Portsmouth Life-Saving Station Stable, U.S. Marine Hospital, Road to the Beach, near Two Seaman's Graves site, Henry Babb ruins, Tom Gilgo House, Henry Rigsth House, Carl Dixon House, Frank Gaskill House)		Non-contributing							
Sign suspended from Old Straight Road bridge		Non-contributing						Good	
Brown painted wood sign in front of Washington Roberts House		Non-contributing							
Brown painted wood sign indicating "To Beach" southwest of Portsmouth Life-Saving Station Kitchen		Non-contributing						Good	
Brown painted wood sign indicating "Foot Traffic Only" along Road to Beach		Non-contributing						Good	
Unpainted wood informational sign along Road to Beach		Non-contributing						Good	
Sign with image of a jeep		Non-contributing						Good	
Directional sign indicating "Portsmouth Beach, Wallace Channel Dock" along Road to Beach		Non-contributing						Good	

Feature Name	Alternate names	Contributing status	Date of origin	Restored/Altered/Reconstructed	Dates of changes	LCS #	Park ID	Condition	Notes
Directional sign noting "Haulover Point Dock" along road to dock		Non-contributing						Good	
Wood post, north corner Portsmouth Life-Saving Station		Undetermined						Good	
Wood boat rails, mounted for display near Life-Saving Station		Contributing						Good	
Flagpole at Styron-Bragg House		Contributing						Good	
Bird house along dock behind Styron-Bragg House		Non-contributing						Good	
Wildlife refuge sign		Non-contributing						Good	
Wood channel marker, Portsmouth Life-Saving Station		Undetermined							
Wood mooring posts, Portsmouth Life-Saving Station		Undetermined							
Remains of outbuilding, Henry Piggott House		Undetermined						Fair	
Mailbox on wooden post by dock, Henry Piggott House		Undetermined						Good	
Storage bin at Henry Piggott House		Undetermined							
Fish table at Henry Piggott House		Undetermined						Good	
Water pump at Henry Piggott House		Undetermined						Good	
Television antenna, Henry Piggott House		Undetermined						Good	
Antenna at T.T. Potter House		Undetermined						Good	
Fish cleaning table, T.T. Potter House		Undetermined							
Wood table at T.T. Potter House		Undetermined						Good	
Trash bag receptacles		Non-contributing						Good	
Concrete slab at Dixon-Salter house		Undetermined							
Stones lining planting beds at Post Office		Undetermined						Good	
Steel cattle guard crossings of wet areas along Old Straight Road		Undetermined						Good	
Wood picnic tables at Washington Roberts House		Non-contributing						Good	
Wood table north of Jesse Babb House		Undetermined						Good	
Metal pole and anchor set within circular planting bed, McWilliams-Dixon House		Undetermined						Good	
Propane tank behind McWilliams-Dixon House		Non-contributing						Good	
Tanks associated with Generator Shed, Portsmouth Life-Saving Station		Non-contributing							
Television antenna, Frank Gaskill House		Undetermined						Fair	

Appendix C: Historic Maps and Aerial Photographs

Aerial photography from the collection of the Cape Lookout National Seashore. Photographs are dated:

