

You can stand on Cape Point at Hatteras on a stormy day and watch two oceans come together in an awesome display of savage fury; for there at the Point the northbound Gulf Stream and the cold currents coming down from the Arctic run head-on into each other, tossing their spumy spray a hundred feet or better into the air and dropping sand and shells and sea life at the point of impact. Thus is formed the dreaded Diamond Shoals, its fang-like shifting sand bars pushing seaward to snare the unwary mariner. Seafaring men call it the Graveyard of the Atlantic. Actually, the Graveyard extends along the whole of the North Carolina coast, northward past Chicamacomico, Bodie Island, and Nags Head to Currituck Beach, and southward in gently curving arcs to the points of Cape Lookout and Cape Fear. The bare-ribbed skeletons of countless ships are buried there; some covered only by water, with a lone spar or funnel or rusting winch showing above the surface; others burrowed deep in the sands, their final resting place known only to the men who went down with them.

From the days of the earliest New World explorations, mariners have known the Graveyard of the Atlantic, have held it in understandable awe, yet have persisted in risking their vessels and their lives in its treacherous waters. Actually, they had no choice in the matter, for a combination of currents, winds, geography, and economics have conspired to force many of them to sail along the North Carolina coast if they wanted to sail at all!

Thus begins David Stick's Graveyard of the Atlantic (1952), a thoroughly researched, comprehensive, and finely-crafted history of shipwrecks along the entire coast of North Carolina. This present study takes as its subject only the general vicinity of Beaufort Inlet (Formerly Topsail or Old Topsail Inlet), Shackleford Banks, and Cape Lookout - - the area chosen for the 1982 Underwater Archaeology Field School to be conducted jointly by East Carolina University and the Underwater Archaeology Branch of the North Carolina Division of Archives and History. An attempt will be made to present a general overview of the maritime history of this area through the early years of the twentieth century and to bring together, in the appendixes, specific information concerning its many shipwrecks.

Prior to modern times, by far the greatest volume of maritime traffic along the coast of North Carolina was comprised of small vessels engaged in the coastal trade. Also passing along the coast, however, were numerous larger vessels, bound to and from South American, West Indian, and Gulf Coast ports, and, more surprisingly, vessels of many nationalities engaged in transoceanic trade. The explanation for this last category of vessels is to be found in the northward flow of the Gulf Stream along the coast of North Carolina. This powerful current, especially important prior to the advent of steam, was first used by seafaring men more than four hundred years ago:

Spanish explorers learned, even before our coast was first settled by Europeans, that they could save considerable time on their return voyage from the Caribbean to Spain by taking advantage of the Gulf Stream current, travelling northward along the coast until they sighted Cape Hatteras, then bearing east for the shorter trip across the Atlantic. And, by the same token, the vessels bound to this hemisphere soon devised a system of

sailing southward along the coast of Europe and Africa until they reached the Canary Islands, then crossing in the Equatorial Current to the West Indies, and finally moving up the coast with the aid of that same Gulf Stream.

In either case the first land jutting out across their path on the run northward was the section of the Carolina outer banks extending like a huge net from the South Carolina border to Cape Hatteras, a long, sweeping series of shoal-infested bights and capes and inlets, laid out as if by perverted human design to trap the northbound voyager.²

Though arguably less hazardous to shipping than Cape Hatteras some seventy miles to the north, Cape Lookout, with its extensive shoals, has been dreaded and feared by mariners since the earliest voyages along the North Carolina coast. On the White-De Bry Map of 1590, Cape Lookout was ominously identified as “Promontorium tremendum,” and already on this map there was an indication of dangerous shoals extending some ten leagues seaward. On the Mercator-Hondius Map of 1606, Cape Lookout was labeled “C of faire id est, Prom. tremendum”- - a confusion perfected on the Velasco Map of about 1611 and the Comberford Map of 1657, both of which identified the cape simply as “Cape Feare.” It was not until the Ogilby Map of about 1672, drawn well before the permanent settlement of either area, that Cape Lookout and Cape Fear were given the clearly separate names which they bear today. Regardless of the name given to it by the early cartographers, it is apparent that Cape Lookout and its appended shoals had already earned a reputation among seafaring men as an area of considerable danger.

Because of the paucity and inadequacy of early records, we cannot hope even to approximate the number of vessels which were lost in the Cape Lookout area during the sixteenth, seventeenth, and eighteenth centuries, though doubtless there were many. A careful examination of published sources and some additional research in documentary sources have yielded information on only half a score of shipwrecks in the area prior to the nineteenth century. In contrast to this, the same efforts have produced information on some seventy-eight wrecks from the nineteenth and twentieth centuries.³

Ironically, Cape Lookout has also served as a haven or harbor of refuge to storm-tossed mariners since at least the first half of the eighteenth century. Threatened or partially disabled vessels have often found welcome protection in the lee or bight of the Cape, especially against storms blowing out of the north or east, the directions from which most storms come along this section of the coast.⁴

The first man to sail along the Outer Banks of North Carolina may well have been the Italian explorer, Giovanni Verrazzano, in 1524, at which time he mistook the sounds of the area to be the famed “oriental sea,” which was believed to stretch eastward to “India, China, and Cathay.”⁵ Throughout much of the subsequent sixteenth century, Spanish mariners passed along the Outer Banks on their circuitous voyages from the West Indies and Central America to Europe, their vessels heavily laden with treasure.⁶ During the seventeenth century, the ships of several nations plied the

waters off the coast of North Carolina, while English colonies were planted up and down the Atlantic seaboard, populations grew, and trading patterns were established.

Prior to and during the early stages of white settlement in the vicinity of Cape Lookout and present-day Beaufort, the area was inhabited by the Coree Indians. These people seem to have occupied Harkers Island and the shores of Core Sound, and to have been frequent visitors of Cape Lookout itself. On several occasions they were said to have been taken captive by their enemies, the Machapungos, and to have been sold into slavery to early English settlers. Both the Machapungos and the Corees joined with the Tuscarora Confederacy in 1711 and participated in the ensuing Tuscarora Wars. In 1713 acting Governor Thomas Pollock found it necessary to station a garrison in the Core Sound area “to guard the people there from some few of the Cores that lurk thereabout.” During the course of the bloody Tuscarora Wars, both the Machapungos and the Corees came very near to extinction.⁷ The few remaining Corees appear to have had little or no impact on the subsequent history and development of the area, but they lent their names permanently to Core Banks and Core Sound.

Although the Beaufort Inlet, Cape Lookout and future Beaufort areas had long been known to seafaring men, permanent white settlement did not get underway until the early years of the eighteenth century. In 1713 John Porter secured a grant for 7,000 acres of the Outer Banks in this vicinity, extending from old Drum Inlet southward to what was then known as Topsail or Old Topsail Inlet. The Porter grant was soon acquired by two brothers-in-law, John Shackleford and Enoch Ward, who proceeded to divide the property in 1723. This division resulted in Shackleford’s acquiring Cape Lookout and the western portion of the Porter grant and in Ward’s taking possession of the eastern portion. With the passage of time the original Shackleford property came to be known as Shackleford Banks, while the Ward property retained the more general designation, Core Banks.⁸ Despite this early acquisition of Core Banks and Shackleford Banks, it was apparently not until after Shackleford’s death in 1734 that his heirs and Ward began to sell small tracts of land to resident owners.⁹ Nearby Harkers Island, originally known as Crany Island or Crane Island, appears to have been first granted to Farnifold Green in the early years of the eighteenth century. The 2,400 acre island was subsequently owned by Thomas Pollock and his son George Pollock, until its purchase by Ebenezer Harker in 1730. Harker soon established a residence on the island, and it bears his name to the present day.¹⁰

Among the earliest residents of Shackleford Banks and Cape Lookout were whalers, who established camps and rudimentary shelters there. As early as 1681 the Lord Proprietors of Carolina had attempted to encourage whaling activity along the coast by relinquishing the exclusive rights to whales which had been granted them under the Fundamental Constitutions. Inhabitants of the province were given “free leave” by the Proprietors to take whales and to enjoy all profits from the

sale of oil, bone, and other whale products. This “free leave” was renewed in 1691 for a period of twenty years, but Carolinians apparently took little advantage of this concession other than process the giant mammals which chanced to wash ashore.¹¹

In the 1720s, however, New England immigrants to the Beaufort area began to engage regularly in whaling activity, using Cape Lookout and the immediate vicinity as their base of operations. In 1726 the New England whaler Samuel Chadwick was issued a permit “to fish for whale or other Royall fish on the Seay Coast” of North Carolina, and he apparently was soon joined by three other men. During the following year, Josiah Doty, “Master of a Sloop or Ship with a great Company of men and Severall Boats with Tackle and stores under his care,” reportedly took “a great number of whales” off Cape Lookout. It was about this time that Cape Lookout became the headquarters not only of the New England whalers, but of shore-based, local whalers as well.¹² In 1715, 1730, and 1754 the governors of North Carolina were specifically instructed to lend their encouragement to the whaling industry along the coast.¹³ When Governor Arthur Dobbs visited Cape Lookout in 1755, he noted that “whale fishers from the Northward” were using Cape Lookout Bight as a base of operations, and that they perineally carried on there “a considerable fishery from Christmas to April.”¹⁴

The extent of shore-based whaling activity by local residents cannot be determined, but there are clear indications that one or more crews were at work throughout the colonial period and, subsequently, until the end of the nineteenth century. Deeds of the 1750s made specific references to whaling privileges and to a landing situated on “Point Look Out Bay.” By the mid-1760s Caleb Davis was operating an ordinary at his residence on the eastern shore of Cape Lookout Bay; and when Captain Jacob Lobb of the H.M.S. *Viper* surveyed Cape Lookout in 1764, he recorded several buildings just west of the Cape which he identified as “Whalers Hutts.”¹⁵

On one early occasion, when the town of Beaufort was very much in its infancy, the Topsail Inlet area was the scene of a bizarre incident involving the pirates Blackbeard and Stede Bonnet. In addition to this, it is quite possible that the inlet and Cape Lookout Bay served on other occasions as bases of operation or as points of rendezvous for pirates and their vessels during the brief period when piracy flourished on the coast of North Carolina.

