THE CAPE LOOKOUT LIGHTHOUSE

North Carolina’s Coastal Icon

1812-2012
200 YEARS LIGHTING THE WAY!

Compiled and Edited by

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September 1, 2012
Preface

This is not an official publication by the Cape Lookout National Seashore or the National Park Service. This booklet resulted primarily from my trying to accurately answer the hundreds of questions posed by visitors during my stays as a volunteer "keeper" at the Cape Lookout Lighthouse since 2003.

This text was prepared, for the most part, using secondary official materials published by the Cape Lookout National Seashore (NPS) and/or the United States Coast Guard (USCG). Other materials by various historians and researchers with an interest in North Carolina lighthouses that were consulted include the following:

Books by Cheryl Shelton-Roberts and Bruce Roberts, including the following:


North Carolina Lighthouses, a 20 page booklet on all of the tall coastal lights of North Carolina and the less-known sound and river lights

North Carolina Lighthouses. David Stick, North Carolina Department of Cultural Resources, Division of Archives and History, 1980

"Our Shared Past", a collection of writings, research and recollections telling the story of the Banks communities prepared for the Diamond City and Ca’e Bankers Reunion, August 1999, by the Core Sound Waterfowl Museum (available through the Core Sound Waterfowl Museum, Harkers Island)


Soldiers of Surf and Storm, The Light and Lifesavers of Cape Lookout, North Carolina, T. Michael O’Brien and Dennis L. Noble (unpublished manuscript located in the library at the Cape Lookout National Seashore headquarters, Harkers Island, NC)


Historic Structure Reports for Cape Lookout Village (Historical Architecture, Cultural Resources Division, Southeastern Regional Office, National Park Service, 2003-2004)

Historic Structure Report, Cape Lookout Lighthouse, Cape Lookout National Seashore (December 2008, prepared for the Cultural Resources Division,


In addition, online publications by the Outer Banks Lighthouse Society, Old Baldy Foundation, Core Sound Waterfowl Museum, North Carolina Maritime Museum, Beaufort Historical Society, Cape Hatteras National Seashore, United States Coast Guard, etc. were consulted.

And, I am thankful for the cooperation and support of the Cape Lookout National Seashore staff, especially former Superintendent Russ Wilson, Richard Meissner, Karen Duggan, and Dr. Michael Rikard.
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While shore lights (fires on the shore) have been used for thousands of years to help sailors navigate around hazards such as rocks and shoals, it wasn't until lighthouses came along that these navigational aids became really effective.

One of the Seven Wonders of the Ancient World was a lighthouse, the famous Pharos of Alexandria, Egypt. It is the first lighthouse that is recorded in history and was built about 280 BC. Records tell us that it was the tallest one ever built (450 feet) and used an open fire at the top as a source of light. This fantastic structure survived for 1500 years until it was destroyed by an earthquake in the 14th Century.

The oldest existing lighthouse in the world is considered to be La Coruna in Spain that dates from about 20 BC. A Roman lighthouse located on the Cliffs of Dover in Britain was constructed in 40 AD.

The first "modern" lighthouse was the Eddystone Light constructed on the south coast of England in 1703, after earlier towers constructed in 1698 and 1701 were destroyed (the current tower dates from 1882). The first lighthouse in America was constructed on Little Brewster Island (1716) at Boston harbor. The original tower was destroyed by the British during the Revolutionary War, was reconstructed in 1784, and is still in use today. By an act of Congress, it is the only manned lighthouse in operation in the United States. The oldest existing lighthouse in America still in operation is located at Sandy Hook, New Jersey, built in 1764.

**THE ROLE OF NORTH CAROLINA COASTAL LIGHTHOUSES**

During the Colonial period, and even well into the first quarter of the 20th century, roads were few in number and poor in quality in North Carolina, making them essentially
useless for commercial transportation. The railroad came along in the 1850s, but didn’t become a significant part of commercial transportation until well after the Civil War. Thus, shipping was the key element of commercial transportation in the United States for almost 300 years.

Sailing vessels, and later steam and diesel powered vessels, that plied the waters of the East Coast tried stay as close as possible to shore. But, at North Carolina, this was difficult because the northern half of the coast ran Northwest/Southeast, while the coastline south of Cape Hatteras ran Northeast/Southwest. Thus, vessels traveling north or south, had to turn at Cape Hatteras. Additionally, the three capes along North Carolina’s shore each had treacherous shoals that extend outward for 10-20 miles—Frying Pan Shoals at Cape Fear, Diamond Shoals at Cape Hatteras, and Lookout Shoals at Cape Lookout.

During colonial and the early federal periods, the two major ports on North Carolina’s coast were Wilmington and Portsmouth/Ocracoke, shipping primarily “naval stores” to England and receiving manufactured products in return. Both of these ports had severe navigation hazards at their entrance (the shifting Cape Fear River and Ocracoke Inlet) that required navigational warnings for entering ships.

Lighthouses were common in Europe by the 16th century. Thus, building lighthouses to aid coastal navigation was a known solution that could be applied in America.

It was recognized very early that lighthouses at Cape Fear, Cape Lookout, Cape Hatteras, and Ocracoke Inlet would improve the safety for commercial shipping along North Carolina’s coast. Later, it was deemed desirable to position lighthouses at approximately 40 mile intervals along the coast. (This spacing was chosen so that when a ship was beginning to lose sight of one lighthouse, the next lighthouse would be coming into view.) This desire led to the construction of the lighthouses at Bodie Island and Currituck Beach.

Today, with the wide use of Global Positioning System (GPS) navigation, North Carolina’s lighthouses no longer play a significant role in commercial navigation. However, they are grand examples of yesterday’s technology and an important part of our history.

Three of North Carolina’s tall lighthouses are regularly open to the public for climbing at this time: Hatteras Lighthouse is open from spring through fall, 10:00 AM - 4:00 PM, and Currituck Beach Lighthouse is open from Easter weekend through Thanksgiving weekend, 10:00 AM - 5:00 PM, and Cape Lookout Lighthouse is open from late May through September, Thursday through Saturday, 10:00 AM - 3:30 PM. There is a small fee charged at each lighthouse for climbing. Each lighthouse has a visitor’s center that is open year round (except at Cape Lookout, which closes from late November through March, the Headquarters center is open year around).

THE LIGHTHOUSE SERVICE

Twelve lighthouses were built in America during the Colonial period (prior to 1789), but none of these were in North Carolina. All early lighthouses were constructed of wood or
stone. Those built of wood fell victim to fire sooner or later. The stone towers were built simply by stacking stones on top of one another. While the stones were held together by mortar, the walls contained no additional support or reinforcing. Thus, the walls had to be steeply tapered as they rose in order from the base to support the ever-increasing weight and to prevent the tower from becoming unstable. Therefore, the higher the tower, the thicker the tower had to be at the base. Given the flat terrain of the southern Atlantic coast, there was a need to build the lighthouses as tall as possible. But, the maximum practical height for a stone tower built during this era was only about 90 feet.

In August 1789, Congress assumed control and responsibility for lighthouses. During the next twenty years, Presidents George Washington, John Adams, Thomas Jefferson, and James Madison made all appointments within the lighthouse system personally...lighthouses were considered that important to the young nation. But, as the scope of lighthouse management needs increased, the responsibility passed to the Commissioner of the Revenue and then to the Secretary of the Treasury (when the department was renamed), who managed the Lighthouse Establishment.

During this era, cut stone and brick were used for the first time. This permitted the construction of taller and stronger towers because the weight could be more evenly distributed vertically. Even so, of the first forty towers built, only a handful survive today. During this period, North Carolina’s first lighthouse at Cape Fear (Bald Head Island), which had been started by the state some years earlier, was transferred to and completed by the Federal government in 1795.

As the number of lighthouses increased in the early 19th century, lighthouse administration became too large to remain as the direct responsibility of the Secretary of the Treasury. Thus, lighthouse administration was assigned to the Fifth Auditor of the Treasury, Stephen Pleasonton, in 1820...a responsibility he retained until he was removed by Congress in 1852.

Pleasonton was a bookkeeper and a financial zealot who prided himself on returning unspent funds appropriated for the construction and repair of lighthouses to the Treasury, year after year. However, he knew nothing of lighthouses when assigned the task and did little to improve his knowledge of lighthouse technology during his 32-year tenure.

During Pleasonton’s period, over 300 new lighthouses were constructed, almost all under the supervision of Winslow Lewis. However, with Pleasonton’s emphasis on low cost construction, the lighthouses built during this period were inferior structures, constantly in need of repair or replacement. In addition, the Lewis lighting system used in all of these lighthouses was grossly inferior to the Fresnel lens employed in lighthouses in Europe. Not surprisingly, there are few examples of the Fifth Auditor lighthouses that have survived to today.

But, Stephen Pleasonton, despite his poor record with lighthouses, was a hero of the War of 1812.

In 1814, before the British attack on Washington, Pleasonton was a senior clerk in the State Department. Responding to vague instructions by then Secretary of State James Monroe to secure national documents and department records as best he could, Pleasonton bought a large quantity of heavy, durable linen cloth and had State
Department employees cut and sew the cloth into book bags. Then, they packed these bags with rare documents, including the Declaration of Independence, the Constitution, George Washington’s correspondence, international treaties, the secret journals of Congress, etc.

With the packing done, Pleasonton assembled a number of carts and had the documents transported across the Potomac and upriver to Edgar Patterson’s abandoned gristmill across from Georgetown. But, fearing that this was still too close to Washington, Pleasonton procured some local farm wagons and led his caravan of carts and wagons, loaded with valuable state documents, to Leesburg, Virginia, about 35 miles away. There, he stored the documents in an abandoned house and placed it under the protection of Rev. John Littlejohn, Sheriff of Leesburg and a former collector of internal revenue.

All of this was done in one day!

Stephen Pleasonton died in early 1855 and is buried at the Congressional Cemetery in Washington, District of Columbia.

In 1851, a special committee of professionals, appointed by Congress, completed an investigation begun in the 1840s into the U.S. lighthouse system and concluded that it was grossly inadequate. At that time, the lighthouses in the United States were considered by many to be the worst in the world. Based on the committee’s recommendations, on August 31, 1852, Congress created a nine-member Lighthouse Board and with it a new era in American lighthouse construction began.

Prior to 1840, there were few people in America with formal architectural or engineering training. The first college engineering courses were at the U.S. Military Academy at West Point, New York. So, in 1842, Congress assigned the U.S. Army Corp of Topographical Engineers to take over the construction of lighthouses being built by the Lighthouse Establishment and West Point graduates provided most of the know-how for improved and varied lighthouse construction until about 1880.

When Pleasonton was removed and the Lighthouse Establishment became the Lighthouse Board in 1852, the new organization immediately began the construction of new brick towers of increasing height, all fitted with the new Fresnel lens. Based on a prototypical light tower concept developed by Lt. Thornton Jenkins (U.S.N.) in 1851, by 1859 nine brick towers over 150 feet tall had been built and six more were constructed between 1867 and 1876. Each new tower replaced an existing inadequate tower 100 feet or less in height.

All fifteen towers were built along the low-lying Atlantic Coast between Fire Island, New York and Florida, and included four in North Carolina…Cape Lookout, Cape Hatteras, Bodie Island, and Currituck Beach. (The tallest of these towers is Cape Hatteras and, at 193 feet, it is also the tallest lighthouse ever constructed in the United States.) All but one of these fifteen towers are still standing, although erosion is threatening several.

The Lighthouse Board was transferred from the Department of the Treasury to the Department of Commerce and Labor on July 1, 1903 and, in 1910, its name was changed to the Bureau of Lighthouses. In 1913, the Bureau was assigned to the Department of Commerce when the separate Department of Labor was created. Finally,
under the Government Reorganization Act of July 1, 1939, the Bureau was merged into
the United States Coast Guard.

After World War II, the Coast Guard embarked on a program of automating the lights to
reduce the cost and manpower requirements of staffing lighthouses. Between 1945 and
1962, about 150 lighthouses were automated (or retired). The remainder were
automated between 1968 and 1989 (except for the Boston Lighthouse, which, by
Congressional order, is the sole remaining manned lighthouse in the United States).

By the late 1950s, radio navigation systems, such as LORAN, began to significantly
reduce the importance of lighthouses for commercial shipping and the next-to-last U.S.
lighthouse was constructed in North Carolina by the Coast Guard at Cape Fear (Oak
Island) in 1958. Now, satellite-based GPS has effectively ended the need for
lighthouses as commercial navigation aids.

Nationally, over 1,500 lighthouses were constructed between 1789 and 1962 (the last
being the Sullivans Island Light at Savannah, Georgia). But, no more than 850 were in
use at any one time. By the time the Coast Guard took over control of the lighthouses in
1939, there were only about 450 in active service.

**NORTH CAROLINA COASTAL LIGHTHOUSE CHRONOLOGY**

Between 1795 and 1958, coastal lighthouses were constructed at six hazardous
locations along the coast of North Carolina, as shown by the following map, some of
them several times.

The following is a short listing and chronology of these sites:
No. 1: Cape Fear: Bald Head Island and Oak Island (N33° 53’ 34” / W78° 02’ 73”)
ARLHS No. USA-032/USA-558

Light: 169 feet high, 24 nautical mile range

1784 - Tax to fund NC’s first lighthouse, to mark Cape Fear and the river entrance to the port of Wilmington, was established.
1784 - Land for the lighthouse on Smith Island (now Bald Head Island) was donated to the state.
1795 - Lighted after construction was completed under Federal ownership
1816 - Lighthouse severely threatened by shore erosion and a new lighthouse was planned.
1818 - Current lighthouse (109 feet high) was completed at a cost of $15,915.45.
1866 - Bald Head light was discontinued when the screw-pile Federal Point lighthouse was built eight miles up the Cape Fear River. However, this new light was deactivated in 1879 when the New Inlet closed, and “Old Baldy” was returned to service.
1898 - Lighthouse Board approved a 159-foot, skeleton tower, named the Cape Fear Light, to be located on the southeastern end of Bald Head Island.
1903 - Cape Fear Light became operational.
1935 - Bald Head Island Light was decommissioned and its Fresnel lens removed.
1941-1958 - Bald Head Island Light tower housed a radio beacon.
1958 - Cape Fear Light was demolished and replaced by the Oak Island Lighthouse across the Cape Fear River from Bald Head Island (153 feet high). With four rotating, 24-inch parabolic mirrors and 1000 watt quartz lamps producing 2,500,000 candlepower, the Oak Island light is the third most powerful lighthouse in the world, surpassed only by a light in France and the Sullivan's Island (Georgia) Lighthouse. The light signal characteristic is 1 flash each second for 4 seconds and 6 seconds off. The light's daymark is three horizontal bands, one each of black, white, and gray.
1963 - The Bald Head Island Lighthouse was sold to a private owner. After another change of hands, the lighthouse was then given to the Old Baldy Foundation, organized to restore and maintain the lighthouse.
1988 - Old Baldy light relighted with a decorative light (but it is not an official aid to navigation).
2004 - Oak Island Lighthouse ownership transferred to the Town of Caswell Beach, NC (though maintenance of the light itself remains the responsibility of the Coast Guard).

No. 2: Ocracoke Inlet (N35° 06’ 32” / W75° 59’ 11”)
ARLHS No. USA-561

Light: 75 feet high, 15 nautical mile range

1789 - State acquired gift of 1 acre for a lighthouse on Shell Island.
1794 - Congress authorized lighthouse for Ocracoke, to be constructed on Shell Island (a 25 acre oyster reef that no longer exists).
1798 - Shell Island Lighthouse, constructed of wood on a stone foundation, became operational.
1818 - Shell Island lighthouse destroyed by lighting strike.
1822 - Replacement lighthouse authorized by Congress and two acre site near Silver Lake was purchased.
1823 - Current lighthouse (65 feet high), constructed of brick with a plaster outer coating, was completed at a cost of $11,359.35 and equipped with a 3rd order Fresnel lens.
1899 - Light replaced with a new 4th order Fresnel lens with 8,000 candlepower.
1955 - Light was automated.

No. 3: Cape Hatteras (N35° 15' 02" / W75° 31' 44" after the 1999 relocation)
ARLHS No. USA-119

Light: 192 feet high, 24 nautical mile range

1799 - Construction of the first Cape Hatteras Lighthouse began.
1803 - First lighthouse (90 feet high) was completed, along with a keepers quarters. This lighthouse was blown up to remove it on February 16, 1871, after completion of the current lighthouse.
1828 - Keepers quarters was replaced.
1854 - Lighthouse elevated to 150 feet high with brick addition and first order Fresnel lens installed.
1854 - Duplex keepers quarters constructed to house two assistant keepers and their families.
1861 - Fresnel lens destroyed/removed by Confederate forces.
1862 - Temporary 2nd order Fresnel lens installed.
1863 - New 1st order Fresnel lens installed.
1868 - Construction of a new, taller lighthouse began, modeled on the Cape Lookout Lighthouse, with an additional stone base.
1870 - Current lighthouse (nominal 180 feet high) was completed, modeled on the Cape Lookout Light, and new flashing first order Fresnel lens installed.
1871 - Keepers quarters completed to house the head keeper and an assistant keeper, with their families.
1873 - Day markings added (black and white spiral bands).
1892 - Assistant keepers quarters renovated and expanded to house three assistant keepers and their families.
1913 - Lamps changed to incandescent oil vapor type.
1934 - Light was electrified.
1935 - Cape Hatteras National Seashore was created as a unit of the National Park Service.
1936 - Due to concerns about erosion, the lighthouse was removed from service. In 1939, it was abandoned by the Coast Guard and later ownership was transferred to the National Park Service. A new steel skeleton light tower was constructed to mark Cape Hatteras.
1950 - The erosion problems were found to be less severe than earlier surveys and the lighthouse was reopened. (During this period, the Fresnel lens was vandalized.) A new electric light was installed in the 1870 light tower and controls were automated (maintenance of the light remained a Coast Guard responsibility).
1970 - Light tower opened to the public.
1972 - The 1950 electric light was replaced with a pair of 1000 watt airport beacons mounted on a continually rotating turntable (4 rpm), producing 250,000
1986 - Keepers quarters restored by the Cape Hatteras National Seashore.
1999-2000 - Lighthouse moved 2,900 feet inland.

