



United States Department of the Interior

NATIONAL PARK SERVICE

SOUTHEAST ARCHEOLOGICAL CENTER

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IN REPLY REFER TO:

September 24, 2007

Memorandum

To: Director, Southeast Archeological Center

From: RASP Manager, Guy Prentice

Subject: Trip Report on Site Condition Assessments, Cape Hatteras National Seashore, NC, June 19-24, 2006, SEAC Acc. 2048.

INTRODUCTION

On June 19, 2006, the author departed for Cape Hatteras National Seashore (CAHA) to conduct site condition assessments for all known archeological sites in conjunction with the Southeast Region's Corrective Action Plan. The Corrective Action Plan (CAP) was prepared in accordance with the memorandum issued May 19, 2005, by the Associate Director, Cultural Resources, Jan Mathews, directing all regions to address the deficiencies identified in the 2004 Independent Auditor's Report regarding the backlog of archeological sites requiring a current site condition assessment. As per the CAP, the SE Regional Director appointed the Southeast Archeological Center (SEAC) the task of carrying out site assessments for those parks in the SE Region that do not have a qualified archeologist on staff. Cape Hatteras National Seashore is one of those NPS units identified as needing SEAC staff to assess the current condition of the park's archeological resources.

Arriving at the park the following morning on Tuesday, June 20th, on-the-ground site inspections were begun that afternoon and were completed four days later on Saturday the 24th. During the course of inspecting the sites at CAHA, the author visited 12 previously reported site locations that exhibited sufficient evidence to conclude that the site had been relocated and its present condition (current stability) and the likelihood of potential threats could be assessed. The author also documented 9 other sites that had not been listed in the park's Archeological Sites Management Information System (ASMIS) database prior to the recent site condition assessment efforts. The number of sites assessed during the field trip thus totaled 21. A listing of the sites that were visited, the dates of visitation, and their currently evaluated conditions are presented in Table 1. Also presented in Table 1 are sites currently listed in the park's certified ASMIS database that were not visited during the author's trip either because they are not properties of Cape Hatteras National Seashore or had received a previous site condition assessment within the last 5 years.

Table 1. Summary of site condition assessments and sites currently listed in ASMIS.

ASMIS #	State #	Site Name	Date of Evaluation	Condition	Comment
CAHA-1	31DR 0023	Nags Head		N/A	Not on NPS Land
CAHA-2	31DR 0022	Soundside		N/A	Not on NPS Land
CAHA-3		Elizabethan Gardens		N/A	**VOIDED** Private Lands on Roanoke Island
CAHA-4		Dough Cemetery		N/A	**VOIDED** FORA site on Roanoke Island
CAHA-5		Northwest Point		N/A	**VOIDED** Private Lands on Roanoke Island
CAHA-6	31DR 0033	Roadside Dump		N/A	**VOIDED** FORA site on Roanoke Island
CAHA-7	31DR 0048	Burial		N/A	**VOIDED** Private Lands on Roanoke Island
CAHA-8	31DR 0036	Weir Point		N/A	**VOIDED** FORA site on Roanoke Island
CAHA-9	31DR 0032	Burnside Forest		N/A	**VOIDED** Private Lands on Roanoke Island
CAHA-10	31DR 0021	North Shore		N/A	**VOIDED** FORA site on Roanoke Island
CAHA-11	31DR 0049	No Official Name		N/A	**VOIDED** Private Lands on Roanoke Island
CAHA-12	31DR 0035	Inlet		N/A	**VOIDED** Private Lands on Roanoke Island
CAHA-13	31DR 0036	Bodie Island Lighthouse Complex	6/20/2006	Good	
CAHA-14	31DR 0038	Salvo Campground			Condition Assessed in 2002
CAHA-15	31DR 0011	Original Little Kinnakeet Station	6/23/2006	Fair	Undergoing shoreline erosion; Also contains Gray Cemetery #2
CAHA-16	31DR 0001	Cape Creek		N/A	Not on NPS Land
CAHA-17	31DR 0025	Buxton Landing		N/A	Not on NPS Land
CAHA-18	31DR 0026	Bailey's Hill		N/A	Not on NPS Land
CAHA-19	31DR 0027	Lars Hill		N/A	Not on NPS Land
CAHA-20	31DR 0024	Indiantown Hill			Condition Assessed in 2002
CAHA-21	31DR 0006	Frisco Dune			Condition Assessed in 2002
CAHA-22	31DR 0008	Sandy Bay			Condition Assessed in 2002
CAHA-23	31DR 0038	Carlin-Koster			Condition Assessed in 2002
CAHA-24	31DR 0007	Duncan Point			Condition Assessed in 2002
CAHA-25	31DR 0010	Hatteras Village			Condition Assessed in 2002
CAHA-26	31DR 0009	New Hatteras Coast Guard Station	6/20/2006	Good	Observed shell but no prehistoric pottery
CAHA-27	31HY 0012	No Official Name			Condition Assessed in 2002

ASMIS #	State #	Site Name	Date of Evaluation	Condition	Comment
CAHA-28	31HY 0011	No Official Name			Condition Assessed in 2002
CAHA-29		Springer's Point			Condition Assessed in 2002
CAHA-30	31HY 0010	Foot Ramp 70 Shipwreck	6/22/2006	N/A	Has migrated toward channel; Now in State Waters
CAHA-31	31HY 0037	No Official Name			Condition Assessed in 2002
CAHA-32	31HY 0031	Big Blowout			Condition Assessed in 2002
CAHA-33		Bodie Island Coast Guard Station	6/20/2006	Good	1925 Coast Guard Station is under renovation; 1878 Station and 1904 Boathouse were moved to current locations in 1955.
CAHA-34		Cape Hatteras Lighthouse Ruins	6/21/2006	Good	Former structure locations marked with granite blocks
CAHA-35		Chicamacomico		N/A	Not Owned by Park
CAHA-36		CCC Cabins	6/21/2006	Good	Cabins used for housing; One cabin burned down in 1980s?
CAHA-37		Ocracoke Light Station Complex	6/22/2006	Fair	Recently dug flower and veg. garden beds around structures have compromised archeological resources.
CAHA-38		Little Kinnakeet Life-Saving Station Complex	6/20/2006	Good	Structures under renovation
CAHA-39		Oregon Inlet Lifeboat Station		N/A	Listed in LCS but owned by Coast Guard
CAHA-40		Fort Clark	6/21/2006	Good	Covered by Hurricane Isabel storm surge
CAHA-41		Hatteras Weather Bureau Station	6/21/2006	Good	Buildings recently renovated
CAHA-42		Hurricane Isabel Wreck	6/23/2006	Good	Buried under sand near dune line
CAHA-43		Big Kinnakeet Coast Guard Station	6/20/2006	Good	Scattering of brick and 4 tower pads
CAHA-44		CCC Camp	6/23/2006	Good	Located south of relocated Hatteras Lighthouse
CAHA-45		Old Hatteras Coast Guard Station	6/21/2006	Good	
CAHA-46		Loop Shack Complex	6/22/2006	Good	
CAHA-47		Quork Hammock Fishcamp	6/22/2006	Good	
CAHA-48		Gray Cemetery #1	6/23/2006	Good	
CAHA-49		WWII British Sailors Cemetery	6/21/2006	Good	Owned by British; NPS Responsible for Maintaining Condition
CAHA-50		Ramp 55 Wreck	6/21/2006	Good	Late 19 th century shipwreck under excavation at time of visit
CAHA-51		Ocracoke Naval Amphibious Training Station	6/22/2006	Good	WWII era cistern located at Ocracoke Visitor Center
CAHA-52		Laura A. Barnes Display	9/30/2003	N/A	Shipwreck moved to this location for interpretation to visiting public

ASMIS #	State #	Site Name	Date of Evaluation	Condition	Comment
CAHA-53		Hurricane Isabel Projectile Point	9/30/2003	N/A	Isolated Find recovered following Hurricane Isabel
CAHA-54		Kreml Hair Tonic Bottle	9/30/2003	N/A	Isolated Find recovered following Hurricane Isabel
CAHA-55		Salvo Beachside Coin Scatter	9/30/2003	N/A	Isolated bottle and coins recovered following Hurricane Isabel
CAHA-56		Frisco Signal Tower	9/30/2003	N/A	Isolated Find recorded following Hurricane Isabel
CAHA-57		Frisco Shipwreck	9/30/2003	N/A	Recently added to ASMIS
CAHA-58		Herkimer Diamond Shipwreck Timber	9/30/2003	N/A	Isolated Find recovered following Hurricane Isabel
CAHA-59		Brass Nail Wreck Timber	9/30/2003	N/A	Isolated Find recovered following Hurricane Isabel
CAHA-60		1803 Spanish Pella	9/30/2003	N/A	Isolated Find recovered following Hurricane Isabel
CAHA-61		J. Henry Wreck	6/23/2006	N/A	Basically destroyed, only isolated timbers remain
CAHA-62		No Ache		Unknown	Recently added to ASMIS
CAHA-63		South Hammock		Unknown	Recently added to ASMIS
CAHA-64		Unnamed (Wild's Site Area 12)		Unknown	Recently added to ASMIS
CAHA-65		Unnamed (Wild's Site Area 2)		Unknown	Recently added to ASMIS
CAHA-66		Unnamed (Wild's Site Area 4)		Unknown	Recently added to ASMIS
CAHA-67		Unnamed (Wild's Site Area 5)		Unknown	Recently added to ASMIS
CAHA-68		Unnamed (Wild's Site Area 6)		Unknown	Recently added to ASMIS
CAHA-69		Unnamed (Wild's Site Area 7)		Unknown	Recently added to ASMIS

The visual inspections that were performed over the course of the 4 days that were spent on the ground at CAHA consisted of thorough walkovers of the previously documented site locations as well as several suspected site locations when confident locational information for a site was initially lacking. During the course of carrying out the site condition assessments, Cultural Site Field Forms and Archeological Site Inspection Forms were prepared for each of the sites following completion of each inspection, and photographs were taken to document the current state of each resource. Overall, the sites were found to be in relatively good shape, although some negative impacts and likely future loss was noted that resulted in a "Fair" condition rating in the case of CAHA-15 due to ongoing shoreline erosion. A "Fair" condition rating was also assigned to CAHA-37 as a result of the recent tilling and planting of unauthorized vegetable and flower gardens at various locations around the site (see Table 1 comments).

The remainder of the following report presents a more detailed accounting of what was observed at each site along with an overview of our current understanding of the history and the nature of each site that was inspected during this project. As for the field forms, digital photographs, and other documentation obtained during the commissioning of this accession (SEAC Acc. 2048), copies will be provided the park on CD and in paper format. The originals will be curated here at the Center under SEAC Acc. 2048.

PROJECT OVERVIEW

On Monday, June 19, 2006, I began the long one-and-a-half day journey to Cape Hatteras National Seashore (CAHA) to conduct archeological site condition assessments at the park. This first day of the field project was spent driving for 10 hours. Spending the night in South Carolina, I resumed my travels the following morning and arrived 4 hours later at the park's administrative headquarters, which is located at Fort Raleigh National Historic Site (FORA) on Roanoke Island. There I met up with CAHA Historian and Cultural Resource Manager Doug Stover, who would be my guide and informant over the course of my inspections.

Soon thereafter, Mr. Stover and I began site condition assessments in earnest, by leaving the park headquarters on Roanoke Island and driving out to the northern end of Cape Hatteras National Seashore, arriving at our initial destination, Bodie Island Coast Guard Station, at approximately 11:00 am. He and I would spend the remainder of the working day inspecting this and three other archeological sites located at the northern end of the park for a one day's total of 4 sites: Bodie Island Coast Guard Station (CAHA-33), Bodie Island Lighthouse Complex (CAHA-13), Little Kinnakeet Life-Saving Station (CAHA-38), and Big Kinnakeet Coast Guard Station (CAHA-43). My inspections at the first three sites included the mapping of several extant historic structures using the Trimble Pro-XR GPS equipment I carried with me during the project. The historic structures at these sites are actively maintained, and several were undergoing restoration during my visit. There were no standing structures to record using the GPS unit at long abandoned Big Kinnakeet Coast Guard Station. The only visible remains of the structures that once stood there consisted of a scattering of bricks and four *in situ* concrete piers that once supported the legs of a tower. Despite its less than mint condition, this and the other 3 sites visited on June 20th were found to be in presently stable and thus good condition.

After Mr. Stover and I wrapped up our inspections at Big Kinnakeet Coast Guard Station, we proceeded north approximately 26 miles back to Bodie Island to a park housing unit, where I would spend my nights during the course of my stay at CAHA. Driving long distances would be a hallmark of the CAHA site condition assessment project.

The following day, Wednesday, June 21st, I resumed my inspections at Cape Hatteras National Seashore by joining Mr. Stover at the parking area located near the entrance to the nearby maintenance facility where we loaded my field gear into his car and started driving south to Cape Hatteras. We would perform the rest of our site inspections using his vehicle because the government vehicle I was driving

had developed mechanical problems and would have to be taken to a local auto shop for repairs and would not be available for my use again until late Friday afternoon, June 23rd.

A long drive eventually brought us to the Cape Hatteras Lighthouse Ruins (CAHA-34). This was the site of the Cape Hatteras Lighthouse before it (and its associated structures) was moved to its current location inland and a short distance north of the CCC Camp (CAHA-44) site. After the Cape Hatteras Lighthouse and attendant buildings were moved, their former locations were marked with large blocks of stone. These former structure locations were GPS'ed with the Trimble Pro-XR unit to help facilitate plotting where these structures originally stood on the computerized (ArcGIS) archeological base maps maintained at SEAC. From the ruins of the Hatteras Lighthouse, our next destination was the CCC Cabins (CAHA-36) site. This site, which consists of four cabins used as park housing, originally had 5 buildings, but one burned down in 1974. All four remaining structures are listed in the List of Classified Structures (LCS) database, with 3 of them identified as being determined eligible for the National Register at the state level under Criteria A and C even though they were rehabilitated in the 1990s. Finding these 4 remaining structures and the surrounding area at CAHA-36 in good condition, our next stop as we worked our way south was the Old Hatteras Coast Guard Station (CAHA-45). Three of the extant historic structures at this site (HS-9A, -9B, -9C) are listed on the LCS as being determined eligible for the National Register at the state level under Criterion A. After inspecting the grounds around the standing structures and photographing the buildings for SEAC's site files, CAHA-45 was deemed to be in good condition.

The next stop was the nearby WWII British Sailors Cemetery (CAHA-49), which is a new addition to the ASMIS database. The two graves at this location are technically on soil owned by England, but CAHA has the responsibility of maintaining them. Although the fence surrounding the graves could use a bit of repair, the graves are well maintained. Thus, the site was recorded as being in good condition.

Another "new" addition to the ASMIS database was our next stop, the Hatteras Weather Bureau Station (CAHA-41) site. I accentuate the word "new" because for unknown reasons, sometime between 1987 and 1989 the site name "Hatteras Weather Bureau Station" was erroneously substituted for the name of "Hatteras Coast Guard Station" originally entered into the ASMIS database for CAHA-26. But, CAHA-26 is not the Hatteras Weather Bureau Station; it is a prehistoric site reported by William Haag as site H 12 (Haag 1958:33) and subsequently recorded in the State of North Carolina's state site files under the designation 31DR9. Thus, although the name "Hatteras Weather Bureau Station" has appeared in association with CAHA-26 in the ASMIS database for nearly 20 years, the true Hatteras Weather Bureau Station was never actually listed in the ASMIS database until the naming error was detected in conjunction with carrying out this site condition assessment project. Consequently, the Weather Bureau Station has now been added as its own separate entry in the ASMIS database as CAHA-41. The convoluted history of misidentification and ASMIS data entry aside, the most important finding concerning the Weather Bureau Station, the other structures at CAHA-41, and the archeological components associated with them, is that they were all found to be in "Good" condition, the buildings having been recently renovated and the grounds well maintained.

The Ramp 55 Wreck (CAHA-57) site was the sixth site visited on this second day of site inspections at Cape Hatteras National Seashore. At the time of our visit, the site was being actively excavated by a group of 8th grade students under the direction of Wendy Coble (Archeologist, US. Naval Historical Center) as part of the Graveyard of the Atlantic Museum's week long Shipwreck Archeological Workshop (SAW) program; and although the remains of the shipwreck were technically found to be in good condition on June 21, 2006, because the ship's timbers were scheduled for imminent removal from the seashore beach sands in which they were imbedded, the now defunct wreck site will no longer count as a site for annual GPRA goal Ia8 (archeological site condition) reporting purposes. It will be listed in the ASMIS database as a local resource type, however, to reflect its complete recovery and transfer to the Maritime Museum. It should be noted that in the haste to send the results of the CAHA site condition assessments to the park for mid-year GPRA reporting, this site was mistakenly referred to as the J. Henry Wreck (CALO-50).