- October 21, 1940
- 1941
- February 23, 1943
- May 4, 1958
- April 7, 1968
- May 23, 1996
- July 9, 1997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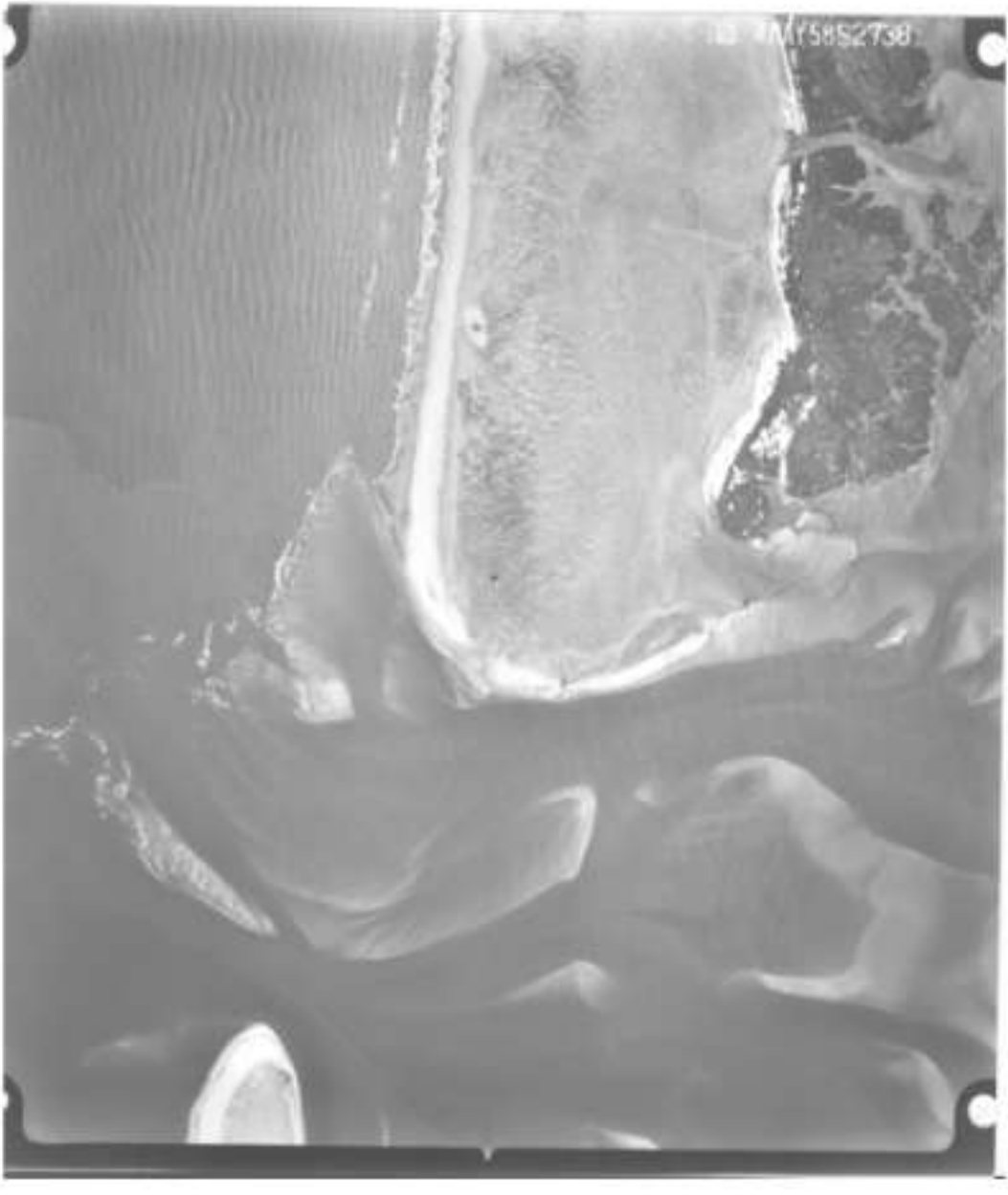
3-02-87


MY5852738


23 May 96 1:2,000 8 CrB 1803


9 JULY 1997 1:12000 1 CRB

Appendix D: Portsmouth Village Historic District National Register Nomination

Form No. 10-306 (Rev. 10-74) PH0663379

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED FEB 21 1978
DATE ENTERED NOV 29 1978

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

1 NAME

HISTORIC
Portsmouth Village
AND/OR COMMON

2 LOCATION

STREET & NUMBER
Northern end of Portsmouth Island
NOT FOR PUBLICATION
CITY, TOWN
Cape Lookout National Seashore VICINITY OF
CONGRESSIONAL DISTRICT
First
STATE
North Carolina
CODE
37
COUNTY
Carteret
CODE
031

3 CLASSIFICATION

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

4 AGENCY

REGIONAL HEADQUARTERS (If applicable)
Southeast Regional Office, National Park Service
STREET & NUMBER
1895 Phoenix Boulevard
CITY, TOWN
Atlanta
VICINITY OF
STATE
Georgia 30349