In the spring of 1718, after approximately two years of successful activity as a pirate, the notorious Blackbeard (or Edward Teach) began to prey systematically upon the merchant vessels passing along the Outer Banks. Just within Topsail Inlet, at the end of a northward voyage from Charleston, he is thought to have intentionally run his sloop, the *Queen Anne's Revenge*, ashore. Another vessel was also run aground nearby, both as parts of a scheme by Blackbeard to sever his association with Bonnet and secure the lion's share of the accumulated booty for himself. In carrying out this scheme, he also found it expedient to maroon a large number of his erstwhile crewmen on a

deserted island, possibly near the mouth of Bogue Sound. The incident at Topsail Inlet was later described by the English novelist and journalist Daniel Defoe, in a pseudonymous account first published in 1724:

Teach began now to think of breaking up the Company, and securing the Money and the best of the Effects for himself, and some others of his Companions he had most Friendship for, and to cheat the rest: Accordingly, on Pretence of running into Topsail Inlet to clean, he grounded his ship /*Queen Anne's Revenge*/, and then, as if it had been done undesignedly, and by Accident; he ordered /Israel? Hand's Sloop to come to his Assistance, and get him off again, which he endeavoring to do, ran the Sloop on Shore near the other, and so both were lost. This done, Teach goes into the Tender Sloop, with forty Hands, and leaves the *Revenge* there; then takes seventeen others and maroons them upon a small sandy Island, about a League from the Main, where there was neither Bird, Beast, or Herb for their subsistence, and where they must have perished if Major Bonnet had not two Days after taken them off.¹⁶

Although both the *Queen Anne's Revenge* and the other sloop were run ashore deliberately inside Topsail Inlet, there is no indication in the sources that these vessels were ever gotten free. Indeed, there are several references to their being “lost” due to the heavy damage they had sustained. Blackbeard’s remaining exploits as a pirate involved the sloop *Adventure*; and it was aboard the *Adventure* that he was subsequently slain, at Ocracoke Inlet, by Lt. Robert Maynard of the Royal Navy.¹⁷ Blackbeard’s unmourned death essentially brought to an end the large scale piracy which had flourished briefly along the Outer Banks.¹⁸

At the time of the incident at Topsail Inlet, Beaufort was described as a “poor little Village at the upper End of the Harbour.”¹⁹ Originally laid out as a town in 1713, on the land of Robert Turner, Beaufort had experienced a brief boom in the sale of waterfront lots. The sale of lots had soon subsided, however, and relatively few property owners had seen fit to improve their lots or establish permanent residence. In 1722 an order was confirmed by the Lords Proprietors “constituting and appointing the Town of Beaufort a port for the unloading and discharging /of/ Vessels,” and during the following year the town was formally incorporated. Still, Beaufort seemed to stumble in the threshold of development. During the five years following incorporation, the sales of only five lots were recorded; and all of these lots reverted to the town commissioners after two years, due to the failure of their owners to improve them as required.²⁰

From the very beginnings of Beaufort’s history, it was abundantly clear that the development and life of the town would be contingent upon its success as a center of trade, and upon the volume of maritime traffic entering and clearing through Topsail Inlet. Although many inlets existed at various times along the coast of colonial North Carolina, Topsail Inlet was one of only three which achieved long-term commercial importance, the other two being the mouth of the Cape Fear (not, technically,

an inlet) to the south and Ocracoke Inlet to the north.²¹ Topsail Inlet, historically the most stable of all the inlets on the northern banks of North Carolina, was open and relatively safe and deep when the first settlers arrived; and it has remained so to the present.²²

As early as the first decade of the eighteenth century, the explorer, naturalist, and historian, John Lawson, took note of the “fair channel” at Topsail Inlet and of the “good Harbour” which lay within it:

Topsail Inlet is above two Leagues to the westward of Cape Lookout. You have a fair Channel over the Bar, and two Fathom thereon, and a good Harbour in five or six Fathom to come to an Anchor. Your course over this bar is almost N.W. 34° 44’.²³

Throughout the colonial period, contemporary maps and descriptions of Topsail Inlet indicated its depth to be between fifteen and eighteen feet, though this was presumably at high water.²⁴ In 1731 it was stated by Governor George Burrington that vessels drawing as much as twenty feet could clear the bar at Topsail; and during the American Revolution it was even claimed that an “English cruiser drawing 22 feet” had cleared the bar “on an ordinary high tide, but struck lightly several times.”²⁵ In general, however, the passage of a vessel drawing as much as twenty feet would probably have required exceptional conditions of tide and current.

The slow pace of Beaufort’s development as a port town was quickened somewhat in the late 1720s and early 1730s. Still, in 1731 Governor George Burrington described the town as one of “but little success and scarce any inhabitants.”²⁶ In 1737 the naturalist John Brickell described the town as being pleasantly situated, but “small and thinly inhabited.” Indeed, there appears to have been little overall growth in Beaufort from the 1730s until the 1760s.²⁷ As late as 1765 a French traveler, having just visited a whaler’s camp at Cape Lookout, recorded a brief and unflattering description of both Beaufort and its few citizens:

/Beaufort is/a Small village /with/ not above 12 houses, the inhabitants seem miserable, they are very lazy and Indolent, they live mostly on fish and oysters, which they have in great plenty.²⁸

Notwithstanding the relative safety, stability, and depth of Topsail Inlet, the capaciousness of Beaufort Harbor, and its close proximity to the open sea, Beaufort’s growth as a port town was severely hampered by its lack of adequate water or overland connections with the interior. By 1725 there were two rudimentary roads linking Beaufort with areas to the north and east, and a ferry was established for the convenience of travelers between Beaufort and New Bern. Somewhat later,

another road was established westward and southwestward to the White Oak River area.²⁹ Still, Beaufort's growth was effectively stifled by its relative isolation:

When first established, in the second decade of the eighteenth century, Beaufort was the only /North Carolina/ port close to the Ocean, but this proximity alone was apparently not enough to induce many merchants to make it the seat of their operations. Travelers very rarely included the port in their itinerary, since Beaufort was not on the main coastal highway that once passed through all the other seaports.³⁰

To reduce the remoteness of Beaufort and thereby spur its development, a plan was conceived, even before the Revolution, to construct a north-south canal through Clubfoot and Harlows creeks, in order to open an artery for water-borne commerce between Beaufort and New Bern. Legislation was passed as early as 1766 to begin the necessary work. Similar measures followed in 1783 and 1784; yet the long-proposed canal was not finally constructed until the nineteenth century, and even then it did not prove profitable.³¹

Well before active consideration was given to the abortive canal scheme, the more favorably situated New Bern had begun the process of eclipsing Beaufort – increasingly so in the 1760s. Lying in the fork of the Trent and Neuse rivers, and on the major colonial highway running from north to south, New Bern enjoyed tremendous advantages over Beaufort as a center of trade. Merchants and mariners increasingly chose to locate their bases of operations in New Bern rather than Beaufort, and at least some men formerly engaged in maritime activity at Beaufort moved to the more prosperous New Bern, following the flow of trade and commerce. In time, the customs officials at Beaufort were probably transferred to New Bern for the convenience of ship's owners and captains, though it is possible that port officials were stationed in both places.³²

The selection of New Bern as North Carolina's capital in 1765, and the subsequent construction of Tryon's Palace, further accelerated the growth and prominence of New Bern and consigned Beaufort clearly to subordination. In 1773 Governor Josiah Martin, writing from New Bern, observed how the rise of that town had occurred largely at Beaufort's expense:

It is true my Lord, the Town of Beaufort is advantageously situate for commerce, but there are no persons of condition or substance in it, and the Trade that was formerly carried on through that Channel is now derived almost entirely to this Town, since it became the seat of Government, which has promoted its growth exceedingly, by inviting many considerable Merchants to settle in it.³³

The principal exports of Port Beaufort, like those of the other North Carolina ports during the colonial period, consisted overwhelmingly of naval stores (tar, pitch, and turpentine), sawn lumber, shingles, staves, and provisions, especially corn. Naval stores were shipped primarily to Great Britain

and to other American colonies. Corn, pork, beef, and other provisions were shipped mainly to the West Indies and to other American colonies. Lumber and wood products were exported primarily to the West Indies, with lesser amounts going to Great Britain or entered in the American coastal trade.³⁴ Also exported from Port Beaufort were numerous minor commodities, including whale oil and whale bone, deerskins, furs, leather, livestock, fish, bread and flour, beeswax, flaxseed, headings, hogsheads, hoops, oars, masts, wheat, peas, beans, and snakeroot.³⁵