After our short foray amidst the excavation under way at the Ramp 55 Wreck, Mr. Stover and I proceeded to our next destination, Fort Clark (CAHA-40, 31Dr80). This Civil War-era site was another recent addition to the ASMIS database even though in 1998 it had been the recipient of a metal detector survey along with limited test excavations performed by East Carolina University's Institute for Historical and Cultural Research under an ARPA permit issued by the National Park Service. These investigations produced hundreds of Civil War-era artifacts that suggested that a linear sand ridge located within the project area most likely represented an "altered and disturbed portion of Fort Clark's rear parapet wall" (Heath 1999). Since then, Hurricane Isabel's arrival in 2003 has drastically altered the landscape at Fort Clark, eroding away over a hundred feet of beach deposits inland from the Atlantic shoreline, washing away sand dune formations, and covering what remains of the site with layers of sand and debris. Despite the obvious alterations that have occurred to the sand dune formations that previously covered the site, including the apparent obliteration of most of what Heath believes may have been the remnants of its rear parapet wall, Fort Clark was judged to be in good condition at time of this inspection because the dune line hasn't shifted in the last three years (i.e., there hasn't been subsequent site loss since 2003) and there is no reason to suspect that within the area of the site that still remains that the archeological resources that were present prior to Hurricane Isabel were affected in any appreciable way. This being said, it is evident that another major hurricane striking the area could readily destroy what's left of the Civil War site, so the park is strongly encouraged to arrange for the excavation and recovery of whatever archeological record still remains at the site, as soon as circumstances permit and to the fullest extent possible.

After the area at Fort Clark had received a thorough walk over and the Trimble Pro-XR GPS unit used to map the dune line's present location, the author and Mr. Stover proceeded to our last site to be visited on June 21, 2006: CAHA-26. CAHA-26 (31Dr9), the reader will remember, is the prehistoric site that had the moniker of "Hatteras Coast Guard Station" given to it by William Haag in 1958 but was for many years wrongly christened with the name "Hatteras Weather Bureau Station" in the ASMIS database. It can now be said that Haag's naming of this site "Hatteras Coast Guard Station" was also a less than perfect choice since, firstly, on the basis of the name alone, one is unsure which of the two Hatteras Coast Guard Stations Haag was referring to: the *Old* Hatteras Coast Guard Station located about 1.5 miles north of Cape Hatteras or the *New* Hatteras Coast Guard Station at Austin Creek. Secondly, the site that Haag reported isn't actually related to the Coast Guard Station at all; it's a prehistoric site located some 300 meters northwest of the Austin Creek Station. It would probably be best if the reference to the Coast Guard station was dropped altogether; but, Haag's site name has primacy in the published archeological literature, so rather than abandon reference to the Coast Guard station completely, CAHA-26 has been renamed "New Hatteras Coast Guard Station Shell Midden" in the ASMIS database to indicate its geographical position closer to the more recently constructed Coast Guard facility at Austin Creek and its prehistoric nature. When Mr. Stover and I arrived at the CAHA-26 site on the afternoon of June 21, we found no direct evidence of prehistoric occupation (Haag had found only numerous shells and one prehistoric pottery sherd); still, an abundance of shells scattered along the water's edge indicated that we had arrived at 31Dr9 and that it was probably in pretty much the same condition in which Webb had found it in the 1950s (i.e., in good condition).

By the time we completed our visual inspection of CAHA-26, it was close to 3:00 pm, so Mr. Stover and I clambered back into his 4-wheel drive vehicle and began the roughly one hour trip back to where I had been picked up earlier that morning. After a roughly 57 mile drive back to the park housing where I was staying, Mr. Stover dropped me off and I settled in for the night.

Day three of my inspections at the park would result in fewer sites visited than the day before and a much greater amount of time spent in transit to reach them. Again that morning, Mr. Stover picked me up near the entrance to the maintenance area at the northern end of the park and the two of us drove southward, our ultimate destination being Ocracoke Island. Reaching there required taking the ferry across Hatteras Inlet, which added an appreciable amount of travel time to our day, albeit pleasant as it was that early summer's day. After we reached Ocracoke Island around 10:00 am, the first site we visited was the Foot Ramp 70 Shipwreck (CAHA-30). This was a shipwreck first reported near the western end

of Ocracoke Island by Haag following his pioneering archeological survey of the Outer Banks in the 1950s. Since that time, the shipwreck has slowly migrated southward along the seashore along with the procession of time and with each passing nor'easter until it eventually was pushed by wind and wave into the state-owned waters of Ocracoke Inlet. This was information that was passed on to me by Mr. Stover as we stood at the southern end of Ocracoke Island gazing at the shifting waters of Ocracoke Inlet fruitlessly trying to see a hint of the now submerged shipwreck before we returned to the spot on the beach where Haag had reported finding the hulk nearly 50 years earlier. Using the Trimble Pro-XR GPS unit to navigate to the location, I then employed the mapping device to record the fact that we had visited the original 1958 position of the Foot Ramp 70 Shipwreck, which is now some 9000 feet away from where it presently rests amid the shifting shoals of Ocracoke Inlet.

The next stop during our time on Ocracoke Island was the NPS Visitor Center in the town of Ocracoke where Mr. Stover pointed out a large metal cistern that dated to the U.S. Navy's construction of a naval base at this location during WWII. The author took the opportunity to GPS the cistern's location and add it to the park's archeological inventory under the ASMIS designation CAHA-51. Not knowing much at the time about the history of the U.S. naval base at Ocracoke, CAHA-51 was temporarily dubbed the "Old Navy Cistern" site, but that has since been changed to the official name of Ocracoke Naval Amphibious Training Station in the ASMIS database. At the time of our visit on June 22nd, the area around the cistern and the other portions of the former naval base now owned by the National Park Service was judged to be in good condition.

At the nearby Ocracoke ranger's office, Mr. Stover and I talked with Park Ranger Kenny Ballance. I was particularly interested in learning what Ranger Ballance knew about the Quork Hammock Fishcamp, which I presumed was minimally a historic site and suspected may harbor the remains of prehistoric occupations, too. Ranger Ballance confirmed that the site had long been used by local commercial mullet fishermen, and was still being used for that purpose. The access road leading out to the fishcamp is kept gated, however, so we borrowed the necessary key from Ranger Ballance, before heading out to the site. Once we arrived at Quork Hammock, we found the boats of the mullet fishermen pulled on shore next to several deteriorated wooden docks. Scattered amidst the dense foliage of cedar trees, palmetto, and other plants that cover much of the hammock, I observed the remains of some of the buildings that had once stood upon the site, four of which are shown on the original 1950 Green Island, N.C. 7.5' U.S.G.S. Quadrangle map. The presence of cedar trees, suggests that shell middens are also present, but the suspected presence of prehistoric archeological deposits at the Quork Hammock Fishcamp was not confirmed by the sighting of any identifiable aboriginal remains. Despite not having confirmed that the site was occupied prehistorically, the Quork Hammock Fishcamp was found deserving of archeological status and subsequently added to the ASMIS database under the designation CAHA-47 as a historic camp site. It will require additional archeological investigation to demonstrate whether or not CAHA-47 was also a prehistoric site.

The third site that Mr. Stover and I would visit on June 22nd is also a new entry in the ASMIS database. Known as the Loop Shack Complex (CAHA-46), this top secret World War II radar installation lies approximately midway between Ocracoke Island Airport and the town of Ocracoke. One of the four buildings that appears at the site on the original 1948 Ocracoke, N.C. 7.5' Quadrangle map is still standing, and the foundational remains of another are well preserved and readily visible. Told by Mr. Stover that the site was under consideration as a potential National Register site, I unhesitatingly checked the appropriate square on the archeological site inspection form to mark it as being in good condition.

Our last stop for the day was the Ocracoke Light Station Complex (CAHA-37). This assemblage of National Register structures is representative of the long history of maritime service provided by the U.S. Lighthouse Service along the Outer Banks. The Ocracoke Lighthouse is a 75 foot tall brick structure with stuccoed exterior erected in 1823. The lighthouse site has long been the property of the National Park Service, but ownership of the lighthouse itself was only recently transferred by the U.S. Coast Guard to the NPS. Built near it are several other buildings, including a Keeper's Quarters that was also established in 1823, as well as outbuildings built in the late 1800s and early 1900s. Unfortunately, the continued use of the Keeper's Quarters as a residence has resulted in the unintended disturbance of archeological

resources as a consequence of the inhabitant's unauthorized planting of flower and vegetable gardens around several of the structures and in the backyard. This was the basis for assigning a "Fair" condition assessment to what would have otherwise been an early 19th to 20th century archeological site of apparent exemplary preservation. After I finished photographing and mapping the positions of each of the above ground structures at CAHA-37 with the Trimble GPS unit, we began our roughly 2 hour journey back to the northern end of the park where I would spend another restful evening in the seasonal housing freely provided by the park.

Friday, June 23rd, was the final day that Mr. Stover would accompany me to the last of the sites originally incorporated in my overall agenda, and once again the day was initiated by his meeting me in front of the maintenance area. From there, our first goal for the day was pin-pointing the location of the historic tennis court located somewhere within the 1930s era CCC Camp situated south of the recently relocated Cape Hatteras Lighthouse. Although some park staff members knew of the site's existence and could see the old tennis court from the top of the Cape Hatteras Lighthouse when the leaves were off the trees in winter, as far as ASMIS was concerned, the CCC Camp was a new site, never having been recorded or previously visited by an archeologist. Mr. Stover and I had searched for visible evidence of the CCC Camp (CAHA-44) briefly on June 21st following our visit to the nearby CCC Cabins (CAHA-36) site, but with only vague recollections as to where the site was and with poor visibility offered by a full tree canopy, we quickly abandoned the search that day in favor of expending our efforts more profitably at better known sites elsewhere. Our second goal that Friday was inspecting CAHA-15, a site that was first reported under the designation H 10 and vaguely described by Haag (1958:32) as a "wealth of [historic] midden materials" located on a ridge "about one-third of a mile southwest of the site of the abandoned (1954) Little Kinnakeet Coast Guard Station". The area was later revisited by Thompson (1977) who found evidence of additional historic occupation well to the north of where Haag had identified his H 10 site, and so expanded the site's boundaries to include at least 5 historic residential areas and two cemeteries within what Thompson (1977:124) referred to as the Little Kinnakeet (31DR11) site. A subsequent archeological survey of the Little Kinnakeet area directed by Wild (1992) expanded the boundaries once again, so that an area of roughly 90 acres was being included within CAHA-15 by the time it was to have its condition assessed in 2006. Both of these areas, the CCC Camp and Little Kinnakeet, were inspected on June 23rd (see the individual site descriptions that follow for details), but in the process of compiling all of the available information that had been collected regarding 31DR11, the author concluded that it would be best to divide Little Kinnakeet into its lesser major constituents corresponding with separable residential sites and cemeteries. This has resulted in the addition of several "new" sites to the ASMIS database including the Gray Cemetery #1 (CAHA-48) site, which consists of two clusters of grave stones bearing inscriptions that indicate that the cemetery was active between 1890 and 1923. Another cemetery area is present within what is now defined as CAHA-15 and renamed Gray Cemetery #2. The cemetery here is marked by 5 graves aligned in a row bearing inscriptions that indicate that the cemetery was active between 1897 and 1917 and thus roughly contemporary with those found at the Gray Cemetery #1 (CAHA-48) site.

After the CCC Camp and Little Kinnakeet were visited and their conditions assessed, all that substantially remained to be accomplished by the end of the day was retrieving the government vehicle that I had taken to the repair shop on Monday and also stopping by the park headquarters to obtain copies of GIS files, reports, and other readily available documentation concerning the park's historical resources compiled over the years by park staff. But with some time to spare, Mr. Stover suggested that there was a partial shipwreck exposed along the beach on the way back to Fort Raleigh National Historic Site and park headquarters that merited inspection; so we stopped there to document the remains of the wooden vessel which Mr. Stover referred to as the J. Henry Wreck. The "wreck" we saw consisted of little more than a pair of large timbers held together with metal fasteners. This has now been added to the ASMIS database as CAHA-57 even though the only visible part of the vessel present at the time of our visit represented only a small fraction of the original ship. How much more of the vessel may remain buried beneath the sand nearby is currently unknown, but the available information suggests that the wreck has been broken up and scattered over a large area since it was first discovered in 1984. At this point its

archeological value would appear to be extremely compromised; and whether or not it deserves additional monitoring is a question that should be evaluated by someone with expertise in nautical archeology. Until such time, the fragment of the J. Henry Wreck documented on this occasion will be recorded in the ASMIS database as an isolated find, a status that excludes it from site inspections and GPRA goal Ia8 (archeological site condition) reporting.

Having stopped to document the small portion of the J. Henry Wreck laying exposed near the shore, it was only a short distance of some 600 m up the beach to visit the Hurricane Isabel Wreck (MACA-42), so named because it had been uncovered by the hurricane that brought so much destruction to the Outer Banks on September 18, 2003. Since then, I was told by Mr. Stover that the ship is alternately exposed and recovered by sand with the changing direction of the prevailing winds from season to season. Visiting the site in the summer time, we found it mostly covered in sand, but I was informed that come winter it is likely to be exposed again when the nor'easters begin to blow. Comparing the GPS location obtained for the Hurricane Isabel Wreck during the hurricane damage assessment conducted by the author (Prentice et al. 2003) on September 30, 2003, with the position obtained with the Trimble Pro XR on June 23, 2006, it is clear that the ship hasn't moved from the spot where it was found three years ago. It was primarily on that basis that the site was assigned a Good condition rating during this last assessment of the day.

From the Hurricane Isabel Wreck, Mr. Stover and I proceeded up to Nags Head to retrieve my fixed vehicle from the auto repair shop. From there we drove separately to the park headquarters at Fort Raleigh National Historic Site. Having monopolized so much of Mr. Stover's time over the span of the 4 days we spent together, I'm sure that while I busied my self with copying GIS files to CDs and making photo copies of shipwreck inventories that he was glad to finally be able to spend some time in his office getting caught up on other matters that needed his attention. After I had availed myself with the contents of the folders and computer files that Mr. Stover had put at my disposal, I thanked him for all his help and cordiality, then taking my leave, returned to the house provided by the park for another night. The final tally for the day was four sites and one isolated find visited (CAHA-15, CAHA-42, CAHA-44, CAHA-48, and CAHA-53), all four sites being in good condition except for Original Little Kinnakeet Station (CAHA-15) which was rated Fair because of on-going shoreline erosion.

The next day, the 24th, was the last day available for the author to inspect sites at CAHA because arrangements had already been made to arrive at Cape Lookout National Seashore on the 25th to begin the first of two rounds of site inspections scheduled there. On this last day of site inspections, I opted to return to CAHA-15 and CAHA-48 at first dawn to re-photograph the tombstones at both sites because the photos taken of the tombstones on the 23rd failed to adequately capture many of the stones' finer details. The reason for the early morning arrival was to take advantage of the ambient light available while the sun was low on the eastern horizon, usually the best time for taking photos. Another reason for returning to both sites was to record the inscriptions on all the headstones because the heavily eroded surfaces of the stones made it nearly impossible to capture that information photographically. It was still dark and the sun had yet to rise when I left for my first destination, Gray Cemetery (CAHA-48). When I arrived at Gray Cemetery and began photographing the tombstones there, it was 5:45 am, shortly after dusk. By 6:00 am I had photographed all of the tombstones at CAHA-48 and then quickly made my way along the shoreline south to CAHA-15. I arrived at CAHA-15 at 6:15 am and immediately went about photographing the tombstones there before the ambient light was replaced with harsher light broken by the shadows of the surrounding foliage. After the five headstones were photographed, I began to decipher the inscriptions on the stones and in the process found that rubbing the heavily worn surfaces of the tombstones with my leather glove increased the contrast between the engraved lettering and outer stone's surface, making them much easier to read. With the increased contrast, another round of photographs was also in order. Then, having written down the names, dates, and other inscriptions present on each of the five stones at CAHA-15, I returned to CAHA-48 to repeat the leather glove rubbing process there, again followed by another round of photographs and the recording of inscriptions. By around 9:30 am I had completed my recording of the tombstones at both sites and made my way back to where I had left my vehicle parked near the shoreline just west of Little Kinnakeet Life-Saving Station (CAHA-38).

Having completed the last of my field work at CAHA, I proceeded directly to Elizabeth Gardens, which is a privately owned in-holding at Fort Raleigh National Historic Site (FORA), to attend a meeting of the First Colony Foundation. Still dressed in my field cloths and heavily doused in insect repellent, I was non-the-less welcomed by the other more appropriately dressed attendees at the meeting. My decision to go to the meeting was prompted by the Foundation's intention of sponsoring archeological excavations at FORA later in the year in the hopes of uncovering something associated with the ill-fated Lost Colony, a topic that I knew would be raised during this particular meeting. Being involved in the park's development of a new general management plan (GMP) and on several occasions asked to review the research proposals of the Foundation, I thought it prudent to attend the meeting to learn more about the organization and its archeological aspirations. Over the course of the next hour and a half or so, the meeting's agenda covered a number of topics including fund raising, web site development, and the archeological investigations planned for the fall at FORA. Doug Stover, who was also in attendance at the meeting, assured the Foundation members of the park's support in the endeavor, and I added that SEAC would also do its best to support the project. When the meeting was adjourned in time for lunch, I turned down the offer to join them, opting instead to return to my temporary abode to clean up and finish out the day organizing the various files I had amassed of the last 5 days and making preparations to leave in the morning.

This concluded my trip to Cape Hatteras National Seashore; and the next day, June 25th, 2006, I left Bodie Island at 5:30 am, and made my way to Cape Lookout National Seashore (CALO), arriving there after a five hour drive. I would spend the rest of the week conducting site condition assessments at CALO before returning to SEAC on Friday the 30th.

