Analysis and Evaluation

Introduction

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

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

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

Evaluation of Significance

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

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A) That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B) That are associated with the lives of persons significant in our past; or
>
> C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D) That have yielded, or may be likely to yield, information important in prehistory or history.[147]

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

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

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

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

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

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

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

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

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

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

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

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

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

National Historic Landmark Eligibility

As part of the CLR study, the National Historic Landmark eligibility of the Portsmouth Village Historic District was considered. The National Historic Landmark program, initially established by Congress in 1935, is intended to designate nationally significant historic sites and to promote their preservation "for the inspiration and benefit of the people of the United States."[151] Fewer than three percent of the properties listed in the National Register are further designated as National Historic Landmarks. The criteria for designation as a National Historic Landmark are defined as follows.

> The quality of **national** significance is ascribed to districts, sites, buildings, structures and objects that possess exceptional value or quality in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering and culture and that possess a high degree of integrity of location, design, setting, materials, workmanship, feeling and association, and:
>
> (1) That are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad **national** patterns of United States history and from which an understanding and appreciation of those patterns may be gained; or

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

> (2) That are associated importantly with the lives of persons nationally significant in the history of the United States; or
>
> (3) That represent some great idea or ideal of the American people; or
>
> (4) That embody the distinguishing characteristics of an architectural type specimen exceptionally valuable for a study of a period, style or method of construction, or that represent a significant, distinctive and exceptional entity whose components may lack individual distinction; or
>
> (5) That are composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture; or
>
> (6) That have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation over large areas of the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts and ideas to a major degree.[152]

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

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

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

Period of Significance

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

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

152. Code of Federal Regulations, Title 36, Part 65 (July 1, 2006), 353.

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

Boundaries of Historic District

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

Comparative Analysis of Historic and Existing Conditions

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

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

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

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

- Small-scale Features
- Archeological Resources

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

Fig. 155 and Fig. 156 illustrate the features contributing to the significance of the historic district. Also supporting the comparative analysis are pairs of historic and contemporary photographs taken from the same or a similar location that help illustrate change over time (see Fig. 157 through Fig. 202).

Overview

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

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

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

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

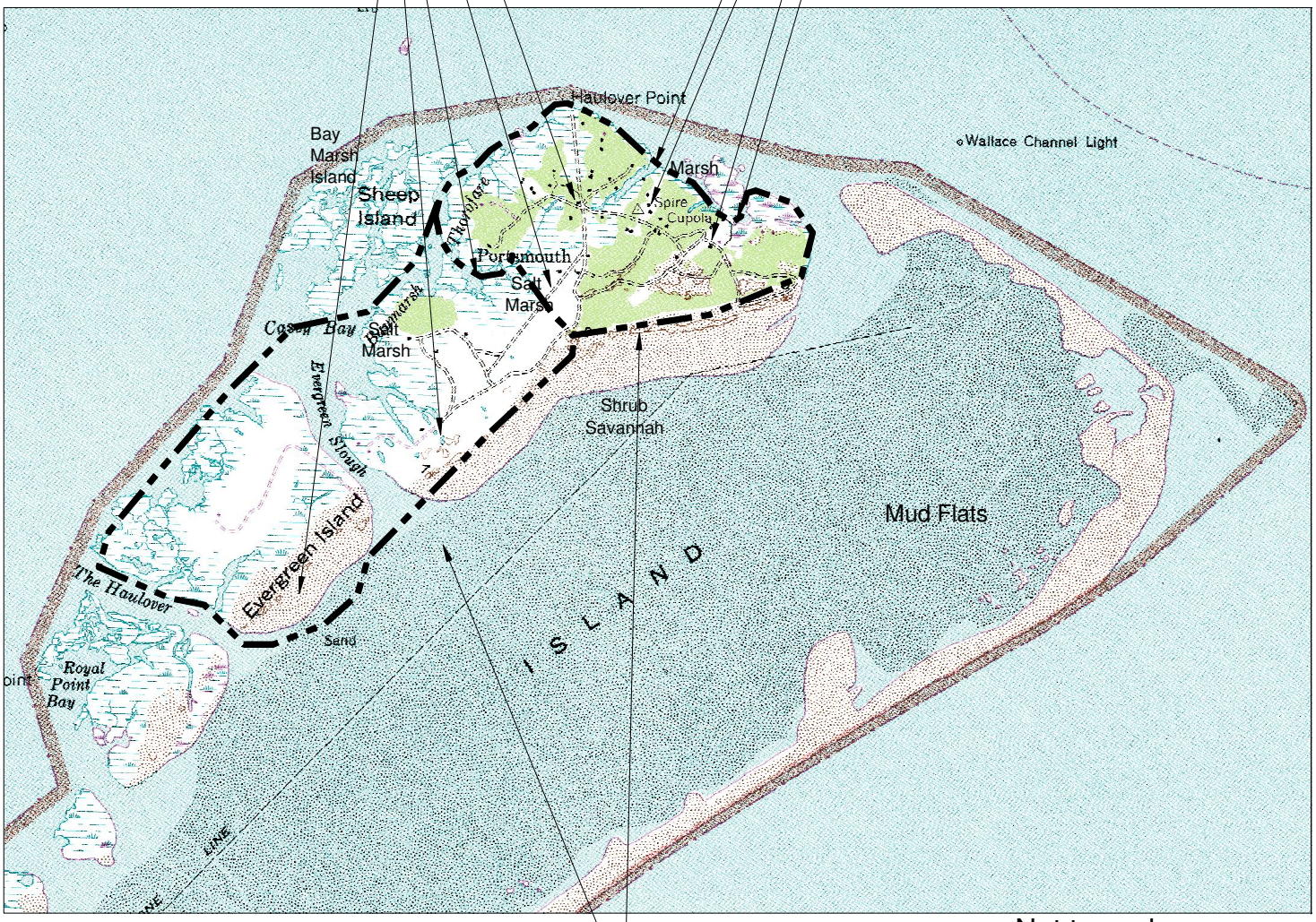
Natural Features and Systems

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

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

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

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



Source: USGS Portsmouth, NC. Photorevised 1983.

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

Not to scale.

Portsmouth Village

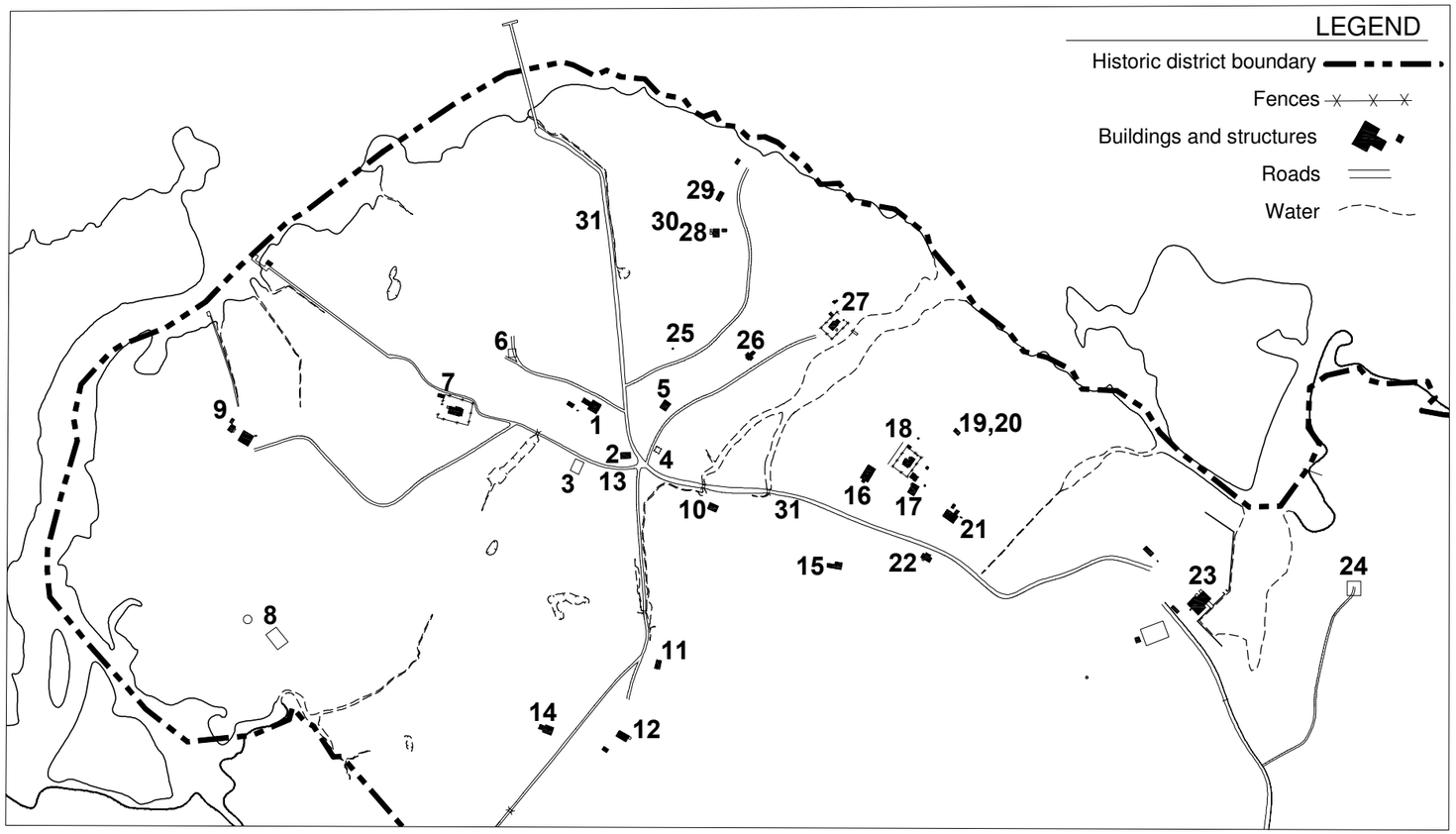
Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Figure 154.