Vessels entering Port Beaufort and the other ports of colonial North Carolina came primarily from the northern colonies, the West Indies, and, to a lesser extent, directly from the British Isles.³⁶ Many vessels trading with North Carolina were involved in a triangular pattern of commerce, sailing from a northern port to North Carolina, thence to the West Indies, and from there back again to their place of origin. Others frequently sailed from a northern port southward to North Carolina, thence to the West Indies, then to Great Britain, and, finally, back to the starting point. Still other vessels regularly plying between North Carolina and the West Indies would convey their cargoes to British Islands, but go to foreign islands to take on their cargoes for the return voyage.³⁷ It is also clear that numerous vessels returned to North Carolina ports in ballast or much less heavily laden than when they departed, because the exports of the colony, consisting almost entirely of raw products, were much bulkier and of less value per unit of weight than the manufactured articles and relatively precious commodities which generally comprised her imports.³⁸

Imports from Great Britain consisted mainly of manufactured goods, including large quantities of cloth. Also imported from Great Britain in considerable quantities were wide varieties of hardware items, household goods, and similar articles, ranging from scythes and saddles to looking-glasses and playing cards. Imports from the West Indies were mainly rum, molasses, brown sugar, and salt, the last commodity coming almost entirely from Turks Island. Other goods from the West Indies included coffee, cocoa, citrus fruits, cotton, and pimento. Coming from other American colonies was a wide variety of miscellaneous goods and foodstuffs, including large quantities of West Indian and New England rum, molasses, sugar, and salt. A large portion of the goods brought to North Carolina from the northern colonies had first been obtained from the West Indies or Great Britain.³⁹

When established in 1722, the Port Beaufort district originally included only those areas trading through Topsail and, to a lesser extent, Bogue and Bear inlets. About 1730, however, New Bern and the rich Neuse and Trent River regions were added to the district, bringing with them the considerable and growing trade which was carried on through Ocracoke Inlet.⁴⁰ It is important to remember that, after about 1730, the few surviving statistics for Port Beaufort reflect the trade of both Beaufort and New Bern. Until about the middle of the eighteenth century, it is likely that

Beaufort and New Bern were roughly equal in the amount of trade which they handled; afterwards, however, New Bern clearly emerged as the senior partner within Port Beaufort.

In terms of its relative standing among the colonial ports of North Carolina, Port Beaufort ranked generally third in importance, behind Port Roanoke and Port Brunswick, but ahead of Port Bath and Port Currituck. During the two years, 1739 and 1740, a total of seventy vessels entered Port Beaufort (thirty in 1739 and forty in 1740), as compared with eighty-four for Port Brunswick, seventy-seven for Port Roanoke, fifty-two for Port Bath, and only three for Port Currituck. During these same years seventy-three vessels cleared outward from Port Beaufort (thirty-six in 1739 and thirty-seven in 1740) as compared with ninety-five for Port Roanoke, seventy-nine for Port Brunswick, forty-six for Bath, and only three for Port Currituck.⁴¹ In 1763 Governor Arthur Dobbs estimated the average number of ships annually entering and clearing from Port Beaufort at seventy-three, while Port Roanoke averaged ninety-seven, Port Brunswick ninety, Bath thirty, and Currituck six.⁴²

During the period 1768 to 1772, Port Beaufort exported roughly twenty-five percent of North Carolina's naval stores, eight percent of her sawn lumber, twelve percent of her shingles, and eighteen percent of her staves. At the same time, Port Beaufort apparently ranked third in the export of the most important provision, corn. Tobacco was exported almost exclusively from Port Roanoke; while nearly all of the relatively unimportant exports, rice and indigo, issued from Port Brunswick.⁴³

In the 1740s Beaufort's normal maritime activity was interrupted or threatened on several occasions by the presence of Spanish privateers, whose vessels rendezvoused in the large natural harbor provided by Cape Lookout Bight. Their use of the bight and their associated activities apparently established a precedent for future generations of mariners and brought about continual agitation for an adequate fortification at Cape Lookout.

During the War of Jenkin's Ear (1739-1744) and the subsequent King George's War (1744-1748), there were recurring Spanish attacks on colonial shipping at various points along the North Carolina coast. In late April and early May of 1741, two Spanish ships captured a total of six vessels along the Outer Banks, operating close to the shore and near the mouths of inlets. In October of the same year a Spanish vessel with a crew of eighty men seized a schooner off Bogue Inlet, only a short distance down the coast from Beaufort. Enjoying almost complete impunity in their raids, the Spanish privateers temporarily established a base of operations on Ocracoke Island. In the summer of 1747 "several small Sloops and Barcalonjos came creeping along the shore from St. Augustine, full of armed men, mostly Mulattoes and Negroes." Eluding the only large British warship in the area, these privateers made several landings along the North Carolina coast, seizing provisions, killing the livestock of Outer Banks residents, and in general doing "a great deal of mischief."⁴⁴

From their anchorage in Cape Lookout Bight, this band of Spanish privateers made their presence felt with special keenness in the Beaufort area. On at least three occasions between June and September of 1747, it was necessary to muster local troops to resist the intruders. Several vessels were taken in the harbor at Beaufort; and on 26 August the privateers put a landing party ashore and actually took possession of the town. Thankfully, the occupation of Beaufort was soon brought to an end by a force of local militiamen under the command of Major Enoch Ward. Unsure of the permanence of their success, these local troops maintained a vigil until late September; but the dreaded return of the Spaniards did not materialize.⁴⁵

Perhaps the first to do so, the Spanish privateers had taken full advantage of the natural harbor within Cape Lookout Bight. Here they could anchor in protected waters, heave down their vessels for cleaning, obtain water and wood from the surrounding area, and maintain a constant watch for vessels sailing along the coast or passing through Topsail Inlet. The Spaniards' use of the bight made an especially strong impression in Governor Arthur Dobbs, who arrived in the colony some seven years after King George's War had ended:

The Harbour . . . is the best and safest from Boston to the Capes of Florida, where a large squadron may lie as safe as in a mill pond, and a safe Bay without it where the whole British navy might ride in safety from all but southerly and south westerly winds, when they might slip and run into the Harbour. This was a receptacle all the last French and Spanish war, where their Privateers resorted, to wood, water, and clean, there being in the Harbour 27 to 3 fathom water steep to the bank, here they lay, got fresh Provisions from the Banks, and great plenty of the best fish and good water with wood for firing, and from their mast head could see every Vessel that passed along the Coast and could in an hour's time be after them.⁴⁶

In the summer of 1750 the Spanish lost a valuable ship and cargo in the Cape Lookout area, where much of their privateering had occurred three years earlier. The vessel lost, the *El Salvador* (or *El Henrico*), was one of five Spanish vessels crippled or sunk along the North Carolina coast during the violent storm of 18 August. These vessels were struck down as they passed northward in the Gulf Stream, en route to Cadiz.⁴⁷

The loss of the *El Salvador*, the only one of the Spanish vessels to go down in the Cape Lookout area, was reported briefly in the account of Don Joseph De Respral Deza of the *Nuestra Señora de Solidad*:

Near Topsail Inlet a Vessel named El Salvador or El Henrico was stove to pieces and is now covered with 7 or 8 feet sand, four of her Crew only saved her Loading 240:000 pieces of Eight Registered besides a large Quantity of Cocoa Chochineal and some Balsam.⁴⁸

In his report, Deza also complained that:

the Master and Crew of a Bermudas Sloop . . . had taken possession of the sails and part of the rigging which had come on shore from the wreck of the El Salvador and . . . /he/ verily believes has got possession of some Chests of Money.⁴⁹

It was further reported that Governor Gabriel Johnston “Immediately Issued his Order for apprehending the said master and Crew and Securing their sloop.”⁵⁰ There appears, however, to be no record of whether this sloop was actually captured; and, in fact, it is not at all clear whether the “Chests of Money,” if taken, came from the *El Salvador* or from some other vessel.

In September of 1750 a report on the Spanish shipwrecks was sent from Williamsburg, Virginia to the British Colonial Office in London. This document contains little additional information on the *El Salvador*, but does offer independent corroboration of her location, as well as the name of her captain, and a further description of her cargo:

A Ship call'd the Salvador under the Command of Don Juan Cruanes Captain and Supercargo was cast away 15 Lgs. To the S. of Ococock /Ocracoke/ Inlet, her Loading consisted of Cocoa, Logwood, and about 140,000 Dollars in Gold and Silver, which Vessel was lost, Cargo, Commander, and all the People but four.⁵¹

Although this last report did not mention Topsail Inlet by name, it should be noted that fifteen leagues is almost exactly the distance from “Ococock Inlet” to what was then Topsail and is now Beaufort Inlet.⁵²

The activities of the Spanish privateers in the 1740s resulted in considerable agitation and support for the erection of adequate fortifications in the area of Topsail Inlet and elsewhere along the North Carolina coast. Governor Arthur Dobbs (1754-1765) was especially vocal in his calls for such fortifications. Soon after his arrival in the colony, Dobbs journeyed to Beaufort to view the site already chosen for a fort in the area, one of four coastal forts earlier proposed under Governor Gabriel Johnston. These four were to include large facilities at Ocracoke and Cape Fear, and smaller ones near Topsail and Bear inlets.⁵³ Finding the chosen site to be within two or three hundred yards of Beaufort itself, Dobbs selected, instead, a site on the Bogue Banks side of Topsail Inlet, within half a mile of the main shipping channel. Here Fort Dobbs was constructed -- Dobbs not only choosing the location but designing the fort as well. When Dobbs inspected the progress of work, however, in June of 1756, he was disappointed to find that the fortification was woefully inadequate. Apparently the structure was never garrisoned. Indeed, when C. J. Sauthier drew his map of the Beaufort area in 1770, Fort Dobbs was shown to be “in ruin.”⁵⁴

Early on, Dobbs began to press for a major fortification at Cape Lookout. Such a fort, he argued, would prevent the use of the bight as a base of hostile operations and, at the same time, complement the bight's use as a harbor of refuge for friendly vessels: “There is an absolute