No. 4: Cape Lookout (N34° 72' 22" / W76° 31' 28")
ARLHS No. USA-126

Light: 156 feet high, 25 nautical mile range

1804 - Congress approved funding for a lighthouse at Cape Lookout.
1805 - Four acre site for lighthouse was donated (for $1) by Joseph Fulford, Jr. and Elijah Pigott.
1812 - First lighthouse (96 feet high) and keepers' quarters constructed. Lighting consisted of several "spider" lamps.
1815 - "Spider" lamps replaced with 13 Lewis lamps.
1830 - Additional 11 acres purchased for the light station.
1859 - Current lighthouse completed (nominal 150 feet high) and lighted with a 1st order Fresnel lens manufactured by Lenonnier-Suter in France. The 1812 tower was removed from service, but the 1812 keepers quarters continued in use until 1873, when it was abandoned and disappeared early in the 20th century. First assistant keeper added.
1860 - Second assistant keeper added. The 1812 lighthouse was renovated as assistant keepers' quarters.
1861-1863 - Lamps and lens removed by Confederates and lighthouse out of service.
1863-1867 - Temporary 3rd order Fresnel lens used while 1st order lens was recovered and repaired.
1864 - Confederate raiders attempt to destroy both Cape Lookout light towers, but fail.
1867 - Tower steps repaired and original 1st order lens was reinstalled.
1873 - Day markings added (black and white "checkers") and new keepers' quarters built to house a principal keeper and two assistant keepers.
1907 - Principal keeper quarters built adjacent to 1873 building. The 1873 building was renovated later to form two apartments, one upstairs and one downstairs, to house the two assistant keepers and their families.
1912 - Incandescent oil vapor lamp installed.
1914 - Light was changed from a steady light to a flashing signal by adding a clockwork mechanism to the Fresnel lens.
1933 - Light was electrified, with electric power provided by generators installed in the 1907 summer kitchen.
1933 - Barden Inlet opened during the hurricane of September 15-16, separating Shackleford and South Core Banks.
1942 - Light extinguished for the duration of World War II.
1950 - Light was fully automated. Both keepers quarters were abandoned and declared "surplus".
1958 - Dr. Graham A. Barden, Jr. purchased the principal keeper's quarters building and moved it down the beach to serve as a summer house.
1960s - The State of North Carolina purchased most of Shackleford and Core Banks, including the lighthouse property, for a new state park and to protect it from development.
1966 - Cape Lookout National Seashore is authorized by Congress.
1972 - Cape Lookout Lighthouse is listed on the National Register of Historical Places.
1973 - North Carolina turned over the property to the federal government.
1975 - The electric lamps and 1st order Fresnel lens were replaced with a pair of 1000 watt airport beacons mounted on a continuously rotating turntable (2 rpm). The Fresnel lens was placed on display at the USCG Support Center, Portsmouth, Virginia, which opened on November 4, 1975.
1976 - Cape Lookout National Seashore funded by Congress and established.
1982 - Cape Lookout Coast Guard Station closed and underwater electrical service from Harkers Island installed.
1988-90 - The Assistant Keepers Quarters was renovated into a visitors center and volunteer keepers residence.
1995 - The Cape Lookout Fresnel lens was installed at Block Island (Rhode Island) Southeast Lighthouse.
1996-97 Major electrical upgrade made to the tower, including replacement of the underwater cable from Harkers Island.
2003 - Lighthouse ownership was transferred from the Coast Guard to the National Park Service (though maintenance of the light itself remains the responsibility of the Coast Guard).
2007 - New Visitors Center and Museum (first floor of Assistant Keepers Quarters) opened.
2010 - Safety renovations to light tower stairs, gallery and gallery railings, etc. completed at a cost of over almost $400,000.
2010 - USCG approved replacement of airport beacons with solar-powered LED light (anticipated to be installed in 2012-2013).

No. 5: Bodie Island (North Side of Oregon Inlet, N35° 49' 07" / W75° 33' 40")
ARLHS No. USA-067

Light: 156 feet high, 18 nautical mile range

1847 - First lighthouse (54 feet high) was completed on south side of Oregon, but had to be abandoned by 1858 because the poorly constructed foundation failed and allowed the tower to tilt.
1859 - Second lighthouse (90 feet high) was completed near the first, equipped with 3rd order flashing Fresnel lens.
1862 - Lighthouse blown up by Confederate troops.
1872 - Current lighthouse (nominal 150 feet high), modeled after the Cape Lookout light was constructed on the north side of Oregon Inlet at a cost of approximately $140,000 and a first order flashing Fresnel lens installed. The tower was painted with day markings consisting of black and white horizontal bands.
1932 - Light electrified and automated with a flashing pattern, 2.5 seconds on, 2.5 off, 2.5 on, 22.5 off. (Original Fresnel lens remained in use.)
1953 - Lighthouse property transferred to the National Park Service.
1950s - Lamp replaced with new 160,000 candlepower electric light.
1992 - Keepers quarters renovated.
2000 - Lighthouse ownership was transferred from the Coast Guard to the National Park Service (though maintenance of the light itself remains the responsibility of the Coast Guard).
2009-2010 - General repairs and renovations made to the tower and Fresnel lens.
to correct general degradation of the lighthouse.

**No. 6:** Currituck Beach (Corolla, N36° 22' 36" / W75° 49' 51")
ARLHS No. USA-212

Light: 158 feet high, 18 nautical mile range

1875 - Current lighthouse was completed (nominal 150 feet high) and first order flashing (20 second cycle-3 on, 17 off) Fresnel lens installed. The tower was left unpainted (i.e., red brick) to distinguish it from the Cape Lookout, Cape Hatteras, and Bodie Island lights during the day.
1876 - Keepers quarters for two families completed (head keeper and an assistant keeper).
1920 - Small house moved to site to serve as a residence for a third keeper and his family
1939 - Light was automated.
1980 - Outer Banks Conservationists, Inc., a private non-profit organization dedicated to the conservation of the character of the Outer Banks of North Carolina, signed a lease with the State of North Carolina to begin a phased restoration.
1991 - Lighthouse opened to the public.
2003 - Ownership of the lighthouse transferred to Outer Banks Conservationists, Inc.

**THE OTHER NORTH CAROLINA LIGHTS**

In addition to the tall coast lights, there were many other lighthouses constructed near coastal shoals and along North Carolina's rivers and sounds. Most of these lights have been lost. The following is a summary of information about these lights. For more information on each of these, go to [http://www.unc.edu/~rowlett/lighthouse/nc.htm](http://www.unc.edu/~rowlett/lighthouse/nc.htm).

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<th>Approx. Coordinates</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beacon Island Light</strong></td>
<td>USA 1164</td>
<td>1853-1859</td>
<td>35° 6.0' 76° 2.9'</td>
<td>Brick keeper's dwelling with light copula, served as range light for the Ocracoke Channel light vessel.</td>
</tr>
<tr>
<td>Pamlico Sound</td>
<td></td>
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<tr>
<td><strong>Bluff Shoal Light</strong></td>
<td>USA 1165</td>
<td>1904-?</td>
<td>35° 12.6' 76° 4.4'</td>
<td>Screwpile foundation, wooden dwelling, 4th Order Fresnel</td>
</tr>
<tr>
<td>Pamlico Sound</td>
<td></td>
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</tr>
<tr>
<td><strong>Bogue Banks Beacon</strong></td>
<td>USA 1166</td>
<td>1855-1862</td>
<td>34° 41.7' 76° 40.7'</td>
<td>30' wood tower, front range light, 6th Order Fresnel</td>
</tr>
<tr>
<td>Name/Location</td>
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<td>Approx. Coordinates</td>
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<tr>
<td>Bogue Banks Light</td>
<td>USA 1167</td>
<td>1855-1862</td>
<td>34°48.8' 76°40.8'</td>
<td>50’ octagonal brick tower, rear range light, 4th Order Fresnel</td>
</tr>
<tr>
<td>Fort Macon/Atlantic Beach</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Brant’s Island Light</td>
<td>USA 077</td>
<td>1867-?</td>
<td>35°12.7' 76°26.6'</td>
<td>Screwpile foundation, 1-story cottage style dwelling with lantern copula.</td>
</tr>
<tr>
<td>Pamlico Sound</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Campbell’s Island Light</td>
<td>USA 1169</td>
<td>1849-1865</td>
<td>33°51.7' 78°0.2'</td>
<td>Southwest corner of Bald Head Island, 6th Order Fresnel on elevated structure.</td>
</tr>
<tr>
<td>Cape Fear River</td>
<td></td>
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</tr>
<tr>
<td>Croatan Shoal Light</td>
<td>USA 204</td>
<td>1850s-?</td>
<td>35°56.7' 75°46.7'</td>
<td>Screwpile foundation, 1-story cottage style dwelling with lantern copula.</td>
</tr>
<tr>
<td>Channel between Croatan and</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Albemarle Sounds</td>
<td></td>
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<tr>
<td>Cape Hatteras</td>
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</tr>
<tr>
<td>Federal Point Light</td>
<td>USA 1159</td>
<td>1817-1879</td>
<td>33°55.6' 77°56.7'</td>
<td>Earlier 30-40' high brick towers replaced in 1866 with screwpile, 2-story wood dwelling with octagonal lantern tower.</td>
</tr>
<tr>
<td>New Inlet, Cape Fear River</td>
<td></td>
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</tr>
<tr>
<td>Frying Pan Shoal Light</td>
<td>USA 313</td>
<td>1966-2003</td>
<td>33°29.0' 77°35.0'</td>
<td>Offshore “Texas tower”, DCB 224 light.</td>
</tr>
<tr>
<td>Cape Fear</td>
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</tr>
<tr>
<td>Gull Shoal Light</td>
<td>USA 1029</td>
<td>1851-1950s</td>
<td>35°22.0' 75°57.5'</td>
<td>Screwpile foundation, 1-story hexagonal cottage style dwelling with lantern copula.</td>
</tr>
<tr>
<td>Harbor Island Bar Light</td>
<td>USA 1160</td>
<td>1867-1922+</td>
<td>35°0.0' 76°35.0'</td>
<td>Screwpile foundation, 1-story cottage style dwelling with lantern copula.</td>
</tr>
<tr>
<td>Channel between Core and Pamilco Sounds</td>
<td></td>
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</tr>
<tr>
<td>Laurel Point Light</td>
<td>USA 430</td>
<td>1880-1950s</td>
<td>36°0.1' 76°23.6'</td>
<td>Screwpile foundation, 1-story hexagonal cottage style dwelling with lantern copula, 4th Order Fresnel.</td>
</tr>
<tr>
<td>Albemarle Sound</td>
<td></td>
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</tr>
<tr>
<td>Long Point Beacon</td>
<td>USA 451</td>
<td>1867-1922+</td>
<td>36°49.1' 75°57.4'</td>
<td>1-1/2 story wooden keepers dwelling on shore, lantern-on-pole light.</td>
</tr>
<tr>
<td>Currituck Sound</td>
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<tr>
<td>Name/Location</td>
<td>ARLHS Number</td>
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</tr>
</tbody>
</table>
| **Long Shoal Light**  
Pamlico Sound | USA 1170 | 1867-? | | Screwpile foundation, 1-story cottage style dwelling with lantern copula, 4th Order Fresnel. |
| **Neuse River Light**  
Neuse River at Pamlico Sound | USA 534 | 1828-? | 35° 5.9'  
76° 34.2' | Northwest side of Neuse River at Pinney Point, screwpile foundation, 1-story cottage style dwelling with lantern copula, 5th Order Fresnel. |
| **North River Light**  
Albemarle Sound | USA 1171 | 1866-1917 | 36° 9.9'  
75° 54.1' | Screwpile foundation, 1-story cottage style dwelling with lantern copula. |
| **Oliver Reef Light** | USA 1031 | 1874-1950s | 35° 15.8'  
75° 45.6' | Screwpile foundation, 1-story cottage style dwelling with lantern copula. |
| **Orton’s Point Light**  
Cape Fear River | USA 1175 | 1849-1865 | 34° 2.5'  
77° 56.7' | West bank of Cape Fear River, beacon on elevated structure, 6th Order Fresnel. |
| **Pamlico Point Shoal Light**  
Pamlico Sound | USA 579 | 1828-1850s | 35° 18.8'  
76° 27.3' | Screwpile foundation, 1-story hexagonal cottage style dwelling with lantern copula, 4th Order Fresnel. |
| **Price’s Range Light**  
Cape Fear River | USA 072 | 1849-1861 | 33° 56.2'  
77° 59.4' | Front tower survives, brick, 20' high, west bank of river |
| **Roanoke Marshes Light**  
Croatan Sound | USA 1032 | 1877-1955 | 35° 49.0'  
75° 42.0' | Screwpile foundation, 1-1/2 story wooden keepers dwelling with 3-story lantern tower, 4th Order Fresnel. |
| **Roanoke River Light**  
Albemarle Sound | USA 694 | 1887-1941 | 36° 3.6'  
76° 37.0' | Screwpile foundation, 1-1/2 story wooden keepers dwelling with 3-story lantern tower, 4th Order Fresnel. |
| **Royal Shoal, Northwest Point Light**  
Pamlico Sound | USA 1172 | 1857-? | | Screwpile foundation, 1-story hexagonal cottage style dwelling with lantern copula, 4th Order Fresnel. |
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Royal Shoal, Southwest Point Light</td>
<td>USA 1161</td>
<td>1867-?</td>
<td></td>
<td>Screwpile foundation, 1-story cottage style dwelling with lantern copula.</td>
</tr>
<tr>
<td>Shell Castle Island Light</td>
<td>USA 1176</td>
<td>1798-1818</td>
<td>35° 5.0' 76° 1.2'</td>
<td>Pyramid-shaped wooden tower covered with shingles, stone foundation, 1 large lamp with 4 wicks.</td>
</tr>
<tr>
<td>Wade Point Light</td>
<td>USA 870</td>
<td>1855-1950s</td>
<td>36° 9.3' 75° 58.5'</td>
<td>West bank of Pasquotank River, screwpile foundation, 1-story cottage style dwelling with lantern copula, 4th Order Fresnel.</td>
</tr>
</tbody>
</table>
THE CAPE LOOKOUT LIGHTHOUSE

LIGHTHOUSE HISTORY

The Cape Lookout Lighthouse of today is the second lighthouse constructed on this site. The first Cape Lookout Lighthouse was completed in 1812. This lighthouse consisted of a brick central stairwell with granite staircase, enclosed by an octagonal outer wood tower covered in wood shakes and painted with large horizontal red and white stripes. The 96 foot high tower was constructed on a tall sand dune just southeast of the current lighthouse and its light was 104 feet above sea level.

Congress authorized the construction of a lighthouse at Cape Lookout in 1804 and an entry in the records at the Carteret County Courthouse in Beaufort, NC, dated Feb 18, 1805 shows the gift of land by Joseph Fulford and Elijah Pigott for the lighthouse, as follows:

"We, Joseph Fulford and Elijah Pigott of the County of Carteret and State of North Carolina, in consideration of the sum of $1 paid to us by the United States of America, the receipt whereof we do hereby acknowledge, do hereby, give, grant, bargain, sell . . . to the said United States of America four acres of land on
Cape Lookout so-called in the State aforesaid for the accommodation of a lighthouse to be erected in pursuance of the Act of Congress passed on the 20th day of March 1804." (Deed Book O, pg 427)

Funding for the lighthouse was slow in coming from Congress, however, and it was not until 1810 that the Secretary of the Treasury of the United States instructed the Collector of Customs in Beaufort to publish the description of the proposed lighthouse and keeper’s quarters to be built near Cape Lookout in local newspapers to solicit bids for their construction. This solicitation was also placed in other newspapers along the east coast with all bids to be sent to Washington, DC.

In 1811, the contract for the Cape Lookout lighthouse is awarded to Benjamin Beal, Jr., Duncan Thanter, and James Stephenson of Boston. The light tower and keeper’s quarters was completed the following year at a cost of $20,678.54.

From the beginning, seamen complained that this lighthouse was inadequate…the light itself wasn't bright enough and the tower was too low for the light not to be blocked by the morning and evening coastal haze.

Robert Miles, in his 1832 work “The American Pharos,” provides this description of the then 20-year-old Cape Lookout Light:

“This light stands in latitude 34-36, longitude 76-36. It is stationary and elevated 95 feet above the level of the sea. Its situation is on Cape Lookout and may be seen from 16-18 miles at sea. It is painted with red and white stripes around it. As it is approached it resembles a ship under sail…

“The light, although clearly seen all night until near the approach of day, cannot then be discerned, owing, it is thought, to a mist which arises above the horizon between the vessel and the lamp. It is judged imprudent to approach the shoals of Lookout in the night nearer than 10 fathoms on the west side. Vessels passing the shoals in the night ought rather to trust to the lead than the light. These shoals are the most dangerous on the American coast and vessels cannot be too cautious in approaching them.”

By the 1850s, the old lighthouse was in need of extensive repairs and the Lighthouse Board took action to replace it with a new, taller one. In 1857, Congress appropriated $45,000 to build a new lighthouse to house a new 1st order Fresnel lens and construction started that year.

It was realized by this time that low-cost lighthouses were not the wisest choice and the new Cape Lookout Lighthouse was to be of quality construction and designed to last a long time. The lighthouse consists of a conical (technically, the frustum of a cone or "truncated" cone) brick tower with its light 150 above sea level and was initially equipped with a first order Fresnel lens that produced a light beam that could be seen eighteen to twenty miles away. Construction was completed in September 1859 and the lighthouse was placed in service in November of that year.
The Cape Lookout Lighthouse was constructed by the Corps of Engineers, United States Army, under the supervision of Capt. William Henry Chase Whiting (1824-1865). In May 1857, Whiting submitted "tracings of section and elevation of 1st order L.H. Tower" to the Lighthouse Board. His "tracings" reflected the design criteria established by Lt. Jenkins in 1851.

W. H. C. Whiting was born in Biloxi, Mississippi, on March 22, 1824, the son of Levi Whiting of Massachusetts, an artillery officer in the U.S. Army, and his wife Mary. Whiting was an academic genius who entered Boston English High School, the nation's first public high school, at age twelve.

He graduated as valedictorian two years later and entered Georgetown College (later Georgetown University), graduating second in his class at age sixteen. He entered the United States Military Academy in 1841 and graduated at the head of his class as a 2nd Lieutenant in the U.S. Army Engineer Corps on July 1, 1845.

After graduation, Whiting was assigned duty as assistant engineer at Pensacola, Florida. There, he helped supervise repairs and improvements at military installations in the area until 1848, when he was assigned duty in Texas to scout a wagon road between San Antonio and El Paso. That expedition came to be known as the "Whiting and Smith Expedition", which located what would become the important southern commercial and military route between the two cities.

On 22 April 1857 he married Catherine Davis "Kate" Walker (1836-1901) in Wilmington, New Hanover, North Carolina.

Whiting was promoted to First Lieutenant on March 16, 1853 and to Captain on December 13, 1858. In 1860, he was in Savannah, Chatham, Georgia overseeing improvements to defenses along the Savannah River.

He resigned from the U.S. Army on 20 February 1861 to joined the Confederate Army as a Major in the Confederate Engineer Corps and his first assignment was to aid General P.T. Beauregard in improving the defenses of Charleston harbor in South Carolina. By July 1861 he was a brigadier general commanding two brigades.