Site map with proposed boundary



Contributing Resources by Property

1 ***Dixon-Salter House***
- Dixon-Salter House
- Shed
- Privy
- Cool house
- Concrete and brick landing and stairs leading to porch

2 ***Post Office and General Store***
- Post Office and General Store

3 ***Community Cemetery***
- Evidence of former perimeter fencing
- Plot edging, brick, concrete
- Headstones and footstones
- Concrete grave lids

4 ***Grace Cemetery***
- White picket fence enclosure
- Wooden identity/interpretive sign
- Marble headstones

5 ***Robert Wallace House***
- Robert Wallace House

6 ***Portsmouth Cemetery***
- Evidence of former perimeter fencing
- Headstones
- Plot edging, concrete block

7 ***Styron-Bragg House***
- Styron-Bragg House
- Summer kitchen
- Cool house
- Shed
- Picket fencing
- Flagpole

8 ***Keller-Styron Cemetery***
- Evidence of former perimeter fencing
- Headstones and footstones
- Plot outline, brick
- Concrete cistern
- Brick cistern

9 ***T.T. Potter House***
- T.T. Potter House

10 ***George Dixon House***
- George Dixon House

11 ***Cecil Gilgo House***
- Cecil Gilgo House

12 ***Portsmouth Schoolhouse***
- Schoolhouse
- Schoolhouse shed
- Schoolhouse cistern
- Concrete steps with brick landing leading to door

13 ***Monroe and Mattie Gilgo House Site***
- Parged brick cistern
- Evidence of former fencing

14 ***Old Straight Road***
- Old Straight Road corridor

15 ***Washington Roberts House***
- Washington Roberts House
- Evidence of former perimeter fencing

16 ***Portsmouth Methodist Church***
- Methodist Church
- Parged brick steps to entrance with concrete landing

17 ***Jesse Babb House***
- Jesse Babb House
- Babb garage
- Babb generator house
- Babb privy
- Babb kitchen
- Water box

18 ***McWilliams-Dixon House***
- McWilliam-Dixon House
- Picket fencing
- Cool house
- Storage Shed
- Privy
- Water box/cistern

19 ***Dr. Samuel Dudley Gravesite***
- Headstone

20 ***Dixon-Babb Cemetery***
- Picket fencing
- Headstones and footstones
- Plot edging, brick, concrete block

21 ***Dennis Mason House***
- Dennis Mason House
- Brick steps leading up to south porch

22 ***Roy Robinson House***
- Roy Robinson House
- Cistern

23 ***Portsmouth Life-Saving Station***
- Life-Saving Station
- Life-Saving Station summer kitchen
- Life-Saving Station stables
- Life-Saving Station cistern
- Life-Saving Station pump house
- Concrete seawall and ramps
- Concrete walks and steps
- Airstrip
- U.S. Marine Hospital cistern
- Mown turf precinct to all sides

24 ***Two Seamen's Graves***
- Headstones

25 ***Henry Babb Ruin***
- Cistern, brick

26 ***Tom Gilgo House***
- Tom Gilgo House

27 ***Henry Pigott House***
- Henry Pigott House
- Picket fencing
- Pigott summer kitchen
- Pigott cool house
- Pigott shed #1
- Pigott shed #2
- Pigott privy
- Water box

28 ***Carl Dixon House***
- Carl Dixon House
- Carl Dixon summer kitchen
- Cistern, brick

29 ***Frank Gaskill House***
- Frank Gaskill House
- Cistern, brick

30 ***Elijah Gaskill Grave Site***
- Marble headstone

31 ***Roads***
- Village Road
- Haulover Point Road

Sources: Autocad base derived from 1997 aerial photography provided by NPS, 2005 Globe Explorer satelite imagery, 1982 NPS Natural Resource Study and 1981 NPS Resources Management Plan.

0 400'

Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Figure 155.

Contributing features

Sources: Autocad base derived from 1997 aerial photography provided by NPS, 2005 Globe Explorer satelite imagery, 1982 NPS Natural Resource Study and 1981 NPS Resources Management Plan.

Vegetation analysis is based on a comparison of aerial photographs from 1941, 1997 and 2005.

LEGEND

- Historic district boundary
- Fences
- Buildings and structures
- Contributing vegetation
- Non-contributing vegetation
- Water
- Roads

Ocracoke Inlet

Haulover Point Road

Doctor's Creek

Village Road

Coast Guard Creek

Warren Creek

Old Straight Road

0 400'

Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Figure 156.
Contributing and non-contributing vegetation

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

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

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

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

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

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

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

- Haulover Point. This feature survives and is labeled on the current USGS map.

- Sheep Island. This feature survives and is incorrectly labeled on the current USGS map as Evergreen Island; Sheep Island is incorrectly labeled to the west of the village.

- Sheep Island Creek. This feature is not labeled on the current USGS map; it was located to the southwest of Casey's Bay.

- Wallace's Channel. This feature survives and a label on the current USGS map indicates the Wallace Channel Light. The channel is far less prominent than it was historically.

- Shell Castle Island. This feature survives and is labeled on the current USGS map. The island is far less prominent than it was historically.

- Ocracoke Inlet. The channel is far less prominent than it was historically.

- Pamlico Sound. Exists.

- Horse Island Channel. This feature is not labeled on the current USGS map, but its location was between the village and the spit of land labeled Brant Shoal Marsh, and a similar feature may still exist. This channel is said to have been named for the horses pastured nearby.

- Mount Truxston. This feature is not labeled on the current USGS map; the high point that was referred to as Mount Truxston overlooks the Life-Saving Station and mud flats. It likely still exists and could potentially be located.

Responses to Natural Resources

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

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

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

By legislative act in 1753, a town to support this industry was to be laid out over fifty acres "most convenient to the harbor."[155] A residential community and complexes of warehouses and customs houses, as well as various other enterprises supporting the resultant community, slowly arose in response to these activities and the local conditions.

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

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

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

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

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

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

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

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

156. Sarah Olson, *Historic Resource Study: Portsmouth Village, Cape Lookout National Seashore, North Carolina* (Denver, Colorado: National Park Service, March 1982), 66.

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

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

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

Shell Castle Island was located northwest of Portsmouth Village. It was heavily developed in the eighteenth century to support lightering operations as well as various industrial activities. A fishing endeavor is known to have been established that produced porpoise oil, which was both sold at market and used to power local lighthouses. These uses arose because of the island's proximity to Wallace's Channel and the opening of a new harbor, known as Upper Anchorage, about 1787. Warehouses and many other features were built there by the Wallace family. These operations were commercially more important that those established at Portsmouth until the late eighteenth century.[157] During the nineteenth and early twentieth centuries, Shell Castle was almost entirely obliterated by storms.