Necessity of building a fort there, as well for a Safety for our Merchant and small Cruisers, as to prevent our Enemies from lying there in safety”⁵⁵ Dobbs continued to urge the building of a fort at Cape Lookout, even supplying detailed designs himself. The facility he envisioned was to be “a square Fort to contain 2 or 300 men in time of peace, and 500 in time of war.”⁵⁶ Notwithstanding his personal enthusiasm for the project, Dobbs’ repeated proposals fell on deaf ears, and a fortification was not finally erected at Cape Lookout until after the outbreak of the American Revolution.⁵⁷

On 29 June 1756 “A Survey of the Coast about Cape Lookout” was conducted by Arthur Mackay at Governor Dobbs’ request. This survey provides an informative record of how the area appeared in the mid-eighteenth century. Cedar and live oaks were reported to be growing in abundance on Core Banks. And the harbor itself was described as being “secure from all Winds, having no Bar and a wide Channell to go in so that Vessel without Anchors or Cables in a Violent Storm, may ride safe.”⁵⁸

In 1764 another survey of Cape Lookout Bay was conducted by Captain Jacob Lobb of the H.M.S. *Viper*. Lobb’s survey produced an even more detailed record of the depths of water along the western side of the Cape and along the shores of the bay itself.⁵⁹

During the years just prior to the American Revolution, the Beaufort-Cape Lookout area was the scene of severe storms and several little-known maritime disasters. The Virginia Gazette of 19 March 1767, for example, carried the following account of a gale which had occurred on 28 December of the previous year, and had resulted in the total loss of a hapless vessel on Cape Lookout:

The brig *Pompey*, Captain Torbert, bound from this port for North Carolina, was drove ashore, in a gale of wind on the 28th of December last, on Cape Lookout; the vessel entirely lost, but the people, with part of the cargo and rigging happily saved.⁶⁰

In November of 1767 the shipping lanes off the coast of North Carolina were again beset by heavy winds to the great hazard of seafaring men. One vessel was driven southeastward as far as the Bahamas while en route from the Cape Fear to the James River. Moreover, the captain of this vessel, one Mulford, finally arrived with melancholy reports of another vessel severely damaged at Cape Lookout:

By him we learn that Capt. Nicholson, in a sloop, from Martinico for Rhode Island, had put into Cape Lookout inlet a mere wreck, having his sails torn all to pieces; and the vessel had received so much damage in her hull that she was thought unfit for service and the Captain had wrote home for another vessel to fetch his cargo.⁶¹

Two years later word reached Williamsburg that a violent hurricane had ravaged the coast of North Carolina, with a disastrous impact on shipping and on the little town of Beaufort:

A whaling schooner is also come into Old Topsail Inlet, the master of which said he saw hulks of several square rigged and other vessels adrift at sea; also a brig belonging to Norfolk in Virginia, laded with rum, from one of the islands, is ashore to the southward of the said inlet; the people of which were all saved and about 50 hogshead of rum. Much damage is also done to the town of Beaufort, situate in the same inlet; it is said not above four or five houses are left standing; the trees in orchards and the woods are torn up by the roots, in a most surprising manner, and their number incredible.⁶²

In August of 1771 Governor Josiah Martin was chagrined to learn, well after the fact, that “A Spanish ‘Snow’ called the ‘Sta. Catharine,’ had put into Cape Lookout Bay in the greatest distress, having on board the Crews of two ships, with which she had sailed in Company from the Havannah” Information concerning this incident had not come to Martin until long after the vessel had departed and several of its passengers had made their way northward to Virginia.⁶³

Perhaps the worst maritime disaster in the Cape Lookout area just prior to the Revolution occurred on 4 May 1772. According to a contemporary account, this incident involved the loss of a vessel and, with her, seven lives:

We have just received the following melancholy Account, brought to Town /Williamsburg/ last night by one Mr. Richardson, late mate of the Sloop *Sally*, Captain Jesse Hunt, of this Port, who sailed from hence the 29th of April, bound for Charleston, South Carolina.

Captain John Hunt, in the sloop *Sally*, from New York to Charleston, was cast away the 4th of May, on Cape Lookout Shoals, two Leagues from Land; the Vessel and cargo entirely lost, with seven Persons, namely, one Sailor, by Name Swane, a young Woman named Trigler, two children of Mrs. Jacob’s, a Jewess that was going as a Nurse for Major Butler, another Woman that was going to her Husband who is a Blacksmith in Charleston, and a Negro Boy of the Captain’s. The rest of the People, with much Difficulty, got safe to Shore, fifteen in Number, in the Boat, after being in her fifteen Hours.⁶⁴

Last among the area’s known shipwrecks of the pre-Revolutionary period was that of “a large Topsail Schooner,” in the summer of 1773:

By Captain King, from North Carolina, we are informed that a large Topsail Schooner, loaded with Indigo, Coffee, Cotton, Mohogany, etc. commanded by Captain Samuel Oreen, and bound for Providence for this Port /James River, Virginia/, foundered in the Gulf Stream, in the Latitude of Cape Lookout; the vessel went down so quick that the People had just time to get into their Boat, and had scarce got clear of her before she disappeared. They all got on shore at Cape Lookout the 22d of July.⁶⁵

During the American Revolution it was an integral part of British strategy to form a naval blockade along the North Carolina coast. By the spring of 1776 this effort was having a serious impact on trade, in response to which independent armed companies were stationed near key inlets and armed vessels were fitted out to guard the movement of men and supplies vital to the Patriot cause. In the spring of 1778 these temporary expedients gave way to more permanent measures, including the stationing of the galley *Caswell* at Ocracoke and the construction of Fort Hancock at Cape Lookout.⁶⁶

The long-proposed fortification at Cape Lookout, repeatedly advocated by Governor Dobbs and others, was not finally erected until 1778.⁶⁷ At this time its construction was overseen and largely financed by a Frenchman who staunchly supported the Patriot cause, Captain de Cottineau, master and owner of the large French frigate, the *Ferdinand*. De Cottineau was accompanied and assisted in his efforts by another Frenchman, Monsieur de Chevalier de Cambrey, an artillery captain. These two men arrived at Cape Lookout in the spring of 1778, and immediately set about to construct the fortification which would bear the name Fort Hancock, apparently in honor of Enoch Hancock, upon whose land it was built. Following a detailed survey of the area, they selected a site overlooking Cape Lookout Bay, which was seen as an invaluable haven and place of repair and rendezvous.⁶⁸ De Cottineau later observed that the manning of a permanent fortification there by North Carolina troops

could assure a retreat to all Continental vessels as well to a great quantity of strangers . . . /and/ a good shelter against the Winds and the Enemies . . . being the only safe harbour from Cape Henry to Cape Fear, where strangers may go without danger.⁶⁹

De Cottineau's generous offer to construct and partially arm the proposed fortification, largely at his own expense, was eagerly seized upon by Governor Caswell and the other officials with whom he conferred. A private subscription of approximately 1,200 pounds was raised to assist De Cottineau in his efforts, and Carteret County militiamen were placed in readiness to provide the garrison. In time, the North Carolina Assembly also appropriated up to 5,000 pounds to provide additional financing for the project. Within a brief period De Cottineau and De Cambrey brought the fortification near to completion. At the time of their departure from the area, it was estimated that the facility could be "perfected in its capacity" with an additional "15 days work with about 60 men." Boarding the *Ferdinand*, which had been anchored in the bay during construction of the fort, the Frenchmen then sailed northward, with appropriate letters of introduction, to place their services at the disposal of General George Washington. As events were to unfold, Fort Hancock would be garrisoned for only two years, and would experience no significant contact with the enemy. No

vestige of the fort now remains at Cape Lookout, and its precise location on the Cape has never been determined.⁷⁰

Though small and relatively unimportant as a port in the overall scheme of things, Beaufort played a role of at least some significance as a source of supply for the Patriot cause in North Carolina. On 17 September 1777, for example, Joseph Leech wrote from New Bern to Governor Richard Caswell regarding the recent arrivals of ships and cargoes at Beaufort, some forty miles away:

There was a vessel Capt. Gibbins came last week into Beaufort from Providence, with a load of salt, and I have just heard there is 2 or 3 small vessels more, came in there, with salt, and also a ten ton sloop, bound to Baltimore put in there.⁷¹

Several incidents of interest and significance took place in the Beaufort area during the course of the Revolutionary War, finally culminating in Battle of Beaufort, in April of 1782. The first such incident occurred in October of 1777, when Captain Enoch Ward's independent company, headquartered at Beaufort, was able to seize the British schooner *Liverpool*, which was anchored in Cape Lookout Bay. The North Carolina Gazette of 24 October carried the following account of the recent coup:

Since our last, Capt. Ward, of the Independent Company stationed on Core Banks, has taken a Prize Schooner called *Liverpool*, commanded by Capt. Mayes, from Providence to New York, loaded with fruit and Turtle for Lord Howe. This vessel put into Cape Lookout Bay, under the sanction of a Pretended Friend, but Capt. Ward's Vigilance soon discovered her to be an Enemy, and in the night boarded her with some of his Company, and took her. She is about 30 tons, has been fitted as a Privateer, and now mounts several Swivels, and is reported a very fast Sailer.⁷²

During the following year the British gained ample revenge for the loss of the *Liverpool*. In May of 1778 Captain John Goodrich, aboard a ten-ton sloop, sailed through Topsail Inlet and destroyed a brig which was anchored near Beaufort. On 15 May the North Carolina Gazette carried the following brief report of the encounter:

A few days ago . . . Captain Goodrich decoyed the pilots at Old Topsail Inlet, came in and took a brig, a prize sent in by the continental frigate *Rauleigh*, and a vessel just arrived from Charlestown with a valuable cargo and a large sum of money on board. He endeavoured to carry off the brig, but not being able to get her out, set her on fire and left her.⁷³

The American Revolution gave added impetus to the fledgling shipbuilding industry in North Carolina in general; and the Beaufort area seems to have been no exception. The local shipbuilding industry had been carried on since the earliest days of Beaufort's existence. Moreover, in addition to the shipyards at Beaufort proper, there was also a similar facility on nearby Harker's Island by 1752.⁷⁴

An example of the shipbuilding which occurred at Beaufort during the Revolution is provided by the North Carolina Gazette of 15 May 1778, which carried an announcement of a small ship currently nearing completion:

For sale at the town of Beaufort, Carteret County, a new vessel on the stocks, well calculated for a fast sailer . . . Her dimensions are 55 feet keel strait rabber, 11 feet rake forward, 18 and a half feet beak, and 7 feet and a half hold.⁷⁵

The increase in shipbuilding activity begun during the Revolution was to continue along the coast of North Carolina long after the winning of independence.