Following my return to SEAC, I prepared the following individual site descriptions summarizing what is currently known regarding each of the archeological sites the author visited in 2006. In the process of doing so, it was clearly evident that the ASMIS database failed to adequately reflect the wealth of archeological information that had been gathered at CAHA over the course of the last 15 years. Consequently, a great deal of time was spent compiling information and revising and updating the ASMIS records for each of the park's sites and subsites as they are currently documented. The individual site descriptions that follow represent the most current information readily available concerning the archeological resources in the park short of preparing an archeological overview and assessment, which the park would greatly benefit from having, but will be an unfeasible undertaking for RASP staff for the foreseeable future while they are focused on conducting site condition assessments through FY2008.

Appendix: Individual Site Descriptions

The following information is intended to provide a basis for tracking the currently known status and information available for all sites currently listed in the CAHA ASMIS database. Also included are sites that are no longer officially listed in the CAHA ASMIS database because they duplicate sites listed in the Fort Raleigh National Historic Site's ASMIS database or because the sites are not located on NPS owned lands. Much of what is presented below with respect to historic structures is taken from the on-line List of Classified Structures (LCS) database along with revisions that present more recently acquired information.

CAHA-1 NAGS HEAD (31DR 23)- VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:36-37) near the town of Nags Head, but it is not located within Cape Hatteras National Seashore. It was reportedly destroyed by development (B Keel 9/26/2002). Consequently this ASMIS record has been voided and will not be reused.

CAHA-2 SOUNDSIDE (31DR22)- VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:34-35) near the town of Nags Head, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-3 ELIZABETHAN GARDENS (31DR20)- VOIDED ASMIS NUMBER

This site is a private inholding within the boundaries of Fort Raleigh National Historic Site and not part of Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and the CAHA-3 designation will not be reused.

CAHA-4 DOUGH CEMETERY (31DR34)- VOIDED ASMIS NUMBER

This site is located within Fort Raleigh National Historic Site. It is tracked in the FORA ASMIS database as FORA-2. Consequently the CAHA-4 ASMIS record has been voided and will not be reused.

CAHA-5 NORTHWEST POINT (31DR21)- VOIDED ASMIS NUMBER

This site is located within Fort Raleigh National Historic Site. It is tracked in the FORA ASMIS database as FORA-16. Consequently the CAHA-5 ASMIS record has been voided and will not be reused.

CAHA-6 ROADSIDE DUMP (31DR33)- VOIDED ASMIS NUMBER

This site is located within Fort Raleigh National Historic Site. It is tracked in the FORA ASMIS database as FORA-12. Consequently the CAHA-6 ASMIS record has been voided and will not be reused.

CAHA-7 BURIAL (31DR48)- VOIDED ASMIS NUMBER

This site is the "burial site" originally noted by Talcott Williams (1896:55) and reported by Phelps (1977:9) as 31 Dr 48. According to park land records, the site is located within a property tract (Tract 01-120) owned by Wallace W. Harvey, Jr. and wife. Consequently the CAHA-7 ASMIS record has been voided and will not be reused.

CAHA-8 WEIR POINT (31DR 36) - VOIDED ASMIS NUMBER

There is apparently some confusion as to the identify of 31DR36, which was assigned ASMIS number CAHA-8 when the CSI-A database (the precursor to the ASMIS database) was compiled in the mid-1980s. Presumably, the 31DR36 that was intended to be included within the CAHA database was the 31DR36 that Thompson (1977:134) reported as being the scatter of concrete and brick found about 65 feet east of the Bodie Island Lighthouse and believed to be the remains of a Bird Watching Station. But in his summary table (Thompson 1977:113c), Thompson identifies 31DR36 as the Woodland midden site originally recorded in 1972 by Phelps (1977:9). The site recorded by Phelps is located on the eastern shore of Roanoke Island on recently acquired lands within Fort Raleigh National Historic Site and is consequently tracked in the FORA ASMIS database. The Bird Watching station located 65 feet east of Bodie Island Lighthouse is considered a part of the Bodie Island Lighthouse Complex (CAHA-13) and only deserving of subsite status. Consequently, the CAHA-8 AMSIS designation has been voided and will not be reissued to prevent any possible further confusion as to the identity of the site.

CAHA-9 BURNSIDE FOREST (31DR 32) - VOIDED ASMIS NUMBER

This is a site originally reported by Haag (1958) but it is not located in the Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and the CAHA-9 designation will not be reused.

CAHA-10 NORTH SHORE (31DR 21)- VOIDED ASMIS NUMBER

This site is located within Fort Raleigh National Historic Site. It is tracked in the FORA ASMIS database as FORA-16. Consequently this ASMIS record has been voided and the CAHA-10 designation will not be reused.

CAHA-11 BROAD CREEK POINT (31DR 49)- VOIDED ASMIS NUMBER

This site, situated near Broad Creek Point was originally reported by Phelps (1977). It is not located within Cape Hatteras National Seashore, and consequently this ASMIS record has been voided and will not be reused.

CAHA-12 INLET (31DR 35)- VOIDED ASMIS NUMBER

This site, located south of Wanchese on Roanoke Island, is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and the CAHA-12 designation will not be reused.

CAHA-13 BODIE ISLAND LIGHTHOUSE COMPLEX

The Bodie Island Lighthouse Complex is a historic site encompassing a 15 acre tract of land on which a lighthouse, keepers quarters, and several ancillary structures were constructed in the later quarter

of the nineteenth century. The site was listed on the National Register of Historic Places on July 4, 2003, at the state level under criteria A and C in recognition of its role in the operations and architecture of the U.S. Lighthouse Service Station along the Outer Banks.

The site has received archeological investigations on several occasions as a consequence of efforts to install underground utilities and restore/renovate the Keepers' Quarters to serve as the Bodie Island Visitor's Center. These efforts included the recovery of historic artifacts during the removal of sand accumulations from under the Keepers' Quarters (Anderson 1990:1), the identification of buried archeological deposits (trash midden) during shovel testing at 10 ft intervals along the proposed routes of sewer and electric cables (Anderson 1990:2), and the excavation of shovel tests, trenches, and 1 m² excavation units prior to recontouring the ground surfaces around the Keepers' Quarters (Potter 1992a-c). During the latter stage of investigations, the concrete bases of historic fenceposts, a brick walkway on the west side of the Keepers' Quarters that had been buried under fill hauled to the site in 1958 to raise the parking lot area (Potter 1992c:24), and the brick walkway connecting the Keepers' Quarters with the Lighthouse/Oil House were all encountered and documented. The site was also visited in 2003 during the assessment of damages conducted following Hurricane Isabel (Prentice et al. 2003), but the only notable disturbance to subsurface conditions at the site were a number of uprooted trees in the loop road west of the Keepers' Quarters where there was no visible evidence of archeological resources.

The primary above ground archeological features at the Bodie Island Lighthouse Complex consist of a lighthouse with attached oil house, double keepers' quarters, storehouse, three cisterns, and the concrete foundation for a shed outbuilding. According to the *Bodie Island Lighthouse and Oil House Historic Structure Report* (NPS 2004), preparations for the construction of the lighthouse were begun in 1871 shortly after the U.S. Lighthouse Board purchased 15 acres of land from John Etheridge and his wife Fanny in June of that year. Worker's quarters, storage buildings, a wharf, and a tram way connecting the wharf to the site were constructed and the pit for the lighthouse's foundation was dug and foundation laid. In November 1871, bricks for the construction of the tower began to arrive, and by August 1872, the lighthouse was ready to receive its light. A first order Fresnel lens was installed in September, and on October 1, 1872, the fixed lamp was ignited for the first time, producing a white light that could be seen for over 18 nautical miles (NPS 2004:23).

Operation of the lighthouse was passed on to the Coast Guard when the Bureau of Lighthouses was abolished in 1939, but a resident keeper was no longer required when the light was switched to unmanned operation on May 22, 1940 (NPS 2004:15). When the Bodie Island Lighthouse property was declared surplus and listed for disposal in 1953, the National Park Service requested that the land be added to Cape Hatteras National Seashore. In accordance with the Secretarial Order issued on January 12, 1953, the Coast Guard relinquished to the National Park Service all of the land at the Bodie Island Light Station on October 15, 1953, except for a small, square plot of ground, 100 feet on each side, on which the Lighthouse stands. The Coast Guard maintained ownership of the Lighthouse plot (Tract No. 02-102) until July 13, 2000, when the Bodie Island Lighthouse was finally officially transferred to the National Park Service and became part of the Cape Hatteras National Seashore (NPS 2004:19).

Bodie Island Lighthouse and Oil House (CAHA-13.001, HS-2A, LCS# 000114)

According to the List of Classified Structures (LCS) database, the Bodie Island Lighthouse and Oil House were built in 1872 by the U.S. Lighthouse Service. The 156 feet high brick lighthouse has an octagonal, rough-cut granite base with sides measuring 14 feet. Attached to its western side is a 20 ft. by 18 ft. one-story brick oil house.

Bodie Island Light Station Keepers' Quarters (CAHA-13.002, HS-2B, LCS# 007244)

Designed as a duplex known as a Double Keepers' Quarters (DKQ), the Keepers' Quarters at Bodie Island Light Station was expected to serve both the principal keeper and his family, and any assistant keepers assigned to the station. Built in 1872, the building is 35 ft by 50 ft, and approximately 30 ft high.

The Keepers' Quarters was rehabilitated by the National Park Service in 1992 and has been converted to a Visitor Center with exhibits and a bookstore on the first floor and staff office and work space on the second floor.

Bodie Island Light Station Storehouse (CAHA-13.003, HS-2C, LCS# 007249)

According to the LCS database, the Storehouse building was constructed sometime between 1920 and 1929 by U.S. Bureau of Lighthouses. The 12 ft by 25 ft, 13.5 ft high one-story structure has a board and batten exterior with a double door centered on its southeast-facing façade and a single fixed sash window centered on each of the other three sides of the building.

Bodie Island Light Station Cisterns (CAHA-13.004-.006, HS-2D, LCS# 091898)

There are three brick cisterns associated with the Keepers' Quarters; two are located at the duplex's northern end and one at the southern end. A fourth replica cistern was constructed at the Keepers' Quarters' southwestern corner to serve as the base for an HVAC system; built in 1991, it is an entirely modern construction (Doug Stover 2007, personal communication). This replica cistern was mistakenly identified as a historic structure in the *Bodie Island Lighthouse and Oil House Historic Structure Report* (NPS 2004:55) which contained the following passage.

North and south of and adjacent to the Double Keepers' Quarters are early brick cisterns of historical significance, two on either side. These features are presently covered with concrete slabs.

At the ground surface, the northeast cistern (CAHA-13.004) measures 3.4 m by 2.5 m. Both the northwest cistern (CAHA-13.005) and the southeast cistern (CAHA-13.006) measure 2.9 m by 2.5 m. The larger dimensions of the northeast cistern compared to the other two is best explained by noting that on the map of Bodie Island Light Station prepared in 1906 (see Potter 1992:Figure 12), only the northwest and southeast cisterns are depicted. In other words, the northeast cistern is a later construction built sometime after 1906.

Bodie Island Light Station Shed Foundation (CAHA-13.007, HS-2C, LCS# 202972)

Located southeast of the Keepers' Quarters is the rectangular concrete foundation for a shed.

Bodie Island Light Station Cistern Pumps (CAHA-13.008, HS-2E, LCS# 202972)

There are two hand operated pumps associated with the cisterns located at both ends of the Keepers' Quarters. Although these are listed in the ASMIS database because of their inclusion on the LCS, these are objects and should not be considered actual archeological subsites.

Brick Walkway

The brick walkway that connects the Keepers' Quarters and the Oil House/Lighthouse has been demonstrated through archeological investigations (Potter 1992a-c) and historical research as being a particularly well preserved late nineteenth century archeological resource. The following passage excerpted from the Bodie Island Lighthouse and Oil House Historic Structure Report helps explain.

The walk between the Double Keepers' Quarters (DKQ) and the Oil House may be a contributing site feature based on information provided by the site staff. It was stated that the brick walk that connects the Double Keepers' Quarters to the Oil House was laid with brick left over from the original Tower construction. ... Additionally, according to Holland, the "vast quantity of bricks" left over from the building of the Bodie Island Light Station were proposed by the Engineer to be used to build the Keepers' Quarters at Cape Lookout. However, early plat drawings (1890) appear to corroborate the information provided by site personnel by noting the walk between the Double Keepers Quarters and the Oil House to be brick. There is an absence of any maintenance information from the Coast Guard or the National Park Service indicating that the brick walk was ever replaced, and information from John Gaskill, son of the last Keeper at Bodie Island (1919- 1940), indicated that the walk had never been replaced as far as he could recall [NPS 2004:54-55]

CAHA-14 SALVO CAMPGROUND (31DR 38)**

Salvo Campground (31DR38), as it was originally designated by Thompson (1977), is an early 20th century cemetery and possible historic house site located west of the Salvo Campground in Cape Hatteras National Seashore. The remains of the Civil War vessel *Fanny* also lay just off shore at this location, but it is assumed that the remains of this historic vessel belong to the State of North Carolina and not the National Park Service. When Thompson visited the cemetery on November 10, 1976, he noted the following:

The cemetery contains about 20 graves - some may have been obscured by weeds. Earliest stone shows interment in 1902 - most recent, 1968. The cemetery is surrounded by a picket fence. The sound shore lies about 100' west of the cemetery. There is a scatter of brick rubble and recent artifacts in the water. Erosion is ongoing in this location. [Thompson 1977:138]

In the past, the staff at Cape Hatteras National Seashore have shown concern for the condition and preservation of the cemetery despite not actually owning it, ownership having been retained by the Best-Knight family. It was among the sites that were inspected following Hurricane Isabel in 2003, and was described in the damage assessment report thus.

The Salvo Cemetery and Campground site is a privately owned early 20th century cemetery maintained by the National Park Service. In the shallow waters of the sound nearby lie the sunken remains of the Civil War vessel, Fanny. Artifacts (large iron rivets, brick fragments) presumably derived from the Fanny are visible along the shoreline. There was no noticeable impact to either the shoreline or the cemetery as a result of the hurricane. It was noted, however, that visitors to the area had collected several of the iron rivets from along the shoreline and dropped them near one of the nearby picnic tables. [Prentice et al. 2003:6]

This is the last recorded visit by an archeologist to Salvo Campground site, it having been examined only once previously by an archeologist following its initial recording by Thompson in 1976. This second

inspection was conducted by Dr. Bennie Keel on June 16, 2002. Dr. Keel recorded that, at the time of his visit, the site was in good condition.

And lastly in passing, it should perhaps be mentioned that although Salvo Campground is mentioned in conjunction with 106 Compliance investigations that were performed by Hammersten and Cornelison in March of 1991, the late 19th or early 20th century site subsequently described by Hammersten in her trip report (Hammersten 1991:5-8) is not associated with CAHA-14. The site reported by Hammersten (1991:5-8) as being at Salvo Campground is located more than three-quarters of a mile away from CAHA-14, and is considered to be a separate site: No Ache (CAHA-62).

CAHA-15 GRAY CEMETERY #2

The following account of the history of archeological investigations associated with the CAHA-15 site is intended to familiarize the reader with the circuitous process that has ultimately resulted in the CAHA-15 designation being currently assigned to the Gray Cemetery #2 site. The existence of historical-archeological resources located southwest of Little Kinnakeet Life-Saving Station (CAHA-38) was first reported in the archeological literature by William G. Haag (1958) under the field designation H 10. Haag described the resources thus.

About one-third of a mile southwest of the site of the abandoned (1954) Little Kinnakeet Coast Guard Station is H 10. The original site was on one of a series of low dunes that extended as a ridge from the present station to the sound. The site revealed no aboriginal materials but is recorded because of the wealth of midden materials of recent centuries. As historical studies are continued in the area, this site will be significant [Haag 1958:32-33].

In 1971, Haag's site H 10 was entered into the site files of the University of North Carolina's North Carolina Archeological Survey under the designation Dr'11. The site form and sketch map showing the boundaries of the site were prepared by Bennie Keel. The sketch map shows a site area that encompassed about 10 acres and roughly corresponded with a prominent ridge that begins along Pamlico Sound approximately 1150 meters (1450 yds) southwest of Little Kinnakeet Life-Saving Station and extends toward the northeast for a distance of approximately 400 meters. The ridge now supports an oak hammock forest that once held a series of late 19th-early 20th century residences and a cemetery known to the park as Gray Cemetery #2.

During 1976 and 1977, archeologists from the state of North Carolina's Division of Archives and History, led by Timothy A. Thompson, conducted field investigations in this general area of the park as part of an Archeological Resources Management Study that was prepared for Cape Hatteras National Seashore by Thompson in 1977. In that study, Thompson (1977:113a) included Haag's H 10 within his site of Little Kinnakeet, which encompassed an area roughly twice that of Haag's (i.e., 20 acres) and included 5 residential structures identified on the 1883 U.S. Coast Chart as comprising part of the village of Little Kinnakeet. Based on Thompson's information, the state of North Carolina assigned state site number 31DR11 to the "Little Kinnakeet" site and cross-referenced it with Haag's site H 10. When the CSI-A database (precursor to the ASMIS database) was compiled in the mid-1980s, CAHA-15 was the site designation assigned to Thompson's Little Kinnakeet (31DR11) site, but the CSI-A database records only indicated that Haag (1958) had recorded the site as a historic artifact scatter; no reference was given to Thompson's later correlation of Haag's H 10 with Little Kinnakeet village.