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

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

Topography and Topographic Modifications

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

157. Ibid., 50.

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

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

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

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

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

Patterns of Spatial Organization

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

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

Land Uses

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

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

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

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

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

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

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

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

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

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

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

Circulation

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

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

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

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

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

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

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

Cultural Vegetation

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

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

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

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

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

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

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

Buildings and Structures

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

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

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

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

161. Dorothy Byrum Bedwell, *Portsmouth: Island with a Soul* (Morehead City, North Carolina: Herald Printing Company, 1984), 16.

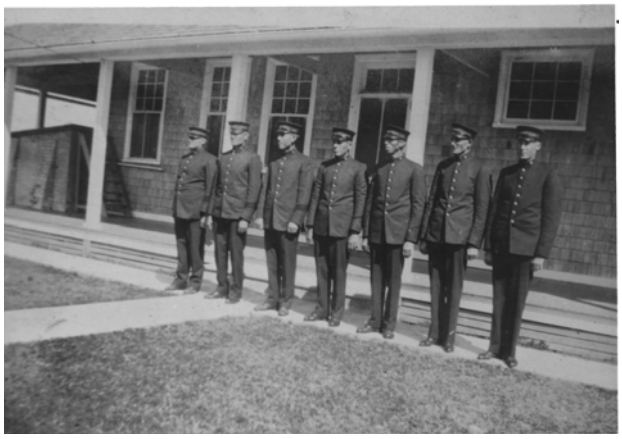


FIGURE 158A. A Coast Guard crew stands in front of the southeast porch of the Portsmouth Life-Saving Station, circa 1920s.

FIGURE 158B. The same view today. Note the addition of the pump house. Most of the other features remain remarkably similar.

FIGURE 159A. Looking northwest toward the stable from the western corner of the Portsmouth Life-Saving Station, circa 1935.

FIGURE 159B. The same view in 2006. The paths and the stable remain relatively similar, but the shed that once sat to the right of the stables in no longer extant. There is much more vegetation in the vicinity of the complex today than during the period of significance. A portion of the concrete walk above has been lost since the earlier photograph.

Contributing Buildings and Structures

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

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

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

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

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

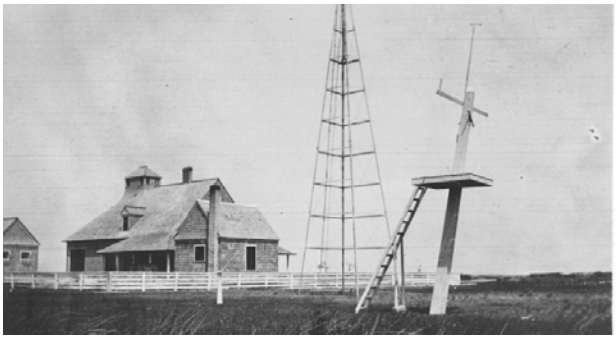


FIGURE 161A. Looking east toward the Portsmouth Life-Saving Station and kitchen, including the station's wreck pole, coastal warning display tower, and oil house, circa 1916. Wood board fencing enclosed the complex.

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

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

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

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

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

163. Jones, 1.

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

The two surviving outbuildings include:

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

Life-Saving Station stable. This structure is also known as the Portsmouth Life-Saving Station shed (Fig. 163 and Fig. 164). Constructed circa 1928, this building replaced an earlier stable that had been destroyed during a hurricane. After horses left the station in 1932, the building was used for storage and as a garage. The stable was altered between 1960 and 1969. The building was damaged by Hurricane

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FIGURE 169A. The Schoolhouse shed, circa 1979.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

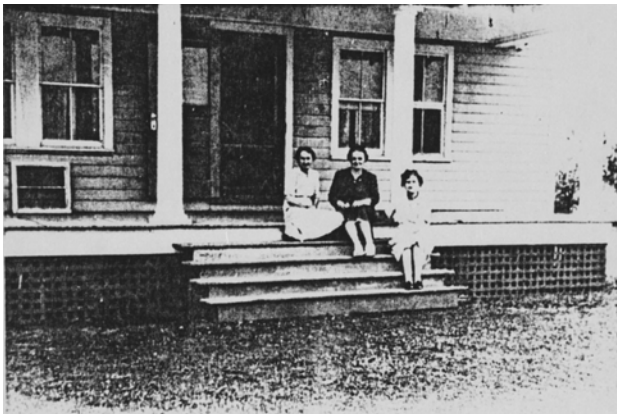


FIGURE 174A. The Styron-Bragg House, date unknown.

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

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

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

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

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

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

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

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

Robert Wallace House. Also known as the Old Grace House (Fig. 178 through Fig. 180), the Robert Wallace House is another surviving example of the "story and a jump" house type. The National Register nomination suggests that this house is constructed on the foundation of an earlier house, partially visible along the north side of the existing house. A 1955 photograph indicates that there was once a long kitchen extension associated with the house that is no longer extant. The house was constructed circa 1850. It is currently vacant and under repair. A new roof was put on the building in 2005. In 2006, the house required leveling, reinforcement, repair and painting of some walls, and repair and replacement of windows and doors.

Henry Pigott House. Also referred to as the Henry Pigott Cottage (Fig. 181 through Fig. 183). This dwelling was constructed circa 1902 by Harmon Austin, a carpenter from Ocracoke. In 1904, the house was purchased by Rosa Abbot, Henry Pigott's grandmother. The house was reportedly raised to prevent flooding in 1932. Two outbuildings appear to have been added to the property around the same time. This house is currently occupied through the historic leasing program. At the time of the 2006 LCS, the building reportedly required repainting, the roof needed replacement, and the porch rails,

FIGURE 178A. Looking northwest across the south facade of the Robert Wallace House, circa 1930.

FIGURE 178B. The same view in 2006. Note the replacement of the central dormer with two dormers and alteration of the porch posts and railing. Woodwork beneath the porch is no longer present.

roofing, and siding required repair to damage sustained due to Hurricane Isabel in 2003. Extant outbuildings include a summer kitchen, cool house, shed, and privy. There is also a wood cistern behind the house. The outline of a former outbuilding, referred to as a "net house" in the archeological assessment, is marked on the ground by wood piers

Pigott summer kitchen. Constructed circa 1932, this building is currently used for general storage. At the time of the 2006 LCS, repairs were reportedly needed to address a collapsed chimney; deteriorated flooring, wood siding, and wood shingles; and deteriorated paintwork.

Pigott cool house. Constructed circa 1932, this structure is currently mothballed. At the time of the 2006 LCS, structural deterioration, staining, and a lack of screens were observed in association with the building.

Pigott shed no. 2. This building was constructed circa 1900–1909. In 2006, the LCS reported that the building was missing three of its original four doors.

Pigott privy. The privy was constructed circa 1900–1909. In 2006, the LCS, reported structural deterioration at the base of the privy and rotted roof shingles, staining from rusting hardware, general damage from Hurricane Isabel, and deteriorated paintwork.

Frank Gaskill House. The house was constructed in the 1930s (Fig. 184). It is thought to be sited on the location of an earlier dwelling. This property includes a brick cistern and a metal shed outbuilding.

T. T. Potter House. This structure is also known as the Armfield House and Armfield-Potter House (Fig. 185). This house was built circa 1952 and modified for seasonal recreational use as a fishing camp. Until recently, it was occupied through the historic lease program. This house may be sited on the location of an earlier dwelling. A mound of brick rubble suggests the former presence of a built structure. Two outbuildings are associated with the house: a shed and boathouse. The NPS currently uses the outbuildings for equipment storage.

T. T. Potter equipment shed. Also known as the Armfield-Potter outbuilding no. 1. Little is known about the history of this structure. It is currently

FIGURE 179A. Looking north toward the Robert Wallace House, circa 1955.

FIGURE 179B. The same view in 2006, illustrating changes in vegetation, and the loss of the long building extension (kitchen wing) to the right of the Robert Wallace House.

FIGURE 180A. Looking northwest across the north facade of the Robert Wallace House, circa 1981.