In November 1862, Whiting was assigned to the Cape Fear District of North Carolina to keep the port of Wilmington open. He was promoted to Major General in February 1863 and placed in command of the District. During attacks on Fort Fisher by Federal forces in late 1864 and early 1865, he refused to usurp the command of Col. William Lamb at the fort and participated in the battles as a "volunteer" under Lamb's command. He was wounded in the leg during the Second Battle of Fort Fisher and taken prisoner on 15 January 1865.

He died of dysentery on 10 March 1865 and was buried at Greenwood Cemetery in Brooklyn, New York (where one of his brothers was superintendent of the cemetery). In 1900, his body was moved to Oakdale Cemetery in Wilmington, New Hanover, North
Carolina and his wife Kate was buried with him in 1901.

Oakdale Cemetery records list Whiting as having died at Fort Hamilton, New Jersey. This is in error, as letters written by Whiting on 9 February 1865 and 2 March 1865, along with New York City newspaper accounts published following his death, clearly show that Whiting was being held in the hospital at Fort Columbus, Governor's Island, New York City, New York when he died.

An original drawing of the Cape Lookout Lighthouse is noted "Drawn under the direction of Lieut. Wm. H. C. Whiting, Corps Engr." This drawing is undated, but since we know that Whiting was promoted from Lieutenant to Captain in late 1858, this drawing had to have been prepared prior to the lighthouse's completion and was probably part of the design drawings, even though "as-built" changes were made it (apparently after 1873, since the "checkers" daymark specified in 1873 is illustrated).

On September 19, 1859, the Lighthouse Board issued the following announcement:

"Official information has been received at this office from Captain W. H. C. Whiting, Corps of Engineers, U.S. Army, that the new lighthouse at Cape Lookout has been completed.... The new lighthouse will be lighted for the first time at sunset on Tuesday, the first day of November next, and will be kept burning that and every night thereafter until further orders....."

For many years after 1859, the abandoned 1812 lighthouse continued to stand. Official records still listed it late into the 19th century, but an 1880s photograph shows that the 1812 lighthouse was no longer there. The tower seems to have disappeared in the 1870s, sometime after the 1873 keepers quarters was constructed. Today, brick shards and parts of the foundation, along with a couple of stone steps mark the tower's location. (Most of the granite from the tower foundation and stairs was salvaged and used in the construction of a number of storage and service buildings at the light station, all of which have since disappeared.)

The following figure is a survey of the light station site and buildings in 1906 by the U.S. Army Corps of Engineers:

Note that the 1812 keeper's quarters was, at this time, still standing, but that the 1812 tower has disappeared.

A "keeper's quarters" was built at the same time as the 1812 lighthouse, southeast of the...
tower on another high sand dune. This small, story-and-a-half house (about 800 square feet) served the keeper for over 60 years until it fell into such disrepair that a new building was required. The 1812 keeper's quarters was still standing in 1906, but disappeared soon thereafter. (Part of the brick foundation is still visible on a dune just southeast of the 1812 lighthouse site.)

From 1812 to 1859, there was a sole lighthouse keeper who, with his family, occupied the keepers quarters. However, with the building of the new lighthouse, two assistant keepers were assigned in September 1859. Whiting made renovations to the 1812 lighthouse to provide additional quarters for these two assistants. (There is some confusion on this issue. "Notice to Mariners No. 43", issued on September 19, 1859 to announce the new lighthouse says "The keepers' dwelling, which is part of the old tower, is painted in red and white horizontal bands." This seems to indicate that the 1812 keepers quarters may have been abandoned by this date and that all three keepers lived in the old tower.)

In 1873, the current keepers' quarters, constructed of brick left over from the Bodie Island lighthouse, was built to house the "principal" keeper (called "the Captain") and his two assistants. Finally, a "principal keeper quarters" and adjacent summer kitchen was constructed in 1907. Each house was provided with a fresh water cistern system, a privy, and, later, a partitioned "fuel shed" for storing wood and coal for heating and cooking (lost to storm surge during Hurricane Isabel in 2003). It wasn't until 1934 that "indoor plumbing" arrived and each house was fitted with toilets and a septic system.

The 1873 keepers' quarters was originally constructed with four rooms on the first floor separated by a central hall and stair. One of the rooms was designated as the office, one the kitchen, one the sitting room, and one a bedroom. Four additional bedrooms were located on the second floor. After completion of the principal keeper's quarters in 1907, the 1873 building was renovated to create a duplex with individual downstairs and upstairs quarters for each of the assistant keepers and their families.

Lighthouse Service rules did not allow women and children to reside "...at isolated stations, where there are two or more keepers." Thus, from 1859 until 1907, when separate quarters for their families were provided, wives and children of keepers lived ashore (typically on small family farms) or in town at Beaufort or Morehead City. Since the keepers could rotate their shifts at Cape Lookout, each was able to spend significant time with his family...typically working two weeks and being off one week. LHS rules required that the keeper or one of his assistants be present at the station at all times, but operations typically required that two keepers be on duty so that the long night shift could be shared.

When the 1873 house was renovated again in 1988-1990, the upstairs was remodeled into an apartment to house volunteers, consisting of two bedrooms, kitchen, dining room, bath, and sitting room. The downstairs was divided into public toilets, as storage room, a gift shop, and a small museum. Finally, the 2007 renovation to the downstairs returned that part of that house to its original configuration to serve as museum space.

The 1907 principal keeper's quarters contained a sitting room, bedroom, and kitchen on the first floor and three additional bedrooms on the second floor.

Just before 10:00 pm on the evening of August 31, 1886, the largest earthquake to occur
in the United States began, centered at Charleston, South Carolina. For about a minute, the earth shook and shock waves reached as far west as the Mississippi River and as far north as Pennsylvania. Chimneys collapsed in Charlotte, Raleigh, Wilmington, and Elizabeth City, North Carolina.

Along North Carolina’s outer banks, the quake effect was significant. All of the tall coast lighthouses, including the Cape Lookout Lighthouse, were impacted. The keepers at Cape Hatteras reported that their light tower shook, dislodging loose objects and making it difficult to stand...conditions that would have been even worse at Cape Lookout, seventy miles further south. Fortunately, none of the lighthouses experienced measurable structural damage.

When the Coast Guard assumed responsibility for the lighthouse in 1939, the keepers were offered the option of resigning or accepting a commission in the Coast Guard. After the Coast Guard automated the light in 1950, fulltime keepers were no longer required and both dwellings were declared "surplus".

Dr. Graham A. Barden Jr., son of the longtime New Bern congressman for whom Barden Inlet was named, was given a lot about a mile south of the lighthouse as a gift from his father’s law partner in 1957. He and two friends bought the 1907 keepers quarters for $666, according to Graham Barden III, and had it moved to their lot to serve as a family vacation cottage in 1958. The 1873 building was simply abandoned until ownership was transferred to the National Park Service when Cape Lookout National Seashore was established in 1976.

**THE TOWER**

**Basic Dimensions:**

169 feet high from the ground to the top of the lightning rod above the ball ventilator, 163 feet to the top of the ball ventilator, 161 feet to the top of the roof.

150 feet to the focal plane of the light above (average) sea level.

156 feet above mean low water to the light.

28 feet 7 inches base diameter, 10 feet 6 inches inside diameter (resulting in an 8 feet 1 inch wall thickness at the base, tapering to 1 foot 7 inches wall thickness at the top of tower).

216 steps, consisting of 18 outside wood steps, 1 step into the entry, 180 cast iron spiral steps (5 landings, 36 steps between each landing), 8 "ship's ladder" steps to the Watch Room, and 9 "ship's" ladder steps to the Lantern Room.
**Foundation:** Whiting’s design drawings do not clearly show the foundation construction. It appears that the foundation consists of a stone rubble base with a dressed stone foundation, probably 8-10 feet thick, capped by a brick platform that creates a 35" walkway around the base of the tower. A deeper foundation or piles may be installed to support the center stair column that also carried the weight of the Fresnel lens.

**Construction:** The conical design of the Cape Lookout Lighthouse evolved from the goal of building a tall lighthouse that would be lighter than the stone and masonry lighthouses built prior to 1852. The inner tower wall is cylindrical with a 10'6" diameter, while the outer wall is tapered (or conical) with a base diameter of 28' 7". The inner and outer walls are connected with buttress walls that lock the two together up to approximately 100 feet height, where a single, solid wall continues to the lantern floor level. Overall, the tower is estimated to contain approximately 600,000 bricks and has a total weight of more than 2500 tons.

The lighthouse builders probably used the "working platform" method to lay the brick walls, a common approach at the time. While most of the work could be done from the inside, a narrow "ring" platform was used on the outside to place outer brick layers. As the lighthouse height increased, the platform was simply moved upward. Where the inner and outer walls came together, the working platform was probably abandoned and wall work was done from the inside. A simple "track hoist", attached to the side of the lighthouse, and powered by a small steam engine, was used to lift the bricks up to the working level.

The light enclosure at the top of the brick tower is constructed of cast iron, copper, and glass in fabricated sections, like pie slices, and was installed once the brickwork was complete.

The first known photo of the Cape Lookout light station was taken in 1893, shown at the left. The 1812 Keeper’s Quarters can be seen in the distance on the left, with the bare dune that was the site of the 1812 lighthouse in front. The storage building to the left is long gone, as are the "privies" that can be seen in the background just to right of the Keepers Quarters. Note the fence that protected the light station from “free range” livestock.

In 1992, the U.S. Coast Guard "renovated" the light tower with new paint, re-mortaring of damaged brick courses, and installing replica windows made of treated wood. Structural steel framing was added above the Service Room level to stabilize the top of the tower. Each of these renovations, however, have resulted in other problems that remain to be corrected.

In 2010, exterior renovations to the gallery and Service Room were made. Some of the 1992 steel reinforcement was removed and modified to provide better access from the Service Room to the gallery and the gallery handrail was replaced.
**Stairs:** The original 1859 stairs were constructed of cast iron. These stairs differ from those in later North Carolina lighthouses. Instead of having an open center "well", there is a hollow cast iron column (which also houses the electrical wiring serving the light) extending from the first floor up to the lantern floor. Each cast iron tread, approximately five feet long, spans from this column to the inner brick wall of the tower. The treads are connected to the column with bolted cast iron brackets, but simply rest on the bricks of the inner wall.

A small band of Confederate soldiers made their way from Goldsboro to the lighthouse and reached the island on the night of April 2, 1864. Kegs of black powder were placed at the base of the light tower and ignited. Three days later, Col. John N. Whitford of the 67th North Carolina Infantry proudly (but in error) reported to his superiors that the lighthouse had not only been disabled, but also had been destroyed beyond repair. He also claimed the group blew up not just the 1859 lighthouse, but also the original 1812 tower that stood nearby.

Whitford's superiors then wrote a letter to Richmond requesting that the men who led the raid be "entitled to great praise if certainly not reward." This correspondence describes the lighthouse's walls as "injured, cracked and bulged out."

However, reports made by the Union commanders tell a very different story. In a letter to his superiors, Benjamin Dove, commander with the North Atlantic blockading squadron, called the Confederate soldiers "four or five mischievous persons." He wrote that an attempt was made to destroy the light, but it was only partially successful. Two kegs of powder were exploded, glass was shattered, and the oil storage building was destroyed. Several stairs leading to the top of the tower were also ruined.

Dove said a small crew from the supply ship, *USS William Badger*, was sent ashore and "repaired the damage sufficiently to keep the light going, but not so bright as usual."

Damage to the first two flights of cast iron stairs did occur and temporary wooden stairs were installed while new cast iron treads and hardware were ordered. Approximately sixty-one replacement cast iron stair treads and one landing were installed in 1867. Today, it's obvious where repairs were made to the stairs, but there's no evidence that the walls ever "cracked or bulged". As for the destruction of the 1812 lighthouse, that never happened either...that structure was still standing long after the Confederates claimed to have blown it to smithereens.

**Daymarks:** Contrary to popular accounts, the exterior paint scheme on the Cape Lookout Lighthouse is no accident or mistake. The Lighthouse Board ordered the three North Carolina red brick lighthouses (Lookout, Hatteras, and Bodie Island) painted exactly the way they are on April 17, 1873:

"Cape Hatteras tower will be painted in spiral bands, alternately black and white. Cape Lookout tower will be checkered, the checkers being painted alternately black and white. Body's [sic] Island tower is now painted black and white horizontal bands."
When the Currituck Beach Lighthouse was completed in 1875, it was left unpainted as red brick could serve as its daymark and the cost of painting could be avoided.

While numerous other lighthouses use the same daymark as the Bodie Island and Cape Hatteras lights, the Cape Lookout daymark is unique.

Locals often referred to the paint scheme of the Cape Lookout tower as "diamonds" instead of "checkers" and a connection with the shoals at Hatteras, named Diamond Shoals, was made. Some folks erroneously assumed that the Cape Lookout Lighthouse had gotten the pattern intended for the Cape Hatteras Lighthouse, but, based on the Lighthouse Board orders of 1873, this obviously is not the case. Another local story is that Ca'e Bankers often called the shoals at Cape Lookout "Diamond Shoals", but that too appears to be a myth.

A charred letter, dated 1873, in the National Archives shows that the North/South/East/West orientation of the checkers was intentional. However, there is no documentation to support claims that they provide specific navigational warnings (a black "diamond" is a danger sign in navigational aids that did not come into use until much later) and no other U.S. lighthouse daymark is designed to serve as a directional aid. The original painter lines are, reportedly, still partially etched into the bricks and even
today help guide repainting, which is needed about every 8 or so years.

**Paint:** When keepers were on duty, they did the painting, typically taking months to finish as the painting chore had to be fitted in with all their other duties. Today, contractors do the painting. The lighthouse was painted in 1980 and again in 1995. However, the 1995 paint began to fail almost immediately and the lighthouse was cleaned by pressure washing and repainted in the summer of 2004.

**Weathervane:** Photos of the Cape Lookout Lighthouse taken prior to 1976 show a fish (said to be mullet) weathervane on the top of the tower. Sometime after that date, the weathervane "went missing" and there is a continuing search for it to this day.

**Recent Improvements:** In July 2010, the Lighthouse was opened for public climbing. The opening of the Lighthouse is the culmination of 5 years of efforts by the Park Service and volunteers. In 2005, a preliminary engineering study indicated that repairs and improvements required to make the light tower safe for climbing could be implemented at a reasonable cost. A more detailed "Historic Structure Report" was completed in late 2008 and validated the findings of the 2005 study. However, this report did recommend that the number of people in the tower at one time be limited and that is the basis for requiring tickets with assigned times for climbing.

In November 2009, during the lighthouse's 150th anniversary celebration, the Park Service announced that funds to implement the required safety modifications would be made available and, in 2010, the following improvements were implemented:

- Replacement of the outdoor wood stairs and landing to match those constructed in 1859.
- Replacement the door to match the one installed in 1859.
- Reinforcement of the 1859/1867 cast iron spiral stair treads.
- Repair of the existing stair handrail and the addition of a new handrail on the center column.
- Replacement of several stair treads that were cut or drilled to install the 1916 clockwork mechanism.
- Replacement of the handrail on the gallery, including adding safety mesh to make the gallery safe for children.
- Renovation to the steel bracing at the gallery hatch and adjacent to the stairs between the Storage Room and the Watch Room to provide better, safer access.

Following these improvements, the light tower was opened for public climbing in late July 2010.

While the repairs to the steps and handrails and gallery railings, along with removal of some of the structural steel bracing added by the Coast Guard in the early 1990s, have made the tower safe for routine climbing by the public, there remain more serious issues that must be addressed in the future. The 2008 *Historic Structure Report* identified a number of structural issues with the cast iron tension ring at the top of the light tower and with the brick walls, some resulting from "repairs" made by the Coast Guard during the 1980s.

**Oil Storage Building:** The original design of the 1859 light tower called for an attached,
two-story "oil house" that, however, was never built...perhaps out of concern for the safety of oil storage at the base of 150-foot "chimney". Rather, a remote oil storage building was constructed about 50 feet from the tower.

The concrete building that stands today, located about 100 feet west of the tower, was constructed in 1933. It replaced a metal building dating from 1897 that, in turn, had replaced a wooden oil house constructed in 1864-1867 after the Confederate raid. The 1933 oil house consists of a ventilated cast-in-place concrete building to house 55-gal drums of fuel oil for the generators, along with two much larger tanks that sat on "cradles" outside and were removed in the 1950s.

**THE LIGHT**

The following table summarizes the types of lamps and lenses used at Cape Lookout Lighthouse as aids to navigation (ATON):

<table>
<thead>
<tr>
<th>Dates</th>
<th>Lens</th>
<th>Lamp(s)</th>
<th>Signal</th>
<th>Fuel</th>
<th>Candlepower</th>
</tr>
</thead>
<tbody>
<tr>
<td>1812-1815</td>
<td>None</td>
<td>Spider lambs</td>
<td>Fixed</td>
<td>Whale oil</td>
<td></td>
</tr>
<tr>
<td>1815-1859</td>
<td>None (13-21&quot; dia. reflectors)</td>
<td>Lewis lamps</td>
<td>Fixed</td>
<td>Whale oil</td>
<td></td>
</tr>
<tr>
<td>1859-1861</td>
<td>1st Order Fresnel</td>
<td>5-Wick and chimney lamp</td>
<td>Fixed</td>
<td>Whale oil</td>
<td></td>
</tr>
<tr>
<td>1861-1863</td>
<td>Lamps and lens removed by Confederate Lighthouse Board</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1863-1867</td>
<td>3rd Order Fresnel</td>
<td>5-Wick and chimney lamp</td>
<td>Fixed</td>
<td>Whale oil</td>
<td></td>
</tr>
<tr>
<td>1867-1883</td>
<td>1st Order Fresnel</td>
<td>5-Wick and chimney lamp</td>
<td>Fixed</td>
<td>Whale oil</td>
<td></td>
</tr>
<tr>
<td>1883-1912</td>
<td>1st Order Fresnel</td>
<td>5-Wick and chimney lamp</td>
<td>Fixed</td>
<td>Kerosene</td>
<td></td>
</tr>
<tr>
<td>1912-1914</td>
<td>1st Order Fresnel</td>
<td>IOV</td>
<td>Fixed</td>
<td>Kerosene</td>
<td>77,000</td>
</tr>
<tr>
<td>1914-1933</td>
<td>1st Order Fresnel</td>
<td>IOV</td>
<td>Flashing</td>
<td>Kerosene</td>
<td>77,000</td>
</tr>
<tr>
<td>1933-1975</td>
<td>1st Order Fresnel</td>
<td>4-250w lamps</td>
<td>Flashing</td>
<td>Electricity</td>
<td>160,000</td>
</tr>
<tr>
<td>1975-2011</td>
<td>Dual BCD-24 Airport beacons</td>
<td>2-1000w quartz halogen lamps</td>
<td>Flashing</td>
<td>Electricity</td>
<td>800,000</td>
</tr>
<tr>
<td>2011+</td>
<td>VRB Marine Rotating Beacon with multiple acrylic Fresnel lenses</td>
<td>100w LED lamp</td>
<td>Flashing</td>
<td>Electricity</td>
<td></td>
</tr>
</tbody>
</table>

**Wicks and Reflectors:** The first Cape Lookout light was made up of "spider" lamps. Each consisted of a shallow brass pan as a reservoir and four to eight adjustable solid
round wicks (without chimneys) that surrounded the pan.