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC.
Carteret County Courthouse
STREET & NUMBER
CITY, TOWN
Beaufort
STATE
North Carolina

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
None
DATE
FEDERAL STATE COUNTY LOCAL
DEPOSITORY FOR SURVEY RECORDS
CITY, TOWN
STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	XDETERIORATED	X UNALTERED	X ORIGINAL SITE
XGOOD	XRUINS	_ALTERED	_MOVED DATE _ _
XFAIR	XUNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Village of Portsmouth on the Outer Banks of North Carolina has existed on the south side of Okracoke Inlet since before the Revolutionary War--a 1770 map showed eight structures making up the village. The village grew steadily during the next quarter century and the census of 1800 recorded a white population of 165, including 25 heads of families, plus 98 slaves. The glory years of the village were to be the first half of the 19th Century. During this period, it served as a trans-shipment point for cargoes from seagoing vessels that were lightered to warehouses at Portsmouth, reloaded on the sea-going vessels after they had crossed over the Okracoke Bar, or shipped to inland ports such as New Bern, North Carolina. By 1821 there were 37 heads of families, a white population of 265, 92 slaves, and four free blacks. Over 80 percent of the working population was engaged in water-related commercial activities. By 1830 there were 70 dwellings in the village, a free population of 377. Ten years later, Portsmouth reached its peak with a white population numbering 581 and 109 dwellings. Eighty-five percent of the working population was employed in sea related occupations.

With the opening of the Hatteras Inlet to the north in the 1850's and the use of this new passage by shipping, Portsmouth's decline was as rapid as its rise. By 1880 the population was 227. It continued to shrink until by 1955 there were only 14 residents, and by the mid-sixties only three permanent inhabitants remained. The old buildings disappeared also. The Marine Hospital, established by the U.S. Treasury in the 1820's for seamen, burned in 1899. The Methodist Church destroyed in 1899 was rebuilt two years later and still stands in the village. Other structures fell victim to hurricanes or were moved to the mainland by their owners.

Today Portsmouth Village is made up of about 25 complexes of one or more buildings. These are scattered over an area some 3,000 feet east to west and about 1800 feet north to south. Because of the meandering system of roads and the vegetative cover, there is a sense of isolation or compartmentalization. Seldom can more than one or two complexes be seen from the same point. As you walk the narrow grass covered lanes, you "discover" each structure or complex of buildings in turn. Most of the present buildings date from the decades before and after 1900 with architecture typical of the vernacular style found on the coastal areas of the Carolinas. The only style that could be clearly identified is bungaloid style with additions. The Coast Guard Building has elements of the Stick style.

Many of the buildings are painted white or have weathered to gray. Two of the houses (Henry Piggott's and Dave Willis') are pink and a few others are yellow or ochre. The condition of the structures is varied. The Henry Babb House (HS-520) has collapsed and is in ruins. The Washington Roberts house, possibly the oldest structure in the village, is in an advanced state of deterioration and is now surrounded by mature trees and brush. The majority, however, have suffered some deterioration, but are presently being utilized as vacation or weekend retreats under renewable 1-year special use permits issued by Cape Lookout National Seashore. Maintenance activities allowed under the special use permits are limited to painting and replacement in kind of historic fabric as needed. Four of the complexes--HS 504, 507, 522 and 524--are either life estates or 25-year leases and are in good condition. All the cemeteries except the Babb-Dixon plot are overgrown and need clearing.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE	CHECK AND JUSTIFY BELOW	
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	LITERATURE	_SCULPTURE
1600-1699	_ARCHITECTURE	EDUCATION	_MILITARY	X SOCIAL/HUMANITARIAN
_1700-1799	_ART	_ENGINEERING	MUSIC	_THEATER
X 1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	PHILOSOPHY	TRANSPORTATION
X 1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		_INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Portsmouth Village on the northern end of Portsmouth Island is the surviving remnant of the thriving pre-Civil War port that reached its zenith in the decade prior to 1860. Its significance today is as the only existing village on the Core Banks south of Ocracoke Inlet— an existence that can be traced back over 200 years to the 1760's. Today the charm and significance of the area is in the informal placement of the complexes on high ground in the typical low salt marsh outer banks vegetation. These individual sites are connected by narrow, winding, grassy roads or lanes. This site relationship is very characteristic of early coastal villages. Except for these lanes, small cleared building sites and a grass landing strip for light planes, the environment of the district gives the appearance being untouched by the incursions of man.