FIGURE 180B. The same view in 2006. The contemporary photograph illustrates changes in the building roof line, the loss of a step leading out of the building, and the dramatic loss of vegetation behind the house.

FIGURE 181A. Looking southwest toward the Henry Pigott House, date unknown.

FIGURE 181B. The same view in 2006, illustrating changes to the property such as the loss of picket fencing in the rear, the chimney on the outbuilding, and the tree along the fence; deterioration of the Cool House; and replacement of the pink

FIGURE 182A. View looking northeast toward the Henry Pigott House, date unknown.

FIGURE 182B. The same view in 2006 illustrates that the property is much the same except for the exterior paint color, and the loss of the radio tower behind. NPS management of building precincts has led to a change in vegetative cover including replacement of warm-season grasses with cold-season grasses.

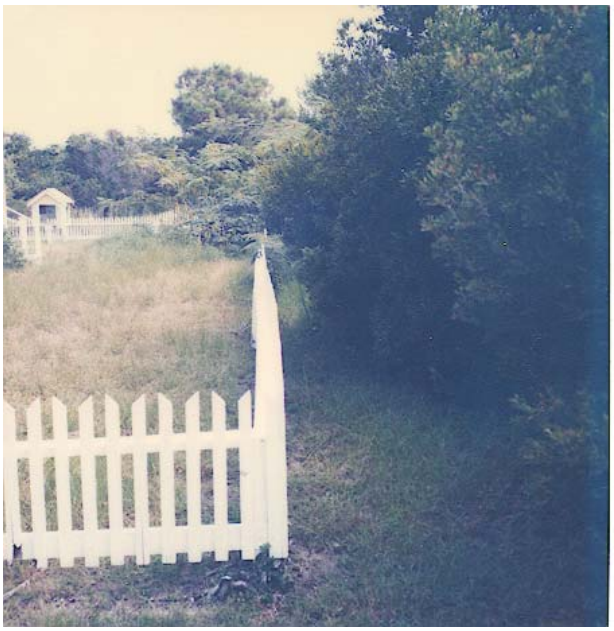


FIGURE 183A. View northeast along the yard fence on the southeast side of the Henry Pigott House, circa 1981.

FIGURE 183B. The Henry Pigott House yard is relatively similar in 2006, with the primary exception of the loss of vegetation to the exterior of the fence. Segments of the picket fence are missing in the rear.

FIGURE 184A. Looking southwest toward the Frank Gaskill House, circa 1979.

FIGURE 184B. The same view today. Note the loss of the roof overhang associated with the porch and the wood stair and landing along the side/rear of the house. The vegetation is now mown cool-season grass, whereas the earlier view suggests native warm-season grasses were present previously. Cabling is currently stabilizing the structure.

FIGURE 185A. The T. T. Potter House, circa 1970.

FIGURE 185B. The same view in 2006. Note the addition to the building along its rear facade, the removal of the screened porch, replacement of the siding, and the addition of a deck.

used by the NPS to store ATVs and other large equipment.

T. T. Potter generator shed. Also known as Armfield-Potter outbuilding no. 2. Little is known about the history of this structure. It is used by the NPS for storage.

George Dixon House. The George Dixon House was constructed circa 1887.[164] It was severely damaged by the storm surge of Hurricane Isabel, and is currently in stabilized but in ruinous condition (Fig. 186). There is a wooden cistern present to the rear left of the dwelling. The 2004 Historic Structure Report (HSR) indicates that "this house was leased as a temporary lodge for hunters and fishermen under one of the park's special use permits until the mid-1980s. . . . It is one of a handful of nineteenth century structures remaining in the village."[165] The HSR also indicates that the house was first altered after World War II as a hunting and fishing lodge; many of the historic finishes were removed from the interior and exterior as part of that effort.[166] The HSR also notes, "In spite of the damage done by termites, and insensitive remodeling, the building's original form, floor plan, and fenestration remain mostly intact and readily discernible."[167] The George Dixon House was sold

164. Tommy Jones, *George Dixon House Historic Structure Report* (Atlanta, Georgia: National Park Service, Cultural Resources, Southeast Region, 2004), 17.
165. Ibid., 1.
166. Ibid., 2.

FIGURE 186A. The north facade of the George Dixon House, circa 1979.

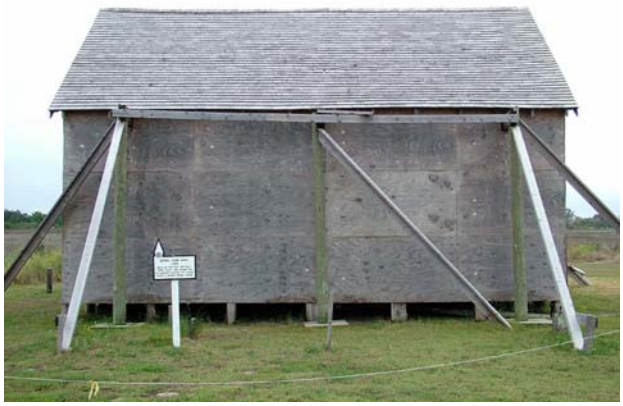


FIGURE 186B. The George Dixon House in 2006 is mothballed following severe hurricane damage.

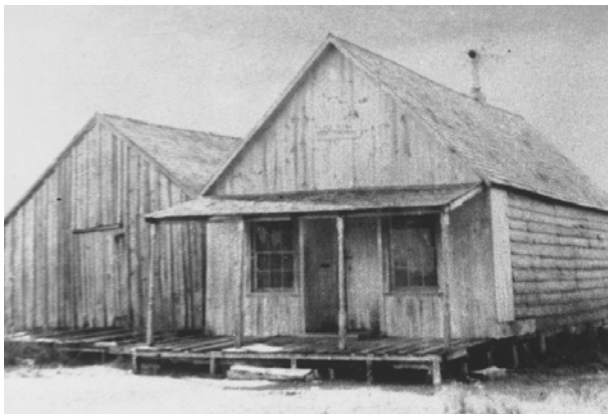


FIGURE 187A. Post Office with addition, circa 1930s.

FIGURE 187B. The same view today. Changes since the 1930s include the loss of the addition, and removal of the porch and overhang. The vent pipe in the rear is also gone. The side door indicates the former connection between this building and the missing addition.

in 1952. The subsequent owners are said to have "made significant alterations to the house for use as a part-time residence."[168] The house originally included a separate kitchen outbuilding connected to the main house by a porch or breezeway. This was torn from its foundation during a storm in the late nineteenth or early twentieth century. It was subsequently connected to the main house.[169] This feature was removed in the 1950s remodeling.

Post Office and General Store. The Post Office and General Store was built circa 1900–1909 (Fig. 187 and Fig. 188). An outbuilding that is no longer extant stood adjacent to the structure and is visible in photographs taken in the 1930s. The post office was stabilized in 1997. In 2006, the LCS reported that the building exhibited interior damage from Hurricane Isabel. As noted in the *George Dixon House Historic Structures Report,*

> George Dixon was a fisherman by trade, but [his wife] Patsy also worked to support the family by operating a store. . . . According to Patsy's daughter [Elma], the first store was located on the north side of Doctor's Creek along the road to Henry Pigott's House. Later Patsy acquired or built a larger store directly across the road from the Dixon's house on the south side of Doctor's Creek—Elma Dixon remembered that 'you

167. Ibid.
168. Ibid., 16.
169. Ibid., 19.

FIGURE 188A. View west toward the Post Office, date unknown.

FIGURE 188B. The same view today. Changes since the 1930s include the loss of the addition, and removal of the porch and overhang. The vent pipe in the rear is also gone.

FIGURE 189A. Looking north at the front of the Dennis Mason House, date unknown.

FIGURE 189B. The same view in 2006. Note the loss of the decorative trellis on the porch, the pickets along the side addition, the low fencing like that at the Babb House, and the change in mortar associated with the brick.

> could step off the road onto the steps of the store.' How long it operated has not been documented, but it was eventually moved across Doctor's Creek (probably after Patsy's death in 1914) and remained the community's primary store and location of its post office until both were closed in the 1950s.[170]

Various members of the family also served as postmaster for the island during the late nineteenth and early twentieth centuries.