This was the status accorded to CAHA-15 some seven years later when SEAC archeologists Ken Wild and Regina Leabo undertook an archeological survey of the Little Kinnakeet area in conjunction with proposed plans to develop an interpretive trail. During the course of their investigations, Wild and Leabo documented several concentrations of historic resources intermittently distributed within what they construed to be the CAHA-15 site. Interpreting these as all belonging to CAHA-15, Wild (1992)

increased the site area roughly 3-fold to some 90 acres. Unfortunately, none of Wild's findings were incorporated into the ASMIS database prior to June, 2006, when SEAC Archeologist Guy Prentice was slated to perform site condition assessments at CAHA. Perhaps worse was the fact that the then current ASMIS database records also failed to reference Thompson's investigations at the site, citing only Haag's initial visit in the 1950s. And perhaps, most embarrassing of all, at no time prior to 2006 had copies of the state site forms been obtained from the state for inclusion in the archeological site files maintained at SEAC, so there was no ready means of knowing the full history of CAHA-15's evolution from the 10 acre site first recorded by Haag in 1956 to the 90 acre Little Kinnakeet village delineated by Wild in 1992.

After condition assessments were performed by Prentice in 2006, and following consultation with the park in 2007, it was decided that it made more sense to divide CAHA-15 into several smaller sites so that the individual residential areas and cemeteries that made up Little Kinnakeet village could be investigated and managed separately in the future on their own terms rather than as parts of a single potentially endlessly expanding site. Consequently, CAHA-15 is now associated solely with the Gray Cemetery #2 site, which is located within the southern end of Haag's original site H 10.

Gray Cemetery #2 is a late 19th and early 20th century cemetery and former residential site located

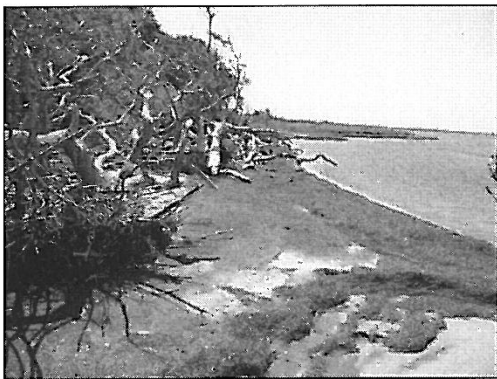


Figure 1. The eroded shoreline at CAHA-15.

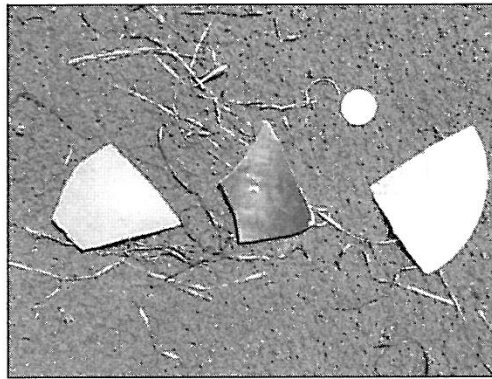


Figure 2. Select assortment of artifacts observed at CAHA-15

approximately seven-tenths mile (1150 m) southwest of Little Kinnakeet Life Saving Station (CAHA-38). Today, its former use as a residence is confirmed by the presence of numerous bricks and brick fragments, pieces of metal, ceramic vessel fragments, and other debris scattered about in the shallow waters of the sound next to the heavily eroded shoreline bordering the hardwood hammock (Figure 1). Utilitarian stonewares and refined white-bodied tablewares were among the historic ceramic vessel types noted exposed along the shoreline (Figure 2) during the inspection that was conducted by Guy Prentice in June of 2006. One of the sherds bore the maker's mark of the Crescent Pottery Co. of Trenton, N.J. Organized by Charles H. Cook and W. S. Hancock in 1881, this small pottery manufacturer produced white granite and cream-colored wares into the early 1900s (Barber 1904).

During the brief inspection that was conducted of the adjacent wooded hammock on June 23, 2006, the five graves previously reported by SEAC Archeologist Ken Wild (1992:6) in the vicinity of the area he designated as Site B-4 were relocated. Although Wild was the first archeologist to document the existence of the graves at CAHA-15, their presence here was previously known to CAHA staff and were included in the park's inventory of cemetery sites (NPS 1991, Chapt. 2, Page 31) as Gray Cemetery #2. When the five graves were inspected by Dr. Prentice on June 23, 2006, they were found to be little changed from the way Wild found them: five headstones aligned in a row, but with somewhat thicker vegetation growing atop the graves. And, instead of William Gray's headstone being propped up with a piece of wood as Wild's 1992 photograph shows it, the stone was found leaning against an adjacent

headstone. The names on the graves (Figures 3 through 7) indicated that they were all members of the Gray family and that all had died within a twenty year period between 1897 and 1917. Based on their ages, it is suspected that Wallace (born 1822) and Cynthia Gray (born 1828) were husband and wife, that William (born 1849) and Tilmon Gray (born 1857) were their sons, and that Charlie Gray (born 1885) was their grandson.

Its clear based on the photos taken by Wild in 1992 versus their documented condition in 2006 that the burials at Gray Cemetery #2 has not received the level of maintenance that is afforded many cemeteries on NPS lands. Its unclear if this has been a conscious management decision due to insufficient resources to do more frequent vegetation removal or simply an oversight due to their remote setting. In any event, it is recommended that more regular removal of trees and shrubs growing in the immediate vicinity of the graves be performed to help preserve the burials.

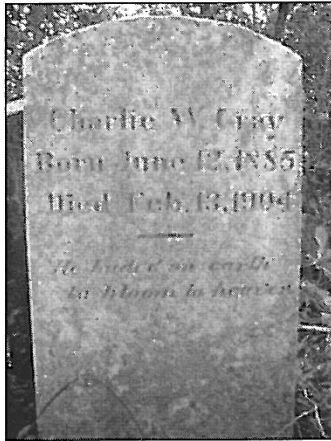


Figure 3. Headstone of Charlie W. Gray.

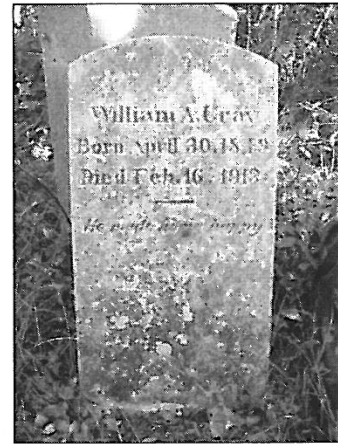


Figure 4. Headstone of William A. Gray.

Charlie W. Gray
Born June 12, 1885
Died Feb. 13, 1904

*He buded on earth
to bloom in heaven*

William A. Gray
Born April 30, 1849
Died Feb. 16, 1913

He made home happy

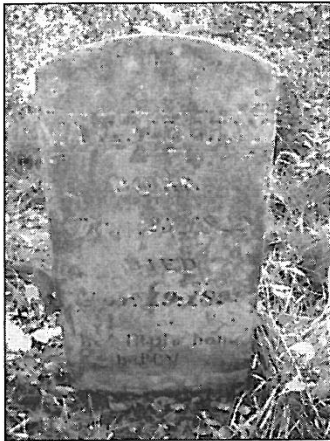


Figure 5. Headstone of Wallace Gray.

Sacred is the memory of
Wallace Gray
Born
Jan. 23, 1822
Died
Apr. 19, 1899
He made home happy



Figure 6 Headstone of Cynthia Gray.

Cynthia Gray
Born
Sept. 7, 1828
Died
Mar. 7, 1917
She made home happy



Figure 7. Headstone of Tilmon J. Gray.

Tilmon J. Gray
Born
Jan. 19, 1857
Died
Oct. 21, 1897
Come rest with me

CAHA-16 CAPE CREEK (31DR 1, H 1) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:26-27) near the town of Buxton, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-17 BUXTON LANDING (31DR 25, H 9) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:32) near the town of Buxton, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-18 BAILEY'S HILL (31DR26, H 4) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:29) near the town of Buxton, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-19 LARS HILL (31DR 27, H 3) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:29) near the town of Buxton, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-20 INDIANTOWN HILL (31DR 24, H 2) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:28) near Kings Point, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-21 FRISCO DUNE (31DR 6, H 7)

This is a site originally identified by Haag (1958:30-32) near the town of Frisco. Its current status as an archeological resource is uncertain at this point in time due to poor information regarding the full extent of the site. According to the state site form prepared in 1971 by Bennie Keel, most if not all of the site is located just outside the boundaries of Cape Hatteras National Seashore where much of it has fallen prey to development, including construction of a golf course. But, if the 1971 sketch map showing the boundaries of the site on the site form are somewhat accurate, then the extreme eastern portion of the site may still remain preserved within the boundaries of the park. Consequently, this site needs to be investigated further to determine whether or not any portion of the site does extend onto CAHA lands.

If it does turn out that a portion of the Frisco Dune site does exist within the boundaries of the park, it may still not possess much in the way of useful archeological information. The following description of the site provided by Haag (1958:30-31) explains why.

Archeologically, this site is not very impressive. It is a large blow-out in the dunes that is approximately five hundred feet east-west by three hundred feet north-south. In a few spots, especially on the north side of the depression, an old humus zone may be discerned. It may be surmised that this zone was once over the whole area now blown out and the potsherds found around the margin of the blow-out came from this zone. The many shells, mostly whelks and large bivalves, that floor the bottom of the blow-out hardly could be the remains of aboriginal eating. It is much more likely that this is beach debris, indicating the presence of the beach line here in former times. The overlying dune material thus has blown away and exposed the shell. The beach is now one-half mile distant to the south.

Haag (1958:31) also recounts further on in his description of the Frisco Dune site, that a local resident named Tandy purportedly recovered some coins and "a counter" in this same vicinity that were suggestive of similar items recovered from Fort Raleigh. But despite repeated visits, nothing except items of nineteenth century origin (glassware, crockery, chinaware, and clay-pipe fragments) were observed.

CAHA-22 SANDY BAY (31DR 8, H 5) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:29-30) on the edge of Sandy Bay near the community of Hatteras, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-23 CARLIN-KOSTER (31DR 38) - VOIDED ASMIS NUMBER

According to Thompson (1977:113c), this is a site first recorded by Anthony in 1974 approximately halfway between CAHA-22 and CAHA-24, but like the other two sites, it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-24 DUNCAN POINT (31DR 7, H 6) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:30) a short distance from Duncan Point near the community of Hatteras, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-25 HATTERAS VILLAGE (31DR 10, H 11) - VOIDED ASMIS NUMBER

This is a site originally identified by Haag (1958:33) near the community of Hatteras, but it is not located within Cape Hatteras National Seashore. Consequently this ASMIS record has been voided and will not be reused.

CAHA-26 NEW HATTERAS COAST GUARD STATION SHELL MIDDEN (31DR9, H 12)

CAHA-26 (31Dr9, H 12) is the prehistoric site that had the original moniker of "Hatteras Coast Guard Station" given to it by William Haag (1958:33), but sometime between 1987 and 1989 the name "Hatteras Weather Bureau Station" was incorrectly substituted for the name of "Hatteras Coast Guard Station" that was originally entered into the ASMIS database. Thus, the name "Hatteras Weather Bureau Station" has erroneously appeared in association with CAHA-26 in the ASMIS database for nearly 20 years, until the naming error was detected in conjunction with carrying out site condition assessments in 2006.

It can now be said that Haag's naming of this site was also a less than perfect choice since, firstly, on the basis of the name alone, one is unsure which of the two Hatteras Coast Guard Stations Haag was referring to: the *Old* Hatteras Coast Guard Station about 1.5 miles north of Cape Hatteras or the *New* Hatteras Coast Guard Station at Austin Creek. Secondly, the site that Haag reported as "Hatteras Coast Guard Station" isn't actually related to the Coast Guard Station at all; it's a prehistoric site located some 300 meters northwest of the Station. It would probably be best if the reference to the Coast Guard station were dropped altogether; but, Haag's site name has primacy in the published archeological literature, so rather than abandon reference to the Coast Guard station completely, CAHA-26 has been renamed "New Hatteras Coast Guard Station Shell Midden" in the ASMIS database to indicate its geographical position closer to the more recently constructed Coast Guard facility at Austin Creek and to better reflect its prehistoric origin. When the site was visited by CAHA Historian/Cultural Resource Manager Doug Stover and SEAC Archeologist Guy Prentice on the afternoon of June 21, 2006, they found no direct evidence of prehistoric occupation (Haag had found only numerous shells and one prehistoric pottery sherd); still, an abundance of shells scattered along the water's edge indicated that they had arrived at 31Dr9 and that it was probably in pretty much the same condition in which Webb had found it in the 1950s (i.e., in good condition).

CAHA-27 TAR HOLE SHIPWRECK (31HY12, Ht 14)

This was a small portion of a shipwreck first reported by Thompson (1977) under the field site number Ht 14, but apparently previously known to park staff based on the information included on the site form submitted to the North Carolina Archaeological Survey, which is reproduced below.

Proceed east from Ocracoke Village (or west from ferry landing) on highway (NC 12). Site is located on south side of highway, a few feet from pavement, approximately halfway between highway markers 60 and 61. Site is marked with NPS sign, "Take only photos, etc..." This hull segment appears similar to Ht-12, and Ht-13, except that in his case it appears to be laying with the interior planking down, with the ribs laying on top.

A drawing of the vessel remains accompanying the site form indicates that a roughly 9 foot wide by 22 foot long section of the ship is present. consists of six one-foot-wide planks held fasted to one-foot-wide ribs with 1 inch diameter spikes spaced 1 foot apart running down the length of each plank in two rows.

Dr. Bennie Keel inspected the location where the ship remains were reported by Thompson on June 15, 2002. He reported the site as being in good condition but didn't observe any evidence of the vessel.

CAHA-28 LOOP TOWER SHIPWRECK (31HY11, Ht 13)

This was a small portion of a shipwreck first reported by Thompson (1977) under the field site number Ht 13, but apparently previously known to park staff based on the information included on the site form submitted to the North Carolina Archaeological Survey, which is reproduced below.

Proceed northeast from Ocracoke Village on highway. Remains are located c. .8 mile before reaching airport turn-off, on SE side of highway. It is barely visible in grass a few feet from road - marked by NPS sign "Take only photos, etc." Lies in similar position as Ht-12, but no ribs or exterior planking are visible - interior planking is cross-pinned with spikes.

A drawing of the vessel remains accompanying the site form indicates that a roughly 7 foot wide by 48 foot long section of the ship is present and consists of 7 one-foot-wide planks held together with 1 inch diameter spikes spaced 1 foot apart running down the length of each plank in two rows.

Dr. Bennie Keel inspected the location where the ship remains were reported by Thompson on June 15, 2002. He reported the site as being in good condition but didn't mention observing any evidence of the vessel on the site inspection form

CAHA-29 SPRINGER'S POINT (O 1) - VOIDED ASMIS NUMBER

This was a site recorded by Haag (1958:33-34) under the field site number O 1. It is located near Springers Point on the southwestern outskirts of Ocracoke. Although Keel visited the site on June 15, 2002, and found it to be in good condition, it is located well outside the park. Consequently this ASMIS record has been voided and will not be reused.

CAHA-30 FOOT RAMP 70 SHIPWRECK (31Hy 10) - DESTROYED

This was a shipwreck first reported near the western end of Ocracoke Island by Thompson (1977:113d). Since that time, the shipwreck has slowly migrated southward along the seashore along with the procession of time and with each passing nor'easter until it eventually was pushed by wind and wave into the state-owned waters of Ocracoke Inlet (Doug Stover 2006, personal communication) some 9000 feet away from where Thompson first identified the shipwreck in 1977. The remains of the vessel now rest amid the shifting shoals of Ocracoke Inlet.

CAHA-31 FRISCO CAMPGROUND (31DR 37)

This site was first recorded by Thompson, Clauser and Flint on November 9, 1976 (Thompson 1977:136). Thompson's (1977:136) later described the "site" thus.

Located in dune blowouts between the end of the NPS campground and the water storage tank for the Hatteras well field ... 2 shell tempered and 2 sand tempered sherds were found widely scattered with no other associated cultural material. This material is probably misplaced and this location is not, properly speaking, a site. The situation may be somewhat similar to that found at Haag's H7 in that it may represent the remnants of an eroded site.

Although Thompson reports the artifacts that he found at 31DR 37 were found distributed over a wide area in his 1977 report, the site form submitted to the State of North Carolina in 1976 contains a

sketch map that shows the area of the site as a narrow band about 200 m long and less than 50 m wide. And even though Thompson never assigned a name to the site, it was subsequently dubbed Frisco Campground in the ASMIS database, even though it is located more than a half a kilometer away from the campground's eastern end. To confuse matters worse, prior to the site condition assessments performed in 2006, the discovery of the Dr 37 site was attributed to Haag (1958) in the CSI-A and ASMIS databases. The combination of poor site documentation and regrettable selection in site names has had the unfortunate consequence of inducing archeologists (e.g. Potter 1991:6) to assert that prior investigations had identified the presence of prehistoric sites "within the Frisco Campground" when this was never the case. The two closest documented sites to Frisco Campground, CAHA-31 and CAHA-32, are located 650 m east and 1000 meters west, respectively, of the Frisco Campground.

When Keel visited the site to assess its current condition on June 16, 2002, he found it to be in good condition. The site inspection form filled out following his site assessment reports that he also found no visible evidence of past occupation.