Portsmouth Village was authorized by the North Carolina Colonial Legislature in 1753. A town was laid out shortly thereafter. The 50-acre town site consisted of half-acre lots and a system of streets. The town grew slowly--a tavern existed by 1757 and in 1760, St. John's Parish appointed a reader for Portsmouth. A map dated 1770 shows what appears to be eight structures in the village. The Revolutionary War touched the village only in passing--the British foraged on the island carrying off cattle and sheep. By 1790 the population of the village was over 200, including slaves. The leading citizen was David Wallace, Jr. who owned 16 slaves and by 1795 had two houses--one of them a two-story structure. David was doubtless related to John Wallace who was a major force in developing Shell Castle on Ocracoke Sound.

John Wallace and John G. Blount of Washington, North Carolina, on the Pamlico River were developing a major shipping and trading center on Shell Castle during the 1790's. Here vessels from the open sea could anchor, unload their cargoes via lighters, make repairs, load their outbound cargoes and depart without having to enter Pamlico Sound or dock at the old port towns up the Neuse or Pamlico Rivers. By 1800 Shell Castle contained a warehouse that was 300 feet in length, a grist mill powered by a windmill, a lumber yard, store, and ship chandlery, a tavern and extensive wharves. The Shell Castle lighthouse was lit in 1803. The permanent population totaled 25. A combination of Wallace's death, a series of hurricanes, and the closing of the channel that served Shell Castle combined to end the activities on this island by 1812.

Perhaps as a result there was considerable growth in the village of Portsmouth which by 1810 boasted a population of 246, including 121 slaves, as well as an academy and a windmill. With over 4/5ths of the population involved in sea-related commercial activities, Portsmouth was the second largest town on the Outer Banks of North Carolina.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Stick, David, The Outer Banks of North Carolina, 1584-1958, Chapel Hill, U. of North Carolina Press, 1958.

Salter, Ben B., Portsmouth Island: Short Stories and History, No Publisher, 1972.

Holland, F. Ross, Jr., "A Survey History of Cape Lookout National Seashore, "Office of Archeology and Historic Preservation, National Park Service, Jan. 30,1968

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 250

Latitude and Longitude on continuation sheet

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A				B			
C				D			

VERBAL BOUNDARY DESCRIPTION Beginning at the northernmost point of the district, Haulover Point, the boundary runs southeast along the high tide line past the mouth of Doctors' Creek and Station Creek and turns northeasterly, rounds the point and goes south and then west along the high tide line to a point 2200 feet due south of the Post Office or crossroads. The line then turns 45° west of north for approximately 1500 feet to the head of a slough or gut and follows the south bank of this gut for about 1300 feet to the center of the channel between Sheep and Portsmouth Island and goes up the center of the channel to its north end and then follows the high tide line on the northwest shore to Haulover Point and its beginning.

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
Lenard E. Brown, Regional Historian

DATE
June 1977

ORGANIZATION
Southeast Regional Office, National Park Service

TELEPHONE
996-2520, Ext. 243

STREET & NUMBER
1895 Phoenix Boulevard

CITY OR TOWN
Atlanta, Georgia 30349

STATE

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ✓ NO ___ NONE ___

[signature]

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

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

FEDERAL REPRESENTATIVE SIGNATURE [signature]

TITLE Deputy Assistant Secretary

DATE FEB 14 1978

FOR NPS USE ONLY

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

[signature]

DATE 11/29/78

~~DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION~~ KEEPER OF THE NATIONAL REGISTER

ATTEST: William Lebovich

DATE Nov 27, 1978

~~KEEPER OF THE NATIONAL REGISTER~~

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Portsmouth Village

CONTINUATION SHEET ITEM NUMBER 7 PAGE 2

Portsmouth was at one time the largest settlement on the Outer Banks of North Carolina and today remains as the only surviving village on the Core Banks which stretch north from the Cape Lookout Lighthouse to Ocracoke Inlet, a distance of 40 miles. Although the surviving residences and support buildings are less than 100 years old, it may be assumed that evidence of many other structures that date to the years before the Civil War could be found to the south of the road that runs from the Coast Guard Station to Pamlico Sound or are scattered among the surviving structures north of this road.