On the 18th of October 1781 Lord Charles Cornwallis surrendered to General George Washington at Yorktown, Virginia; but numerous engagements were to follow throughout the former American colonies before the Revolution would finally come to an end. One of these engagements directly involved Beaufort and the surrounding area. On the morning of 3 April 1782 three British vessels entered and dropped anchor in Cape Lookout Bay, where they were met by a party of whalers. On the following morning the three vessels entered Topsail Inlet and boldly approached Beaufort, under the direction of local pilots. Their arrival immediately aroused suspicions in the town, and a small force of local militiamen was hastily gathered under the command of Col. John Easton. Following a brief skirmish at the mouth of Taylor's Creek, the British force of regulars and loyalist privateers then moved eastward about half a mile and encamped for the night on Harkers Island. At first light the British troops crossed Taylor's Creek to the northern shore, where they were again engaged by a heavily outnumbered group of militiamen. Soon overcoming this resistance, the invading troops swept westward to begin a short-lived but destructive occupation of Beaufort. During this brief occupation, lasting about one week, the British troops ransacked the town and fanned out into the surrounding countryside in search of valuables and sorely needed provisions. On 12 April the British vessels in Beaufort Harbor were joined by two others. Finally, on 17 April, following negotiations and several skirmishes with increasingly numerous local forces, the British troops ended their occupation of Beaufort and cleared the bar at Topsail Inlet, bound southward for Charleston. Thus ended the Battle of Beaufort, the last incident of significance to occur in the area during the long course of the Revolutionary War.⁷⁶

In the years which followed the Revolution, North Carolina, as a whole, experienced a marked increase in the volume of its maritime trade. Some changes also occurred in the relative importance of trading routes and in the cargoes which entered and cleared through North Carolina's ports. In general, North Carolina saw an increase in trade with the West Indies (especially the non-British islands) and with her sister states, while the amount of trade with Great Britain declined. Chief exports remained naval stores, lumber, wood products, and provisions, albeit in slightly different

proportions than during the colonial period; but the export of tobacco increased dramatically, with a much smaller percentage shipped to Great Britain than had previously been the case. Changes also occurred in the origins of imports, although the nature of these imports remained essentially unchanged. The proportion of goods coming by way of the coasting trade remained relatively stable; but much less was now imported from Great Britain, and much more now came from the West Indies.⁷⁷ With all the changes which had taken place, however, the maritime activity of post-Revolutionary North Carolina did not exhibit a radical departure from that of the late colonial period:

In both the export trade and the import trade, the years immediately following the war were in some respects different from the last decades of the colonial period. The most impressive fact . . . is not that changes had occurred, but rather that the two periods were very similar to each other. In the normal commercial development the Revolution had been a mere abortive interlude, whose chief effects in the post-war years were the increased exportation of tobacco, the smaller trade with the mother country, and the more extensive business with the non-British West Indies. Otherwise, after 1783 commerce slipped back into the old grooves.⁷⁸

During the postwar years Beaufort remained what it had already become in the late colonial period – a small and relatively unimportant port town, progressively eclipsed by New Bern, Wilmington, and Edenton. Indeed, Beaufort, like Bath to the north, slid ever further from the prominence which it had once enjoyed:

Both of them, after an initial phase during which they stood out as two of the most important port towns in the colony, dwindled into unimportance and were overshadowed by Edenton, New Bern and Wilmington. While their decline was not so drastic as that of Brunswick /which had been laid in ruins/, they barely survived as urban settlements and by the end of the eighteenth century had sunk into an obscurity from which they have not since emerged.⁷⁹

In 1806 the inventor, surveyor, and scientist, William Tatham, conducted a survey of the North Carolina coast from Cape Fear to Cape Hatteras. His findings provide considerable information on the Beaufort and Cape Lookout areas in the early years of the nineteenth century. Tatham judged Beaufort Inlet to be the best on the North Carolina Coast, “the channel being generally 3 ¼ to 3 ½ fathoms.” Beaufort itself was described as “a port of Entry, subordinate to Newbern,” but possessing a fairly vigorous, though small, shipbuilding industry:

The Inhabitants of this place build many ships and inferior sized vessels, particularly the Messrs. Pigots (several ingenious brothers and excellent shipwrights) who have built a ship and several other vessels this year; there being five on the stocks while I was in Beaufort.⁸⁰

Considerable fishing activity was reported at Beaufort, including a mullet fishery on Carrot Island, whose catches were shipped to the West Indies.⁸¹ It is interesting to note that Tatham regarded Cape Lookout as being more hazardous to navigation than Cape Hatteras; and he also drew a clear distinction between the residents of the two capes:

Cape Hatteras has wealthy families, strong population, handsome two-story houses and comfortable living.

Cape Look-out has four poor small houses, 4 poor families, 2 very old men, 2 middle aged men & one boy, who all subsist on the fish they catch.⁸²

Four years after the Tatham survey, additional information on maritime activity in the Beaufort area was recorded by Jacob Henry, former representative from Carteret County to the North Carolina House of Commons in 1808-1809. Henry stated that the town of Beaufort contained “five hundred and eighty five souls, seventy four dwelling houses, ten stores, eight shops of different Artisans and a place of worship . . .”⁸³ Perhaps in terms too glowing, Henry went on to observe that the town’s “boundless view of the ocean is continually enlivened with vessels sailing in all directions.”⁸⁴ Henry, like Tatham before him, commented upon the local shipbuilding industry, and upon the fine reputation of the vessels it produced:

The principal trade carried on here is ship building in which they have acquired a very considerable reputation . . . Live oak and Cedar are the timbers principally used by the stock is by no means so abundant as it has been. Some of the swiftest sailors and best built Vessels in the United States have been launch’d here, particularly the Ship Minerva, a well known Packet between Charleston and New York. There are at present five Vessels at the Stocks, two of which are ready to be launch’d.⁸⁵

Finally, Henry took note of the whaling and fishing activities which formed a major source of the area’s jobs and income:

The chief dependence of the people however is on fisheries . . . Something is done every year in the Whale fishery and much more in that of the Porpoise, the oil of which usually sells at forty centers per. gallon. But the most productive fishery as well the most permanent & regular source of profit is that of mullet which appears in these waters the latter end of August in enumerable shoals . . .⁸⁶

Although Cape Lookout and its appended shoals had long been regarded as hazardous to navigation, it was not until the early years of the nineteenth century that measures were taken to ameliorate the situation by erecting a lighthouse. Between 1790 and 1797 Congress had authorized lighthouses at Cape Hatteras, Shell Castle at Ocracoke Inlet, and at Cape Fear; still, no protection was authorized for Cape Lookout. Finally, in 1804, Congress set aside funds for the building of a lighthouse “at or near the pitch /tip/ of Cape Lookout”; and in 1812 the long-awaited lighthouse

was finally put in service. In 1857-1859 this original lighthouse was replaced by the existing 150 foot structure; and in 1873 the present lighthouse was given the distinctive white and black diamond design which it still bears today.⁸⁷

It was also during the early years of the nineteenth century that serious consideration was first given to “erecting a light house, lighted beacon, or buoy” at or near the tip of Cape Lookout Shoals. In 1806 a congressional commission appointed to investigate this proposal stressed the extreme dangers of the area and the need for some means of warning the unwary mariner:

While the commissioners were engaged in surveying the shoals off Lookout, the reflection was frequently forced upon them of the many lives that might be saved, and the great utility and advantage it would be to navigation, could a light house be established on that Cape – but it ought to be of the first magnitude: for the land is low, and cannot be seen more than three leagues, in the clearest weather, from on board a small vessel. The commissioners have often seen vessels, and among them a very fine ship, standing under full sail directly for the center of the breakers, and not any of them perceived their danger, until they were so near that it was with difficulty that they were able to clear the weather part of the shoals; but had a good light house been there, those vessels must have discovered it, and thereby have known the danger of their situation in time to enable them to weather the shoals, even in stormy weather. The commissioners are fully of opinion that Cape Lookout shoals are more destructive to navigation than either Hatteras or Cape Fear shoals.⁸⁸

Despite the commissioners’ recommendation, it was apparently judged impractical or impossible to provide a permanent warning device on treacherous Cape Lookout Shoals at this early date, but the idea was to surface again near the end of the nineteenth century.⁸⁹