In 1781 a Swiss chemist named Ami Argand invented a lamp that was as bright as seven candles. It had two cylinders of brass, one inside to feed oil to the lamp’s wick, and one outside to bring oxygen around the wick. This lamp used half the oil of the spider lamp. A parabolic reflector helped to magnify the light. By 1800, the lamp was in widespread use in Europe and it is believed that Argand’s lamp was used in an American lighthouse in 1809. A sketch of Argand’s lamp and a typical parabolic reflector is shown below:

![Argand Lamp and Parabolic Reflector](image)

Winslow Lewis, a former ship captain from Wellfleet, Cape Cod, Massachusetts patented his version of the Argand Lamp on June 8, 1810 and sold his “reflecting and magnifying lantern” patent to United States Government just prior to the War of 1812.

Although the Lewis Patent Lamp required only half of the oil used by spider Lamps, the intensity of his lamp was 400 times less that of the Argand Lamp used in Europe. Lewis promoted his device as a “magnifying and reflector lantern” claiming the system was a combined lamp and magnifier with reflectors. In an effort to increase the lamp’s intensity, Lewis placed a lens, a “magnifier” made from a 4-inch diameter green bottle glass, in front of the flame to focus the straying beams of light. His “magnifier” accumulated soot immediately further dimming the Light and was later removed. Lewis lamps required constant adjustment and cleaning due to the inadequate draft and defective brass gears.

The design of his silvered plated copper reflectors was another reason why the Lewis Patent Lamp was less effective than the Argand Lamp. The reflector’s silver finish was too thin to withstand abrasive cleaning and the thin copper could not hold its original parabolic shape when exposed to the heat of open flame lamps. As a result, as the Lewis reflectors deformed into a spherical shape and the reflective silver finish became worn, the light emitted was severely degraded.

The Lewis Patent Lamp was basically a poorly modified version of the Argand Lamp and parabolic reflectors. As one inspector noted the “magnifier” “made a bad light worse,” yet Lewis did not argue with his critics. He did, however, defend his lamp on the basis of economy, emphasizing the 50% oil savings over the Argand Lamps, which appealed to Pleasonton.

The 1812 Cape Lookout Lighthouse received thirteen Lewis lamps burning whale oil, each with 21” parabolic reflectors to show a fixed light all around the horizon. These lamps’ wicks were difficult to keep trimmed and often smoked up the lantern room, thus rendering the light dim and required a keeper to routinely polish the silver reflectors and clean soot from the glass panes of the lantern house.

In 1857, in response to complaints about the quality of the 1812 light, new “reflector apparatus and extra lamps and wicks” were installed at Cape Lookout. No details about this light modification are known, but it is known that a Fresnel lens was not part of them.
The Fresnel Lens and a Better Light: In 1821, Augustine Jean Fresnel (pronounced Fray-nell) introduced the lens that would change the world of lighthouses. This French army engineer made a lens consisting of a central drum of number of convex bullseye lenses, augmented above and below with mirrors to focus more of the emitted light. This design was improved by two Scots engineers who replaced the mirrors with curved "dioptic" prisms and, above those, curved "catadioptic" prisms that bent the light into a horizontal plane as shown in the figure below.

By positioning the prisms around the outside of the lens so that all emerging light rays are parallel to each other, the lens was capable of collecting up to 83% of the lamp's light and focusing it into a horizontal beam, compared to only 17% for the Lewis lamps. Moving screens (also called "eclipsers") could be placed in front of the optic or the whole lens could be rotated in order to create flashing light patterns.

The Fresnel lens design was eventually refined into eleven "orders", with each order representing a specific focal length. "Focal length" is the distance from the center of light...
source (focal point) to the lens. Of these eleven orders, only six were used in the United States. First Order (largest) through Sixth Order (smallest) typically as follows:

<table>
<thead>
<tr>
<th>Order</th>
<th>Focal Length</th>
<th>Inside Diameter</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>36.0”</td>
<td>72-7/16”</td>
<td>7’ 10”</td>
</tr>
<tr>
<td>2nd</td>
<td>27.6”</td>
<td>55-1/8”</td>
<td>6’ 1”</td>
</tr>
<tr>
<td>3rd</td>
<td>19.7”</td>
<td>39-3/8”</td>
<td>4’ 8”</td>
</tr>
<tr>
<td>4th</td>
<td>9.8”</td>
<td>29-11/16”</td>
<td>2’ 4”</td>
</tr>
<tr>
<td>5th</td>
<td>7.4”</td>
<td>14-3/4”</td>
<td>1’ 8”</td>
</tr>
<tr>
<td>6th</td>
<td>5.9”</td>
<td>11-7/16”</td>
<td>1’ 5”</td>
</tr>
</tbody>
</table>

Francois Soleil Sr. was the first to build the lenses for Fresnel. His son Francois Jr. took over the work and continued working in Paris until he went to St. Petersburg, Russia, where he continued to build lenses. Several French companies, all located in the vicinity of Paris were responsible for the manufacture of almost all of the Fresnel lenses used in US lighthouses during the nineteenth century. These companies were:

- Letourneau & Co, which took over from Francois Soleil Jr.
- Henry-Lepaute
- Lemonier
- Sauter, who took over from Letourneau, and later merged with Lemonier.
- Barbier & Fenestre.
- Barbier, Benard & Turenne, who took over from Barbier & Fenestre.
- Grisman, who took over from Barbier, Benard & Turenne.

Eventually, lenses built in accordance with Fresnel's designs were also manufactured in England by the Chance Brothers, and in Germany by Wilhelm Weule. The Macbeth-Evans Company also began manufacturing Fresnel-style lenses in the United States.

While the superiority of the Fresnel lens over the Lewis lamp/reflector was obvious to everyone except Lewis and the Fifth Auditor of the Treasury, Stephen Pleasonton, it wasn't until Congress removed the Lighthouse Establishment from Pleasonton's control in 1852 that the Fresnel lens came into use in U.S. lighthouses.

Responding to long-standing complaints about the performance of the 1812 lighthouse at Cape Lookout, in 1856 the U.S. Lighthouse Board ordered a first order Fresnel lens from Lemonnier-Sauter, a French manufacturer, to be installed in a new, taller lighthouse (finally authorized the following year). This large lens, about 8 feet high and 6 feet in diameter, was specifically designed for use with seacoast lights. The lens was constructed in eight sections, or "faces", of 45-degrees each, with the prisms contained within brass structural frame members. The initial light source for the new lens was called a "five wick and chimney lamp" and burned whale oil.
The 1856 Fresnel lens, which had been in storage in New York City since the fall of 1857, was then installed with its lamp in the new lighthouse and placed in service on November 1, 1859 (though some reports state that the light was not actually in operation until November 9, 1859.)

Eighteen months later, in April 1861, the Civil War began with the shelling of Fort Sumter at Charleston, South Carolina. Sometime after this date, but before the end of April, Governor John W. Ellis of North Carolina sent a telegram to the U.S. Lighthouse Board district superintendents and lighthouse keepers along North Carolina’s coast with instructions to immediately extinguish their lights. Most superintendents complied even though Ellis had not authority over them.

In May 1861, North Carolina seceded and joined the Confederate States of America and, in early June, the newly created CSA Lighthouse Board went one step further by sending instructions to all district superintendents to dismantle, remove, and safely store the valuable lamps and lens from all coastal lights. The Beaufort District Customs Collector and Lighthouse Superintendent, Josiah Bell, had three lights under his control: the Cape Lookout Lighthouse, the 50 foot tall Bogue Banks Lighthouse located adjacent to Fort Macon that marked the Beaufort Inlet channel, and the 30 foot tall range light that was associated with the Bogue Banks light.

The immediate desire of the CSA was to protect the coastal lights from expected capture by Union forces. But, there was also a desire to protect the lights so that when hostilities were over, the lights and lens could be reinstalled and returned to service.

Superintendent Bell contracted with a Beaufort warehouse owner to store the lamps and lenses from his district at a cost to the CSA government of $5 per month. From various payment vouchers, we know that Bell had the lamps and lenses removed from the light towers by a local "machinist," padded with blankets, and placed in storage between June 21 and the end of September 1861.

In November, Bell wrote a letter stating, "I have in my charge all the lenses and lighting Complete, of the two lighthouses." Bell underlined and capitalized the word "complete," which debunks the oft-heard stories about the lights being damaged by retreating Confederate military.

The expected Federal attacks on the barrier islands of North Carolina began with the capture of Hatteras Inlet by combined U.S. ground and naval forces on August 28-29, 1861. In the early spring of 1862, Federal troops lead by Gen. Ambrose Burnside captured Roanoke Island, effectively destroying all Confederate shipping in the Albemarle Sound (and contributing significantly to the Confederates abandoning Norfolk, Virginia soon thereafter). Federal troops soon captured Elizabeth City, Winton (an important rail hub at the time), Washington, and New Bern. By late March, they were staging for attack on the large Confederate encampment at Morehead City and on Fort Macon.

Fearing Federal attack, in early April 1862 Josiah Bell arranged for the lamps and lenses in his care to be shipped by the Atlantic and North Carolina Railroad from Morehead City to Raleigh for safekeeping.

With the fall of Fort Macon on April 23, 1862, Morehead City, Beaufort, and the Cape
Lookout Lighthouse came under Federal control. In February 1863, a 3rd order lens was installed on a temporary basis at Cape Lookout and was lighted on March 1, 1863, to return the lighthouse to duty.

In early April 1865, Gen. William Sherman’s troops reached Raleigh, North Carolina, and accepted the surrender of the city on April 13. That day, two young Federal officers were dispatched to the State Capitol, which had been abandoned by the Governor and other state officials less than 48 hours before. They found, stacked head-high in the rotunda between the House and Senate chambers, a large pile of boxes and loose parts that were the lenses, lamps, and other apparatus from the lighthouses and harbor lights of coastal North Carolina.

These officers also found large quantities of state papers scattered about the floor…papers that had been discarded by the hurriedly departing North Carolina government officials.

In late May or early June, 1865, under the supervision of Gen. L.C. Easton, the lamps and lenses found at the Capitol were packed for return to the U.S. Lighthouse Board. Since packing materials to protect the lens panels were scarce, workmen used the papers they found on the floor of the rotunda and in the adjacent legislative chambers for cushioning inside the crates. These papers used for packing were important…many of them dating from the Colonial period. The importance of these papers was recognized by the Federals who retrieved them upon arrival and added them to the archives of the U.S. State Department. (In 1906, these papers were returned to the State of North Carolina.)

Fortunately, the Cape Lookout lens was among those found in Raleigh and it too was shipped to the Lighthouse Board's lamp shops on Staten Island, New York.

The shops at Staten Island were flooded with dismantled, and often damaged, lenses from all over the South. Since the cost of replacing damaged lenses could not be supported by a government dealing with the costs of war and reconstruction, the decision was made to send many of these lenses back to their original French manufacturers for repair. The Cape Lookout lens was one of the first to be shipped to France on November 28, 1865. In August 1866, the repaired lens arrived at the docks in New York and by May 1867, after repairs to the lighthouse stairs, the 3rd Order lens that had been installed in 1863 was removed and the repaired 1856 1st Order lens was returned to service.

Whale oil was used as the primary light fuel until 1883, when kerosene was introduced.

In 1912, the Cape Lookout light was significantly improved when it was fitted with an "incandescent oil vapor" (IOV) lamp, which operated much like today's Coleman camping lantern. IOV lamps consumed half as much fuel as wick lamps and were nearly three times as bright, adding three or four miles of visibility. Because the fuel burned cleanly in the new lamps, keepers no longer had to toil long, hot hours cleaning soot from the lens and lantern glass. Lower fuel consumption also meant fewer trips hand carrying kerosene up the stairways. This IOV lamp produced approximately 77,000 candlepower.
The light "characteristic" was changed in 1914 from fixed to flashing, with two 10-second eclipses each minute, i.e., the light was on for 20 seconds, then off for 10 seconds. This was accomplished by modifying the lens with an "occulating mechanism". This mechanism consisted of opaque metal plates secured to a rotating stand that turned on a central lubricated bearing assembly, much like a wheel at the end of an axle. The motive force for rotation was supplied by a battery-powered motor. A "falling weight" clockwork type mechanism (similar to that of a coo-coo clock) regulated the speed of rotation. Weights were suspended down the center of the lighthouse by a series of cables that were looped through small rings that were fashioned into each landing of the stairway. As the rotating stand turned, so did the mechanism. In order to keep the mechanism rotating, the light keeper had to periodically crank the clock system weight back up to the top. (Evidence of the clockworks remain today with the cable holes drilled in the Watch Level floor plates and the two stair treads that were shortened to allow the cables and weight to pass.) From 1913 drawings, it appears that a battery-charging system was located at the base of the tower and a wire extended up the central stair column to the battery, located at the Lantern Room level.

In 1933, the lightship LV-72 was decommissioned. Its electric light, consisting of four 250W lamps, was salvaged and installed within the existing Fresnel lens, increasing light output to 160,000 candlepower. Electric power for the new light was provided by two new 5 kW gasoline-powered generators with two sets of 200 Amp lead-acid storage battery racks installed in the Summer Kitchen.

In 1950, the light was fully automated by the Coast Guard, with a "sun sensor" to turn the beacon on and off. Power from the Cape Lookout Coast Guard Station generators was routed via an overhead pole line to serve the lighthouse. The generators in the Summer Kitchen were removed, as were the two fuel oil tanks at the Oil House.

Finally, in 1982, an underwater electric cable was run to the lighthouse from Harkers Island and the pole line from the Coast Guard Station was removed (since the station was decommissioned that year). A new emergency generator was installed in the base of the tower to provide power when electrical service from Harkers Island was lost (however, that generator no longer functions.) It is reported that the 1982 electrical cable was replaced sometime during the mid-1990s.

**Today's Light:** During the late 1960s and early 1970s, the Coast Guard, which had assumed operational control of U.S. lighthouses in 1939, began planning modernization of the Cape Lookout Light. And, in 1975, the 1856 first order Fresnel lens and its 1933 electric lamps were removed. In their place, the Coast Guard installed two 1000-watt Model BCD-24 airport beacons, each consisting of quartz halogen lamps, a reflector, and lens housed in an aluminum fixture. The twenty-four-inch diameter beacons each have two lamps, but only one is active at a time...when the active lamp burns out, a drum rotates automatically and engages the electric contacts of the second lamp, effectively changing itself (though manual intervention is required when the second lamp finally burns out).

Today, the light is "on" continuously, but appears at a distance to flash once every fifteen seconds since the two beacons are mounted back-to-back on a "turntable" rotating at two revolutions per minute (rpm). Each lamp produces 800,000 candlepower and the beams are visible up to about 20 miles on a clear night.
The 1856 Lemonnier-Sauter lens was sent to the Coast Guard Support Center at Portsmouth, Virginia (now USCG Base Portsmouth), which opened on November 4, 1975. The transfer of the 1856 lens was protested by citizens of Carteret County and a proposal to place the lens on display at the fledgling Maritime Museum in Beaufort was put forth. Both the National Park Service at the new Cape Lookout National Seashore and the local Coast Guard Commander supported this proposal. Representative Walter Jones (D-NC) wrote the Coast Guard in support of leaving the lens in Carteret County. The Coast Guard response stated that "...it is appropriate to retain this unique lens for display on Coast Guard property" (emphasis added). Evidently, the importance of having the lens for display was later negated by Coast Guard operational needs since, in 1994, the Cape Lookout lens was installed at Block Island (Rhode Island) Southeast Lighthouse.

In 2011, the Coast Guard announced that it intended to replace the 1975 airport beacons with a Model VRB-25 marine rotating beacon is manufactured by Vega Industries, Ltd. in New Zealand, designed to require much lower maintenance and to be far more energy efficient. This beacon consists of multiple acrylic Fresnel lenses that rotate around a stationary 100 watt 12 volt DC light-emitting diode (LED) lamp. Individual lens panels are blanked-off and that, coupled with the correct rotational speed, will generate a light characteristic to match the airport beacons, a "flash" every 15 seconds. Power for the new lamp is augmented by a photovoltaic solar panel array located in the woods southwest of the light tower.

**Radio Beacons:** A Morse code radio beacon that broadcast the letters "CL" was added to the Light Station to increase the range for warning ships of the dangers of Cape Lookout. In 1933, the Summer Kitchen was converted to house the generator and batteries to operate the new radio beacon (along with the electric lamp in the light tower). The Summer Kitchen became the "radio house", while the attached woodshed housed the batteries. The radio antenna stretched from a 60 foot high telescoping pole near the southeast corner of the 1873 Keepers' Quarters to a 60 foot tall tower near the radio house. The radio beacon was upgraded in the early 1940s with a taller antenna mast (120'). Later, the antenna was routed from the light tower gallery to the beacon tower adjacent to the Summer Kitchen and a "tuning house" was installed between these two points (and the foundation is still visible today). In 1950, the radio beacons were relocated to the Coast Guard Station and, sometime in the 1960s, they were retired as the Loran navigational system was implemented.

**LIGHT KEEPERS**

From 1812 until 1950, "keepers" were required to operate and maintain the Cape Lookout light. The most important part of the Keeper's duties was to keep the light operating from dusk (about 4 pm) till a little after dawn. During this overnight period, a keeper was stationed in the Watch Room to keep the light fueled and maintain the lamp. During a storm or hurricane, the light had to be kept operating 24 hours a day, requiring that a keeper remain in the Watch Room the entire period.

For most of the nineteenth century keepers were political appointees. Generally the local collector of customs nominated an individual to the Secretary of the Treasury, who formally appointed each keeper. The collector of customs, also a political appointee,
most often used keeper nominations to repay political favors. Until the 1850s this system of appointment stymied all efforts to reform the service and establish a merit appointment system. Slowly, however, various reforms were put in place that limited the range of political appointments.

By the 1870s the Lighthouse Board, which then was responsible for the operation of all lighthouses in the U.S., had established basic characteristics that keepers must possess. Newly appointed keepers should be between the ages of eighteen and fifty. A keeper should be able to read and write, keep simple financial accounts, be able to row and sail a boat, and possess sufficient skill to maintain the equipment and perform minor repairs. Nominations from the collectors of customs were forwarded to the Board, which arranged for each nominee to be interviewed. A three month probationary period, overseen by the Board, was also required before an "acting" appointment became permanent.