Buildings and Sites Contributing to Character of District:

501A. Coast Guard Station is a two-story stick style structure with a screened porch, observation cupola and two sets of large doors for launching of surf rescue boats. It rests on wood piers enclosed by lattice work. Dimensions approximately 66 x 43.

501B. The Sugar Shack was one of the out buildings, probably the kitchen or dining hall. A frame structure with gable roof, the west half is shingle siding and the east half weather boarding. It measures 31 x 19.5 feet.

501C. A wood frame structure with vertical siding that served as support building. Now used as housing under special use permit.

501D. Boathouse with large garage type doors, wood frame with gable roof. Contains 555 square feet.

502. Lionel Gilgo House is white frame structure with modified hip roof and open porches on front and back. Rests on brick piers.

503A. Dave Willis House - frame house with low gable roof with center gable dormer. Front porch columns are wood supports on brick piers. House is irregular in shape. Outbuildings include privy and collapsed shed.

503B. George Willis House - has collapsed and is in ruins. Dimensions were 14x25 feet.

504. Marion Gray Babb House - rectangular frame house with gable roof and center gable roofed dormer, central chimney. Side porch on rear. Outbuildings include gable roof shed with rear addition, privy, gable roof shed, and shed with hip roof. Main house is 830 square feet. The complex is held as a life estate.

505. The Kitty Cabin Home of Ed and Kate Styron is a small frame building on wood piers with an open porch. It is on a special use permit. Area, including porch, is 450 square feet.

506. Babb, Dixon, Pigott Cemetery is a well kept area enclosed by a white picket fence. It is the final resting place of Henry Pigott, last resident of the island, and members of the Dixon and Babb family. Plus two parakeets who belonged to the Babb family.

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507. Elma Dixon House - Ell with gable roof. Front porch has shed roof with side porch on rear. Enclosed by picket fence. Outbuildings include raised rabbit or chicken pen less than 11 square feet in area, plus two sheds with gable roofs. This complex also is part of a life estate.

508. Methodist Church is National Park Service property. Features central extension tower on front. Wooden construction on brick piers of earlier church. Windows in church are gothic in style. Interior has wooden pews, organ and lectern. Bell in the tower still works. Sanctuary is 40 1/2' x 25' with 10' x 10' tower.

509. The Washington Roberts house is very deteriorated and may be the oldest house on the island. Interior features wainscoting to chair rail height. Mode of construction would date house to 1880 or earlier. Contains hand hewn timbers, hand split lath and solid oak floors.

510. George Dixon House is rectangular with gable roof and shed roof porch on front and back. House rests on wooden piers. Chimney is offset to right. House measures 37 x 30 1/2 including front and rear porches. Wood cistern, 7' in diameter, is to left rear of house. Used as residence under special use permit.

511. Henry Pigott Cottage is a 2-story gable roofed ell shaped structure built of frame. Painted pink, the Pigott house is surrounded by a picket fence and has shed roof porches on the front and side. There are six outbuildings associated with this complex including privy, former kitchen (10.5 x 10.5) with rear chimney, and shed-all with gable roofs. Two shed roof structures and an elevated chicken or rabbit house of about 17 square feet complete the complex. Main house has three bedrooms upstairs and measures 21 x 32 feet.

512. Tom Gilgo House is a small gable roofed wood structure with vertical siding and rear wing. Open porch has shed roof on front with side porch.

513. Old Grace or Wallace House is two story with gable roof and one large center front dormer and two large rear dormers. Structure was built on foundation of earlier house. Evidence of older foundation is visible on the north side. A rear wing has been removed.

514. Cemetery across from Post Office may be the Grace Cemetery. It is overgrown and in need of maintenance. Contains two or three graves.

515. Ben Salter House is on road to former school house and is a rectangular house with low gable roof and open porch across front. Windows are boarded over, structure is in poor to fair condition. Measures 16 x 33 with an 6 x 8 front porch. A rear porch has collapsed.