CAHA-32 BIG BLOWOUT (31DR 31, H 8)

This site was first discovered on August 15, 1956, by William G. Haag, who reported it under the field designation H 8 (Haag 1958:31) and described the site as follows.

About one mile from H 7 is another tremendous blow-out, H 8, (Lat. 35 14' 00"; Long. 75 37' 20"), about twenty feet deep and five hundred feet in diameter with shell covered floor. Many fragments of white clay pipes were found and a single stone pipe but none of these was of aboriginal origin. Many more evidences of recent white occupation were to be seen. However, an interesting feature here was the presence of numerous stumps and bark rings in a fairly old humus zone. This is evidence of a rather heavy forest cover with a resulting floor of humus. It is concluded that dunes originating along the beach covered this wooded region and killed the trees. The aboriginal materials of H 7 came from this humus zone whereas the modern crockery and pipes seem to have been deposited more recently in the dune blow-outs. [Haag 1958:31-32]

Additional information was provided on the state site form filed with the North Carolina Archaeological Survey, which reports that in addition to the items mentioned above by Haag, he also observed flat pieces of brick or tile within an area of crockery and stone. He also mentions that at the time of his visitation, the "floor" of the blowout was "at least 15 feet below the surrounding knobs held up by sea oats and 40 feet or more below the high point above". High resolution aerial imagery of the area flown in 2003 in the days following Hurricane Isabel show this area is now covered in dense vegetation.

When Keel visited the site to assess its current condition on June 16, 2002, he found it to be in good condition. The site inspection form filled out following his inspection reports that he also found no visible evidence of past occupation.

CAHA-33 BODIE ISLAND COAST GUARD STATION

The Bodie Island Coast Guard Station, located toward the northern end of Cape Hatteras National Seashore, was originally established in 1878 as the Tommy's Hummock Life Saving Station (Oppermann 2005:7). Officially designated as Station #15 within District Six, Tommy's Hummock Station was located on a three-acre parcel of land a little over one mile north of the Bodie Island Lighthouse (CAHA-13). The original 1878 station was built in the southeast corner of the three-acre tract where it was accompanied by a privy, water storage tank, flagpole, and drill pole. An oil house was added to

the complex in 1888, and, in 1892, a freestanding kitchen was constructed a short distance west of the station (Oppermann 2005:I.A.21-22). The last major addition to the complex was a boathouse built sometime prior to 1904 facing the Atlantic Ocean approximately 60 m (200 ft) east of the three-acre parcel.

With the merging of the Life-Saving Service with the Revenue Cutter Service in 1915 to form the United States Coast Guard, it was only a short number of years before the complex at Bodie Island Coast Guard Station was subjected to another round of alterations. The boathouse located east of the compound was rebuilt in 1916, and shortly thereafter the kitchen and oil house were moved and aligned with the northern end of the 1878 station building. This was the arrangement of structures in 1923 when new plans were drawn up to replace the station with a new one; but not willing to dispense with the original 1878 station it was put to alternate uses in subsequent years: as a tractor garage in the 1930s, and as a galley and mess hall in the 1940s. The new station building, completed in 1925, was built in the northwest corner of the three-acre tract where it has stood ever since.

A few months after Cape Hatteras National Seashore was established in 1953, ownership of the Bodie Island Coast Guard Station was conveyed to the National Park Service. Threatened by beach erosion, plans were made to move the structures to a new location north of the 1925 Coast Guard Station where they would serve as the superintendent's residence and garage. Use of the building later shifted to that of an office building for the Bodie Island ranger staff.

CAHA-33.001 Bodie Island Life-Saving Station (HS-1B, LCS# 007243)

According to the LCS database, this building was originally built in 1878, altered in 1890 and again in 1925, then moved to its present location in 1955. The structure is 21 ft. by 43 ft., two-stories high, with a wood shingle exterior on the first story and batten siding on the second floor. Technically, this structure is no longer associated with the actual CAHA-33 site, which is considered to be roughly equivalent with the three-acre tract that formed the hub of the station complex from its inception in 1878 until it was deeded over to the National Park Service in 1953. Now that the structure has been at its current location for more than 50 years, the park may wish to designate the location as a separate archeological site.

CAHA-33.002 Bodie Island Life-Saving Station Boathouse (HS-1D, LCS# 0918973)

According to the LCS database, this building was originally built in 1903, and moved to its present location in 1955 to serve as a garage. The structure is 16 ft. by 39 ft., 19 ft high, with board and batten siding and wood shingle roof.

Like the 1878 Life Saving Station, technically, this structure is no longer associated with the actual CAHA-33 site, which is considered to be roughly equivalent with the three-acre tract that formed the hub of the station complex from its inception in 1878 until it was deeded over to the National Park Service in 1953. Now that the structure has been at its current location for more than 50 years, the park may wish to designate the location as a separate archeological site.

CAHA-33.003 Bodie Island Coast Guard Station (HS-1A, LCS# 0072383)

According to the LCS database, this building was originally built by the Coast Guard in 1925 at its current location. It has since received significant alterations in 1954, 1962, and 1974, and was undergoing major restoration when the site was visited by SEAC Archeologist Guy Prentice on June 20, 2006.

CAHA-33.004 Bodie Island Coast Guard Observation Tower (HS-1C, LCS# 000013)

This structure, originally built in 1925, was destroyed in 1978 during a failed attempt to rescue it with a crane. The attempted rescue was undertaken on Feb. 6, 1978, after high seas had undermined the concrete foundations and caused the structure to tilt at an angle of approximately 85 degrees.

CAHA-34 CAPE HATTERAS LIGHT STATION RUINS

CAHA-34 is the historic site of the Cape Hatteras Light Station complex that was originally established by the U.S. Lighthouse Service in 1869. In 1999-2000, the primary historic structures of the site—Cape Hatteras Lighthouse, Hatteras Light Station Double Keepers' Quarters, Hatteras Light Station Principal Keeper's Quarters, and Hatteras Light Station Oil House—were moved to save them from the continuously advancing shoreline erosion that is occurring at this location. Although the extant historically significant buildings have been removed, the site is still considered an important historic archeological resource. Those interested in the history of the original Cape Hatteras Light Station should consult Holland's (1968) comprehensive report, *A History of the Cape Hatteras Light Station*.

Archeological Investigations.

There are presently 6 known archeological undertakings that are connected with investigations conducted at CAHA-34 before and after the primary structures were moved in 1999/2000. In chronological order they are projects undertaken by Anderson (1990), Potter (1991), Brewer (1992), Wild (1994), Cornelison (2000), and Prentice et al. (2003). The site was also visited on June 21, 2006, by SEAC Archeologist Guy Prentice to assess its condition in conjunction with the SE Region's Corrective Action Plan, but no excavations or artifacts were recovered in contrast to the six previous archeological projects.

In April of 1990, NPS Archeologist David G. Anderson monitored the excavation of a trench dug for the replacement of the waterline to the Double Keepers' Quarters. Anderson (1990:3) reports encountering a late 19th-early 20th century trash dump. Anderson also monitored the replacement of the 4000 gallon septic tank for the Double Keepers' Quarters and Principal Keeper's Quarters, but found nothing to warrant further archeological investigation.

In 1991, NPS Archeologist Doug Potter, accompanied by Marie Prentice, conducted Section 106 Compliance investigations for several handicapped boardwalks planned for around the parking lot and north of the lighthouse. Six shovel tests excavated at various points along the routes of the proposed boardwalks failed to encounter any significant historic remains.

In June of 1992, NPS Archeologist David Brewer, accompanied by Archeological Technician Ashley Chapman, reported to the site to investigate the origin of several artifacts that had been recovered during unusually low tides along a section of the eroding shoreline located southeast of the lighthouse. Among the items recovered that prompted their interest was a Late Period Spanish olive jar dating circa 1780-1850. Brewer and Chapman conducted a metal detector survey of the area of interest, and resulted in the recovery of both historic and modern materials, and the identification of a mid-19th century refuse dump (Brewer 1992:6).

In October of 1994, Ken Wild excavated 15 shovel tests in the area chosen for a proposed parking lot. No evidence of historic or prehistoric occupation was encountered.

During April 21-May 8, 1997, an archeological crew led by SEAC Archeologist John Cornelison conducted archeological investigations in advance of the planned movement of the major extant structures to their new location roughly 890 m (2900 ft) to the west. Their investigations included auger/shovel testing, hand excavation of four 1 m² units, and geophysical survey (Cornelison 2000). A wide array of

artifacts were recovered from 150 of the 258 auger/shovel tests excavated and distribution analysis revealed concentrations of artifacts occurred around the main structures. The four test units varied in their discoveries. Unit 1, located north of the Principal Keeper's Quarters, encountered disturbed deposits with limited research potential. Unit 2, located northeast of the Principal Keeper's Quarters, encountered a historic midden deposit at a depth of roughly 29-52 cm below the ground surface (Cornelison 2000:25). It was concluded that these remains were associated with a detached summer kitchen that once stood in the area. Unit 3 was located on the east side of the lighthouse. The unit was terminated at the base of Level 12 (120 cm below surface) without encountering sterile subsoil. Encountered along the way was a layer of brick dust associated with the construction of the lighthouse and the granite foundation for the lighthouse tower (Cornelison 2000:29-30). Excavation Unit 4 was located south and roughly midway between the Double Keepers' Quarters the Principal Keeper's Quarters buildings. The upper levels of the unit were disturbed, but 40 cm below the surface intact deposits were encountered that held the remains of a wooden fencepost (Cornelison 2000:31). The geophysical survey was accomplished using an EM-38 Ground Conductivity Meter (electrical conductivity) and a GSM-19 Overhauser Gradiometer (magnetometer). Analysis of the collected geophysical data revealed correlations between a number of detected anomalies and several known historic features including a historic sidewalk and detached kitchen located northeast of the Double Keepers' Quarters.

The archeological investigations conducted in 2003 by Prentice, Russo, and Schwadron were part of the hurricane damage assessments performed following Hurricane Isabel. An isolated Pepsi-Cola soda bottle was recovered by park staff from the beach approximately 200 feet east of the original location of the Cape Hatteras Lighthouse (Field # 1863.06). The bottle was deemed of non-archeological because it was less than 50 years old and was recovered from disturbed contexts, and a walk along the shoreline failed to reveal any items of archeological interest. Aerial photographs taken of the site immediately after the hurricane, show the storm surge associated with the storm swept across much of the site area between the light tower and the parking lot but spared the former residential areas to the north.

The last known visit to the Cape Hatteras Light Station Ruins site by an archeologist was by SEAC Archeologist Guy Prentice on June 21, 2006. During his visit, Prentice used a Trimble Pro-XR GPS unit to record the locations of several large granite blocks that had been placed at the site to mark the former locations of the primary structures moved from the site in 1999/2000. He also recorded the presence of a small brick structure of unknown origin that sits mostly buried in the sand dunes approximately 215 m west-southwest of where the lighthouse tower previously stood. When asked what the building was used for, CAHA Historian/Cultural Resource Manager Doug Stover replied that he didn't know. Although the site continues to be threatened by shoreline erosion, the principal areas of known archeological deposits appeared to be safe for the immediate time being, so the site is considered to be in good condition.

CAHA-35 CHICAMACOMICO - VOIDED ASMIS NUMBER

Although the boathouse and garage at the Chicamacomico Life-Saving Station were previously administered properties of Cape Hatteras National Seashore and listed on the List of Classified Structures (LCS), they are now owned and operated by the Chicamacomico Historical Association and no longer the responsibility of the National Park Service. Consequently this ASMIS record has been voided and will not be reused.

CAHA-36 CCC CABINS

The CCC Cabins site consists of four cabins constructed in the 1930s by the Civilian Conservation Corps (CCC) to serve as vacation cabins at Cape Hatteras (Torres 1985:154). According to the LCS database the cabins were built in 1937, but according to Torres (1985:154) construction was begun in

1938 and completed in 1939. There was originally a fifth cabin, but it was destroyed by fire and its above-ground structural remains removed in 1974.

The CCC Cabins have been investigated by archeologists on two occasions. The first instance, conducted in 1990, was prompted by the removal of sands that had accumulated under the four standing structures, compromising their ability to resist rot and insect damage. On April 30, 1990, NPS Archeologist David G. Anderson crawled under each of the four extant CCC Cabins to search for archeological remains, but no material predating ca. 1970 was found (Anderson 1990:2) and clearance was recommended for the removal of accumulated sands.

In September of 1991, SEAC Archeologists undertook another round of Section 106 investigations prior to the installation of a 750 gallon septic tank at Cabin #321 and underground electrical service to all 4 existing cabins. These investigations consisted of the excavation of 7 shovel tests, all of which produced modern cultural materials (Potter 1992c:4).

The archeological investigations directed by Potter in 1991 is the last known instance of an archeologist having visited the site except for the site condition assessment that was conducted by SEAC Archeologist Guy Prentice on June 21, 2006. At the time of this inspection, the site was considered by Prentice to be a "newly" recorded site since it hadn't been added to the ASMIS database prior to his visit in 2006. Prentice found the area around the CCC Cabins stable and deemed the site to be in good condition.

CCC Cabin #321 (HS-6A, LCS# 012110)

According to the LCS database, this 20 ft by 18 ft structure, is of wood frame construction with a wood block foundation. It is identified in the LCS as being determined eligible for the National Register at the state level under Criterion A and C.

CCC Cabin #322 (HS-6B, LCS# 007247)

According to the LCS database, this 30 ft by 18 ft structure, is of wood frame construction. . It is identified in the LCS as being determined eligible for the National Register at the state level under Criterion A and C.

CCC Cabin #323 (HS-6C, LCS# 007252)

According to the LCS database, this 24 ft by 19 ft structure, is of wood frame construction. . It is identified in the LCS as being determined eligible for the National Register at the state level under Criterion A and C.

CCC Cabin #324 (HS-6D, LCS# 007253)

According to the LCS database, this 20 ft by 20 ft structure, is of wood frame construction. It is identified in the LCS as being determined eligible for the National Register at the state level under Criterion A and C.

CCC Cabin #325 (HS-6E, LCS# 000015)

This, the western-most cabin of the original 5, was consumed in a fire in 1974. There are no above-ground structural elements remaining.

CAHA-37 OCRACOKE LIGHT STATION COMPLEX

The Light Station at CAHA-37 was built at the southern end of Ocracoke Island on two acres of land that were purchased for \$50 from Jacob Gaskill in 1822. Both the lighthouse and the original Keepers' Quarters were constructed in 1823 by Noah Porter of Massachusetts for a total cost of \$11,359. Early in the Civil War the fourth-order Fresnel lens that had replaced the lighthouse's old oil-burning reflector system in 1854 was dismantled by the Confederates, but Union forces re-installed the lens in 1864. In the early 1900s the light was electrified, and the oil house was converted into a generator house.

When an assistant keeper position was established to aid in the running of the light station in 1897, a second story was built onto the original 1823 quarters, and the building was expanded once more in 1929. The Keepers' Quarters is still today used as a residential building for park staff. Unfortunately, the continued use of the Keepers' Quarters as a residence has resulted in the unintended disturbance of archeological resources as a consequence of the inhabitant's unauthorized planting of flower and vegetable gardens around several of the structures and in the backyard. This was the basis for SEAC Archeologist Guy Prentice assigning a "Fair" condition assessment to the site when he visited it on June 22, 2006. Generally speaking, however, CAHA-37 appears to represent an early 19th to 20th century archeological site of otherwise exemplary preservation, an impression that is supported by limited archeological investigations conducted in the 1980s.

The only documented archeological investigations that have been performed at CAHA-37 were undertaken in 1987 as two separate projects conducted by NPS Archeologist Paul Inashima during June 22-24 of that year and by NPS Archeologist Harry Scheele during August 17-19. Inashima was sent to monitor the removal of sands that had accumulated under the Keepers' Quarters and the installation of new underground utilities. During the sand removal process, Inashima identified the presence of an intact mid-nineteenth century midden, which he designated Area A (Inashima 1987:3), under the Keepers' Quarters' eastern addition. Unaffected by the sand removal, the midden was left in situ for future investigation. Trenches for the installation of new utility lines were hand excavated in the vicinity of the Keepers' Quarters and dug with a Ditch Witch when they reached 5-10 feet from the building. The average depth of the trenches was said to be 2.3 feet and width about 1.5 feet (Inashima 1987:5). These excavations exposed pre-existing utility lines and revealed what Inashima (1987:5) concluded were mostly redeposited soils containing unevenly distributed items dating to the nineteenth and twentieth century. Scheele was called to the site when workers digging a trench for a new septic system encountered an abundance of historic artifacts in an area that Scheele (1987:1) identified as "an obvious historic dump" roughly dating to the late 19th - early 20th century. As a result, plans were made to relocate the septic drain roughly 25 feet southeast of the old light station oil house (CAHA-37.005), and Scheele supervised the excavation of 8 "shovel pits" in the proposed alternative drain area. Fill deposits containing broken brick, shell, glass and rusted metal objects were encountered in the upper 16 to 28 inches in all 8 shovel pits, but Scheele characterized the fill as lacking the concentration of artifacts found in the dump area, and probably of more recent origin (Scheele 1987:3). It was Scheele's opinion that the installation of the new drain field in the proposed alternate area would not adversely impact any significant archeological resources.