Dennis Mason House. Also known as the Capt. Dave Willis House. (Fig. 189) This house was originally built circa 1895 with three rooms. It was later owned by Captain Dave Willis and Harry Dixon. One of Dixon's sons bought the house around 1918 and extensively remodeled it in the 1920s. The house was restored in 1980–1985. Several capstones on the brick pillars on the front of the house have cracked or are missing material. One outbuilding is associated with the property.

Dennis Mason shed. The Dennis Mason Shed is a wood frame building that is dilapidated and in need of repair. The date of origin of this structure is not currently known.

Ed Styron House. Also known as the Styron Main House and referred to as the Kitty Cabin Home of Ed and Kate Styron in the National Register nomination for Portsmouth Village Historic District. The Ed Styron House is one of the smallest houses on the island. This house was likely built after a severe hurricane in 1933 that damaged the Styron family dwelling. The Styrons first lived on Sheep

170. Ibid., 12–13.

Island in a small two-story wood-frame house. A hurricane in 1933 is said to have greatly altered the landscape of Sheep Island and severely damaged the Styron House. The family built a new house close to the center of the village, which they appear to have occupied until near the end of World War II, when many other residents left following a 1944 hurricane. By the 1950s, the house was used as a part-time fishing lodge.[171] The house was remodeled in the 1950s, when asphalt shingles and siding were installed to replace wood shingles and siding, and an addition was constructed. It was leased as a temporary lodge for hunters and fishermen under a special use permit until 1989.[172] The house was stabilized in 2002. The house is occupied through the historic leasing program. A brick pad at the northeast corner of the house marks the location of the historic cistern for the house. The tank was filled through a gutter from the rear shed of the roof. The gutter and the tank are now missing.[173]

McWilliams-Dixon House. Built in the 1910s by Ed Dixon, this house was reportedly moved from near the Life-Saving Station, where it served as the home of keeper Charlie McWilliams. Mr. Dixon appears to have bought the house circa 1937 after the station closed and many buildings became available for sale. "In 1939, with the help of some of the Coast Guardsmen, he moved the house to its present location just east of the Methodist Church. Although in better shape than the old Dixon house, the new house still required extensive repairs, including construction of a new kitchen."[174] An addition was built to its southwest end around 1955, but was later removed circa 1984.[175] Elma Dixon, one of the island's last residents, lived in this house until 1971. Today, the house is occupied through the historic lease program. There are three outbuildings associated with the property.

McWilliams-Dixon cool house. This structure was constructed in the 1910s.

McWilliams-Dixon shed. This structure was built in the 1910s.

McWilliams-Dixon privy. This structure was built in the 1910s. It exhibits some structural deterioration.

Tom Gilgo House. The Tom Gilgo House was built in the mid-1920s near the Life-Saving Station and moved to its current location in 1928. Stabilization was conducted in 2002, including the removal of an addition that was added in the 1950s; installation of new foundation pilings; repair and replacement of damaged sills, studs, and siding; and re-roofing of the structure.

Cecil Gilgo House. This structure is also known as the Ben Salter House. Constructed circa 1936, the sign in front of the house indicates that it was built from materials salvaged from a circa 1905 structure

FIGURE 190A. The Dixon-Salter House, circa 1974.

FIGURE 190B. The same view in 2006. Note the change in vegetation.

171. Tommy Jones, *Ed Styron House Historic Structure Report.* (Atlanta, Georgia: National Park Service Southeast Region, 2004), 9.
172. Ibid., 1–2.
173. Ibid., 12, 15–16.
174. Jones, *George Dixon House Historic Structure Report,* 15.
175. Jones, *Ed Styron House Historic Structure Report*, 2.

FIGURE 191A. Looking toward the Dixon-Salter House from the immediate front of the Robert Wallace House, circa 1943.

FIGURE 191B. The same view in 2006, illustrating the loss of the picket fence, growth of Eastern red cedar trees, and loss of shrubby growth between the two houses. An unidentified structure to the right is no longer present.

FIGURE 192A. The north facade of the outbuilding east of the Carl Dixon House, circa 1979.

FIGURE 192B. The same shed in 2006. Changes visible between the photographs includes the boarded window, different cladding of the shed, the addition of a vent pipe, replacement of the door, addition of wooden steps, lack of paint, and the addition of the widow's walk to the roof of the adjacent Carl Dixon House.

on Sheep Island. Funding was requested to stabilize the house in 2003, including replacement of foundation pilings and repair of sills, studs, and siding, and reconstruction of the roof of the front porch. The 2006 archeological assessment indicates that asphalt brick siding has been removed from the building, exposing the original vertical board.

Dixon-Salter House. This structure is also known as the Theo Salter House and the Salter Gun Club (Fig. 190 and Fig. 191). Constructed circa 1900–1909, this house is thought to have been moved to its present site circa 1930. The Salter Gun Club was established in 1965–66. The building is currently utilized as the site's visitor contact station and has exhibits and a comfort station inside. The NPS submitted a funding request in 2004 to repair storm-related damage to the building, primarily interior flooring, flooring on the porch, and siding on the summer kitchen. This work appears to have been completed in 2005. There are three outbuildings associated with the property: a cool house, shed, and privy.

Dixon-Salter cool house. This structure is also known as the Salter cool house and Salter outbuilding no. 1. Constructed circa 1900–1909, problems with the structure observed in 2006 as part of the LCS included missing and broken boards and missing screens.

Dixon-Salter shed. This structure is also known as the Salter shed and Salter outbuilding no. 2.

FIGURE 193A. The north facade of the Carl Dixon House, circa 1979.

FIGURE 193B. The Carl Dixon House in 2006. Changes since 1979 include loss of the front porch, addition of the widow's walk, replacement of the roof, and a change in paint color.

FIGURE 194A. Looking southeast toward a storage shed east of the Carl Dixon House outbuilding, circa 1979.

FIGURE 194B. The same view in 2006. Note the loss of the shed to the left of the existing outbuilding, as well as the dense vegetation behind.

Constructed circa 1900–1909, this structure is missing some of its vertical board siding.

Dixon-Salter privy. This structure is also known as Salter privy and Salter outbuilding no. 3. Constructed circa 1900–1909, this structure has a damaged roof.

Carl Dixon House. Constructed circa 1930s, this house is occupied through the historic lease program (Fig. 192 through Fig. 194). A net house mentioned as part of the property in the National Register nomination appears no longer to be extant. There is a summer kitchen associated with the property, however.

Carl Dixon summer kitchen. Also known as outbuilding no. 1, this building was constructed in the 1930s.

Cisterns and Water Boxes

There are cisterns and water boxes associated with many of the properties located within Portsmouth Village. Although specific dates of construction are not known for many, they all appear to date from the period of significance and are contributing resources of the historic district. They include:

- U.S. Marine Hospital Cistern. Built circa 1847, this brick structure is the only surviving feature associated with the mid-nineteenth century Marine Hospital.

- Keeler Cistern, brick. This cistern has an arched covering.
- Keeler Cistern, concrete. This round structure is newer than the brick cistern.
- Schoolhouse Cistern. This cistern is constructed of wood with a metal roof.
- Henry Pigott Cistern. This structure is constructed of wood.
- Frank Gaskill Cistern. This cistern is constructed of brick.
- Mattie Gilgo House Cistern. This cistern is constructed of parged brick.
- McWilliams-Dixon Water Box. This structure is constructed of wood.
- Roy Robinson Water Box. This structure is constructed of wood.
- Henry Babb House Ruins Cistern. This structure is constructed of brick.
- Carl Dixon Cistern. This structure is constructed of brick.
- Jesse Babb House Water Box. This structure is constructed of wood.
- Life-Saving Station Cistern. This structure is constructed of brick.

Bridges

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

Docks

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

Jetties

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

Missing Buildings

The village of Portsmouth arose slowly after 1753 to support lightering operations within Ocracoke Inlet and Wallace's Channel. Houses were primarily built on lands on the northeast shore of Portsmouth Island originally owned by the Wallace family. By 1775, a road is shown on maps in the general location of the Old Straight Road. An 1806 map of the village indicates a cluster of three houses near the future U.S. Marine Hospital and Life-Saving Station site below Mount Truxston. Another house is shown to the west, while a windmill appears further west along the shoreline, and a cluster of three buildings is shown below Haulover Point labeled with the name "Watering Place." A building labeled "Academy" is located inland, and two additional buildings are located southwest of Haulover Point. Although not shown on these maps, an earthen fortification is known to have been constructed along the mud flats to protect the harbor that was garrisoned during the French and Indian War. None of these buildings or structures survives today.