In 1808 at least some impetus to Beaufort’s commercial and maritime activities was provided by the construction of Fort Hampton, on the western side of Beaufort Inlet very near the site chosen for Fort Dobbs more than a half century earlier.⁹⁰ Fort Hampton was a small, enclosed, masonry fort mounting five guns and housing a garrison of fifty men. The total cost of its construction was reportedly \$8,863.82.⁹¹ The facility served throughout the War of 1812, but was apparently destroyed by a violent storm which struck the area in 1815 – a storm later described as “being one of the most violent and disastrous ever known upon the coast.”⁹² This storm also wrought significant changes in the physiography of the area. It was reported that “Shackleford’s Point was much affected by the sea,” and that the bar of Beaufort Inlet was “injured so that but 12 feet could be brought over it at low water.” Gradually, the depth of water over the bar recovered from the storm’s damage. By 1830 it had increased to eighteen feet at mean low water, thereafter decreasing slightly to fifteen and a half feet by 1854. During this same period it was reported that the channel over the bar migrated slightly to the south.⁹³

During the War of 1812 Captain Otway Burns of Swansboro used Beaufort and Fort Hampton as bases for his celebrated privateering operations. Indeed, his swift Baltimore clipper, the *Snap Dragon*, was fitted out as a privateer in the Beaufort shipyard of Elijah Pigott. Ranging as far northward as Newfoundland and as far to the south as the Caribbean, Burns and the *Snap Dragon* captured some ten vessels, took 250 prisoners, and seized approximately \$1,000,000 worth of cargo during the first seven months of his privateering exploits. By War's end he is said to have taken a total of twenty-seven British vessels, together with cargoes amounting to \$3,000,000 in value. Some of his prizes were destroyed at sea; others, however, were returned to New Bern or Beaufort to be sold at public auction. After the War, Burns settled down in Beaufort, where he operated a shipbuilding firm for many years. In 1842 he removed northward to Portsmouth, where he died in 1850.⁹⁴

Throughout the War of 1812 there were recurring threats of a British blockade of Beaufort Inlet and of an invasion of Beaufort itself. On 6 July 1814 this latter threat seemed on the verge of materializing when seven British vessels were spotted off Cape Lookout and approaching the bar. Anchoring their vessels off the Cape, the British sent a landing party ashore, which did considerable damage to the lighthouse and two other structures on the Cape before being repulsed by local militia forces. This raid on Cape Lookout proved to Beaufort's nearest brush with the enemy.⁹⁵ The War of 1812 seems actually to have increased the volume of trade through Beaufort. In 1813 the gross revenues of the port increased considerably to \$105,214; at which approximate level they remained throughout the following year as well.⁹⁶

During the decades following the War of 1812, the volume of shipping in general increased dramatically along the coast of North Carolina, as did the number of documented maritime disasters. Accurate charts remained largely non-existent during the period, and the science of navigation was far short of its present sophistication. Weather prediction was uncertain and short-term at best, and the onset of violent winds could scarcely be foreseen. Storm-tossed vessels continued to seek refuge in the lee of North Carolina's capes, but these natural havens often proved areas of disaster themselves due to the sudden shift of winds.⁹⁷ Historian David Stick has listed some 114 vessels as totally lost between 1815 and 1861; and it appears from Stick's work and other sources that twelve ships were lost in the vicinity of Beaufort Inlet and Cape Lookout between 1837 and 1861.⁹⁸ The volume of Beaufort's trade remained relatively modest during the antebellum period; but, even so, there was sufficient traffic to keep the town alive as a minor port, as well as a diversity of other maritime activities, such as whaling, fishing, and shipbuilding.

Whaling continued to be carried on from bases on Shackleford Banks and Cape Lookout. Increasingly, however, whaling in the area was engaged in exclusively by local residents. After 1837 the New England whalers began to concentrate their efforts further to the north, in the open sea off

Cape Hatteras, where a new “sperm-whale cruising ground” had been discovered. Because whaling was a seasonal activity, limited almost exclusively to the period February through April, the shore-based whalers of the Cape Lookout area also engaged in extensive mullet fishing in both the ocean and the sounds. By 1853 a sizable community of whalers and fishermen was established on Shackleford Banks. A larger community was also established in an area designated as “Lookout Woods,” about a mile west of the Cape Lookout Lighthouse.⁹⁹

During the construction of Fort Macon, between 1826 and 1834, Beaufort and the surrounding area were heavily drawn upon for men, materials, and transportation. The site selected for the fort, on the Bogue Banks side of Beaufort Inlet, was very close to the earlier sites of Fort Dobbs and Fort Hampton. This construction activity provided at least a temporary stimulus to the area’s economy and rekindled hopes that Beaufort might, after all, become a major port. Similar hopes had earlier gone aglimmering with the ultimate failure of the Clubfoot and Harlow Creek Canal, joining Beaufort Harbor and the Neuse River.¹⁰⁰ The presence of Fort Macon undoubtedly continued to have some impact on maritime activity in the area after construction was completed in 1834, but the fort’s chief impact would not be felt until the Civil War.

Beginning in the 1850s, and continuing intermittently to the present day, the citizens, mariners, and businessmen of Beaufort have been witnesses to the growth of nearby Morehead City as a rival port town. The development of Sheppard’s Point and the establishment of Morehead City, just across the mouth of the Newport River from Beaufort, came under the guidance and inspiration of John Motley Morehead, governor of North Carolina from 1841 to 1845. When first acquired by Morehead, Sheppard’s Point was said to contain only “the houses of a few folks dotting its shores and looking across the sound to Beaufort.”¹⁰¹ This situation was soon to change dramatically.

According to Morehead’s vision, Morehead City was to serve as a major port facility at the eastern terminus of the Atlantic and North Carolina Railroad, which, with other lines, would stretch across North Carolina from the Atlantic into Tennessee. The final decision to locate the proposed port and rail facility on Sheppard’s Point was reached in 1855. Every detail of the facility was carefully planned by Morehead, who had exceedingly sanguine hopes for its future:

The interior communications by water and land must make this a great commercial city. The vast productions of the fertile valleys of the Roanoke, Tar and Neuse Rivers and the commerce of those great inland seas – the Albemarle, Currituck, Croatan and Pamlico Sounds on the north, whilst Bogue Sound will bear on its bosom, the agricultural products, lumber, naval stores and fine ship timber of the region lying south.

.....
The city of Morehead is situated on a beautiful neck of land or dry plain, almost entirely surrounded by salt water. It will be the first instance of an entire new city on the Atlantic Coast being brought into the market at once; and capitalists may never have

again such an opportunity for good investments, for a great city must and will be built at this place.¹⁰²

The sale of lots in Morehead City began in November of 1857, when sixty lots were sold for a total of \$13,000. By May of 1858 all lots in the town had been sold and the railroad had begun operations. In addition, regular boat service had been established between Morehead City and Beaufort.¹⁰³

In September of 1858 a long and detailed letter from the editor of the Greensboro Patriot described the natural advantages which he believed would lead to a considerable flow of traffic through Beaufort Inlet to the new port facility:

The inlet at Beaufort Harbor is, we understand, about three-quarters of a mile wide, extending from the point on the Shackleford banks on the east to the point at Fort Macon on the west. Ships drawing from eighteen to twenty feet can cross the bar with safety. Ships crossing the bar, enter the harbor near the Shackleford banks, then bear in a westwardly direction toward Fort Macon. From the bar at the inlet, across the Sound to Beaufort, is about three miles, this being about the widest part of the harbor. The channel is in the form of a half-moon, one horn running eastwardly along the Shackleford banks, called Core Sound, and the other westwardly by Morehead and Carolina cities, which are situated on Bogue sounds. The deepest water is along Newport river, which runs in nearly a north direction between Morehead City and Beaufort, touching the railroad wharf in the former place. The main channel is about one mile wide, so that the inside of the channel would be some two miles from Beaufort, though vessels drawing from nine to ten feet water can approach the Beaufort wharves at full tide. Running up the channel about three miles from the bar, we come to the railroad wharf at Morehead City, where vessels drawing eighteen feet can approach with ease, and unload and take in lading with the greatest safety.¹⁰⁴

By March of 1859 Morehead's vision of a major rail and port facility was rapidly becoming a reality. The lengthy and informative report of a visiting observer painted a vivid picture of the work in progress, and of the commerce which had already developed:

The wharf, as you know, is built upon iron screw-piles – a novelty in this country as well as in Europe, and is just finished. And the warehouse built thereon, and the whole structure for enclosing the wharf are raised and will be under cover by the last of next week. The arrangements here for loading and unloading vessels and cars are superior to anything I have witnessed, either North or South. The warehouses, being some fifty-five feet narrower than the wharf, and placed nearer one side of the same; the railroad track forks before reaching the warehouse, and a track runs on each side of the same and between it and the vessels lying at the side of the wharf; so that if the cars are ready, the good are taken directly from the vessel, and put directly on board the cars without delay or cost . . .

Here a steamer drawing twenty feet of water, and the locomotive weighing twenty or thirty tons, with its whole train, may be along side each other; and this, too, on each side of the wharf at the same time, while in front other vessels may be loading or discharging cargoes.

.....
Three vessels are lying at the wharf, loading and discharging cargoes, to wit:
Schr. John Clark, Capt. Sull, from New York, with merchandise. Cargo discharged and loading with Naval Stores and wheat for New York.

Schr. E. J. Talbot, Capt. Pegram, from Boston, loaded with lime; return cargo Naval Stores.

Schr. George D., Capt. Dill, from Charleston, loaded with salt, and to load with Naval Stores for Baltimore. This vessel ran, as I am informed, from Charleston to Morehead City in about 30 hours.

The above vessels are lying at the wharf loading and discharging cargoes.