Ocracoke Lighthouse (CAHA-37.001, HS-O-1A, LCS#000016)

According to the LCS, construction of the Ocracoke Lighthouse was completed in 1823, and as such represents the oldest operating lighthouse in North Carolina and second oldest operating lighthouse along the eastern seaboard. The 75 ft. tall tower has walls of solid brick, 12 feet thick at the bottom tapering to 2 feet at the top, with a basal diameter of 25 ft.

Ocracoke Light Station Keepers' Quarters (CAHA-37.002, HS-O-1B, LCS#007237)

The Ocracoke Light Station Keepers' Quarters was originally constructed as a single story structure in 1823 with a second story added in 1897 and another section added in 1929. It was rehabilitated in 1988-1989 and currently serves as a residence for park staff.

Ocracoke Light Station Shed (CAHA-37.003, HS-O-1C, LCS#091907)

According to the LCS, the Ocracoke Light Station Shed was built between 1890 and 1899. The building is 16 ft by 16 ft and is supported by brick piers.

Ocracoke Light Station Tool House (CAHA-37.004, HS-O-1D, LCS#091908)

According to the LCS, the Ocracoke Light Station Shed was built between 1930 and 1939. The one-story building is 31 ft long and 10 ft wide, with board and batten exterior.

Ocracoke Light Station Oil House (CAHA-37.005, HS-O-1E, LCS#091909)

According to the LCS, the Ocracoke Light Station Oil House was built in 1914. The 8 ft by 11 ft brick building has a flat roof and iron door on its west façade. It was later converted for use as a generator house.

Ocracoke Light Station Privy (CAHA-37.006, HS-O-1F, LCS#091910)

According to the LCS, the Ocracoke Light Station Privy was built in 1920. The privy was left in ruins following Hurricane Isabel in 2003, so it was entirely rebuilt to resemble the original structure.

Ocracoke Light Station Cisterns (CAHA-37.007 and 37.008, HS-O-1G, LCS#091911)

The water supply for the occupants of the Ocracoke Light Station Keepers' Quarters was served by two cisterns. According to the LCS, the cisterns were build between 1915 and 1930.

Ocracoke Coast Guard Generator House (CAHA-37.009)

According to Brian Coffee (2007, personal communication) the Coast Guard Generator House building is not yet considered a historic structure and is therefore not yet listed on the List of Classified Structures (LCS).

CAHA-38 LITTLE KINNAKEET LIFE-SAVING STATION COMPLEX

According to the Historic Grounds Study (Sloat et al. 1988) prepared for Little Kinnakeet Life-Saving Station (CAHA-38), the original Life-Saving Station at CAHA-38 was built in 1874 about a

quarter mile northeast of its present location on a 100-yard-long tract that was obtained by lease from Allen and Fanny Gray (Sloat et al. 1988:1, 28). The available cartographic evidence (1881, 1883, and 1911 U.S. Coast Survey charts) indicates, however, that the distance between the present station and that of the original Life-Saving Station was almost a mile (1400 m) away, and that before the station was moved to its current location in 1904 there was an intermediate move, sometime between 1881 and 1883, that placed the building about a quarter mile to the northeast of where it now stands. Most likely, this previous move occurred in 1892, for this is the year the Kitchen (CAHA-38.002) was constructed. Both the original Life-Saving Station and Kitchen were then moved to CAHA-38 in 1904 when a "bungalow style" Life-Saving Station (CAHA-38.001) was also constructed at the CAHA-38 site (Sloat et al. 1988:1).

Archeological Investigations

Archeological investigations (surface feature documentation) were conducted at CAHA-38 in 1987 by members of the University of North Carolina's Research Labs of Anthropology (UNC-RLA) as part of the preparation of a series of historical base maps that were included in a Historic Grounds Study (HGS) prepared in conjunction with plans to restore the complex to its period of operation, 1904-1915 (Sloat et al. 1988:iii-iv, 1-3). Eighteen individual feature descriptions were included in the archeological section of the HGS (authored by UNC-RLA archeologist, Linda F. Carnes), most of which consisted of refuse areas, concrete pads, wooden posts, road beds, and utility poles (Sloat et al. 1988:63-67).

In September of 1991, SEAC archeologists excavated a series of nine shovel tests prior to the construction of a carpentry shop/storage building that would be utilized during the restoration of the Life-Saving Station's three extant historic structures. Eight of the nine shovel tests produced artifacts associated with the station's active duty period (Potter 1992c:19). The subsurface testing also demonstrated that the area selected for construction of the carpentry shop had been a low spot filled in with sand and seaweed during the early 1900s.

The site was visited in passing once more in April of 1992 when SEAC Archeologists Ken Wild and Regina Leabo undertook a archeological survey of the area directly south of the Station. The work was undertaken to provide historical information for a proposed interpretive trail. During the survey project, Wild and Leabo researched the history of the area and its inhabitants, retrieving copies of historic maps, deeds, and wills from the Dare and Currituck County Courthouses and Outer Banks History Center. Interviews were also conducted by park staff with local individuals who grew up in the vicinity of the Station during its operation.

Wild and Leabo's is the last documented visit to the CAHA-38 site prior to the site condition assessment that was conducted by SEAC Archeologist Guy Prentice on June 20, 2006. The site was deemed to be in good condition.

CAHA-38.001 Little Kinnakeet Life-Saving Station Main House (HS-3A, LCS# 007240)

According to the LCS, the Little Kinnakeet Life-Saving Station Main House was built on site in 1904. The one-and-a-half story wood frame building has a brick pier foundation with wrap-around porch supported by wood posts. It is identified in the LCS as being determined eligible for the National Register at the state level under Criterion A and C.

CAHA-38.002 Little Kinnakeet Life-Saving Station Kitchen (HS-3B, LCS# 007245)

According to the LCS, the Little Kinnakeet Life-Saving Station Kitchen was built in 1892 and moved to its present location in 1904. The one story wood frame building has a concrete block foundation

and interior brick chimney at its northern end. It is identified in the LCS as being determined eligible for the National Register at the state level under Criterion A and C.

CAHA-38.003 Little Kinnakeet Life-Saving Station Boathouse (HS-3C, LCS# 007250)

According to the LCS, the Little Kinnakeet Life-Saving Station Boathouse was originally built as the Little Kinnakeet Life-Saving Station in 1874 and moved to its present location in 1904 to serve as boathouse. Construction of the original Life Saving Station (now CAHA-38.003) was actually begun in the fall of 1873 and completed by October of 1874 (Sloat et al. 1988:28). Today, the one-and-a-half story wood frame building has a solid concrete foundation. It is identified in the LCS as being determined eligible for the National Register at the state level under Criterion A and C.

CAHA-39 OREGON INLET LIFE-SAVING STATION - VOIDED ASMIS NUMBER

Although the Life-Saving Station at Oregon Inlet is listed in the NPS List of Classified Structures (LCS) database, the site is owned by the U.S. Coast Guard and is not the responsibility of the National Park Service. Consequently this ASMIS record has been voided and will not be reused.

CAHA-40 FORT CLARK (31DR 80)

Fort Clark was a Civil War era military fortification built by black laborers and North Carolina State Troops in the summer of 1861 to protect nearby Fort Hatteras from a landward attack. Originally called Fort Ellis, the incompleated fort was surrendered along with Fort Hatteras to Union Forces in August of 1861 after a military bombardment by U.S. Navy Warships. After their capture, the Union forces retained and improved upon the fortifications for the remainder of the war. Among the improvements were additional barracks, a hospital, and other facilities erected outside the walls of Fort Clark to the west and north. In October of 1861 a breastwork was constructed across the peninsula, but whether or not it incorporated Fort Clark as a bastion or was positioned east of the fort is unclear (Heath 1999:52).

In January and February of 1862, Forts Hatteras and Clark served as the base of operations for U.S. General Ambrose Burnside's expedition to capture Roanoke Island and other inland port towns including New Bern and Elizabeth City. Following this successful Union campaign, Fort Clark became a relatively quiet but unpleasant war-time backwater where Union troops were subjected to blowing sand, biting insects, and intemperate weather until the fort was ordered dismantled in the summer of 1864.

Following the war, natural forces obliterated all readily discernable traces of Fort Clark, leading some (e.g., Stick 1958; Corkran 1976) to wonder whether or not anything remained of the Civil War site. Among those interested in the final outcome of Fort Clark were two members of the Hatteras Island Business Association's Civil War Committee, Melvin Covey and Drew Pullen. In the process of conducting research to determine the approximate location of Fort Clark by way of historic maps, aerial photographs, and site reconnaissance, the two men identified topographic features and surface artifactual debris that suggested at least a portion of Fort Clark had not been totally eroded away.

In April of 1998, archeological investigations were undertaken to try and determine whether or not a linear sand ridge appearing on a 1940 and subsequent aerial photos possibly constituted part of the fort's sand and peat embankments. The project was conducted under the direction of Charles L. Heath, Jr. of East Carolina University's Institute for Historical and Cultural Research, Coastal Archaeology Office using funding provided by the Civil War Committee of the Hatteras Island Business Association. The fieldwork was conducted during April 22-26, 1998, and included a controlled surface collection and metal detector survey along with the excavation of two test trenches and six test squares.

The two test trenches, Trench A and B, were excavated with the intent of determining the origin of the linear sand ridge that some hoped would prove to be a remnant of Fort Clark's parapet wall, but the evidence failed to unambiguously confirm this possibility. The metal detector survey was much more successful in demonstrating evidence of Civil War occupation in the form of small arms munitions, artillery shell fragments, coins, bayonet scabbard parts, metal buttons, cut nails, etc., albeit from apparently disturbed contexts within the area west of the linear sand ridge that was designated as Survey Area B.

Based on the successful recovery of Civil War era artifacts from Survey Area B, Heath (1999:139-140) concluded that Area B was "undoubtedly part of the dependency complex associated with the Fort Clark" and recommended further archeological investigations be conducted to better ascertain their exact spatial relationship with respect to the fort, and perhaps find evidence of the fort itself.

Unfortunately, Heath's recommendations weren't followed up on during the next few subsequent years; consequently, when Hurricane Isabel struck the Outer Banks in 2003, it did so with potentially extremely harmful affect upon whatever remained of the Fort Clark site. Aerial photos taken of the area shortly after Hurricane Isabel's passing showed the loss of a roughly 50 m wide stretch of beach deposits just south of the location where Heath and his crew members had found evidence of Fort Clark 5 years earlier. More damaging still was the complete denuding of the vegetation that had previously occupied the area south of the sand road that had marked the northern limits of the 1998 archeological investigations.

In 2006, when SEAC Archeologist Guy Prentice inspected the area previously investigated by Heath and his associates to assess the current condition of Fort Clark, he found that Hurricane Isabel's arrival in 2003 had drastically altered the landscape at Fort Clark, eroding away over a hundred feet of beach deposits inland from the Atlantic shoreline, obliterating vegetation, washing away sand dune formations, and covering what remains of the site with layers of sand and debris. Despite the obvious alterations that have occurred to it as a result of Hurricane Isabel, Fort Clark was judged to be in good condition at time of this inspection because the dune line hadn't shifted in the intervening three years (i.e., there hasn't been subsequent site loss since 2003) and there is no reason to suspect that within the area of the site that still remains that the archeological resources that were present prior to Hurricane Isabel were affected in any appreciable way. This being said, it is evident that another major hurricane striking the area could readily destroy what's left of the Civil War site, so the park is strongly encouraged to arrange for the excavation and recovery of whatever archeological record still remains at the site, as soon as circumstances permit and to the fullest extent possible.

CAHA-41 HATTERAS WEATHER BUREAU STATION

Although, the existence of the Hatteras Weather Bureau Station (CAHA-41) site has been known for some time and the site name "Hatteras Weather Bureau Station" has been associated with CAHA-26 in the ASMIS database since 1989, this early 20th century weather station site wasn't actually added to the ASMIS database until site condition assessments were performed at CAHA in 2006. This is because for some unknown reason, sometime between 1987 and 1989 the site name "Hatteras Weather Bureau Station" was erroneously substituted for the name of "Hatteras Coast Guard Station", which was the name originally entered into the ASMIS database for CAHA-26 when the park's computerized sites inventory database was originally compiled in the early 1980s. There is no ready explanation for the name change because CAHA-26 is not the Hatteras Weather Bureau Station; it is a prehistoric site reported by William Haag as site H 12 (Haag 1958:33) and subsequently recorded in the State of North Carolina's state site files under the designation 31DR9. Thus, although the name "Hatteras Weather Bureau Station" has appeared in association with CAHA-26 in the ASMIS database for nearly 20 years, the true Hatteras Weather Bureau Station was never actually listed in the ASMIS database until the naming error was detected in conjunction with carrying out the 2006 site condition assessment project carried out by SEAC

Archeologist Guy Prentice in June of 2006. Consequently, the Weather Bureau Station has now been added as its own separate entry in the ASMIS database as CAHA-41.

CAHA-41.001 Hatteras Weather Bureau Station (HS-8A, LCS# 011641)

According to the LCS database, this structure was built in 1901, and is listed on the National Register of Historic Places (Ref.# 78000268, 2/17/1978) as significant at the state level under NR Criterion A. When the site was visited by Guy Prentice on June 21, 2006, this building was still clearly displaying the benefits from restorations performed on the interior and exterior in 2002-2004.

CAHA-41.002 Hatteras Weather Bureau Station Shed (HS-8B, LCS# 091900)

According to the LCS database, this structure was built in 1901, and is listed on the National Register of Historic Places as significant at the state level under NR Criterion A. When the site was visited by Guy Prentice on June 21, 2006, this building was still clearly displaying the benefits from restorations (new roof and exterior paint) performed in 2003 following Hurricane Isabel.

CAHA-41.003 Hatteras Weather Bureau Station Flag House (HS-8C, LCS# 091901)

According to the LCS database, this structure was built in 1901, and is listed on the National Register of Historic Places as significant at the state level under NR Criterion A. When the site was visited by Guy Prentice on June 21, 2006, this building was still clearly displaying the benefits from restorations (new roof and exterior paint) performed in 2003 following Hurricane Isabel.

CAHA-41.004 Hatteras Weather Bureau Station Signal Tower (HS-8D, LCS# 091902)

According to the LCS database, this structure was built in 1901, and when the on line database was last updated in 1998, the 35 foot tall metal tower was still standing. However, when the site was visited by Guy Prentice on June 21, 2006, all that remained were the four concrete footings that formed the base of the tower.

CAHA-41.005 Hatteras Weather Bureau Station Cistern (HS-8E, LCS# 091903)

According to the LCS database, this structure was built in 1901, and the above ground portion of the cistern removed in 2003 after 106 Compliance efforts were conducted in consultation with the SHPO. When the site was visited by Guy Prentice on June 21, 2006, all that was visible was an area of bare sand.

CAHA-41.006 Hatteras Weather Bureau Station Cistern 2

The identity of this feature is somewhat in doubt, but there appears (on the basis of surface evidence) that a cistern is located northwest of the station shed. At the surface, the feature in question appears as a rectangular concrete enclosure now filled with soil and a healthy growth of vegetation.

CAHA-42 HURRICANE ISABEL WRECK (1863.05)

The Hurricane Isabel Wreck, as the name suggests, was first identified in 2003 following its exposure along the beach by the erosional forces of Hurricane Isabel. The partial remains of the wooden vessel were cursorily documented on September 30, 2003, by members of the Hurricane Isabel archeological damage assessment team composed of SEAC archeologists Guy Prentice, Michael Russo and Margo Schwadron. Approximately 120 feet of the ship's hull, consisting of heavy timbers and iron rivets, had been exposed when the storm surge from Hurricane Isabel washed away the protective sand dune overburden that had formed over the remains of the vessel. It possible that this is also the Mile 25.7 Wreck site inventoried by the Underwater Archaeology Branch of the North Carolina Department of Cultural Resources.

The site where the buried remains of the Hurricane Isabel Wreck reside were inspected on June 23, 2006 by Guy Prentice in the company of CAHA Historian/Cultural Resource Manager Doug Stover who recounted that the vessel had been exposed by nor'easters the previous winter and that the park staff had hauled in sand to rebury the wreck. The site was consequently deemed to be in good condition.

CAHA-43 BIG KINNAKEET COAST GUARD STATION

The first documented visit to the Big Kinnakeet Coast Guard Station by a professional archeologist was during the inspection conducted by SEAC archeologist Guy Prentice on June 20, 2006. Prior to this date, the site hadn't been added to the park's ASMIS database, either.

The Big Kinnakeet Coast Guard Station was built in 1878 and abandoned circa 1932 (<http://www.uscg.mil/hq/g-cp/history/STATIONS/BIG%20KINNAKEET.html>). Today the site is visibly evidenced by little more than a scattering of brick and a set of four concrete support pads for a former tower. Still, the site area was found to be stable at the time of Prentice's visit, so the site was recorded as being in good condition.