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

the village shifted there. Nonetheless, it was this part of the island where the U.S. Marine Hospital was established in 1847 on lands formerly occupied by the Burns House.

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

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

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

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

Mr. Lynn provided information about local construction methods in an interview with the CLR project team in October 2006. He suggested that one of the local construction methods was to design the lower floor to flood by constructing flooring of tongue-and-groove wood through which the water could rise, thus preventing structural damage from the pressure of rising water. A hatch was also cut in the floor to help allow the water to enter the structure when flooding occurred. The residents would go up to the upper story until the water receded. He also noted that many chimneys were built from ballast stone, and oyster shells were typically thrown under the houses to keep the ground dry.

More specific information about these individual missing structures is provided below.

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

Daly House. The Daly House was located across the street from the George Dixon House.

Commercial Buildings. Three taverns were listed as existing on Portsmouth in 1804; while two were listed in 1806. A post office was established in 1840.

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

The Academy. Maps dated 1806 and 1821 show "The Academy," a schoolhouse in the central part of the village. In 1815, the school and two acres of land

are documented as being set aside for use by the academy "forever." Chester Lynn notes that there is an old school site in Middle Community now covered in oyster shells. This site may have been identified during February 2007 archeological reconnaissance.

Grey's Factory. A factory for processing menhaden fish existed at Haulover Point from 1866 to 1869.

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

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

U.S. Marine Hospital. The U.S. Marine Hospital was sited "on the waterfront at the junction of Horse Island Channel and the South West Creek" on land formerly belonging to David Wallace.[176] It was described in the 1982 Historic Resources Study (HRS) as follows:

> The large, two-story building was the most elaborate ever built at Portsmouth. It was constructed of 'superior' pitch pine and measured 50 by 90 feet. There were ten rooms below and two above. The first story consisted of four central wards with high-pitched ceilings and three small rooms on the east and west ends of the building. The three west rooms were set aside for the hospital surgeon's quarters, while the east rooms housed servants and cooking facilities. There were piazzas on both the north and south sides of the building's central portion. The structure had seven fireplaces. It was plastered and whitewashed on the interior and equipped with green-painted Venetian blinds. The exterior was covered with cypress shingles.[177]

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

David Wallace Houses. David Wallace, Sr., and David Wallace, Jr., each had a house on the island by the late 1790s. The David Wallace, Sr., House was one of only a few two-story houses on Portsmouth.

Henry Babb House site. This property includes a collapsed dwelling structure and cistern. Two sets of wood support piers and a partial brick chimney remain evident. The house is thought to have been constructed circa 1919. It is located near Haulover Point Road.

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

Ben Dixon House site. A brick chimney and brick and plaster cistern mark the location of this former house site, located east of the Keeler ruins. The

176. Olson, *Historic Resources Study*, 73.
177. Ibid., 74.

house is thought to have been constructed circa 1900.

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

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

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

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

Ambrose Styron House site. Located west of the Schoolhouse was the former location of the Ambrose Styron House.

Joe Abbott House site. No evidence of this circa-1900 house was located as part of the 2006 archeological assessment. The 1982 HRS indicates its location as south of the airplane landing strip, between an NPS weather station and fuel farm, near a high point formerly known as Joe's Hill.

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

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

George Willis House site. This house, reportedly constructed circa 1919 on a site southeast of the Dennis Mason House along the Village Road was indicated on a map of the district dated 1981 included within the HRS.

Alfred Dixon House site. The 1982 HRS includes the former location of this building to the south of the Carl Dixon House.

Homer Harris House site. The 1982 HRS includes the former location of this building to the northwest of the Life-Saving Station Stables.

George Gilgo House site. No evidence of this circa 1900 house was located as part of the 2006 archeological assessment.

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

Dorothy Byron Biddlewell House site. This structure could not be located during the archeological assessment, although it was described during a personal interview with Chester Lynn, who said that the house had a roof with a steep peak in front, a short section of peak in the rear, and a flat shed-type roof behind.

Harmin Austin House site. The 1982 HRS includes the former location of this building to the southeast of the Tom Gilgo House. The 2006 archeological assessment indicates the presence of wood piers on a slightly raised shell platform or scatter at this site.

Ann Yurn House site. Marked by a line of poplar trees, this house stood along the village road near, but across the road from, the Methodist Church.

FIGURE 195A. View of Portsmouth Village looking west from the Portsmouth Life-Saving Station watchtower, circa 1986.

FIGURE 195B. The same view in 2006, indicating that there is more woody vegetation today that serves to obscure views present in earlier years between the two areas.

FIGURE 196A. The view east along Doctor's Creek toward the Portsmouth Methodist Church, circa 1983.

FIGURE 196B. The same view in 2006, which is very similar. A small dock or other type of structure visible at the edge of the water in the earlier photograph is no longer present.

Unknown Portsmouth structure no. 1 site. This site includes brick piers and a brick chimney fall north of the Marine Hospital cistern. The site is an unlabeled structure indicated on the 1982 HRS mapping.

Unknown Portsmouth structure no. 2 site. This site includes a brick pier and a scatter of bricks and shell. The site does not appear on the 1982 HRS mapping.

Unknown Portsmouth structure no. 3 site. This site includes brick piers and a scatter of shells behind the Portsmouth Methodist Church. The 2006 archeological assessment report suggests that this site merits further investigation as a possible parsonage for the church.

Unknown Portsmouth structure no. 4 site. This site, located east of the Henry Pigott House, includes ten wood pilings on a prepared shell surface platform.

Views and Viewsheds

Very little is known about historic views and viewsheds at Portsmouth Island. Mount Truxston is marked on an 1806 map and was likely used for lookout purposes. The village was generally sited to view Wallace's Channel and the lightering activities occurring there. Earthen fortifications were constructed on the mud flats and beach front to the east of the village to protect Ocracoke Inlet and were likely to have included good views of ocean approaches to the inlet. The Life-Saving Station includes an elevated lookout tower to support life-saving endeavors (Fig. 195). This view survives today.

FIGURE 197A. View northeast toward Grace Cemetery, date unknown.

FIGURE 197B. The same view in 2006. Note the loss of much of the vegetation behind the cemetery, the addition of the interpretive marker, and the repair and painting that has been done on the fence.

FIGURE 198A. View across Grace Cemetery toward the Robert Wallace House, circa 1917.

FIGURE 198B. The same view in 2006. Note the growth of Eastern red cedar trees currently blocking the view to the house.

Small-scale Features

Little is known about small-scale features associated with Portsmouth Village during the eighteenth and early nineteenth centuries. Fencing is indicated on the 1866 coastal survey in association with many of the properties. Cemetery headstones are another small-scale feature that has likely characterized the landscape since the early nineteenth century. The small-scale features described below date from the period of significance and contribute to the significance of the historic district. The non-contributing small-scale features located within the district today are primarily signs and other features associated with visitor interpretation and wayfinding and adaptive reuse of buildings by the NPS.

Grace Cemetery. This cemetery is enclosed within a perimeter picket fence (Fig. 197 and 198). There are two single headstones and one double headstone. The cemetery was established in 1872.

Community Cemetery. This cemetery includes thirty headstones associated with the graves of members of the Babb, Dixon, Styron, Williams, Daly, Gilgo, and Roberts families. There are twenty-four commercial headstones and associated foot markers and grave plots edged by brick and concrete borders (Fig. 199 and Fig. 200). The cemetery was established in 1885. Many features are in need of repair.

Babb-Dixon Cemetery. Also known as Babb-Dixon-Pigott Cemetery, the cemetery includes perimeter picket fencing, the headstones of five

FIGURE 199A. The Community Cemetery, circa 1960.

FIGURE 199B. The same view in 2006. Note the deteriorated condition of some of the headstones, and the change in the view behind the cemetery.

FIGURE 200A. View southwest across the Community Cemetery, circa 1978.