A barque of some eight hundred tons is expected here tomorrow from Baltimore, chartered to take five thousand barrels rosin direct to Liverpool, a portion of the cargo being now on the wharf.

Schr. Oliver H. Lea is expected here in a day or two, with merchandise from New York for western merchants.

A freight train arrived this evening with fourteen loaded cars, and to load back with merchandise, salt and lime. Salt at 90 cents per sack and lime at 85 cents per barrel from vessels.

I see a good number of houses going up and the population rapidly increasing; indeed there are few places more changed than this since I saw it some twelve months ago.¹⁰⁵

The initial promise of Morehead City as a major rail and port facility was especially galling to the citizens and business interests of Beaufort, because Beaufort had, itself, been considered a hopeful candidate for development instead of Sheppard's Point. On 5 July 1858 a contributor to the Beaufort Journal commiserated with his readers and admonished them not to lose heart:

The last spike has been driven and the trains are now running between Goldsboro and Sheppard's Point (or Morehead City) which is getting to be quite a village.

Ever since the unexpected loss of the terminus of the railroad to Beaufort, her citizens seem to have become discouraged in every attempt to secure for her that position in trade, appearance and prosperity which she should undoubtedly possess. Instead of standing still and grieving over the loss and speculating on the downfall of the town, the citizens should push forward with a determination that such shall not be the result.¹⁰⁶

The early development of Morehead City was, of course, soon disrupted by the Civil War, especially by actions relating to nearby Fort Macon, just across Bogue Sound, on the west side of Beaufort Inlet. On 21 March 1862 Union forces occupied Carolina City, three miles to the west of Morehead City; and on the following day Morehead City itself fell under occupation. On 26 March Union forces crossed over the Newport River and took possession of Beaufort. Finally, Fort Macon fell to the Union forces under General Ambrose E. Burnside and his subordinate commander, General John G. Parke, following extensive preparations by their troops and a fierce one-day siege.¹⁰⁷

The actual siege of Fort Macon was preceded and accompanied by the deployment of Union land forces on Shackleford Banks and Bogue Banks and by considerable activity on the part of Union

naval vessels. Prior to the final engagement, a Union gunboat and one or two smaller vessels took up positions well inside Beaufort Inlet, controlling the approaches and exits of both Bogue and Core sounds. On 22 April several Union vessels dropped anchor near Harker's Island to the east of Beaufort, including the steamer *Alice Price* which served as General Burnside's temporary headquarters. During the day-long siege of the 25th, Union land forces were supported by the small Union fleet which lay off shore, under the command of Captain Samuel Lockwood. Lockwood's fleet bombarded the fort intermittently throughout the day, but was finally forced to withdraw due to rough seas. One Confederate vessel, the bark *Glen*, was reportedly burned by Confederate troops as the fall of Fort Macon grew imminent. On the morning of April 26, the vanquished commander of Fort Macon, Colonel Moses J. White, met with generals Parke and Burnside on Shackleford Banks, where the terms of surrender were offered and accepted.¹⁰⁸

The fall of Fort Macon, together with the previous Union victories at Hatteras Inlet, Roanoke Island, Elizabeth City, New Bern, and Washington, resulted in a firm Union hold on the central and northern portions of the North Carolina coast. Moreover, the occupation of Fort Macon and the surrounding area gave to the Union forces a fine deep-water port and place of rendezvous. In December of 1864 and January of 1865 Beaufort harbor served as an important staging area for the fleets of Admiral David Porter, as they prepared to move southward for assaults on Fort Fisher. The latter fleet, in support of the land forces of General Alfred H. Terry, was reported to contain nearly 300 vessels.¹⁰⁹ During the course of the civil War at least five Confederate vessels were captured at sea in the Cape Lookout area: the schooners *Edwin*, *Julia*, *Revere*, and *Louisa Agnes*, all captured in 1861; and the steamer *Banshee*, which was taken on 21 November 1863, having made sixteen successful runs during the year.¹¹⁰ At least one Confederate vessel was totally lost in the general area as a result of enemy action. On 9 July 1864 the Liverpool-built, side-wheel steamer *Pevensey* was chased ashore and blown up on Bogue Banks, approximately nine miles west of Beaufort Inlet. The site of the *Pevensey* wreck is now reported to be a favorite fishing spot in the area.¹¹¹

In 1871, six years after the Civil War, the federal government began to take an active role in ameliorating maritime disasters by establishing the United States Lifesaving Service. During the year 1874, seven stations were established at various points along the North Carolina coast. Four years later, congress authorized the construction of a similar station at Cape Lookout; but it was not until ten years afterwards that the Cape Lookout Station was finally built, about a mile and a half southwest of the lighthouse. Over the years a total of three such stations were established at various points on Core Banks, and a similar facility was also put in place near Fort Macon, just west of Beaufort Inlet.¹¹²

During the years which followed the establishment of the Cape Lookout Lifesaving station, its surfmen saved the lives of numerous seamen whose vessels had come to grief in the general area.

Because most of these vessels were imperiled on the shoals which jut outward from the cape for ten miles, the crews of the Cape Lookout station were frequently called upon to row for long distances through stormy seas to accomplish their difficult and dangerous rescues. Historian David Stick has recounted in dramatic detail some of the many rescues in which these men participated.¹¹³

The decades following the Civil War saw a continuation and a final cessation of the whaling activity which had been going on in the Cape Lookout area since the first half of the eighteenth century. During this period whaling was carried out almost exclusively by land-based crews of local residents, though a whaling ship still appeared occasionally at the Cape. The last of these vessels from distant ports were the *Daniel Webster* of Provincetown, Massachusetts, which worked the season of 1874-1875; and the *Seychille*, which was present for the 1878-1879 season. Neither vessel took a single whale. The visit of the *Daniel Webster*, however is said to have introduced the use of the whale gun to the shore-based whalers of Cape Lookout.¹¹⁴

During the post-Civil War period, whaling activity in the Cape Lookout area came to be based increasingly on Shackleford Banks, where two sizable communities had developed. The more important and fascinating of these two settlements was Diamond City, which was located a short distance west of the lighthouse, just beyond the Drain or Barden Inlet. The other community was Wades Hammock or Wades Shore, near Beaufort Inlet. The name Diamond City was derived from the distinctive black and white diamond design which was first applied to the Cape Lookout Lighthouse in 1873. At its height Diamond City perhaps contained as many as five hundred people, nearly all of whom obtained their livelihoods directly from the sea.¹¹⁵

In 1879 there were four crews active in the Cape Lookout area during the whaling season, and these crews managed to take five whales. During the following year six crews were at work, but only one whale was taken during the entire season. Whaling crews generally consisted of six men each, and the proceeds from their catches were divided according to a well established and rather complex scheme: one share for each man, one share for each boat, two shares for each gun, each gunner an extra share, and ear steersman an additional one-half share.¹¹⁶ In the United States fisheries report of 1887, the following detailed description was given of whaling activity at Cape Lookout:

The usual plan is for the fishermen to establish camps along the sand hills along the shore . . . , where they live from the last of February to the last of April. When the season arrives for whaling, three crews of six men each unite to form a camp, and proceed to build a house out of rushes in some desirable location near the shore, for protection against the weather. Their boats, usually three in number, and their implements, are placed in readiness on the beach, and a lookout selected, where one man is stationed, to give the signal if whales come in sight.

At this season of the year the whales are moving northward, and their migrations often come within a short distance of the shore, where they are pursued and often captured by the fishermen.

When the whale is overtaken the harpoon is plunged into it. A wooden drag is usually attached to the iron by means of a short line. This is at once thrown out, and the animal is allowed to 'have its run.' Harrassed by the drag, the whale soon turns to fight, when the boats quickly overtake it, and one of the gunners shoots it with an explosive cartridge. When the creature has been killed it is towed to the shore, where it is cut up and the blubber tried out.

The yearly catch of late is about four whales, averaging 1,800 gallons of oil and 500 pounds of bone each, giving the catch a value of \$4,500.¹¹⁷

It is curious to note that the whales taken at Cape Lookout were sometimes given names by the men who took them: "the Mayflower," "the Little Children," "the Lee Whale," "the Tom Martin Whale," "the John Rose Whale," and "the Haint Bin Named Yet" were among the names bestowed. The whales taken in this area were almost always right whales.¹¹⁸

When the whales had been killed at sea they were then towed to shore and floated up on the beach at high tide. Then began the arduous and noisome tasks of butchering the whale, extracting the bone, and rendering the blubber. These operations at Diamond City involved large numbers of men, women, and children, each with their assigned duties. When the whale was fully processed, generally taking about two weeks, the bone and oil were carried to Beaufort for sale and the proceeds were finally distributed.¹¹⁹

The final cessation of whaling activity in the Cape Lookout area seems to have coincided very closely with the death of Diamond City as a community. In the late 1890s there were several storms which caused considerable wind and water damage at Diamond City, and many of its residents began to talk seriously of moving. Previous damage, however, was nothing compared to that wrought by the great hurricane of 1899. This storm completely destroyed numerous homes and buildings and inundated virtually the entire community. Residents now began to move away in large numbers, most of them across Core Sound to Harkers Island. Once begun, the moving did not stop: "It kept up all through 1900 and 1901, and by 1902 there wasn't a house or a person left at Diamond City, only some old deserted shacks and what was left of the graveyards."¹²⁰

Despite the loss of Diamond City and the disappearance of whaling, there remained extensive and varied fishing activity in the Beaufort-Cape Lookout area. In 1879 there were some thirty-seven crews engaged in mullet fishing in Carteret County as a whole, with each crew composed of fifteen to twenty men. Mullet were taken in vast quantities in both the ocean and the sounds, usually during the summer months when other varieties of fish were scarce. Mullet fishermen made their catches with huge drag or hauling nets, two hundred yards or more in length and three to eight feet wide. In