In 1896 light house keepers became members of the federal civil service, removing them entirely from the process of political appointment. In 1939, when the Lighthouse Service became a part of the U.S. Coast Guard, keepers were given the choice of transferring to the Coast Guard, which most did, or remaining a civilian employee of the Coast Guard.

Before the light was electrified, the keeper began his day by dressing in the official uniform of the Lighthouse Service. The uniform consisted of blue pants, vest, suit jacket and hat. The uniform could be of wool (winter) or heavy denim (summer). The uniform had to be worn at all times of the day...if a keeper was found not wearing the uniform properly, he could be fined or even fired!

Over the years, the duties of the light keepers changed, but the basic ones before 1933 and electrification of the light were as follows:

- Hand carrying fuel up to the lantern room and fueling the lamp;
- Trimming the wicks (later, replacing the mantles and pumping up the oil vaporizer);
- Regularly cleaning and polishing (with jeweler’s rouge and whiting) the glass chimney, lenses and windows;
- Polishing vast amounts of brass fittings and tools;
- Cranking up the weight, latching it, and letting it free when they lit the lamp at night;
- Hand carrying fuel up to the lantern room and fueling the lamp;
- Trimming the wicks (later, replacing the mantles and pumping up the oil vaporizer);
- Regularly cleaning and polishing (with jeweler’s rouge and whiting) the glass chimney, lenses and windows;
- Polishing vast amounts of brass fittings and tools;
• Cranking up the weight, latching it, and letting it free when they lit the lamp at night;
• Lighting and extinguishing the lamp (it was wasteful and unnecessary to burn it by day);
• Monitoring the light and nearby shipping at night;
• Closing the lantern room curtains by day to prevent damage from magnified sunlight through the lens and discoloration of the lens glass;
• Cleaning and lubricating the clockwork;
• Painting the structure;
• Routine maintenance and repairs of all buildings;
• Greeting and sometimes lodging visitors and inspectors; and
• Writing reports, keeping records, and ordering supplies.

When the light was electrified in 1933, the work load on the keepers was reduced significantly. However, they were still responsible for fueling the generators that powered the light and for maintaining the Fresnel lens and overall light station.

The keepers typically worked a schedule of two weeks on duty and one week off. The work was strenuous, particularly the night duty requiring a constant watch over the light. The keepers usually split the nights, with one working from dusk to midnight and the other working from midnight to dawn.

Keepers continued to live at the light station until 1950, when the light was automated and the need for full-time keepers ended. Coast Guard personnel were assigned, on an "as need basis", from the Cape Lookout Coast Guard Station to perform maintenance duties at the lighthouse until 1982 when that station was merged into the Fort Macon Coast Guard Station. Since then, Coast Guard ATON staff from Fort Macon have been assigned responsibility for maintenance of the light. However, sometime in 2011, ownership of the light and responsibility for its maintenance will be transferred to the National Park Service.

Life for the keepers at Cape Lookout was not as bleak or lonely as some have portrayed. While it was difficult being separated from their families, the keepers rotated shifts so that as much time off with their families as possible was provided. And, there were other folks around…the Life-Saving and Coast Guard crews were only a mile away and, until about 1900, Diamond City was located within only a short hike across the "drain". Telephone service came in 1898 and significantly improved communications over the one-a-week mail boat. And, after 1907, when families could be housed there, the light station formed its own little community…even, for a short period, with its own post office.

From 1812, when the first Cape Lookout Lighthouse was completed, until September 1859, as the second Cape Lookout Lighthouse was nearing completion, there was only a single lighthouse keeper. Both Silas Blunt and Abner Parker Guthrie were appointed as "assistants" to the keeper on 27 Sep 1859. After Silas Blunt resigned in 1860, Joseph Royal took his place. We do not know who was designated 1st Assistant vs. 2nd Assistant during this period. But, thereafter, the Cape Lookout Lighthouse was manned
by a Keeper, a 1st Assistant, and a 2nd Assistant. Between 1939 and 1950, Coast Guard personnel, under command of an “officer in charge”, who was often still called the "keeper", lived at the light station and maintained the light with his assistants.

More detailed information on the individual keepers of the Cape Lookout Light, in both chronological and alphabetical order, is available at http://www.herbstanford.net/. Keepers between 1912 and 1950 are not well documented and further research has been undertaken to determine staffing at the lighthouse during this period.

While numerous published accounts state that Emily Julia Mason, a daughter of Manaen Mason, was a keeper at the Cape Lookout Lighthouse from 1876 to 1878, this is incorrect. In the 1970s/1980s the NPS contracted for a history of Life-Saving Stations along Core and Shackleford Banks and the Cape Lookout Lighthouse. This typewritten, unpublished manuscript entitled "Soldiers of Surf and Storm" is the source of Emily being identified as a keeper. Unfortunately, the manuscript contains a typographical error in the list of keepers...it lists an "M.J. Mason" as being keeper from 1876 to 1878. The NPS staff at the time tried to match this name to a local resident and came up with the possibility of it being Emily Julia Mason. No one questioned the validity of the listing at the time or the assumption that the initials "M.J." stood for "Emily Julia." The name that should have been on the manuscript's list is "M.J. Davis", for Melvin Jennings Davis, Jr.
CAPE LOOKOUT
Banks and ENVIRONS

THE OUTER BANKS

Cape Lookout is formed by the tip of a group of sand "barrier islands" that parallel North Carolina’s coast near the cities of Beaufort and Morehead City. The entire coast of North Carolina is protected by these islands that range from 1-2 miles offshore in the north and south, to 30 miles offshore at Cape Hatteras.

Barrier islands in general are highly dynamic, but North Carolina’s barrier islands are exceptionally so, especially the islands that make up Core Banks. Much of eastern North America, from New Jersey southward all the way around Florida and then westward and south again to Mexico, has barrier island ecology characterized by low sandy islands that are easily affected by wind, tides and currents that protect the mainland from those forces. What makes North Carolina’s islands unique is their distance from the mainland and their close proximity to the Continental Shelf and the Gulf Stream current.

As geologic features, the islands are relatively young. At the close of the last ice age about 18,000 years ago, sea levels were about 300 feet lower than today and the climate was considerably cooler. Gradual climatological warming brought higher sea levels, which are continuing to rise at a rate of about 0.5’ to 1.5’ per century (though new research into global warming indicates that seal levels will increase by at least 30” by the end of this century). Barrier Islands probably first appeared as sea levels rose and areas behind beach ridges and dunes were flooded.

Sediments being washed down through the major river systems like the Roanoke, Tar, Neuse and Cape Fear rivers continue to feed sand for the formation of islands and the flow of water that must enter the sea keeps inlets open. (Actually, “inlets” should be called “outlets” since their real function is to provide outlet for the water that enters from rivers discharging into the sounds behind the barrier islands.) Sand also erodes and accretes primarily from north to south along the coast as well. Though fragile, the barrier
islands seem to have a mechanism in place to insure their continued existence in some form, even as they "migrate" toward the West.

In northeast North Carolina, the land is sinking, independent of sea-level rise, while in southeastern North Carolina, the land is rising. This compound effect seems to be responsible for the northern islands increased distance from the mainland compared to the southern areas and is seen illustrated in the character of the river mouths that form the wide Albemarle and Pamlico Sounds (outlets for the Roanoke, Tar and Neuse Rivers in the northern part) compared to the Cape Fear River mouth which flows between substantial cliffs almost until it reaches the ocean, in the south.

Rising sea levels and predominant winds from the northeast cause a landward migration of the islands. During storms, overwash of the islands by the sea pushes sand to the mainland side in large quantities. Strong winter winds blowing predominantly from the northeast also pushes sand towards the land. Though these forces have effects over hundreds and thousands of years, any large storm can bring incredible changes to the islands in a matter of a few hours. Houses get washed away with every hurricane and new inlets can form or old ones close. Erosion is constantly at work and poses threats to any hard structures that are placed on the beach.

These same wind and weather patterns also move sand generally from north to south. At natural inlets, sand tends to erode from the north and accumulate on the south side. Where man puts hardened structures like jetties or groins in place, the opposite is true… sand blocked on its normal southerly migration piles up on the north side of a jetty but is eaten away on the south side by the eddy that is created.

Global climate change is already impacting North Carolina's barrier islands and if sea levels increase by three feet or so as predicted over the next 90 years, the northern barrier islands will break-up and for the most part disappear, while the southern outer banks will become narrower.

**CAPE LOOKOUT NATIONAL SEASHORE**

The Cape Lookout National Seashore (abbreviated "CALO" by the National Park Service) encompasses 28,243 acres of the undeveloped barrier islands of Shackleford and Core Banks in Carteret County, North Carolina and is a unit of the National Park Service. The park is approximately 56 miles long, extending from Beaufort Inlet in the South to Ocracoke Inlet in the North.

The State of North Carolina began efforts to establish a state park on Core Banks in the 1950s and early 1960s by condemning and purchasing land from private landowners who could show clear title to property. But, by the mid-1960s it was apparent that the undertaking was beyond the capacity of the state alone, and efforts were begun to establish a national seashore, similar to the one that had been established at Cape Hatteras in 1953.

An Act of Congress, P. L. 89-366, signed by President Lyndon Johnson authorized the Cape Lookout National Seashore on March 10, 1966. The stated purpose of the park
was to conserve and preserve for public use and enjoyment the outstanding natural, cultural, and recreational values of a dynamic coastal barrier island environment for future generations.

Cape Lookout Light Station was added to the Historical Register in 1972. And, in 1973, all of the property acquired by the State of North Carolina was transferred to the federal government. Just prior to the transfer of land, the state worked with contractors, volunteers, the National Park Service, and the military to gather and remove almost 3,000 abandoned vehicles and to tear down or burn nearly 400 fishing shacks to return the islands to a more “natural” state.

Funds were appropriated by Congress and the Cape Lookout National Seashore was established in 1976 with its headquarters in Beaufort.

The park service eventually acquired much of the east end of Harkers Island to serve as a gateway to the park at Core Banks. Then, in 1986, Shackleford Banks became a part of the park. Today, the park officially consists of a section of Harkers Island and the barrier islands of North and South Core Banks and Shackleford Banks, altogether consisting of 56 miles of ocean front beach and approximately 100 miles of sound-side marsh and estuarine habitat.

In 1993, park headquarters moved from the Beaufort waterfront to the present site at the eastern end of Harkers Island (often called “Shell Point” because of a “midden” of oyster and other shells discarded there by the Indians over the years). A two-story administrative headquarters and visitor center was established in a renovated hotel building.

Cape Lookout National Seashore is nationally recognized as an outstanding example of a dynamic, natural coastal barrier island system. In 1996, Cape Lookout was designated as a unit of the Carolinian-South Atlantic Biosphere Reserve, United Nations Educational, Scientific and Cultural Organizations (UNESCO) Man and the Biosphere Reserve Program. Cape Lookout provides critical habitat for endangered and threatened species and other unique wildlife including the legislatively protected wild horses of Shackleford Banks.

In 2001, Cape Lookout was designated one of the cleanest beaches in the nation by the Clean Beaches Council’s Blue Wave Campaign for public safety and environmental quality. Simultaneously, the American Bird Conservancy in association with The Nature Conservancy recognized Cape Lookout for its significance in the ongoing effort to conserve wild birds and their habitats and designated the park as a Globally Important Bird Area.

Even after formation of the Cape Lookout National Seashore, ownership of the lighthouse remained in the hands of the Coast Guard. However, in 2003, ownership was transferred to the National Park Service, though the Coast Guard still remains responsible for operation and maintenance of the light itself.

Access to Core and Shackleford Banks is by private boat or fee ferry, only. Currently, numerous small passenger ferries run to the lighthouse from Beaufort, Morehead City, and Harkers Island. However, in 2013, a new, upscaled ferry system administered by the Park Service will be implemented. Since vehicular traffic is allowed on North and
South Core Banks, there are two private vehicle ferry services in operation, one in Davis serving South Core Banks and one in Atlantic that serves North Core Banks.

**SOUTH CORE AND SHACKLEFORD BANKS**

**Settlement:** Eastern North Carolina owes its settlement to a spillover of people from Virginia and South Carolina. Beginning in the 1630s, settlers moved south along the Chowan River to filter into the western edge of the Albemarle Sound. Other settlements were made in a "leapfrog" fashion along river basins further down the Albemarle Sound. In the 1690s, settlers moved from the Chowan area into the Pamlico River basin, founding Bath in 1706. About 1707, French Huguenots (protestants) from the Richmond area in Virginia moved into the Neuse River basin, including the area around what is now Carteret County. In 1710, German and Swiss Palatines (again, protestants) arrived from England and founded New Bern. And, in 1725, settlers moving up the coast from South Carolina spilled over into the lower Cape Fear River basin to start a settlement near the town of Brunswick.

In 1663, Charles II of Great Britain granted the land he named "Carolina" (after himself and his father, since the Latin "Carolus" translates as "Charles"), which included all of today's North and South Carolina, along with part of Georgia, to eight "Lords Proprietors". Among these proprietors was Sir George Carteret and after his death in 1679 his son, with three other proprietors, bought Sir William Berkley's share of Carolina for three hundred pounds. At this time, "Albemarle", the area around the Albemarle Sound and along the Chowan River, was the only section settled by white men, but these settlers were looking for more land, better land, and cheaper land and continued to move slowly southward along the coast. Massachusetts and Pennsylvania had also sent out trading and exploring vessels to the shores of Carolina, and by the year 1650 the people of New England were beginning to migrate southward to Albemarle and areas along the coast.

In 1669, the Proprietors decided to divide Albemarle into four parts named Carteret, Berkley, Shaftesbury and Albemarle—this was a part of the Grand Model of the Proprietors. It did not meet with success as the thinly settled precincts, such as Carteret, objected to the rent on land being paid in silver rather than provisions. Peter Carteret, a relative of Sir George Carteret, was governor of the province at this time and the dissatisfaction increased to such an extent that he abandoned the colony and went back to England in 1673. By 1688 settlers from Albemarle had spread southward along the coast as far as the Cape Fear settlement.

In 1696, Bath County was separated from Albemarle and the area encompassing the future Carteret County was placed in the "Archdale Precinct" of Bath County. Bath County extended from Albemarle Sound down to the undivided limits of the province and when Carteret Precinct was established, it included the entire unsettled region embracing the Cape Fear and down to the South Carolina line. In 1712, "Archdale Precinct" was renamed "Craven Precinct". Carteret "Precinct" was created in 1722 from part of Craven "Precinct" and both remained as divisions of Bath County until Bath was dissolved in 1739 and all "Precincts" became "Counties". In 1779, a portion of Carteret County was annexed to Jones County when it too was formed from Craven County.
In 1710, Swiss Baron Christophe de Graffenried brought a colony of Swiss and German Palantines from England, who settled along the banks of the upper Neuse, founding the town of "New Berne" on land he purchased from the Tuscarora Indians, who had a small settlement known as Chattawka, an Indian word said to mean "where the fish are taken out", at the conflux of the Trent and Neuse rivers. Most of these settlers remained around that vicinity, but some of them, looking for more room and better land, moved over to the Pamlico and Core Sound region.

In 1711, the Tuscarora Indians opened war on the "invading" whites in eastern North Carolina. They destroyed much property and many lives. Among those who lost their lives was John Lawson, the earliest historian of the state. Colonel James Moore, in 1712, ended the First Tuscarora War by marching into Carteret and defeating the Indians in a battle near Beaufort. However, conflict soon broke out again and the Second Tuscarora War ended in 1713 with the Tuscaroras moving north to settle with the Iroquois Nation in New York state.

The Coree Indians were a tribe that occupied lands on the south side of the Neuse River in Carteret and Craven counties and, according to at least one source, their territory included Ocracoke and the southern outer banks. Early on, they held the Tuscarora Indians to lands north of the Neuse and east of Bay River, but were greatly reduced in a war with the Machapunga tribe before 1696. They joined their old enemies in the first Tuscarora war of 1711-12 and in 1715 the remnants of the Coree and Machapunga tribes were assigned a reservation tract on Lake Mattamuskeet in Hyde County, where they lived in one village. By 1761, however, this reservation had ceased to exist. The Coree are not extinct, even though they were declared so in 1737, and, in fact, the tribe petitioned for Federal recognition in 1978 (which was denied).

After the Indian wars were over, settlers came more rapidly into the territory around Core Sound and North River. Most of these settlers came from the New Bern colony, but others came from tidewater Virginia (which was getting crowded by this time), from Albemarle, and even from New England.

In October 1713, the town of Beaufort was laid out into lots that were sold to purchasers. In the following February, tracts of land on Bogue Sound were taken up. Also in that same year, a grant of land was issued to John Porter for the sand islands from Drum Inlet to Topsail Inlet...all of what we now call Core and Shackleford Banks. Core Banks, named after the Coree Indians, stretches from Ocracoke Inlet to Cape Lookout, while Shackleford Banks, named after John Shackleford, extends from Cape Lookout to Beaufort ("Old Topsail") Inlet.

Barden Inlet was formed by a hurricane on September 15-16, 1933. This is not the first time that an inlet has been at or near this location. Maps dated 1733, 1738, 1770, and 1775 show no inlet in the area, but maps dated 1808, 1833, and 1861 do show one. However, this inlet did not last and maps dated 1865, 1882, and 1896 indicate that the inlet had closed and remained so until 1933. The inlet is named in honor of longtime New Bern Congressman Graham A. Barden, who funded dredging of the inlet in 1938 to improve access from downeast Carteret County to the ocean.

Thus, during most of the history of this area, there was no inlet, just a shallow "drain" between Core Sound and Cape Lookout Bight that could be easily waded at low tide.
Throughout history, Core Banks has had numerous other inlets that opened suddenly with storms and then gradually shoaled-in and closed or were closed by a later storm. There has always been an inlet at or near Drum Inlet that has divided Core Banks into North Core Banks and South Core Banks. Old Drum Inlet that was re-opened by hurricanes Dennis and Floyd in 1999 but has now closed. New Drum Inlet, opened by the Corps of Engineers in 1971 as Old Drum Inlet shoaled has also closed. A new inlet just south of New Drum Inlet was opened by Hurricane Ophelia in September 2005. The Ophelia Inlet is the remaining open inlet separating South and North Core Banks. There are numerous other now-closed inlets along North Core Banks. One of these, Swash Inlet, once separated the seven miles long tip of North Core Banks to form Portsmouth Island, the location of Portsmouth Village.

The first record in Carteret County relating to what later became known as "Shackleford Banks" was a 1713 deed from Henry Somerset, Duke of Beaufort and one of the Lords Proprietors, to John Porter for a "tract of land containing 7,000 acres; lying on the sand banks between Drum Inlet and Old Topsail Inlet", encompassing today’s Shackleford Banks and South Core Banks, including Cape Lookout.