FIGURE 200B. The same view in 2006. Although the cemetery appears to have changed little since the 1978 view, the vegetation behind the cemetery has changed dramatically.

burials, and two family pet graves (Fig. 201). This cemetery was established in 1945. Henry Pigott is buried here.

Keeler-Styron Cemetery. This cemetery, which dates from circa 1900, includes at least ten headstones and one brick crypt. Some of the cemetery features are in need of repair.

Portsmouth Cemetery. Located between the ruins of the Tolson House and the Will Willis House, this cemetery includes various headstones and footstones. It may have been known formerly as the Bragg Cemetery, established circa 1900. Many of its features are in need of repair.

Two Seamen's Graves. Headstones mark the early nineteenth century burial sites of two sea captains. These appear to be in fair condition.

Elijah Gaskill Grave. Little is known about this headstone, which is not listed on the LCS.

Dr. Dudley Gravestone. A single headstone marks the former burial site of the island's mid-nineteenth century physician. Dr. Dudley's remains were reinterred off-island in the 1920s.

Fencing at the Henry Pigott House. The Henry Pigott House is enclosed within a perimeter picket fence. Portions are in need of repair or replacement due to damage caused by Hurricane Isabel.

Fencing at the Styron-Bragg House. The house is enclosed within a perimeter picket fence. Portions of the fence are in need of repair.

FIGURE 201A. View west across the Babb-Dixon Cemetery, circa 1978.

FIGURE 201B. The cemetery today is very similar in appearance. The vegetation behind the cemetery is no longer extant, however.

Fencing at the McWilliams-Dixon House. The house is enclosed within a perimeter picket fence. Portions of the fence are in need of paint.

Known and Potential Archeological Sites Outside of the Historic District

Refer also to Appendix A.

Warren Creek Cemetery. This site is eroding into Warren Creek. Six headstones have been moved from the creek bed to the Community Cemetery. One was associated with a William Austin who died in 1832. No evidence of the cemetery site was observed during the 2007 archeological reconnaissance.

Wallace Cemetery. Located on Sheep Island, this cemetery consists of four graves including John Wallace, Rebecca Wallace, and the small double grave of Sarah J. Babb and S. Babb. The graveyard is purportedly near the eighteenth-century settlement associated with Sheep Island. During the 2007 archeological reconnaissance, four graves and buried evidence of other features were observed within this cemetery.

Battle Brothers Building. Located near the Wallace Cemetery, the Battle Brothers Building was likely present during the period of significance, but little is currently known about this dwelling. It has been used as a fishing camp. There is a dock nearby that needs repair. Two potential house sites were observed in the vicinity of the building during the 2007 archeological reconnaissance. One site was marked by a remnant chimney, the other by a brick pier. The brick pier is thought to be associated with the former Roberts House.

Primitive Baptist Church. This feature is indicated on the 1982 HRS mapping as located along the Old Straight Road within the former Middle Community. No evidence of this structure was located during 2006 and 2007 archeological investigations.

Store. This feature is indicated on the 1982 HRS mapping along the Old Straight Road across from the Primitive Baptist Church and near the Joe Dixon House within the former Middle Community. No evidence of this structure was located during 2006 and 2007 archeological investigations.

Schoolhouse. A schoolhouse is said to have existed along the Straight Road south of the historic district. Evidence of this missing feature was observed during 2007 archeological reconnaissance of Middle Community in the form of two brick piers.

Portsmouth Dipping Vat. Located near the Old Straight Road within the former Middle Community, this concrete structure sits on a raised hammock that could possibly include a prehistoric site. The vat is thought to have been used to treat sheep and cattle.

Road trace. A trace of one of the roads leading west from the Straight Road to many of the houses in Middle Community was located during the 2007 archeological reconnaissance.

Lemme Gilgo site. Evidence of this former house site was observed during 2007 archeological reconnaissance of Middle Community. Wood piers observed near the Theodore Salter House are thought to relate to this former dwelling.

George Gilgo site. Identified on a 1982 HRS map, the George Gilgo House was purportedly located within the Middle Community on a hammock west of the Old Straight Road. There was also supposedly a Gilgo family cemetery located nearby. This site was not located during 2006 or 2007 archeological investigations.

Vira Willis gravesite. Identified by local informant Chester Lynn, this gravesite was not observed during 2006 and 2007 archeological investigations but is said to be located near the George Gilgo site.

Tom Gilgo House site. An artifact scatter was observed on the Tom Gilgo Hammock during the 2007 archeological reconnaissance that is thought to indicate the location of the former Tom Gilgo House.

Captain William Dixon gravesite. Near the Tom Gilgo House site is the extant Captain William Dixon gravesite, also located on the Tom Gilgo Hammock.

Joe Dixon site. Identified on a 1982 HRS map, the Joe Dixon House was purportedly located within the Middle Community on a hammock closer to the Old Straight Road than the George Gilgo site. This site was not located in 2006 but may have been identified during the 2007 archeological reconnaissance.

Theodore Salter site. Identified on a 1982 HRS map, the Theodore Salter House stood within the Middle Community near the Joe Dixon House. The 2006 archeological survey identified wooden posts near where the house was thought to have existed. The 2007 archeological reconnaissance also located a cistern nearby thought to have been associated with this property.

Milan Willis site. Identified on a 1982 HRS map, the Milan Willis House was purportedly located within the Middle Community on a hammock north of the Joe Dixon House along a spur road leading west from the Old Straight Road. Wooden piers that may have been associated with the house were observed during 2006 archeological investigations. The 2007 archeological reconnaissance also located a chimney, brick walk, and fence posts nearby thought to have been associated with this property.

West End Cemetery, Gaskill Cemetery, Tolson Cemetery. At least three additional cemeteries are said to exist within the Middle Community. These were not located during 2006 or 2007 archeological investigations. They are illustrated on the 1982 HRS maps.

Additional cemeteries. Possibly related to the cemeteries identified above, local informant Chester Lynn spoke of additional cemeteries said to exist outside of the historic district. These include a cemetery near the Two Seamen's Graves on the west-facing hill between the graves and the Life-Saving Station, two graves along a path or road between the Schoolhouse and the ocean, and a large cemetery of up to fifty graves potentially located southeast of the Tom Gilgo Hammock and the Straight Road. These were not located during recent archeological investigations.

Shell Castle Island. This island, located northwest of Haulover Point, was a tiny port established by John Wallace and John Gray Blount from a 1789 land grant to take advantage of the commercial shipping opportunities associated with lightering. This port became a very large and important operation that coexisted with that at Portsmouth. The complex is known to have included a dwelling house, outbuildings, warehouses for a large quantity of produce and merchandise, a ship chandler's store, a lumber yard, and a wharf. There was a notary public's office and later a porpoise fishery on the island. The lumber yard may have included a boat-building enterprise. Portsmouth pilots were employed in these operations. Cisterns are known to have been installed on the island by 1810.The lightering operations were abandoned by 1815. Visible remnants of the complex and much of the land mass of Shell Castle were destroyed in a 1933 hurricane.

Casey Island. This island was the home of Portsmouth Fisheries Company by 1916. It was also the site of an artesian well, which is no longer accessible.