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Portsmouth Village

516. Old Schoolhouse. Now used as residence under special use permit, it is a hip roof structure measuring 20.5 x 36.5 feet. Adjacent to the main building is an above ground cistern 8 feet in diameter, a gable roofed shed with rear addition and a privy.

517. Large Cemetery containing over 25 graves including members of Dixon, Babb, Styron, Williams, Daly, Gilgo and Roberts families. Heavy overgrown, it is located near the Post Office.

518. Former Post Office and General Store - The building of frame construction with gable roof measures 57 x 17.5 and still contains some furnishings including safe and mail clerk's office.

519. Theo Salter House (Salter Gun Club) is a two-story frame hip roof structure with hip roof dormers on front and back. Features two interior chimneys. Rear wing is also hipped roof and there is a widow's walk accessible from outside. Front porch has wood columns on brick piers. Out-buildings include storage shed and privy, both with low hip roofs. Square footage of main house, including porches, is 1525. Utilized under special use permit.

520. Henry Babb House has collapsed, but brick chimney is still standing.

521. Carl Dixon House is a gable roof structure with an enclosed shed roof addition on the side, a screen porch on the front, and a shed roof porch on the rear. There is a catwalk or widow's walk accessible from outside. Wood frame building. Adjacent to the main house are a generator building and net building, both gable roofed. Main House contains 850 square feet, including porches.

522. Frank Gaskill House is wood frame structure with a shed roof porch. Roof on the main house is a low hip roof. A brick cistern measuring 6 x 6 1/2 feet and a privy are located at the rear of the house. House is 31 x 21 feet, excluding 8 x 15 porch. Nearby is a shed with tin walls and a flat roof also tin. Complex is held as a life estate.

523. The Jody Styron (Tom Bragg) House is a 1 1/2 story frame house with a hip roof and dormers on all four sides. An open porch is on the front with a screened porch on the left rear. There is a central chimney in the main house and a second chimney in the rear addition. Exterior dimensions are 32.5 by 46.5 with a front porch measuring 7.5 x 27 feet. Outbuildings include a small privy and a gable roof shed with shed roof addition as well as a boat house on Pamlico Sound.

524. Armfield House--modified and modernized the house, under a 25-year lease, is frame with a low gable roof. It rests on wood piers. Overall dimensions are 34.4 by 26 feet. Nearby are a boat house and a flat roofed shed.

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Portsmouth Village

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525. Ruins of frame house which may have belonged to Ed or Carl Dixon.

526. A frame building in ruins with the roof collapsed and the interior littered with structural material.

The one clearly non-conforming building is the trailer near the mouth of Doctor's Creek. It is a 28 x 8 foot mobile home with an 8 x 16 foot attached shed. Adjacent to this is a badly deteriorated structure and a tin shed, both less than 100 square feet in area. Designated DVN on map. The grassy landing strip, more open field than air field, is inobtrusive.

The addresses of the four individuals who hold either Life Estates or long term leases on properties within the boundaries of Portsmouth Village are set out below.

Marion Babb House
Marion Babb - Life Estate
P. O. Box 311
Beaufort, North Carolina 28516

Elma Dixon House
Elma Dixon - Life Estate
P. O. Box 311
Beaufort, North Carolina 28516

Potters House
Amstex, Inc., - 25 year lease
Ed Armfield
P. O. Box 546
Pilot Mountain, North Carolina 27041

Frank Gaskill House
William and Lola Guthrie
Route 1 Bogue
Newport, North Carolina
and Life Estate
Roger W. Jones
Broad Creek, North Carolina

T... ...ACT

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Portsmouth Village

CONTINUATION SHEET ITEM NUMBER 8 PAGE 2

The village of Ocracoke on the northern side of the inlet was slightly larger. The population by 1820 totaled 362. The population of the village and the island of Portsmouth continued to grow during the next 40 years with a total of 109 dwellings reported in 1860. Edmund Ruffin, an agricultural scientist from Virginia, described Portsmouth in the late 1850's as follows:

> "The village of Portsmouth owes its existence to the fact of its adjoining the nearest water of Pamlico Sound, where vessels must anchor and wait for fair winds and tides to cross the shallow and dangerous bar of Ocracoke Inlet--and after passing outward, as usual but partly laden, to wait to receive the remainder of the cargo, carried across the bar by lighters. The occupations of the whole resident population of Portsmouth are connected with the vessels which have to wait here. Pilots and sailors or owners of vessels make up the greater number of heads of families and adult males--and the remainder are the few, who as shopkeepers, etc., are necessary to minister to the wants of the others." [1]

Ruffin offered a final observation on Portsmouth that had the ring of prophecy, "If Ocracoke Inlet should be closed by sand (which is no improbable event), the village of Portsmouth would disappear--or, (like Nagshed) remain only for its other use, as a summer retreat for transient visitors, sought for health And sea-bathing."[2] Hatteras Inlet had been opened by a hurricane in 1846 and continued to enlarge during the fifties. By 1861, Hatteras had surpassed Ocracoke as the most important inlet on the coast.

The Civil War touched the Outer Banks during its first year. Confederate troops occupied the banks and were stationed at Portsmouth. Fort Morgan in the center of the inlet was manned. In August 1861 when the Union troops moved against the forts near Hatteras Inlet, the troops at Portsmouth were moved to Fort Hatteras. With the fall of Forts Hatteras and Clark, Fort Morgan on Beacon Island was abandoned. When the Federal soldiers arrived at Portsmouth, they found a ghost town as most of the inhabitants had fled. After burning the military stores, the troops departed.

1. Edmund Ruffin, Agricultural, Geological, and Descriptive Sketches of Lower North Carolina and the Similar Adjacent Lands (Raleigh: Printed at the Institution for the Deaf and Dumb and the Blind, 1861), pp. 123-132.

2. Ibid.

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Portsmouth Village

CONTINUATION SHEET ITEM NUMBER 8 PAGE 3

When the inhabitants returned at wars end the village's vitality was gone. Attempts to revitalize the village came to naught. By 1870 the population was 323 and dropped another hundred in the next 10 years. In 1880 there were 44 dwellings on the island of Portsmouth, most in the village. Those residents that remained continued to depend on the sea for their livelihood. Storms played their part in reducing the population. Houses were destroyed and residents moved to the mainland. Other residents left taking their homes with them to the mainland. In 1895 a Lifesaving Station was established at Portsmouth that provided employment for seven of the residents from 1897 to 1938 when it was closed. The Post Office, open in 1840, was finally closed in 1959 when the total number of permanent residents numbered less than 15. The school, active into the 1950's, closed its doors in the fifties also. By the mid-1960's, there were three permanent residents--Henry Piggott, Elma Dixon, and Marion Gray Babb--on the island.

Portsmouth Village in 1977 is composed of groups or complexes of buildings separated by vegetation and topographic features in such a manner as to give each a sense of isolation, yet the narrow winding grass covered lanes and the similarity of materials and architecture combine to unify the district. The houses date to the last decades of the 19th and the first decades of the 20th century. Because most fall within this 40-year range and all have a sense of age and weathering about them, there is a distinct feeling of time and place about the village -- the time about 1930 and the place a town on the Outer Banks which still boasted all the amenities of a small village. The only modern intrusion into this is the grassy airstrip at the Coast Guard Station and even it seems to be part of the environment for it is more open meadow than airstrip, and is used by weekend residents who fly into their vacation cottages. With the exception of four complexes, all the houses are utilized under 1-year special use permits issued by Cape Lookout National Seashore.

The Portsmouth Historic District includes not only the surviving buildings but also now-hidden remains of other buildings of 125 years ago when Portsmouth still made claim to being a major port on the Outer Banks of the Carolina Coast.

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Portsmouth Village

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	Latitude	Longitude
A	35° 4' 09"	76° 3' 05"
B	35° 3' 55"	76° 3' 13"
C	35° 3' 45"	76° 3' 54"
D	35° 4' 02"	76° 4' 22"
E	35° 4' 30"	76° 3' 38"


AMLICO
Casey Island
PORTSMOUTH
Hampton Point
Casey Bay
Royal Point
ISLAND
SOUTH