Sometime between 1713-1723, John Porter (never having set foot on the island) sold this 7,000 acres to John Shackleford and Enoch Ward (Shackleford’s son-in-law). Then, in 1723, John Shackleford and Ward proceeded to divide this tract of land; Enoch Ward was sold one "moity" or half, "... being from Cape Lookout Bay to Drum Inlet" and John Shackleford one "moity" running from "Old Topsail Inlet to Cape Lookout Bay." Thus, Ward became owner of South Core Banks, while Shackleford owned Shackleford Banks.

Between 1723 and 1805, the land on both banks was passed on to various sons, while small tracts of 50 to 250 acres were sold to others. Thus, by 1825, there was a substantial population on Shackleford and this population increased steadily until 1896-99 when a series of severe storms and hurricanes forced everyone off the island.

Cape Lookout Bight (or "bay"), formed by the hook-shaped sand spit that curves westward from the Cape, has long been recognized as one of the finest harbors on the North Carolina coast. Spanish privateers are thought to have used the Bight as a hiding place in the 1740s to stage raids on Beaufort. When Royal Governor Arthur Dobbs visited the cape in 1755, he described it as "the best, although small, of any harbor from Boston to Georgia." Even today, the Bight serves as a popular recreational anchorage and sanctuary for fishing boats during storms.

In the 19th century and most of the first half of the twentieth, both South Core Banks and Shackleford banks were used as open-range grazing. (In fact, the fencing around the Cape Lookout Light Station was not to contain livestock, but was to keep out livestock.)

**Fort Hancock:** Except for a British naval raid on Beaufort in 1782, the Revolutionary War had little impact on the Cape Lookout area. However, North Carolinians recognized early during the American Revolution that the Bight at Cape Lookout was an excellent harbor. Without fortifications, it was considered a vulnerable a target for invasion as a safe port by the British. When the French privateer Captain Denis de Cottineau steered his frigate *Ferdinand* into the harbor in February 1778 he, too, noticed the site’s potential. In fact, as he fled the British warship *Emerald*, de Cottineau believed that the whaler’s cabins along the shore of Shackleford Banks were the makings of a rude fort. The commander of the *Emerald* was apparently deceived as well since he chose not to
purse his quarry. Since the Ferdinand required extensive repairs, de Cottineau decided to construct a small fort to protect his vessel and its cargo.

De Cottineau was in America with a cargo of supplies to aid the fight for American independence. Also on board the Ferdinand was Luis-Antione Jean-Baptiste, le Chevalier de Cambray, who was a captain of artillery with engineering skills. De Cambray surveyed the area and believed Cape Lookout offered an advantageous military position both to the state of North Carolina and to the Continental forces. Thus, in their general endeavor to aid the cause of American independence, the two men determined that a permanent fort should be constructed and undertook the project immediately and largely at their own expense. His crew and “six countrymen” provided the labor.

The fort was completed and garrisoned by mid-May 1778. Since the state was having difficulty in arming the fort, de Cottineau donated six cannons and two swivel guns, with ammunition, to the fort. He also contributed 10 experienced gunners. Additional guns were transferred from Ocracoke to complete arming the fort.

The installation was named Fort Hancock, possibly in honor of Enoch Hancock, the man on whose land it was built. The fort never saw military action, though it was often “spotted” by British vessels, and it was dismantled in 1780.

As reported by David Stick, significant research and exploration in the 1950s failed to determine the location of the fort. But, anecdotal information from prior residents of Diamond City places the fort northwest of the 1859 lighthouse, within the area where Barden Inlet exists today.

**Whaling and Diamond City:** By 1666, the coast of North Carolina was recognized as a promising whaling ground. Right whales, and other whale species, migrate along the coast each year. In the winter, December through April, whales move northward fairly close to shore and it is this migration that was the target of whalers.

New England whalers made an appearance along the coast 1726-1727 and maps from 1756 and 1765 show “whaler's hutts” on Shackleford Banks, near where Diamond City was to rise.

While banks whalers sometimes spotted whales from their anchored vessels, the more common approach was for maintaining watch from a tall elevation on the shore. The tall sand dune at Diamond City was ideal. Then, having spotted their prey, whalers launched small boats for the attack and typically captured the whales within sight of shore.

The extent of those early shore-based whaling operations at Cape Lookout is not well known, though there are indications that one or more crews were whaling there almost continuously over a period of more than 150 years from Shackleford Banks. Whaling, as a local economic activity, was based first on whale oil and then in the later part of the 19th century the use of whale baleen for women's corset stays, both products being offered at the docks in Morehead City to the highest bidder for shipment north.

The success of whaling as a business venture was not good and, for the most part, appears to have supplemented the income derived from fishing and farming. On
average, only about 1 whale each year in the 19th century was processed. In the 1880s, each whale had a value of $1,200 to $1,500. The average profit for each member of a successful whaling crew as $35-40...about what an assistant lighthouse keeper earned each month at the time.

The whales still migrate, but whaling from Shackleford Banks seems to have come to an end in 1916-1917 due to collapse of the markets for whale oil and baleen, along with the advent of World War I.

Since whaling was a seasonal occupation at Cape Lookout, the shore-based whalers were engaged also in mullet fishing, and some of them operated porpoise (dolphin) fisheries as well. By 1853, when the original U.S. Coast Survey of Shackleford Banks was made, the whales, mullets, and porpoises had attracted a sizable community. Several buildings were shown on the beach and a large settlement was located in an area designated as "Lookout Woods" a mile or so west of the lighthouse.

By 1870s, there was a veritable city in the "Lookout Woods" on the east end of Shackleford Banks and a number of the people were employed in a "porpoise" (dolphin) oil processing plant that had been started there by a New Jersey man named Gardiner. The settlement had no name, being referred to simply as "the eastern end" to differentiate it from a smaller community closer to Beaufort Inlet known as Shackleford Banks, or Mullet Shore, or Wade's Shore.

Some of the residents of "Lookout Woods" were of the opinion that a more definitive community name should be adopted. There was, however, disagreement as to what the name should be, and the matter was not resolved until it was brought to the attention of Joe Etheridge, who was superintendent of the lifesaving stations in the area. In 1885, noting that the distinguishing feature of the community was the Cape Lookout Lighthouse, which towered above it to the east, he suggested that a logical name would be "Diamond City" after the daymark pattern on the lighthouse. The suggestion is said to have met with immediate approval and the name Diamond City was quickly adopted.

Almost in the center of the Diamond City was a sand dune estimated to be twelve hundred feet long, four hundred feet wide, and at least forty feet high. For many years the dune offered Diamond City protection from Atlantic storms and provided an elevated location for sighting passing whales.

By 1895, the population of Diamond City approached 500. The residents built a schoolhouse, though it was only used in the summer (usually July and August). Residents also used the schoolhouse as a general meeting center and for religious services.

Great storms in the later part of the 1890s eventually tolled the end for Diamond City and the other smaller communities on Shackleford Banks. In 1896, two storms came over the beach and flooded some homes. People began to talk about leaving and several of them moved to Morehead City, buying lots in an area on the west side of town along Bogue Sound called "the Promise Land." Then, the storm surge of the hurricane of August 17-18,1899, devastated Diamond City. Homes were washed away, fertile land was over-washed by salty sand, cattle and other livestock were killed, and graves were uncovered or washed away. This storm marked the end of Diamond City, which was totally abandoned by 1903.
Some of the folks living on the west end of Shackleford Banks went down to Bogue Banks, to a place called "Gillikin" (now "Salter Path"). A few moved to lots they bought in the Promise Land in Morehead City and a few others went to Marshallberg. But, two out of three of the families of Diamond City moved to Harkers Island and, by 1902, the population there was four times what it had been only a few years before.

Some of the Diamond City houses were torn down, board by board, and rebuilt at their new location. Others were cut in half, or even moved whole, using a pair of boats joined together by big planks to form twin-hulled barge.

After the demise of Diamond City and the other small Shackleford Banks communities, a few local whalers still camped on the island each spring. However, few whales were captured during this period and the market collapsed in 1907 when a change in women's fashions virtually eliminated the need for baleen corset stays. The last whale taken off Shackleford Banks was killed on March 16, 1916.

**Cape Village:** Cape "Village", sometimes referred to as Coast Guard Village, which was never an established community such as Diamond City, grew around the Life-Saving and Coast Guard Stations near Cape Point, about two miles south of the Cape Lookout Light Station. While numerous "fishing shacks" were removed or burned when the State and the National Park Service took over Core Banks, today there are 17 important structures, built between 1887 and 1960, that remain in the area designated as the Cape Village Historical Site:

<table>
<thead>
<tr>
<th>Structure</th>
<th>Origin</th>
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<tbody>
<tr>
<td>1. Lewis-Davis House (Carrie Arendell Davis House)</td>
<td>Built about 1920 by James C. Lewis, a longtime employee of the Coast Guard at Cape Lookout, by relocating and combining two earlier fishing shacks. Lewis retired in 1931 and sold the house to Carrie Arendell Davis, who operated a store and dance hall just west of the Coast Guard dock in the 1930s and 1940s. Davis died in 1955 and the house was owned by her daughter until transferred to the NPS in 1977.</td>
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<td><strong>3. Guthrie-Ogilvie House (Luther Guthrie House)</strong>&lt;br&gt;<img src="https://via.placeholder.com/150" alt="Image" /></td>
<td>Built in 1924 by Luther Guthrie, who was stationed at Cape Lookout in the early 1920s. He sold the house for $225 in 1928 to Robert and Henry Ogilvie, who enlarged it and used the house for fishing vacations. Sold in 1954 to Paul Harvel, a nephew of one of the Ogilvie wives. Sold in 1958 to Headon Willis and Clifton Yeomans, who transferred it to the NPS in 1977.</td>
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<td><strong>4. Setzer-Dawsey House</strong>&lt;br&gt;<img src="https://via.placeholder.com/150" alt="Image" /></td>
<td>Built in the 1940s by a Coast Guardsman for his family during WWII. Leased for many years by Dr. Dawsey from Shelby, NC.</td>
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<td><strong>5. Life-Saving Station Boathouse (David Yeoman’s House)</strong>&lt;br&gt;<img src="https://via.placeholder.com/150" alt="Image" /></td>
<td>Built in 1924, the last of 5 boathouses that were built, 3 of which were demolished or removed. Sold by the Coast Guard to David and Clara Yeoman in 1957 and relocated as a private residence 1958. In 1976, Mr. Yeoman sold the house to the NPS. The front porch added by Mr. Yeoman was removed in 2008.</td>
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<td><strong>6. O’Boyle-Bryant House (Bryant House)</strong>&lt;br&gt;<img src="https://via.placeholder.com/150" alt="Image" /></td>
<td>Built in 1939 by Earl O’Boyle, who was stationed at Cape Lookout from 1938 to 1942 as a Navy radioman. During WWII, the house was used to house Navy personnel stationed at Cape Lookout. Purchased in the late 1940s by Ralph Bryant, a forestry professor at NCSU. In 1961, sold to Hilma and Cecil Phelps, who used it as a vacation home. Transferred to the NPS in 1976.</td>
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<tr>
<td><strong>7. Fishing Cottage No. 1</strong>&lt;br&gt;<img src="https://via.placeholder.com/150" alt="Image" /></td>
<td>Typical of many of the hundreds of “fishing shanties” removed by the State of North Carolina and NPS when the Seashore was formed.</td>
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<td>8</td>
<td>Fishing Cottage No. 2</td>
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<td>9</td>
<td>Life-Saving Station</td>
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<td>10</td>
<td>Gordon Willis House</td>
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<td>11</td>
<td>Jetty Worker's House No. 2</td>
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<td>13. <strong>Barden House (1907 Principal Keeper Quarters)</strong></td>
<td>Built in 1907 at the Light Station adjacent to the 1873 Keepers Quarters to house the Principal Keeper and his family. Declared &quot;surplus&quot; by the Coast Guard and sold to Dr. Graham Barden (for about $600) in 1957. Relocated in 1958.</td>
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<tr>
<td>14. <strong>Baker-Holderness House (Casablanca)</strong></td>
<td>Built in 1929 by Robert W. Baker, founder of the Blue Bell Company in Greensboro. In the 1950s, the house was bought by a group known as the Tarboro Men's Club that included the Holderness, Moore, Moye, and Barnhill families. Named by Dail Holderness after his favorite movie.</td>
</tr>
<tr>
<td>15. <strong>Seifert-Davis House (The Coca-Cola House)</strong></td>
<td>Built by Charles A. Seifert of New Bern, owner of the Coca-Cola franchise for the area, in 1928. The house was used for summer and fishing vacations as was typically painted red by the owners. Harry T. Davis, long time director of the N.C. Museum of Natural Sciences, purchased the house in 1953 and used it for scientific field work. Upon Mr. Davis' death, the house was deeded to his nephews and then transferred to the NPS in 1976.</td>
</tr>
<tr>
<td>16. <strong>Les and Sally's Place</strong></td>
<td>House and store built by Les and Sally Moore in 1951. One rental cabin was added in the late 1950s and, in the early 1970s, three additional rental cabins were constructed. This structure has been renovated to serve as the new Environmental Education Center.</td>
</tr>
</tbody>
</table>
17. Coast Guard Station, consisting of the Main Building (1917), the Summer Kitchen (1917), and the Garage/Equipment Building (1940)

Built in 1917, occupied January 1918, as one of three Coast Guard Stations on Core Banks that replaced earlier Lifesaving Stations.

Deactivated in 1982 when Cape Lookout Station merged with Fort Macon Station. Transferred to the NPS in 1984.

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20th Century Development Plans: The Army Corps of Engineers announced in 1912 that a coaling station and "harbor of refuge" would be established at Cape Lookout Bight. Sand fences were installed in 1913 and 1914 to stabilize some of the dunes, and in 1915, work began on a rubble-stone breakwater to enlarge and protect the Bight. (This worked very well and has extended the length of the sand “spit” by over a mile.) The project's most ardent supporter was U.S. Representative John H. Small (Democrat, Washington, NC), who envisioned a railroad from the mainland that would help make Cape Lookout a significant port. Small was Chairman of the House Committee on Rivers and Harbors at the time and, after leaving Congress, became President of the National Rivers and Harbors Congress, founded in 1901 to promote use and development of America's waterways.

Intending to capitalize on those plans, private developers organized the Cape Lookout Development Company in 1913 and laid out hundreds of residential building lots and planned a hotel and club house to serve what they were sure would be a successful resort community.

However, there was less demand for a harbor of refuge than supporters had anticipated, and funding for the breakwater was suspended before it was completed. Then, when plans for a railroad from Morehead City also failed to materialize, the development scheme was abandoned as well. In the aftermath of WWI, naval ships quickly made the transition from coal to oil for fuel and the need for a coaling station disappeared.

This was not the only development plan for Core Banks. As reported by newspapers in 1939, a local developer named Simpson planned a significant residential development for the area between the light station and the Coast Guard Station. This plan included a road to be constructed from Harkers Island to Core Banks. Fortunately, these plans were never implemented and WWII eliminated further interest in development on the islands for some time.

Finally, there were plans to develop the "Cape Lookout Beach Club" in the late 1950s or early 1960s by a group from Sanford, North Carolina. This club, to be limited to 500 members, was planned for South Core Banks along Bardens Inlet, just northeast of the...
lighthouse (near the current Visitors Center site). Plans called for a marina with a clubhouse and cabanas constructed with a "rustic Caribbean design". Fortunately, the state's move to purchase Core Banks in the 1960s brought this plan to an end.

**Banker Horses and Other Livestock:** From the days of the earliest settlement until 1958, many downeast Carteret citizens kept their livestock...cattle, hogs, sheep, and horses...on South Core and Shackleford Banks, using the islands as free range pastures. The livestock population was so great that the government had put up a fence around the Cape Lookout Light Station to keep out roaming animals.

Each year, there would be round-ups (called a "pennings"), when the animals were captured in temporarily fenced enclosures, branded by their owners, and some taken back to the mainland for sale or slaughter.

The North Carolina State Legislature changed that in 1957 with a new law that required that all livestock on the islands be removed by 1 Jul 1958. An exception was made for horses... the ones on South Core and Shackleford Banks were allowed to remain on Shackleford Banks. (And, thirty-five horses owned by a local Boy Scout troop were allowed to remain on Ocracoke Island.) This law came about due to concern that grazing livestock were destroying enough vegetation on the banks to contribute to their erosion during storms, especially north of Drum Inlet. Hurricane Hazel had given the coast a "wake-up" call about shifting and eroding barrier islands and the state was responding.

*Thus, the origins of the "Banker Ponies" on Shackleford are clear...they are the descendents of horses owned by locals that used to freely range over both Shackleford Island and Core Banks.*

**NORTH CORE BANKS AND PORTSMOUTH VILLAGE**

Along North Carolina's Outer Banks, the first permanent European settlements were established between Currituck and Roanoke Inlets, on the sound side of the northern Outer Banks. However, as Roanoke Inlet shoaled and finally closed in 1811 and Currituck Inlet closed in 1828, shipping traffic moved south to Ocracoke Inlet, between Ocracoke Island and Portsmouth Island.

"Portsmouth Island" is really the northern tip of North Core Banks, once separated by now closed Swash Inlet, and was awarded by grant from King George II to Richard Lovat in 1738. Later transfers resulted in ownership by John Kersey in 1753 when Portsmouth Village was established by the North Carolina Assembly as an "official" port of entry where goods were offloaded from larger vessels and transferred by smaller boat to New Bern (North Carolina's colonial capital and early commercial center), Bath, Hertford, Washington, etc.
This town thrived for several decades. However, in 1846, a storm created Oregon and Hatteras Inlets, leading to a loss of shipping traffic for Ocracoke Inlet, which was already shoaling badly.

Most of the Portsmouth residents fled to the mainland in advance of occupying Union troops during the Civil War and many did not return after the war. Finally, the coming of the railroad to Wilmington and Morehead City during the 1850s sounded the death knell for all the Outer Banks ports.

By 1875, Portsmouth's days as a center of commerce were over. Fishing replaced shipping as the primary occupation for the islanders that remained. In 1894, the U.S. Life-Saving Service was established on Portsmouth and for nearly 50 years played a vital role in the community.

Portsmouth population steadily declined after 1860. In 1860, the population was over 500, but after the Civil War, the 1870 population was only 341. By 1956 only 17 residents remained. With the death of Henry Pigott, the last male resident in 1971, Portsmouth’s last two female residents, Marion Babb and Elma Dixon, reluctantly moved to the mainland and Portsmouth became a "ghost town".

Listed in the National Register of Historic Places, Portsmouth today consists of about 20 structures and several cemeteries, scattered over about 250 acres. The buildings and graveyards are located wherever high ground rises above the marsh. A mile of sand flats, sometimes underwater, separates the edge of the village and the Atlantic.