Table 1: Contributing Resources

Haulover Point
Doctor's Creek
Coast Guard Creek
Warren Creek
Ocracoke Inlet
Salt and Brackish Marshes
Shrub Savannah and Shrub Thicket
Grassland
Hammocks
Seawall and three ramps at Life-Saving Station
Airplane Landing Strip
Pond and channels established during the WPA era
Siting of cultural features atop hammocks
Use of cisterns to collect rainwater
Wells
Use of docks to access water
Streetscape of buildings along main roads
Residential land use
Cemetery land use
Recreational land use
Haulover Point Road (with modifications)
Village Road (with modifications)
Old Straight Road
Concrete walks and steps at the Life-Saving Station
Eastern red cedar trees scattered throughout the district
Portsmouth Schoolhouse
Schoolhouse shed
Portsmouth Methodist Church
Post Office and General Store
Life-Saving Station
Life-Saving Station Summer Kitchen
Life-Saving Station Stable
Roy Robinson House
Dennis Mason House
Jesse Babb House
Babb Kitchen
Babb Generator Shed
Babb Privy
Babb Garage
Ed Styron House
McWilliams-Dixon House
McWilliams-Dixon Privy
McWilliams-Dixon Shed
McWilliams-Dixon Cool House
Washington Roberts House
George Dixon House
Henry Pigott House
Pigott Summer Kitchen
Pigott Cool House
Pigott Shed No. 1 (with cistern)
Pigott Shed No. 2
Pigott Privy
Tom Gilgo House
Robert Wallace House
Cecil Gilgo House
Dixon-Salter House
Dixon-Salter Cool House
Dixon-Salter Shed
Dixon-Salter Privy
Carl Dixon House
Carl Dixon Summer Kitchen
Frank Gaskill House
Gaskill Shed
Styron-Bragg House
Styron-Bragg Shed
Styron-Bragg Cool House
T. T. Potter House
U.S. Marine Hospital cistern
Keller cistern
Schoolhouse cistern
Henry Pigott cistern
Brick cistern near Keller-Styron Cemetery
Concrete cistern near Keller-Styron Cemetery
Mattie Gilgo ruin cistern
Henry Babb ruin cistern
Carl Dixon cistern
McWilliams-Dixon water box
Roy Robinson water box
Frank Gaskill cistern
Jesse Babb water box
Life-Saving Station pump house
Life-Saving Station well house
Life-Saving Station cistern
Expansive views from Life-Saving Station tower
View to Portsmouth Methodist Church from Post Office and General Store
View to village from boat approach along Ocracoke Inlet
Picket fence around Grace Cemetery
Picket fence around Styron-Bragg House precinct
Picket fence around Babb-Dixon Cemetery
Picket fence around McWilliams-Dixon House precinct
Picket fence around Henry Pigott House precinct
Babb-Dixon Cemetery
Grace Cemetery
Community Cemetery
Portsmouth Cemetery
Ed Keeler Cemetery
Two Seamen's Graves
Keeler-Styron Cemetery
Dr. Samuel Dudley grave
Elijah Gaskill grave
Flagpole at Styron-Bragg House
Wooden boat relic at Life-Saving Station

Table 2: Non-contributing Resources

Educational/museum/interpretive land use
Haulover Point dock and boardwalk
Dock and boardwalk at T. T. Potter House
Dock and boardwalk behind Styron-Bragg House
Dock at Henry Pigott House
Life-Saving Station Generator Shed

Comfort Station along Road to the Beach and related steps and ramp
Wooden bridges along Village Road
Metal gate limiting access to village from Road to the Beach
Wooden bollards and posts limiting access to village from Road to the Beach
Temporary barrier at George Dixon House
Wooden post and chain barrier at wooden bridge along Old Straight Road
Painted wooden signs marking historic properties
Routed wood signs painted brown
Identity sign at Road to the Beach
Directional signs at Road to the Beach and Haulover Point Road
Birdhouse along Styron-Bragg boardwalk
Trash bag receptacles at Haulover Point Road and Road to the Beach
Above-ground septic systems at many properties and the leach field near airstrip

Table 3: Missing Features

Commercial land use
Military land use
Life-Saving Station Boathouse/Garage near Stable
Coastal warning display tower at Life-Saving Station
Wreck pole at the Life-Saving Station
Outbuildings associated with Portsmouth Life-Saving Station: privy, oil house, stables, boathouse, barns
Board fencing around Life-Saving Station precinct
Board fencing around Life-Saving Station Stable
Roy Robinson Cool House
Post Office addition
Styron-Bragg fenced garden and chicken coop
Styron-Bragg Privy
Styron-Bragg well
Styron-Bragg Stable
Robert Wallace House addition
Robert Wallace shed
Carl Dixon outbuilding
Dixon-Salter Privy
Will Willis House
Styron-Bragg Privy
Alfred Dixon House
Joe Roberts House
Tine Bragg House
Sam Tolson House
Henry Babb House
Claudia Daily House
Ben Dixon House
Monroe and Mattie Gilgo House
Ed Keeler House
Joe Abbot House
Ambrose Styron House
George Willis House
Alfred Dixon
Homer Harris House
George Gilgo House
Rose Pigott House
Dorothy Byron Biddlewell House
Ann Yurn House
Low fencing at Portsmouth Methodist Church, Jesse Babb House, McWilliams-Dixon House
Sections of picket fencing, Styron-Bragg House
Fencing at Washington Roberts House
Fencing at Mattie Gilgo House
Fencing at Keller-Styron Cemetery, Portsmouth Cemetery, Community Cemetery
Fencing at Robert Wallace House
Features missing from the eighteenth and early to mid-nineteenth century:
- The Windmill
- The Academy (schoolhouse)
- David Wallace, Sr. House
- David Wallace, Jr. House
- Customs House
- Burns House
- Three Taverns
- Dr. Samuel Dudley House
- Grey's Factory
- U.S. Marine Hospital (outbuildings, fencing)
- Long wharf built into inlet

Table 4: Features Not Determined

Road to the Beach
Access road to Dixon-Salter House, Portsmouth Cemetery, and Will Willis House
Access road to T. T. Potter House, dock
Access road to Keller-Styron Cemetery
Access road to Styron-Bragg House, boardwalk and dock
Access road to Schoolhouse and Cecil Gilgo House
Access road to Robert Wallace House, Tom Gilgo House, and Henry Pigott House
Access road to Portsmouth Methodist Church and McWilliams-Dixon House
Access road to Two Seamen's Graves
Iris planted in rock-lined bed in front of Post Office
Flowering bulbs in planting bed along Jesse Babb House porch steps
Perennials in planting beds at McWilliams-Dixon House
Fig shrub and three trees at McWilliams-Dixon House
Mown precincts around properties
Mason Shed
T. T. Potter Equipment Shed
T. T. Potter Generator Shed
T. T. Potter Dock Shed
Wooden plank bridge along the Old Straight Road

Integrity Assessment

National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation* states that

> Integrity is the ability of a property to convey its significance. . . . Historic properties either retain integrity (that is convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity.
>
> To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey significance. Determining *which* of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.[178]

Assessment of integrity is based on an evaluation of the existence and condition of physical features dating from a property's period of significance, taking into consideration the degree to which the individual qualities of integrity are present. The seven aspects of integrity included in the National Register criteria are location, design, setting, materials, workmanship, feeling, and association. As noted in Bulletin 15:

> **Location** is the place where the historic property was constructed or the place where the historic event occurred; **design** is the combination of elements that create the form, plan, space, structure, and style of a property; **setting** is the physical environment of a historic property; **materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property; **workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory; **feeling** is a property's expression of the aesthetic or historic sense of a particular period of time; and **association** is the direct link between an important historic event or person and a historic property.[179]

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

The site lacks integrity, however, for the eighteenth and nineteenth century period of significance. Only a handful of buildings and structures survive from the nineteenth century, and none from the eighteenth century. Additional investigations are needed to determine whether evidence of these earlier eras survives in the archeological record.

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

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

178. National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1995), 44.
179. Ibid., 44–45.

and fishing club use. The poor condition of some of the district's features currently threatens the integrity of design, materials, and workmanship. Care must be taken in maintenance and repair projects undertaken by lessees of the buildings to ensure that the integrity of these properties is maintained as well.

Integrity of setting is particularly strong within the district due to the community's location on an island, and the fact that there are no sites of late-twentieth century development within view of the community.

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

Sources: Autocad base derived from 1997 aerial photography provided by NPS, 2005 Globe Explorer satelite imagery, 1982 NPS Natural Resource Study and 1981 NPS Resources Management Plan.

LEGEND

- Historic District Boundary
- Fences
- Buildings and Structures
- Tree/Shrub line
- Water
- Pond
- Hammock
- Mown Turf
- Roads

Ocracoke Inlet
Doctor's Creek
Coast Guard Creek
Warren Creek
Mud flats
Salt marsh
Shrub thicket
Shrub savannah
Hammock (TYP.)
Grassland
Dune grassland

162 160 161 4-2 159 163 164 171 157 158 169, 170 168 172 183 167 165 166 187 184 176 177 178 180 182 179 181 185 190 188 186 189 191 192 195, 200 198 195 197 193 194, 199 196, 201 175 174 173 113 8

0 400'

N

Portsmouth Village

Cape Lookout National Seashore, NC

Cultural Landscape Report

Map Prepared by John Milner Associates, Inc.

Figure 202.
Comparative photography
photo station points map