CAHA-44 CCC CAMP

Although Torres' (1985:152) historic resource study of Cape Hatteras National Seashore briefly described the activities of the Civilian Conservation Corps (CCC) at Cape Hatteras from 1935 to 1942, and his report included a photograph taken in 1936 showing an aerial view of the roughly 20 structures clustered within the SP-6 Beach Camp situated about a half mile southwest of the Cape Hatteras Lighthouse, as far as the ASMIS database was concerned, the CCC Camp was a new site, never having been recorded or previously visited by an archeologist until SEAC Archeologist Guy Prentice inspected the form camp on June 23, 2006. CAHA Resource Manager Doug Stover and Dr. Guy Prentice had searched for visible evidence of the CCC Camp (CAHA-44) briefly on June 21st following their visit to the nearby CCC Cabins (CAHA-36) site, but with only vague recollections as to where the site was and with poor visibility offered by a full tree canopy, they quickly abandoned their search that day in favor of expending their efforts more profitably at better known sites elsewhere. Fortunately, during a second outing, after a concerted effort of searching, the tennis court and a wide variety of other less prominent remnants of the old CCC Camp (e.g., bricks, window glass, bottle glass, rusted cans, etc.) were ultimately found. The location of the tennis court was recorded with the Trimble Pro XR GPS unit in Dr. Prentice's possession and photos were taken of the feature and some of the other CCC Camp remnants observed at the site. Finding no evidence of recent disturbances to the site, it was recorded as being in good condition.

According to the Cape Hatteras Light Station Cultural Landscape Report (Vincent 2003:20), the camp had a garage, oil house, tool house, office building, water tank, workshop, incinerator, education building, latrine, and a flagpole in addition to several barracks buildings, all of which were removed in

1942 when the camp was closed. The tennis court documented during the 2006 site inspection was said to have been built in the center of the camp.

CAHA-45 OLD HATTERAS COAST GUARD STATION

Alternately known as Coast Guard Station #183 and Station Cape Hatteras , the Coast Guard Station located 1 mile southwest of Cape Hatteras Lighthouse has been in operation since it was established in 1882 (<http://www.uscg.mil/hq/g-cp/history/STATIONS/CAPE%20HATTERAS.html>). Three of the extant historic structures at this site (HS-9A, -9B, -9C) are listed on the LCS as being determined eligible for the National Register at the state level under Criterion A. After SEAC Archeologist Guy Prentice inspected the grounds around the standing structures and photographed the buildings for SEAC's archeological site files on June 21, 2006, CAHA-45 was deemed to be in good condition.

CAHA-45.001 Hatteras Coast Guard Station (HS-9A, LCS# 091904)

According to the LCS, the Hatteras Coast Guard Station was constructed between 1938 and 1939. The one-and-a-half-story building has an H-shaped floor plan.

CAHA-45.002 Hatteras Coast Guard Station Storage Building (HS-9B, LCS# 091905)

According to the LCS, the Hatteras Coast Guard Station Storage Building was constructed between 1939 and 1940. Today the 30 ft by 40 ft one-story frame building is covered with aluminum siding.

CAHA-45.003 Hatteras Coast Guard Station Equipment Building (HS-9C, LCS# 091906)

According to the LCS, the Hatteras Coast Guard Station Equipment Building was constructed between 1939 and 1940. The one-and-a-half-story building is 50 ft long and 33 feet wide with four garage doors on the east facing façade of the building.

CAHA-45.004 Hatteras Coast Guard Station Shed

This small shed, located in the middle of the Coast Guard Station compound was used as a generator building. Its date of construction this has yet to be confirmed by research.

CAHA-46 LOOP SHACK COMPLEX

This top secret World War II radar installation lies approximately midway between Ocracoke Island Airport and the community of Ocracoke. One of the four buildings that appears at the site on the original 1948 Ocracoke, N.C. 7.5' topographic quadrangle map is still standing, and the foundational remains of another building are well preserved and readily visible as is the large concrete supports for a former tower. According to CAHA Historian/Cultural Resource Manager Doug Stover (2006, personal communication) the site is being considered as a potential National Register site for its role in World War II.

The site was inspected by SEAC Archeologist Guy Prentice on June 22, 2006. He found the site to be in stable and therefore Good condition.

CAHA-47 QUORK HAMMOCK FISHCAMP

The Quork Hammock Fishcamp has a long history of use by local fisherman and it is suspected to also harbor the remains of prehistoric occupations, as well. During an inspection of the site conducted on June 22, 2006, SEAC Archeologist Guy Prentice observed scattered amidst the dense foliage of cedar trees, palmetto, and other plants that cover much of the hammock the remains of some of the buildings that had once stood upon the site, four of which are shown on the 1950 Green Island, N.C. 7.5' U.S.G.S. topographic quadrangle map. The presence of cedar trees, suggests that shell middens are also present, but the suspected presence of prehistoric archeological deposits at the Quork Hammock Fishcamp was not confirmed by the sighting of any identifiable aboriginal remains. Despite not having confirmed that the site was occupied prehistorically, the Quork Hammock Fishcamp was found deserving of archeological status and subsequently added to the ASMIS database under the designation CAHA-47 as a historic camp site. It will require additional archeological investigation to demonstrate whether or not CAHA-47 was also a prehistoric site.

CAHA-48 GRAY CEMETERY #1 (SITE AREA 3)

The Gray Cemetery #1 site was at one point considered a part of CAHA-15, but is now treated as its own individual site under the designation CAHA-48. The cemetery site was partially documented in conjunction with field work undertaken in 1976 and 1977 as part of the Archeological Resources Management Study prepared for Cape Hatteras National Seashore by North Carolina Archeologist Timothy A. Thompson in 1977 (Thompson 1977). The site was visited again by SEAC Archeologists Ken Wild and Regina Leabo in 1992 in conjunction with plans to develop an interpretive trail at the Little Kinnakeet Life-Saving Station (Wild 1992).

When Thompson visited the site in 1977, he located the grave stones of two individuals—Christopher S. L. Gray and Emaline C. Gray—and later learned from family members that the graves had been moved to that location after they had eroded out along the Pamlico Sound shoreline in the early 1970s (Thompson 1977:55). According to a state site form prepared by A. Rowland in 1979, Billy Flint (one of Thompson's survey team) is noted as reporting that the two Gray graves had been found in the water by a surveyor named E.O. Floyd in 1971, and apparently had been moved by the National Park Service soon thereafter. In addition to documenting these two graves, Thompson also collected artifacts from the sound side adjacent to the cemetery under the field designation Ht 11.

When Wild and Leabo conducted their field investigations in 1992, they recorded the locations of Christopher S. L. Gray and Emaline C. Gray graves within what was designated Site Area 3 on their archeological base map (Wild 1992:Figure 3). They also documented the locations of two additional graves belonging to Bethany Gray and Selina Gray, but failed to identify the locations of six other graves now known to exist within the cemetery area.

Today, the Gray Cemetery #1 site is most conspicuous in that it contains two relatively discrete burial areas separated by a distance of approximately 50 meters. In the eastern burial area, in an area kept semi-cleared of vegetation, is a row of 5 gravestones bearing the names of Benjiman W. Barnes, Sarah H. Gray, Louis B. Gray, Farrow S. Gray, and Nancy C. Gray. Dates inscribed upon these stones document use of this section of the cemetery from 1890 to 1923 (Figure 8-12).



Figure 8. Headstone of Benjiman W. Barnes.

Benjiman W. Barnes
Born
Aug 12, 1850
Died
Dec. 24, 1912

*Faith full o his trust
even unto death*



Figure 9. Headstone of Sarah A. Gray.

Sarah A. Gray
Jan. 9, 1878
May 2, 1918

*When the roll is
called up yonder
I will be there*

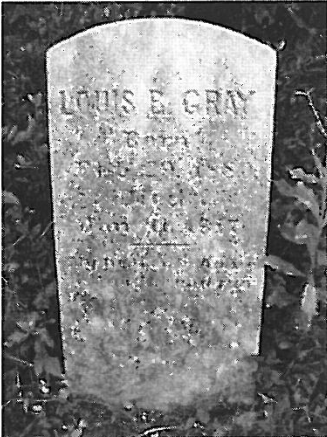


Figure 10. Headstone of Louis B. Gray.

Louis B. Gray
Born
Feb. 29, 1880
Died
Jan. 11, 1917

*My heavenly home
Is bright and fair*



Figure 11. Headstone of Farrow S. Gray

Farrow S. Gray
Born
Sept. 7, 1828
Died
Mar. 7, 1917

*Come rest
with me*

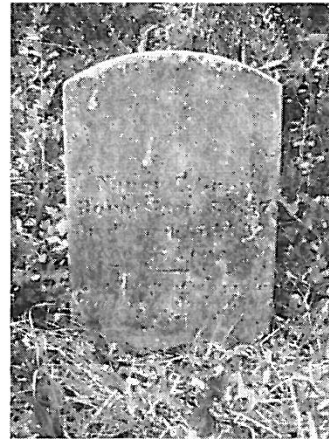


Figure 12. Headstone of Nancy C. Gray.

Nancy C. Gray
Born Sept. 18, 1857
Died Apr. 15, 1923
Age 66 Years

*Earth has no sorrow
That heaven can not heal*



Figure 13. Headstone of Selina E. Gray.

Selina E.
Wife of
L. G. Gray
Born Feb. 18, 1861
Died May 7, 1894
Age 33 ys 2 m 19 dys

*All is dark within our dwelling
Lonely are our hearts today
For the one we loved so dearly
Has forever passed away*

According to local resident Venice Williams, Farrow S. Gray and Nancy C. Gray were husband and wife and also Venice Williams' grandparents (Wild 1992:addendum). Ken Wild (1992:6) reported finding another gravestone located a short distance north of these five burials bearing the name of Selina Gray, who died in 1894. According to the base map that accompanied Wild's report, Selina Gray's burial should be located very close to UTM coordinates E455068, N3917738 (NAD83). This grave was not examined when inspections were conducted in 2006, but a photograph of the tombstone taken in 1992 is included here as Figure 13.

Some 50 meters away in the western burial area, there are three visible tombstones (Figure 14-16). Two of these are the relocated grave stones of Emaline G. Gray and Christopher J. L. Gray, which Gray family members disclosed to Thompson (1977) are secondary interments that had been moved from their original locations when shoreline erosion began to expose skeletal remains associated with the primary interments. It is assumed, based on their being placed in close proximity to one another and the reference to a husband on Emaline Gray's epitaph, that they were husband and wife. The years of their deaths are 1890 and 1899, respectively.

Located about 15 m (50 feet) south of these paired graves is the lone grave of Bethany Gray who died in 1891. Mostly covered over by sand, and isolated from the other burials in the cemetery, it would appear that, if this isn't also a secondary interment prompted by shoreline erosion, then Bethany was viewed as a separate branch of the family or perhaps as somewhat of an outcast.

According to a cemetery inventory on file at the park, there is an additional interment—Little Joshua Gray (born 2/14/1808, died 12/24/1891)—located within the Gray Cemetery #1 area, but its location was not apparent during the 2006 examinations and not identified during Thompson's or Wild's previous investigations. This is undoubtedly due to the deterioration and loss of the wooden marker reportedly used to mark the grave (National Park Service 1991:29).

While both Thompson and Wild both report having found artifacts along the soundside in close proximity to the Gray Cemetery area, it is unclear at the present time what their presence here means archeologically. Neither the 1881 nor the 1911 U.S. Coast Survey charts (reproduced in Wild's 1992 report as Figures 9 and 11, respectively) appear to indicate the presence of a historic structure (symbolized as small solid black squares) at this location, but they both do show a large open rectangular feature in roughly this same position. Whether or not this was intended to indicate the presence of a field or other area cleared of vegetation or an abandoned residence is presently unknown, but similar open rectangles with house symbols placed within them are located at other places on both maps. At the moment, the most likely interpretation is that the site was occupied and abandoned prior to 1881, but was then used as a cemetery during the 1890s and early 19th century. This scenario is supported to a slight degree by Wild's (1992:9) report of having collected two fragments of slipware from his Site Area 3, suggesting that the site had been occupied by the mid-eighteenth century.

Western Burial Area Grave Markers



Figure 14. Headstone of Emaline G. Gray.

Emaline G. Gray
Died Mar. 2, 1890
Age 25 ys 5 mo & 5 ds
*Weep not for me my husband
I am not dead but sleeping
here
Was not yours but Gods
along
He loved me best and took
me home*



Figure 15. Headstone of Christopher J. L. Gray.

**Christopher
J. L. Gray**
Born
Sep. 16, 1872
Died
Feb. 16, 1899
At Rest



Figure 16. Headstone of Bethany Gray

**Bethany
Gray was
Born Sept the
10 1830
Died May the
8 1891**

CAHA-49 WWII BRITISH SAILORS CEMETERY

Although the existence of this World War II era burial site located about 130 m north of the Old Cape Hatteras Coast Guard Station (CAHA-45) has been known to the CAHA park staff for some time, it was only recently added to the ASMIS database following the assessment of site conditions performed by SEAC Archeologist Guy Prentice on June 21, 2006. As the interpretive sign posted at the site for the visiting public explains, the small cemetery is the final resting spot for two British sailors. Fourth Engineer Officer Michael Cairns of the Royal Merchant Navy served on board the British merchant vessel *San Delfino*, which was sunk by a torpedo from the German submarine U-203 on April 10, 1942. Cairns' remains were discovered along the beach nearly a month after the attack. The identity of the other sailor of the Royal Navy is unknown; his remains were found two weeks after Cairns.

The two graves at this location are technically on soil owned by England, but CAHA has the responsibility of maintaining them (Doug Stover 2006, personal communication). Although the fence surrounding the graves could use a bit of repair, the graves are well maintained and the site is in good condition.

CAHA-50 RAMP 55 WRECK (1863.17)

The Ramp 55 Wreck was first recorded as a previously unknown shipwreck in 2003 following its exposure along the beach by the erosional forces of Hurricane Isabel. During the initial inspection of the wooden remains of vessel, a number of glass and pottery vessel fragments were collected by park staff. By the time the members of the Hurricane Isabel archeological damage assessment team composed of SEAC archeologists Guy Prentice, Michael Russo and Margo Schwadron, arrived at the site on September 30, 2003, the vessel had already been recovered by the shifting coastal sands, and nothing could be gathered regarding its exact position or of its construction. The pottery and glass artifacts collected from the beach in close proximity to the vessel were later cataloged under the same ASMIS designation as that assigned to the Ramp 55 Wreck, but their direct historical association is by no means certain. If they are directly linked with the vessel, however, then the presence of a Burgess and Campbell Ironstone China bowl and a cobalt blue glass bottle embossed with "BROMO-SELTZER EMERSON DRUG CO" along its foot that are among the items recovered may offer a means of roughly dating when the ship sank.

In 2006, Cape Hatteras National Seashore partnered with the Graveyard of the Atlantic Museum in conducting an archaeological study of the partial shipwreck on Hatteras Island, which known as the Ramp 55 Wreck. Little is known of the ship except that it was a schooner built out of oak and pine sometime between 1870 and 1900. The shipwreck was excavated and documented under the supervision of Wendy Coble, Archeologist with the U.S. Naval Historical Center in Washington, D.C, during the Graveyard of the Atlantic Museum's week long Shipwreck Archaeological Workshop (SAW) for students in 8th grade and above. Originally, the National Park Service planned to move the 30 ft long by 18 ft wide hull section to the Graveyard of the Atlantic Museum where it could be displayed for the visiting public. However, attempts to move the heavy wreckage were unsuccessful, and the alternate solution chosen to preserve the remains of the vessel was simply to rebury it.

On June 21, 2006, during the period when the excavations were on-going, SEAC Archeologist Guy Prentice and CAHA Historian/Cultural Resource Manager Doug Stover, stopped to observe the proceedings. Dr. Prentice demonstrated how to use a GPS unit to map the vessel to the student participants, and also photographed the vessel remains.

CAHA-51 OCRACOKE NAVAL AMPHIBIOUS TRAINING STATION

With the U.S. officially entered World War II at the end of 1941 and began to suffer significant losses of ships to German U-boats operating along the eastern seaboard, the Navy responded on October 9, 1942, by commissioning an anti-submarine patrol base at Ocracoke where slightly more than a decade earlier the U.S. Army Corps of Engineers had improved the harbor now known as Silver Lake by dredging out Cockle Creek (O'Neil 2001; Kidder 2005:61). In addition to building the new Naval Section Base, Silver Lake was dredged again, taking on the shape that it exhibits today. Later, beginning January 16, 1944, the naval base was converted to a Naval Amphibious Training Station with as many as 500-600 men on station, and in 1945 served as a Combat Information Center (Ballance 1989:205; O'Neal 2001). The naval station was closed in 1946, and many of the building materials left behind were salvaged by the local residents who considered it abandoned property (Ballance 1989:205).

On July 14, 1953, the nearly 22 acres of the former Amphibious Training Station and all remaining improvements thereon were transferred to the Department of the Interior for inclusion within Cape Hatteras National Seashore (16 USC 459a-5).

Today, the only known structure that still remains from the Naval Amphibious Training Station is a large circular metal cistern (water tank) located facing the parking lot near the Visitor Center. When the site was inspected on June 22, 2006, by SEAC Archeologist Guy Prentice, the area around the cistern, the Visitor Center, and the other portions of the former naval base now owned by the National Park Service were judged to be in good condition.

CAHA-52 LAURA A. BARNES DISPLAY (1863.01)

Representing one of the last of the American-made coastal schooners, the *Laura A. Barnes* was a 120-foot ship built in Camden, Maine, in 1918. In 1921, while enroute from New York to South Carolina, the 4-masted vessel was driven ashore by a nor'easter and run aground approximately a mile north of where it now rests at Coquina Beach. According to local accounts, portions of the ship were salvaged and used by Vernon Gaskill, the last principal keeper at Bodie Island Lighthouse, to enlarge his year-round residence in Wanchese (<http://www.outerbankslighthousesociety.org/article-bodie-the-thursday-volunteer-at-bodie.html>). In 1973, the National Park Service moved the shipwreck to its present location as an interpretive display for the visiting public.