Though Portsmouth's history stretches back almost 250 years, most buildings date to the early 1900s. The Methodist church, considered the village symbol, was built around 1914 and the schoolhouse was constructed in 1920. The turn-of-the-century Life Saving Service's barracks and watchtower, boathouse, summer kitchen and stables are at the rim of town nearest the ocean.

The oldest structure is thought to be the Washington Roberts house, dating to the late 1700s. Its massive wood foundation blocks were likely cut from timbers washed ashore from a shipwreck. Losses at sea sometimes were Portsmouth's gain, as islanders salvaged such cargo as coffee, clothing and building supplies. The village also sheltered passengers and crew rescued from doomed vessels. Two sea captains who died in the early 1800s are buried on the beach side of the village.

The Methodist church, a visitors' center in the Dixon-Salter house, and the Life Saving Station are the only buildings presently open to the public. In 2008, the Park Service repaired and preserved several of the structures in the Village and added new interpretive guides. Additional exhibits were added in 2009 and a reproduction of a life-saving surf boat was housed at the Life Saving Station in the summer of 2011.
**BEAUFORT AND MOREHEAD CITY**

Today's Carteret County has a population of approximately 65,000 living in a county that covers over 1000 square miles, about half of which is water. The county is over 70 miles long from east to west and historically (and politically) the county is divided at the North River into the west and "downeast". The west includes most of the county's population and industry and its two "urban" centers. Approximately 75% of Carteret County's population lives west of the Newport River that divides Morehead City from Beaufort and only 17% lives east of North River, that portion of the county called "downeast".

Beaufort is the county seat of Carteret County. Originally a fishing village and port, it was built on the site of the Indian fishing village "Wariock", which means "fish town" or "fishing village" and until it was incorporated in 1723, Beaufort was called "Fishtowne". Beaufort was named after Henry Somerset, Duke of Beaufort, one of the Lords Proprietors.

The inlet between Bogue Banks and Shackleford Banks (originally called Old Topsail Inlet, but now named Beaufort Inlet) was considered by early sailors as one of the safest along North Carolina's shores. In 1708, the Lord Proprietors realized this was a logical spot for a seaport town and made a Land Grant for that purpose. In 1713, Robert Turner, a settler and promoter, had 200 acres surveyed and lots and streets of the town laid out. The town was incorporated in 1723, but grew slowly.

Beaufort was captured and plundered by the Spanish in 1747 and again by the British in 1782. Then, the War of 1812 and the sacking of Washington by British troops demonstrated the weakness of existing coastal defenses of the United States, prompting the US government into beginning construction of an improved chain of coastal fortifications. Fort Macon, constructed across Beaufort Inlet from the west end of Shackleford Banks, was a part of this chain. Construction of the fort began in 1826. Named after state senator Nathaniel Macon, who procured the funds to build the facility, the fort was garrisoned in 1834. In the 1840s, a system of erosion control for the fort, including the rock jetty that remains today, was engineered by young Lt. Robert E. Lee, who oversaw its installation.

Beaufort was never a significant commercial port. Neither of the two short rivers on which it is located, the Newport and North, gives access to the interior of the state. The town had no rail link to the rest of the world until 1905 and the only overland route was via crude roads from Havelock and New Bern that more or less followed the route of today's NC 101 (which explains why the 1890 town gates are on the east side of Beaufort). Morehead City was not connected to Beaufort by road bridge until 1927. Thus, there were no major transportation systems in place to allow cargo to be shipped between inland locations and Beaufort.

To reduce the remoteness of Beaufort and thereby spur its development, a plan was conceived, even before the Revolution, to construct a north-south canal through Clubfoot and Harlowe creeks in order to open an artery for water-borne commerce between Beaufort and New Bern. Unfortunately the long-proposed canal was not constructed until the nineteenth century and even then it did not prove profitable.
John Shackleford acquired 1400 acres throughout the county prior to 1714 and, in 1723, sold the peninsula between Bogue Sound and Calico Creek, on the west side of the Newport River, to David Shepard. The peninsula became known as Shepard Point. That property, plus more acreage, eventually came to David’s son, William Shepard.

In 1791, William Fisher bought 600 acres of land from William Shepard, extending westward from the mouth of the Newport River. The youngest of William Fisher’s four daughters, Sarah, married Bridges Arendell, Sr., and they built their home on Shepard Point in 1834 on seventy acres of land that was a dowry from her father. Upon Fisher’s death, the Arendells inherited the remaining land on Shepard Point.

In 1852, a bill passed by the North Carolina legislature authorized the construction of a railroad from Goldsboro to Beaufort and, in 1854, the Atlantic & North Carolina Railroad was organized with the state providing two-thirds of the capital and private investors providing the remaining third (these investors were bought out by the state in 1989). John Motley Morehead (N.C. governor, 1841-1845) was the railroad’s first president.

When this bill was passed, the legislature had not yet decided where to locate the railroad terminus. Walter Quinn, a surveyor, was hired to measure the distance and pick out the best place for the railroad to terminate. The places picked were Gallant's Point, Lennoxville, Shepard Point, and Beaufort. New Bern tried to gain a controlling stock in the company, which it succeeded in doing, and the building of the railroad was delayed by the controversy arising over the change made in stockholders. When New Bern gained controlling stock, they began to ask for contracts for the railroad construction, but in the meantime ex-Governor Morehead became interested in Shepard Point as the terminus.

Morehead bought Shepard Point (extending to today’s 20th Street) from the Arendell estate and shortly afterward offered the Atlantic & North Carolina Railroad stockholders to take $100,000 of his stock and build some of the road, the thirteen miles from Clumper’s Creek to Shepard Point, if the company would build the railroad to Shepard Point instead of Gallant’s Point near Beaufort. The railroad company accepted the proposition and the road was started from Goldsboro to Shepard Point. Beaufort, which had agreed in 1854 to purchase $50,000 worth of railroad stock, refused to do so and lost its chance as the railroad terminus. Beaufort remained without rail service for over 50 years until, in 1905, the Beaufort & Western Railroad extended tracks to the town by building a bridge over the Newport River.

Governor Morehead began to sell his land at Shepard Point in 1857. Lots were laid out and a town planned. His land sale on November 11, 1857 was the first public land sale to be held in Carteret County and, on the first day, $13,000 worth of property was sold. Morehead planned to make his new town a second New York City, believing that with the excellent location on the seacoast and with a railroad running from Asheville to his port, it would be possible to bring the products of the state here for shipment to foreign countries and to larger U.S. cities. The first train ran from Goldsboro to Morehead City on June 7, 1858.

The Newport River’s 18-20 foot depth was considered significantly more advantageous than the Beaufort channel, which had a depth of only 12 feet, since larger, deeper draft ships would be able to dock. Thus, Morehead built a deep water port at the eastern tip of Shepard Point consisting of a pier, warehouse, and rail facility known as "Pier No.1" in
1858. Pier No. 1 was innovatively designed to allow cargo to be transferred directly from ships to railroad cars.

On February 20, 1861, the town of Morehead City, named in honor of Governor Morehead, was incorporated.

Occupation by Federal troops during and after the Civil War and a damaging storm in 1879 hampered the development of the Morehead City port. Neither Beaufort nor Morehead City experienced much growth as ports or trading centers during the late nineteenth and early twentieth centuries. Both ports continued to serve only as centers of local trade and maritime activities.

With the railroad, tourism first came to the area...hotels were built in both Morehead City and Beaufort by 1859. In 1855, land speculators began to develop the hoped-for resort town of Carolina City, located approximately where the Crystal Coast Visitors Center and Carteret Community College are today, and built the Carolina Hotel there. At the outbreak of the Civil War, however, Carolina City became a major Confederate encampment and later a camp for Federal occupation forces. The Carolina Hotel was used by Confederate forces as a hospital, but it was burned prior to the Federal occupation of Morehead City. After reconstruction, however, tourism resumed and the 300-room Atlantic Hotel was built in Morehead City in 1880. This hotel remained a popular summer destination for upstate folks until it burned in 1933.

One beneficial result of the Federal occupation was that New England soldiers stationed here recognized that the area had vast quantities of menhaden, a forage fish that could be processed for its oil, with the remains used as fertilizer. By the turn of the 20th century numerous menhaden plants were in operation at both Beaufort and Morehead City. However, the industry peaked between 1953 and 1962. In an average year during that period, 112 vessels — still called “steamers” after the coal-fired ships that began replacing sailing fishing sloops following the Civil War — landed fish at 20 reduction plants from New York to Florida. The last menhaden plant in Carteret County (and in North Carolina) closed in 2006.

Beaufort, in the late 1960s, began to "re-invent" itself as a tourist destination, a process that was enhanced by redevelopment of Front Street, creation of the historical district, and construction of the North Carolina Maritime Museum. The "City Docks", constructed in the early 1980s, have made Beaufort a popular stop for boaters traveling the Intercoastal Waterway between Florida and the northeast U.S.

Morehead's Pier No. 1 fell into disrepair and disuse by the end of the 19th century. However, to Morehead City's benefit, an argument for state-owned ports began in the 1920s, when North Carolina's economic development was handicapped because of higher freight rates than those charged by Virginia competitors, a situation partly due to the state's notable lack of adequate ports and water transportation. But, a referendum on spending $8.5 million to improve this situation was defeated in 1924, with most of the inland counties voting against it.

However, Morehead City formed its own Port Commission in 1933 and began construction in 1935 on a new port where Pier No. 1 stood. The value of deepwater ports was recognized by the state legislature in 1945 with the creation of the N.C. State Ports Authority. Its job was to create two ports (one at Morehead City and one at
Wilmington) through the sale of revenue bonds, with the ultimate goal of creating a better atmosphere for the development of North Carolina industry. The General Assembly, in 1949, approved the issue of $7.5 million in bonds for construction and improvement of seaports and, in that year, the Morehead City port was purchased by the State Ports Authority and expanded to help meet that goal.

**FORT MACON**

In modern times, the danger of naval attack along the North Carolina coast seems remote, but during the 18th and 19th centuries, the region around Beaufort was highly vulnerable. Blackbeard and other infamous pirates were known to have passed through Beaufort Inlet at will, while successive wars with Spain, France and Great Britain during the Colonial Period provided a constant threat of coastal raids by enemy warships. Beaufort was captured and plundered by the Spanish in 1747 and again by the British in 1782.

North Carolina leaders recognized the need for coastal defenses to prevent such attacks and began efforts to construct forts. The eastern point of Bogue Banks was determined to be the best location for a fort to guard the entrance to Beaufort Inlet, and in 1756 construction of a small earthworks fort known as Fort Dobbs began there. Fort Dobbs was never finished, and the inlet remained undefended during the American Revolution.

Early in the 1800s, continued strained relations with Great Britain caused the United States government to plan a national defense chain of coastal forts to protect itself. As a part of this defense, a small masonry fort named Fort Hampton was built to guard Beaufort Inlet during 1808-09. This fort remained in use during the War of 1812, but it was abandoned soon thereafter. Shore erosion, combined with a hurricane in 1825, swept this fort into Beaufort Inlet by 1826.

The War of 1812 demonstrated the weakness of existing coastal defenses of the United States and prompted the US government into beginning construction on an improved chain of coastal fortifications. Fort Macon was a part of this chain, built to protect Beaufort Inlet and the town of Beaufort.

Fort Macon was designed by Brig. Gen. Simon Bernard and built by the US Army Corps of Engineers. It was named after North Carolina’s eminent statesman of the period, Nathaniel Macon. Construction began in 1826, but the fort was not completed until December, 1834. It was improved with further modifications during 1841-46. And, in the 1840s, a system of erosion controls was engineered by Robert E. Lee, then a young Lieutenant stationed at Fort Macon...the “rock jetty” being the most obvious element of this system.
As a result of congressional economizing, the fort was actively garrisoned before the Civil War only during the years of 1834-36, 1842-44 and 1848-49. Outside these periods, an ordnance sergeant, acting as caretaker, was the only person stationed at the fort. That was the situation when, in 14 April 1861, the "Beaufort Harbor Guards", a local militia under the command of Josiah S. Pender, occupied the fort and the fort's caretaker Ordnance Sergeant William Alexander promptly surrendered. After North Carolina joined the Confederate States of America, the Confederacy took over Fort Macon on 20 August 1861.

U.S. Brig. Gen. John G. Parke was sent to recapture Fort Macon in early 1862. Parke's men captured Morehead City and Beaufort without resistance, then landed on Bogue Banks during March and April to stage for an attack Fort Macon. Near the end of April, Confederate Col. Moses J. White and his 402 North Carolina troops in the fort refused to surrender to Parke, even though the fort was hopelessly surrounded. On April 25, 1862, Union forces opened fire the fort at about 5:30 am that morning with heavy siege guns (three rifled cannon and several mortars), aided by the fire of four Union gunboats in the ocean offshore.

While the fort easily repulsed the Union gunboat attack, the land batteries, utilizing new rifled cannons, hit the fort 560 times. There was such extensive damage to fort and its guns that Col. White was forced to surrender at 4:30 pm that afternoon. Thus, the "siege" of Fort Macon lasted only only 11 hours. A capitulation agreement was signed the next morning and the fort's Confederate garrison was paroled as prisoners of war.

This battle was the second time in history new rifled cannons were used against a fort, clearly demonstrating the obsolescence of these fortifications as a way of defense. But, despite a detailed study in 1865 that recommended extensive (and expensive modifications) to the fort and its weaponry, nothing was ever done to improve the fort...it had simply out-lived it defensive usefulness.

The U.S. Army actively occupied Fort Macon from 1862 until 1877. During this time, since there were no state or federal penitentiaries in the military district of North Carolina and South Carolina, Fort Macon was used as a civil and military prison. The fort was deactivated after 1877. It was garrisoned by state troops in the summer of 1898 during the Spanish-American War, but, finally, in 1903, the U.S. Army completely abandoned the fort.

In 1923, Fort Macon was offered for sale as surplus military property. However, at the bidding of North Carolina leaders, Congress and the President acted and on June 4, 1924 the fort and surrounding reservation were sold for the sum of $1 to the state of North Carolina to be used as a public park. This was the second area acquired by the state (after Mt. Mitchell) for the purposes of establishing a state parks system.

During 1934-35 the Civilian Conservation Corps restored the fort and established public recreational facilities, which enabled Fort Macon State Park to officially open May 1, 1936, as North Carolina's first functioning state park.

At the outbreak of World War II, the US Army leased the park from the state and manned the old fort with Coast Artillery troops and guns to protect a number of important nearby facilities. The fort was garrisoned from December, 1941 to November, 1944. On October 1, 1946, the Army returned the fort and the park to the state.
Today, Fort Macon State Park is the second most visited state park in North Carolina, with an annual visitation of 1.3 million people.

**DOWNEAST**

"Downeast" is the local name for the land that stretches from the North River east of Beaufort to Cedar Island, which marks Carteret County's northeastern boundary. Settled beginning in the 1730s, the livelihood of almost all downeast communities depended on farming and, more importantly, on the water, with residents making a living fishing, crabbing, claming, and boat building.

From West to East, Bettie is the first down east community encountered. It lies between the North River Bridge and Ward's Creek Bridge. This community is commonly thought to be named for Bette Gillikin, daughter of the Otway postmaster and who delivered mail in the area before 1904, when a post office was established there.

The next community is Otway, located on the south side of Ward Creek and named for famous Swansboro privateer Otway Burns. Prior to the War of 1812, Burns was a sailing master operating between Swansboro, Beaufort, and New Bern, and Baltimore, Philadelphia, New York, Boston, and Portland, etc. When the War of 1812 broke out, Burns came to the aid of his country by successfully operating a privateer vessel to prey on British ships and commerce. A post office was established there in 1855.

Straits is the community that flanks the road to Harkers Island. "The Straits" is also the name of the body of water that lies between the community and the island. The spelling of Straits is shown on early maps as "Straights." Later cartographers probably noticed the name was not applicable to a water course and changed the spelling to Straits,
meaning narrows. Originally, Straits was a farming community and a substantial amount of cotton was grown here.

Harkers Island, then called "Davis Isle" or "Craney Island", was first titled to Farnifold Green, a native of the Carolina colony, by the Lords Proprietors in 1707. Ebenezer Harker purchased the island in 1730 from Thomas Sparrow, settled there with his family, and built a plantation and boat yard. The island became known as Harkers Island soon after his death and his will divided to island between his sons James L. Harker, Ebenezer Harker Jr., and Zachariah Harker. The Harker heirs were generally slow to divide or to sell their inheritance and even by 1898, there were only 28 families scattered about the island.

Harkers Island remained isolated until ferry operations began in 1926, with the ferry leaving from the island's west end and docking at Gloucester. The only means of travel on the island was either along the shore or via a path through the middle of the Island, cleared around 1900 by the island residents. In 1926, the Carteret County enlarged the path into a road, paving it with oyster shells salvaged from an Indian "midden" at the east end of the island (appropriately called "Shell Point").

During the 1930s the island road system extended to include a road running north and south from the ferry landing and then was expanded to include the entire length of the island. Finally, in 1936, these roads were hard-surfaced.

The Harkers Island ferry continued to be a most important element of islanders lives until 1941 when a wooden bridge was constructed. There was great controversy over this bridge. Most of the residents wanted a bridge that connected the west end of Harkers Island to Lennoxville Point, near Beaufort. But, the North Carolina Highway Commission had other ideas and the bridge was connected the west end of Harkers Island to the mainland between Otway and Smyrna. This increased the travel distance from Harkers Island to Beaufort from 4 miles to almost 20 miles, much to irritation of island residents.

By 1939 the social structure of Harkers Island was in place. Schools, churches, businesses, and neighborhoods were supported by a direct access to the mainland via the ferry. Transportation from and on the Island was possible, along with daily mail service to the "outside" world. Some homes and businesses had even acquired electrical generators. But, most homes were still lighted by candles and lamps, food was cooked on woodstoves, water was pumped by hand, and clothes were washed outside in pots over open fires. A few Islanders noted the accomplishments of the Rural Electrification Administration in other areas and, on January 11, 1939, a group of Island men, led by Earl C. Davis, traveled to Raleigh to begin the process that would, in that same year, bring electricity to Harkers Island. This is the source of the electrical service to Cape Lookout Lighthouse, today. In 2008, the Harkers Island Electrical Membership Cooperative merged with the much larger Carteret-Jones County EMC.

Smyrna is the next downeast town. It was named in 1785 from a deed that conveyed 100 acres from Joseph Davis to Seth Williston. The land was on Smunar Creek, and the spelling was later changed to Smyrna.

South of Smyrna is Marshallberg, built on a peninsula between Jarrett Bay and Core Sound, that was originally named Deep Hole Point. Folks say that clay was dug from the area and used to fill ramparts and cover easements at Fort Macon on Bogue Banks,
leaving a large hole, thus the name. It was later renamed for Matt Marshall, who ran the mail boat from Beaufort. In 1880 W. Q. A. Graham, pastor of the Star of Bethlehem Methodist Church, established Graham Academy at the head of Sleepy Creek in Marshallberg. The school prepared its students for college, and students who didn't live in town stayed in the school's dormitories. Monthly board was about $10 per student, and the school's attendance in 1892 was 126. The academy was destroyed by fire in 1910.

Between Marshallberg and Straits is the small community of Gloucester, so named in the early 1900s by Capt. Joseph Pigott for the Massachusetts town he loved.

Past Smyrna is Williston, named for John Williston who was one of the area's first settlers. Williston has long been nicknamed "Beantown," though why is still a point of confusion. Some say it was because of the large quantities of beans grown in the community, and others say it was because residents had a reputation for loving to eat beans. A post office was established at Williston in 1906.

The village of Davis was settled by William T. Davis in the 1700s. People worked the water and the land to make a living. Farm crops, such as cotton and sweet potatoes, were taken by sailboat to Virginia to be sold or traded for flour, sugar and cloth. Davis residents were known as "Onion Eaters," either because of the number of green onions grown there or because Davis people simply liked onions. An Army camp was opened in Davis during World War II, and some of the old camp buildings remain along the water's edge. A post office was established for this community in 1882.

Davis was the "epicenter" of waterfowl hunting on Core Sound. From the mid 1800s until the 1950s, Davis was the destination for wealthy hunters from the North who traveled by train to Morehead City (and, later, Beaufort) then by water to hunting lodges and hunt clubs around the Sound. Davis "shoremen" worked as hunting guides, first using live bird decoys and later developing hand-carved wooden decoys, a craft that has since transitioned to an art form. This waterfowl hunting culture is still widely celebrated Downeast and the annual Core Sound Decoy Festival draws several thousand attendees each year. (Though many find this celebration of "killing" at least unseemly, if not downright strange.)

The community of Stacy is actually made up of two even smaller communities, Masontown and Piney Point. The Stacy post office was opened in 1901.

Originally called "Mill Point" until 1891 and "Wit" until 1915, Sea Level is still the fishing community it has always been. In 1706 the King of England granted Capt. John Nelson 640 acres, with Nelson's Bay on the west and Core Sound on the east, the land is today's Sea Level. A post office was established here in 1873.

Atlantic was settled in the 1740s and was originally called Hunting Quarters. The first post office opened in 1880 and the name was changed to Atlantic at that time. The community's nickname is Per and old-timers refer to their home as Per Atlantic.

Cedar Island is the site of the North Carolina state ferry landing to Ocracoke. Cedar Island was known by that name until two post offices were established in the early 1900s. Then, the east end of the island became known as Lola and the west end as Roe (named for John Riley Roe, a respected local minister), each with its own post office and
school. In the 1960s, the two post offices closed and a new one was opened, with the whole island becoming known as Cedar Island again. The Cedar Island Wildlife Refuge was created in 1964 as part of the national effort to protect migratory waterfowl, nearly decimated by 100 years of market and "sport" hunting.

It wasn't until the 1930s that paved roads were extended downeast to connect the remote hamlets to Beaufort, Morehead City, and New Bern. Thus, for over 200 years, the primary mode of transportation was by water. It was common for downeast residents to take the daylong boat trip to Beaufort to buy necessary supplies. Well into the 20th century, mail and regular deliveries were brought by scheduled mail boat from Beaufort. This long isolation contributed to downeast natives maintaining their unique language and accent, which derives from 18th century British Naval English, even to this day.

THE OTHER LOOKOUT LIGHTHOUSES

In addition to the Cape Lookout Lighthouse, there were other lights that operated along Bogue and Core Banks as listed in Chapter 1...a pair at Fort Macon on Bogue Banks operating as a range light and one at the north end of Core Sound on Harbor Island Bar.

**Bogue Banks Lighthouse:** In 1852, Congress appropriated $5,000 for a lighthouse to assist vessels entering Beaufort Inlet. The construction of these lights was completed under the superintendence of Captain Daniel P. Woodbury of the Army Corps of Engineers.

To build the Bogue Banks Lighthouse, Woodbury selected a site back from the shifting beach on a large spit of stable, dry land adjacent to the marsh about 200 yards northwest of Fort Macon.

Construction began in the summer of 1854 and the lights were put into operation on May 20, 1855.

Plans shown above called for a brick lighthouse tower with a two-story building attached to be used for storage of supplies. The plans originally depicted the tower as being circular. When constructed, however, the tower was built as an octagon. Also included in the lighthouse plans was a small, two-story keepers house, although it is unclear if this was ever built.

The Bogue Banks Lighthouse was fitted with a fixed 4th Order Fresnel lens that stood fifty feet above sea level and the light was visible 12-13 nautical miles out to sea. In conjunction with the lighthouse, a "range light" (sometimes referred to as the Fort Macon
Beacon), a fixed white light projected by a 6th Order Fresnel lens on a 30 ft. tall wooden tower, was installed just south of Fort Macon. Together, these two lights provided vessels entering Beaufort Inlet guidance to avoid the Beaufort Bar...aligning the two lights indicated the proper course for the main channel.

In the summer of 1861, both lights were removed under orders of the Confederate Lighthouse Board at the same time the light at Cape Lookout was removed and in 1862 shipped to Raleigh for safekeeping.

In preparation for the defense of Fort Macon in early 1862, one of the key considerations was that the fort's cannons must have a clear field of fire in all directions. Tall structures outside the fort that in any way masked the guns, such as the Bogue Banks Lighthouse and beacon, had to go. On the evening of March 27, 1862 the fort garrison toppled the lighthouse onto the ground, where it broke apart into sections (that have since disappeared). On the following morning the range light was also pulled down.

The only keeper for the Bogue Banks Lighthouse that has been identified is Thomas Delamar, who was born in Georgia about 1794. In 1850, he was a ship's carpenter living in Beaufort with his first wife, Hannah Longis. Hannah died between 1850 and 1855 and Thomas married Abigail Pierce in Beaufort on May 24, 1855. Evidence shows that Thomas was serving as keeper in 1859 (as listed in the "Official Register of the United States), earning $400 per year, and in 1860 (as recorded in the 1860 census for Beaufort). In all probability, he was the only keeper ever assigned to this lighthouse.

**Harbor Island Bar Lighthouse:** The water route between Pamlico and Core Sounds consists of a narrow channel across the Harbor Island Bar, just east of Cedar Island. Beginning in about 1837, a lightship was posted at the east end of the bar to provide guidance to vessels traveling through the channel. This lightship was captured and burned by Confederate forces in 1861.

In 1867, a typical screw-pile lighthouse was constructed on the north end of the bar. This light was discontinued in 1880, but reactivated in 1888. Sometime after 1922, the lighthouse was abandoned, replaced by lighted bouys. Arthur M. Midgett, who started his lighthouse career as an assistant at Cape Lookout, was keeper at the Harbor Island Bar Lighthouse for a number of years from at least 1918 through 1922.
CAPE LOOKOUT LIFE-SAVING and COAST GUARD STATIONS

One and three-eights miles south-southeast of the Lighthouse lies the 1887 Life-Saving Station and decommissioned 1917 Coast Guard Station #190.

LIFE-SAVING STATION, 1887-1916

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

On May 19, 1886, C.T. and Nettie Watson, David and Julia Bell, and Thomas and Mary Daniels conveyed to the United States government title to a tract at Cape Lookout for a lifesaving station. Located not far from the point of Cape Lookout and two and a quarter miles southwest of the lighthouse, the land was apparently found to be unsuitable for the station. In July 1887, another transaction with the Watsons, et. al., conveyed a larger parcel further north to the federal government. Located 1-3/8 miles southwest of the Cape Lookout Lighthouse, the property was 300’ wide and ran from the high water mark on the Atlantic to the high water mark on Cape Lookout Bight.

This site lay at the southern end of the so-called “Cape Hills,” which were a series of sparsely vegetated higher dunes offering a commanding view of the shoals to the southeast. With the tropical storms and “Nor’easters” that regularly swept the cape, the sparsely vegetated landscape was constantly shifting. As early as 1896, the Keeper was commenting that “the hills” north of the light house ”have been washed away by the recent storms”. Over the next century, Cape Lookout itself would continue to shift to the west, enlarging itself at the same time, so that the station’s original location is now more than twice as far from the Atlantic and considerably further from the Bight than it was in the 1890s.

Actual construction of the station at Cape Lookout apparently began in late spring or early summer 1887 and was complete by August of that year. On its original site, which
is now occupied by the 1917 Coast Guard Station, the station was oriented toward the east and the Atlantic Ocean. Large double doors opened from the boat room at that end of the building, and there was a wooden ramp, twelve feet long, to facilitate moving the boat in and out of the building.

The main building was two stories with a wood-shingled, cross-gabled roof and exterior walls finished with shiplap siding at the first floor level and board-and-batten siding at the second. Nearly three quarters of the first floor of the building were taken up by the Boat Room, where the surfboat was stored when not in use. Maintenance of the boat, including periodic repainting, was a regular part of the station’s routine.

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

There are a number of references to “the village” in the journals of the Cape Lookout Life-Saving Station in the 1890s, but these references should not be confused with the National Register district of Cape Lookout Village. While the life-saving station journals do not name “the village,” on more than one occasion, they do note the three-mile distance from the life-saving station, which confirms that “the village” at that time was Diamond City on Shackleford Banks.

Prior to World War I, the life-saving service crew was made up almost exclusively of men whose families had lived in Carteret County for generations. The surf men lived at the station while on duty, but during the inactive season returned to their permanent homes in Morehead City, Harkers Island, Marshallberg, etc.

Before 1916, the station keeper was the only one of the crew who lived year-round at the Cape. He had separate quarters in the life-saving station, but since his family could not be accommodated, he appears to have had a house near the station by 1893. It appears not to have been a full-time residence, however, and in the early twentieth century as motor boats began to make Cape Lookout more accessible, few if any chose to live there year-round.

By the 1890s, some fishermen began constructing more permanent “fish houses,” as they are referred to locally, or “shanties,” as they were designated on the Life-Saving Service’s 1890 map of the cape. Almost certainly, all of these were occupied seasonally and not year-round. These part-time houses were not substantial structures and the cape fishermen often sought shelter in the life-saving station when their camps and fish houses were threatened by high winds and tides. On more than one occasion, as many as fifty fishermen somehow crammed their way into the life-saving station to ride out a storm. The fact that there are only two references in the journals to women or children taking shelter in the station in the 1890s, suggests that the men did not usually expose their families to the harsh living conditions associated with fishing the waters around Cape Lookout.

After the hurricane of 1899, a few residents from Diamond City relocated to Core Banks in the vicinity of the Cape Hills, but even before 1899 these sheltering hills were fast disappearing. Nevertheless, there were, according writer Fred A. Olds who visited the
cape in the early 1900s, as many as 80 residents at Cape Lookout, enough to warrant establishment of one-room school house. A post office was also established in April 1910, with Amy Clifton, wife of the lighthouse keeper, as postmaster. Post office records locate the post office “two miles north of the cape, near the light house landing”, most likely in the 1907 Keeper’s Dwelling. However, the widespread use of gasoline-powered boats after about 1905 made travel to Harkers Island, Beaufort, and elsewhere far more convenient, and it was soon apparent that the post office was not worth maintaining. It was discontinued in June 1911, barely fourteen months after its inception.

Cape Lookout was, according to one visitor, “a bustling place” in 1905. But, so many power boats were in use by 1911 that the station keeper began recording their appearance in the waters around the cape, with as many as thirty-five of them recorded in a single day. Even before the life-saving service got its first power boat in 1912, many if not most of the crew had their own boats and were using them to commute from their homes to the station. The convenience of motor boats no doubt contributed to “a general exodus” of year-round residents from the Cape in 1919 and 1920. The one-room school closed at the end of the 1919 school year, and some thirty or forty houses are reported to have been moved from the Cape to Harkers Island around the same time.

The same writer who had visited Cape Lookout in 1905, returned for a second visit in 1921, However, he now found Cape Lookout to be “one of the ‘lonesomest’ places in the country.” Only two or three families were living there by that time, he wrote, and “most of the houses are mere shack, innocent of paint.” He also found the landscape littered with “thousands of rusted tin cans” and “grass or any green thing . . . conspicuous by its rarity.” The lighthouse and the Coast Guard station were, he thought, “the only two real places in it all.”

Most of the houses left at the Cape were used as fishing shacks and after World War I Cape Lookout became “an isolated haven for seasonal fishermen and hardy vacationers, most of them connected to the place by deep family roots.” In addition, a few of the Coast Guardsmen with family ties to Cape Lookout maintained private residences that their own families occupied for at least part of the year. Some housing was constructed near the life-saving station to house jetty workers in 1915, but this, too, was abandoned when the jetty project terminated.

Telephone service between Beaufort and the life-saving station was initiated in March 1898, but there were constant problems with the line, which ran across Shackleford Banks. In August 1917, a new telephone line was run on overhead poles from Beaufort across Shackleford Banks to Cape Lookout and then on to the Core Banks and Portsmouth stations. Phone service was also provided to the Lighthouse Keepers Quarters, since the pole line passed right by it.

From April 1876 until sometime in 1904, a U.S. Weather Bureau station was located at Cape Lookout, evidently near the life-saving station.

By 1909, the life-saving station was nearly twenty years old and, in spite of regular repairs and maintenance, was beginning to show its age. But, no real improvements had been made by 1915.

Part of the delay may have been due to the impending merger of the Revenue Cutter Service and the Life-Saving Service to create the United States Coast Guard, which
occurred in 1915. Once that happened, it appears that appropriations began to be made for much-needed repairs and maintenance. In the spring of 1916, major repairs to the station continued. In addition to repainting the interior, the crew laid new flooring in the kitchen and in the surfmen’s “loffing room,” and they replaced cords to the counterweights in the building’s double-hung windows.

**COAST GUARD STATION, 1916-1982**

In creating the Coast Guard in 1915 by merging the Life-Saving Service and Revenue Cutter Service, Congress also made appropriations for new construction to replace some of the run-down buildings inherited from the old Life-Saving Service. By May 1916, plans had been finalized for the new Coast Guard Station at Cape Lookout, and on May 9, the keeper recorded that he had received six sets of “plans, specs, and forms of proposal for new Coast Guard Station at this place.”

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

Construction began on the new building by the middle of September 1916, and as the new station was going up, the crew was engaged in building new walks and fences as the station compound was rearranged to accommodate the new construction. The new station was completed in 1917 and occupied on January 24, 1918.

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

Among the reasons for the demise of the Life-Saving Service as a separate entity were the great improvements in ship-to-shore communications that occurred in the early 1900s. These improvements fundamentally altered the nature of the Life-Saving Service’s mission, but they also gave the old life-saving station itself a new lease on life. Historically, communication between ship and shore had depended entirely on visual contact, with flares and signal flags all that could be done to warn ships against impending disaster. The advent of battery-powered “ occulting lights” in the early 1900s allowed the station to communicate through Morse code, not only with ships at sea but
also with the life-saving stations at Core Banks and at Fort Macon. Nevertheless, visual contact was still necessary and even the station’s occulting light was virtually useless under foggy or stormy conditions.

The newly developed “radio compass” proved highly effective during World War I in locating ships at sea through the use of radio signal “triangulation”. Twenty-nine radio signal stations were built along the East Coast during the war, and in 1919, Cape Lookout was one of nineteen additional signal stations built by the Navy. With the radio compass, came the need for electrical power and, undoubtedly, a gasoline-powered generator and batteries were installed with it in 1919. In January 1922, the station log records the crew’s work in laying electrical cable between the radio shack and the 1917 building “for the purpose of installing electric lights in station.” Quite likely, electric lights were installed in the old life-saving station at the same time.

Between WW I and WW II, the station served as a typical Coast Guard installation, with life-saving remaining a part of the station’s role through 1942. The Coast Guard’s life-saving stations on Core Banks (one was located half-way up the Banks near Old Drum Inlet and another at Portsmouth) remained in service after World War I, but the Portsmouth Life-Saving Station closed in 1937 and the Core Banks Station in 1940.

In the early days of WWII, Germany instigated a plan, code-named Operation “Paukenschlag” (meaning “Drumbeat”), for a massive submarine attack against the eastern seaboard of the U.S. By the beginning of 1942, German U-boats prowled the coast from Cape Fear to Montauk Island (New York) looking for easy prey. Between January and April of 1942, German U-boats sank over 80 ships off the coast of North Carolina. This time, none of the lighthouses nor any of the offshore lighted buoys had been darkened, causing German sub commanders to dub the exercise the “Atlantic Turkey Shoot.”

In early 1942, even with the U-boat attacks, the Chief of Naval Operations refused to mandate shore or ship blackouts or to employ the successful British convoy tactics to help protect shipping. Thus, the area off the North Carolina coast became known as “Torpedo Junction” as the casualties mounted. (At one point in Lookout Bight, a torpedoed tanker burned for three weeks.)

But, by May 1942, the Chief of Naval Operations was replaced and the slaughter ended when blackouts and convoys were implemented. And, by the end of 1942, the U.S. Navy responded in earnest, deploying anti-submarine vessels and initiating aircraft patrols.

During this time, because of this threat to shipping from the Morehead City port, Cape Lookout was fortified. Battery Cape Lookout, which had two 155mm guns (1942) in revetments and later two 5-inch naval guns (1942-1944) on concrete mounts, was constructed near the old Coast Guard Station. A radar tower was raised in the dunes in front of the Coast Guard Station and a Battery Commander’s observation tower was constructed on the shore behind the battery. A new Naval Radio Compass tower was constructed 340 yards west of the radar tower. Observation posts also were located on Shackleford Banks (near Bald Hill Bay) and on South Core Banks (about four miles northeast of the lighthouse). Lookout Bight was a mined and net-protected safe anchorage for allied merchant ships from 1942 to 1944.
Some, if not all, of the residences near the Coast Guard Station were occupied by Army personnel (193rd Artillery) during the war years.

After World War II, the Army base was conveyed to the Coast Guard, which retained only ninety-five of the original 400+ acres that made up the base. Land speculation also increased and several of the old residences were acquired by people without family ties to the cape to be used as summer vacation cabins.

In the 1950s, after automating the Lighthouse, the Coast Guard began to plan significant changes to the operation of the Cape Lookout Station. Several smaller buildings were demolished and, in 1957, the 1923 boathouse and 1887 life-saving station building were offered for sale. The 1887 building was purchased, moved about 500 yards north of its original site, and used as a vacation house until 2003.

In 1982, the Cape Lookout Station was merged into the larger Fort Macon Coast Guard Station and decommissioned. The station buildings and property were transferred to the Cape Lookout National Seashore in 1984.