Technically the *Laura A. Barnes* is no longer an archeological site having been removed from its original context. Consequently it is exempt from site condition inspections and annual GPRA goal Ia8 (archeological site condition) reporting.

CAHA-53 HURRICANE ISABEL PROJECTILE POINT (1863.02) - ISOLATED FIND

As an isolated find, CAHA-52 is exempt from GPRA goal Ia8 (archeological site condition) reporting, but the find's location should be monitored occasionally to determine whether or not the recovery of this Late Archaic projectile point following Hurricane Isabel is possibly associated with additional archeological remains. The apparent isolated Late Archaic Stemmed quartzite projectile point was recovered from the surface of a sand dune located southeast of the Coquina Beach comfort station and approximately 400 feet north of the *Laura A. Barnes* shipwreck.(Prentice et al. 2003)

CAHA-54 KREML HAIR TONIC BOTTLE (1863.03) - ISOLATED FIND

This resource consists of an isolated rectangular glass bottle with screw top recovered along the beach near an abandoned beach house east of Chicamacomico Lifesaving Station. The bottle is embossed on two opposing sides with the word "KREML", which was a hair tonic manufactured by R. B. Semler, Inc., first in New York and later New Canaan, CT. "R.B. SEMLER INC., NEW CANAAN, CONN. USA., 6 OZ. FL." appears on the lower side of the bottle. Kreml's greatest popularity was apparently in the 1930s and 1940s, but did continue to be made into the early 1950s when the R.B. Semler company merged with the J.B. Williams Company which in turn was acquired by Pharmaceuticals, Inc., in 1957. As an isolated find, this "site" is exempted from site condition inspections and annual GPRA goal la8 (archeological site condition) reporting.

CAHA-55 SALVO BEACHSIDE COIN SCATTER (1863.04) - MODERN

This resource consists of an isolated rectangular glass bottle and several water worn American coins from the 20th century. They were recovered in 2003 from the beach east of Salvo Campground in an area where the sand dunes had been washed away by Hurricane Isabel's storm surge.

The coins consist of three quarters (minted in 1985, 1982, and 1943), three dimes (all too water worn to date), one nickel (too worn to date), and four pennies (minted 1979, 1968, 1967, and one too worn to date). At the moment, there is nothing to indicate that the items recovered at this location are anything other than modern in age except possibly for the rectangular glass bottle which bears the mold seams of a machine-made container.

CAHA-56 FRISCO SIGNAL TOWER (1863.08) - ISOLATED FIND

During the damage assessments that were conducted in late September, 2003, following Hurricane Isabel, the lower metal supports of a lifesaving station signal tower were found along the beach opposite Joe Saur Creek. At the time the existence of the signal tower's remains was a new discovery to CAHA park staff. As an isolated find, this "site" is exempted from site condition inspections and annual GPRA goal la8 (archeological site condition) reporting.

CAHA-57 FRISCO SHIPWRECK (1863.09)

This resource is a previously known but unnamed shipwreck. It does not appear to have been affected by the hurricane. It remains buried in the sand a few yards north of the newly discovered Frisco Signal Tower

CAHA-58 HERKIMER DIAMOND SHIPWRECK TIMBER (1863.14) - ISOLATED FIND

CAHA-58 has been assigned to an isolated large shipwreck timber from an unidentified shipwreck site of unknown age that was documented on October 3, 2003, as part of the Hurricane Isabel archeological damage assessment (Prentice et al. 2003). It was found located on the beach near the dunes, approximately 2.5 miles south of Ramp 67. It was a massive piece measuring approximately eighteen feet in length. The timber actually consists of several pieces of wood fastened together, with two large beams fastened with large iron fasteners. The piece was documented with GPS and digital photographs.

During the third week of October, Doug Stover accompanied North Carolina State Underwater Branch Archeologist Richard Lawrence to examine shipwreck sites in the area. The timber was examined by Lawrence with a remote sensing instrument (probably a Proton Precession magnetometer). The instrument detected something solid imbedded between the planks of wood. Upon examination, a small bottle was recovered. The sand was poured out of the bottle and a small possible gemstone was recovered.

The bottle and possible gemstone were sent to the Southeast Archeological Center for analysis. The bottle is a four-inch medicine bottle with no markings. It was manufactured by mold-blowing, with a hand finished lip, which roughly dates the bottle from 1850 to 1900. The possible gemstone was identified as a 1.06 carat Herkimer Diamond, actually a kind of quartz crystal that looks like a diamond. It appears that the quartz may have been cut to look like a diamond, but is more likely that the faceted shape of the quartz is just a natural occurrence.

As an isolated find this "site" is exempt from site condition inspections and annual GPRA goal la8 (archeological site condition) reporting.

CAHA-59 BRASS NAIL WRECK TIMBERS (1863.16) - ISOLATED FIND

CAHA-59 has been assigned to an isolated piece of hull planking from an unidentified shipwreck that was documented on October 3, 2003, as part of the Hurricane Isabel archeological damage assessment (Prentice et al. 2003). It was found within the surf zone on the beach in Hatteras Village. The plank measured eleven feet in length by one foot in width. On one side of the timber were square brass fasteners that protrude several centimeters from the wood. On the other side of the timber were rows of small brass tacks and copper sheeting, as well as some iron nails. These, together with the square brass fasteners suggest the plank comes from the hull of a military ship dating to the first half of the 1800s (Joseph Schwartz, personal communication).

Since the timber was within the surf and it appeared to be in threat of either washing away or being picked up by visitors, it was decided to collect it. It was first documented with GPS and digital photographs, and then was taken to Fort Raleigh National Historic Site where it has been stored in the park's Bally Building.

As an isolated find this "site" is exempt from site condition inspections and annual GPRA goal la8 (archeological site condition) reporting.

CAHA-60 1803 SPANISH PELLA - ISOLATED FIND

This "site" is an isolated silver coin collected from the beach by park staff in the aftermath of Hurricane Isabel (2003). As the name implies, it is a Spanish pella dated 1803. As an isolated find this "site" is exempt from site condition inspections and annual GPRA goal la8

CAHA-61 J. HENRY WRECK (JIM HENRY SITE, *LORING C. BALLARD* SCHOONER)

The J. Henry Wreck, also known as the Jim Henry Site, was originally reported in 1984 by Mr. Jim Henry of Rodanthe, N.C., who provided a brief description and photograph of the vessel to the North Carolina Division of Archives and History's Underwater Archaeology Unit (UAU). The wreck was examined shortly thereafter by a UAU volunteer, Martin Maestras, who also prepared field drawings.

On February 20, 1986, the site was revisited by UAU member Richard Lawrence who prepared a two and a half page report summarizing what was then known concerning the shipwreck located approximately 2.3 miles south of NPS Ramp 23. In short, the construction techniques and materials used

in the construction of the shipwreck and its location supported the conclusion that this was the wreck of the *Loring C. Ballard*. The *Loring C. Ballard* was a nearly 150 foot long, three-masted schooner built at Bath, Maine in 1884. According to the Life Saving Station reports, the schooner was enroute from Portland, M.E. to Georgetown, S.C. when she stranded on the beach near Gull Island Light on April 13, 1915, mercifully without any loss of life.

The remains of the J. Henry Wreck were documented again on May 12, 2005, by Doug Stover who reported that the ship then consisted of 16 fragments located approximately 2.7 miles south of NPS Ramp 23. Photographs taken on that day show the largest segments of the vessel laying in the surf with smaller timbers deposited close to the high tide mark on the beach.

When SEAC Archeologist Guy Prentice was led by Resource Manager Doug Stover to visit what he considered to be the J. Henry Wreck on June 23, 2006, the only visible portion of the vessel was a single 140' section of timbers located approximately 3.5 miles south of Ramp 23. Even though the visible portion of the "wreck" at the time of their visit consisted of little more than a pair of large timbers held together with metal fasteners, it has since been added to the ASMIS database as CAHA-57. How much more of the vessel may remain buried beneath the sand nearby is currently unknown, but the available information suggests that the wreck has been broken up and scattered over a large area since it was first discovered in 1984. At this point its archeological value would appear to be extremely compromised; and whether or not it deserves additional monitoring is a question that should be evaluated by someone with expertise in nautical archeology. Until such time, the fragment of the J. Henry Wreck documented on this occasion will be recorded in the ASMIS database as an isolated find, a status that excludes it from site inspections and annual GPRA goal 1a8 (archeological site condition) reporting.

CAHA-62 NO ACHE (TENTATIVELY GULL SHOAL LIFE-SAVING STATION)

In March of 1991, SEAC Archeologists Susan Hammersten and John Cornelison excavated a series of shovel tests at a proposed residential housing location situated adjacent to the No Ache marsh shoreline south of the Salvo Campground. The trip report summarizing their results describes their findings thus.

Because the area to [be] tested at Salvo was so small, no grid was laid out at the site originally. Instead, a datum was set up in the middle of the small parking area off the road and shovel tests were placed in the proposed areas of the new houses (Figure 4). The originally proposed area was tested with shovel tests 1 through 5. Shovel test 2 produced a steel wire and a piece of black plastic obviously of modern origin. Shovel test 4 and 5 produced several artifacts consistent with the remains of a late 19th or early 20th century occupation site as evidenced by the presence of Whiteware (circa 1820 to 1900) and Albany slipped stoneware ceramics (circa 1850 to 1900). Glass, metal, and brick fragments were also recovered from these tests (a full listing of all recovered materials can be found at the end of this report). Due to the nature of the materials recovered in tests 4 and 5, shovel test 6 was dug. Shovel test 6 also produced metal and glass. All of the recovered materials in these tests were located between 30 and 50 cmbs. It was then decided that an alternative area would have to be found for the new housing. During the close-out meeting with Mary Moran and Bebe Woody, it was suggested that this site may be the remains of an old life saving station. If this is the case, the site is related to one of the major interpretive themes of the park.

On March 25th, nine additional shovel tests were excavated on the east side of the road in the proposed area of the leaching field. This brought the total number of tests dug at Salvo to 15. The location of shovel test 1 was used as a datum and three transects were placed at a 20 degree angle over the area. To insure full coverage, the transects were placed 10 meters apart. Only two of the tests in this area produced artifacts. Shovel test 7 produced one brick fragment and a piece of unidentifiable bone. Shovel test 11, near the parking area produced two wire nail fragments. The materials recovered from these tests were not considered significant and the area to the east of the road was cleared for the construction of

two houses built on pilings.

It may be necessary to replace or improve the existing utilities for the new housing. If this is done, the existing trenches must be used for any lines on the west side of the road. Any extensions of the utility lines into the alternate area must go across the area already disturbed by the road. If this cannot be done, SEAC should be contacted as to any further testing that may need to be done.

The stratigraphy found in the Salvo area was a thin layer of humus (3-5 cm) followed by a single layer of light gray sand (7.5 YR 7/0). [Hammersten 1991:5-8]

Initial efforts to identify the late 19th - early 20th century occupation encountered during Hammersten and Cornelison's investigations south of the Salvo Campground in 1991 have not as yet been conclusive. It was suggested to Hammersten by park staff that this could be the location of Life Saving Station 180, alternately known as Cedar Hummock and Gull Shoal, but according to the U.S. Coast Guard's historical web site (<http://www.uscg.mil/hq/g-cp/history/STATIONS/GULL%20SHOAL.html>), the location of the Gull Shoal Life-Saving Station was 11.75 miles south of New Inlet at 35 29' 50" N, 75 28' 40" W, which, if the coordinates are correct, places Gull Station well to the south of Hammersten's site. In any event, because of the great distance between the Salvo Campground (CAHA-14) site and the late 19th - early 20th century site recorded by Hammersten in 1991, they are treated as separate sites with Salvo Campground remaining in the ASMIS database as CAHA-14 and the site identified by Hammersten in 1991 added to the ASMIS database as CAHA-62.

CAHA-62 is another example where archeological investigations performed prior to the 2006 CAHA condition assessment project were not documented in the ASMIS database until after the sites' conditions were assessed. Since then SEAC Archeologist Guy Prentice has had the opportunity to review past projects with greater scrutiny to identify these previous omissions. Consequently, there is no current condition assessment available for this new addition to the ASMIS database.

CAHA-63 SOUTH HAMMOCK (SITE AREA 1)

CAHA-63 is one of the sites previously combined along with CAHA-48, and CAHA-63 through CAHA-69 as part of CAHA-15 when it was equated with nearly the whole of Little Kinnakeet village. This newly designated site corresponds with Wild's (1992) Site Area 1. Wild (1992:6) reports encountering 40 "potholes" created by relic hunters during his documentation of the site. Wild (1992:9) also reports having collected a slipware sherd from Site Area 1, suggesting that the site had been occupied by the mid-eighteenth century. Wild (1992) reports very little else concerning this site, but the artifact inventory submitted for items collected at the site during the project include pearlware and whiteware sherds suggesting an early to late 19th century domestic site. It should also be noted that the ANCS+ database relating to the artifact assemblage associated with this site does not include any pottery remains identified as slipware.

CAHA-64 UNNAMED SITE (SITE AREA 12)

CAHA-64 is one of the sites previously combined along with CAHA-48, CAHA-63, and CAHA-65 through CAHA-69 as part of CAHA-15 when it was equated with nearly the whole of Little Kinnakeet village. This newly designated site corresponds with Wild's (1992:Figure 3) Site Area 12 and also corresponds with the southern lobe of Haag's site H 10. Wild (1992) reports very little concerning this site, and none of the artifacts collected from the site are identified in the ANCS+ database as having been collected from the site.

CAHA-65 UNNAMED SITE (SITE AREA 2)

CAHA-651 is one of the sites previously combined along with CAHA-48, CAHA-63, CAHA-64, and CAHA-66 through CAHA-69 as part of CAHA-15 when it was equated with nearly the whole of Little Kinnakeet village. This newly designated site corresponds with Wild's (1992:Figure 3) Site Area 2 and also corresponds with the northern end of Haag's (1958) site H 10. Wild (1992) reports very little concerning this site, but the artifact inventory submitted for items collected at the site during the project include green shell edged pearlware, whiteware, polychrome whiteware, and Albany slipped stoneware suggesting an early to late 19th century domestic site.

CAHA-66 UNNAMED SITE (SITE AREA 4)

CAHA-66 is one of the sites previously combined along with CAHA-48, CAHA-63 through CAHA-66, and CAHA-67 through CAHA-69 as part of CAHA-15 when it was equated with nearly the whole of Little Kinnakeet village. This newly designated site corresponds with Wild's (1992:Figure 3) Site Area 4. Wild (1992) reports very little concerning this site, but the artifact inventory submitted for items collected at the site during the project include pearlware, whiteware, and Albany slipped stoneware suggesting an early to mid 19th century domestic site. It is also notable that this site appears to correspond with one of the open rectangular areas shown on the 1881 U.S. Coast Survey chart, which could be intended to represent an abandoned home site.

CAHA-67 UNNAMED SITE (SITE AREA 5)

CAHA-67 is one of the sites previously combined along with CAHA-48, CAHA-63 through CAHA-66, CAHA-68, and CAHA-69 as part of CAHA-15 when it was equated with nearly the whole of Little Kinnakeet village. This newly designated site corresponds with Wild's (1992:Figure 3) Site Area 5. Wild (1992) reports very little concerning this site, but the artifact inventory submitted for items collected at the site during the project include creamware, pearlware, and whiteware pottery suggesting a late 18th to mid 19th century domestic site. It is also notable that this site appears to correspond with one of the open rectangular areas shown on the 1881 U.S. Coast Survey chart, which could be intended to represent an abandoned home site.

CAHA-68 UNNAMED SITE (SITE AREA 6)

CAHA-68 is one of the sites previously combined along with CAHA-48, CAHA-64 through CAHA-67, and CAHA-69 as part of CAHA-15 when it was equated with nearly the whole of Little Kinnakeet village. This newly designated site corresponds with Wild's (1992:Figure 3) Site Area 6. Wild (1992) reports very little concerning this site, but the artifact inventory submitted for items collected at the site during the project include creamware, pearlware, and whiteware pottery suggesting a late 18th to mid 19th century domestic site.

CAHA-69 UNNAMED SITE (SITE AREA 7)

CAHA-69 is one of the sites previously combined along with CAHA-48 and CAHA-63 through CAHA-69 as part of CAHA-15 when it was equated with nearly the whole of Little Kinnakeet village.

This newly designated site corresponds with Wild's (1992:Figure 3) Site Area 7. The site is located approximately 50 m west of the Little Kinnakeet Life-Saving Station (CAHA-38), and could have been treated as part of that site given its proximity, but there is sufficient reason to treat it as a separate site, including the fact that there is cartographic evidence that this locality was occupied as a residence more than two decades before Little Kinnakeet Life-Saving Station was established nearby in 1904.

Archeological features possibly associated with this site were first documented during the surface investigations conducted by the University of North Carolina's Research Labs of Anthropology (UNC-RLA) as part of the Little Kinnakeet Life-Saving Station Historic Grounds Study (Sloat et al. 1988) and were designated Features 19 and 21. Wild (1992:9) reports having found several looter's pits dug within the CAHA-65 area when he and Regina Leabo surveyed the area in 1992, and speculated that this was the location of Harrison Meekins house based on the sketch map drawn from memory by his son, Manson Meekins (see also Sloat et al. 1988:6).

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