1880 it was reported that “The shipments of salted mullet from this region /Carteret County/ exceed the total shipments from all other portions of the Atlantic coast.” Gradually, however, other areas of the North Carolina coast got involved in the taking of mullet, so that Carteret County’s percentage of the state’s production was reduced to 22 percent by 1902. By 1907 the only mullet fishery still in operation on the area’s ocean shore was at Mullet Pond, near the western end of Shackleford Banks.¹²¹

Menhaden too became an important source of income for the Cape Lookout-Beaufort area. The first processing plant in the state was established on Harker’s Island as early as 1865. In 1873 operations were discontinued on the Island, and plans were laid for the establishment of a similar facility on Cape Lookout. This proposed plant was never established, however, and the scheme was at length abandoned with the loss of \$3,000. By the turn of the century several menhaden plants were in operation at Beaufort and at various points on Bogue and Core sounds.¹²²

Neither Beaufort nor Morehead City experienced much growth as a port or trading center during the late nineteenth and early twentieth centuries. However, the federal government began to play a role in the improvement of Beaufort Inlet in the early 1880s. At this time the controlling depth over the bar was found to be just over fifteen feet, but it was also found that “the harbor entrance was rapidly deteriorating; its width, measured from Fort Macon to Shackleford Point, having increased 500 feet between the years 1864 and 1880.”¹²³ Moreover, the pace of the inlet’s deterioration was increasing alarmingly. During the year 1880 the width of the inlet increased 900 feet further. In an attempt to halt this rapid erosion, jetties were constructed into the inlet from both sides and sand fences were thrown up along the shore. In a period of five years, five jetties were constructed on Schackleford Point and another six on Fort Macon Point. By 1889 the erosion of Beaufort Inlet had been brought under control.¹²⁴

Between 1905 and 1907 the channel across Beaufort Inlet bar was dredged to a depth of twenty feet at mean low water, through use of the suction dredge Cape Fear. In addition to this improvement, a twenty-foot channel, two hundred feet wide, was provided inside the inlet to the wharves at Morehead City. A smaller channel, seven feet deep and 100 feet wide, was provided to the wharves along the Beaufort waterfront. In 1909 a proposal was made to increase the depth of water across the Beaufort Inlet bar to twenty-five feet, but it was decided that the amount and type of commerce passing through the inlet did not justify this further improvement.¹²⁵ Additional proposals were entertained at this time for increasing the depth of the Bulkhead Channel to Beaufort to ten feet, and for providing a channel from Beaufort to connect with inland waterway.¹²⁶ Between 1910 and 1913 facilities were improved along the Beaufort waterfront through the construction of an anchorage basin, 2,000 feet long and two hundred feet wide. Similar and more or less simultaneous work was accomplished along the Morehead City waterfront, where an anchorage basin 200 feet wide

and 1,000 feet long was constructed. It was estimated at this time that ninety-five percent of the 2,250 people in Morehead City derived their livelihoods from the sea.¹²⁷

The several reports submitted by the Army Corps of Engineers between 1907 and 1914 reveal that both Morehead City and Beaufort were important centers of local trade and maritime activities, with the vast majority of vessels at these two ports being fishing boats and small, shallow-draft cargo vessels. In 1907 the following account was given of the area's rather restricted trade and the limited importance of Beaufort Inlet and ocean-going traffic.

The present commerce through the inlet is small, owing in a large measure to the hitherto shallow draft of not generally more than 12 feet at mean low water that could be carried across the bar.

The present annual commerce of Beaufort, N.C., the principal place on the water adjacent to this harbour, amounts to about 64,000 tons annually, valued at \$3,500,000, of which only about one-fourth to one-fifth passes through the inlet.¹²⁸

A potential for growth was clearly seen, however, in the recently completed rail connection between Beaufort and Morehead City, and in the anticipated completion of the inland waterway between Beaufort and Norfolk, Virginia:

The present commercial importance of this harbor as a deep-water harbor is, however, no criterion by which to judge its future. Surrounding conditions have been and are being made such as will materially enlarge and increase its commercial importance.

The Norfolk and Southern Railway Company, which is rapidly becoming quite a power in southern railroad circles, has acquired the old Atlantic and North Carolina Railroad, whose terminus was formerly at Morehead City, and has extended the line into Beaufort.

The harbor is used as a harbor of refuge from the many gales of the Atlantic to a very great and growing extent by launches and yachts passing up and down the coast to southern winter resorts during the fall and spring. Its importance as such will be greatly increased on the completion of the inland waterway to Norfolk, of which this harbor is the southern terminus.¹²⁹

In 1910 eight sailing vessels and twenty gasoline powered vessels were registered at Morehead City – a total of twenty-eight vessels of 320 net tons. In 1911 there were twenty-two sailing vessels and twenty-seven gasoline powered vessels registered at Morehead City – a total of forty nine vessels of 533 net tons. In addition to this, 4,000 passengers were carried to and from Morehead City in 1910, and 5,000 during the following year. Inbound freight for these two years consisted overwhelmingly of lumber, fish, and other sea foods. Outbound freight consisted of ice and general merchandise. A more detailed set of statistics for 1912 was \$895,352.70; while that of outbound cargoes for the same year was only \$77,827.00.¹³⁰

Comparable statistics for Beaufort during the years 1911 and 1912 reveal that Beaufort still remained by far the more prosperous and important of the two rival ports. In 1911 there were 228 sailing vessels and 212 gasoline powered vessels registered at Beaufort – a total of 440 vessels with net registered tonnage of 6,252. In addition, 7,000 passengers were carried to and from Beaufort during the year. In 1912, 175 sailing vessels, 240 gasoline powered vessels, and six barges were registered at Beaufort – a total of 421 vessels with net registered tonnage of 6,005. The number of passengers remained constant at 7,000. The data for Beaufort’s freight traffic were not broken down into incoming and outgoing categories; but it is evident that the cargoes being carried to and from Beaufort were very similar to those of Morehead City. The total valuation of Beaufort’s incoming and outgoing cargoes was \$2,449,228.75 in 1911 and \$2,880,712.15 in 1912, far exceeding the value of Morehead City’s commerce.¹³¹

In 1913 it was reported that twenty-five vessels, varying in length from forty-six to 104 feet, were using Beaufort Harbor as a more or less permanent base of operations:

The first 17 vessels are engaged in the menhaden industry, and are all manned by crews living in Beaufort. It is their custom to leave the harbor early in the morning, during the fishing season, going out to sea for their catch, and returning to this anchorage at night. Nos. 18 and 19 are new vessels engaged in this year’s fishing. Nos. 20 to 25 are freight boats engaged in traffic between Beaufort and Newbern, Norfolk, and Baltimore. In addition to these vessels there are, for about 6 months of the year, from October to April, some 8 or 10 boats engaged in the oyster trade, bringing their cargoes to the oyster factory at Beaufort . . . Also during the months of November and December, and again in March and April, there are from two to six yachts anchored in the harbor every day. About one hundred and forty yachts per year in all anchor for an average of three days each.¹³²

Despite the rather surprising fact that Beaufort remained of greater importance as a port than Morehead City well into the twentieth century, it was clear to some that this would not forever be the case. In 1909 the future supremacy of Morehead City was predicted by an observer who was familiar with the potentials and facilities of both places:

It is not expected that Beaufort will develop much trade that would enter from the ocean via the inlet, as it has no manufacturing nor industrial establishments which would receive or ship by ocean-going vessels. If Beaufort Harbor should ever develop into a commercial port of any consequence, Morehead City is the place where such development would occur, as it is more accessible to deep water.

.....
Beaufort has no adequate terminal and transfer facilities. It has one railroad which has a small wharf for unloading coal, but it has no storehouse or adequate wharfage for transferring freight to and from water transportation.¹³³

While Beaufort and Morehead City carried on their limited and largely local trade during the late nineteenth and early twentieth centuries, mariners plying the major shipping lanes off the coast of North Carolina continued to regard Cape Hatteras and Cape Lookout as major hazards to their safe passage. Between 1 July 1898 and 30 June 1908 some eighty-two vessels were reported to have been totally lost off the North Carolina coast. These losses had also cost the lives of eighty-eight crew members and passengers. It was estimated that about \$1,500,000 in property losses had occurred at or near Cape Hatteras, while some \$200,000 in property had been lost in the vicinity of Cape Lookout.¹³⁴

Not surprisingly, many shipwrecks had themselves become hazards to navigation along the coast of North Carolina and elsewhere. On 20 and 27 February 1891 the Wilmington Weekly Star carried notices that the federal government was taking steps to render these wrecks somewhat less dangerous:

Masters and owners of vessels engaged in the coastwise trade will be glad to know that the commanding Officer of the USS *Yantic* has been ordered to cruise along the coast from Sandy Hook to Charleston, S.C. and to destroy, as far as practicable, all abandoned wrecks which are dangerous to navigation. There are a number of these wrecks on the coast of North Carolina and Virginia.

.....
Off the North Carolina coast the *Yantic* will find . . . the schooner *Dudley Farlin*, twenty-four miles northeast of Bodie Island Light; the schooner *Mollie J. Saunders*, seven miles southeast of the same light; the steamer *Glenrath*, south by west of Cape Lookout Light, four or five miles outside the breakers, and nearly the same bearing two miles further in shore, the steamer *Aberlady Bay*, and a sunken wreck eighteen miles east-northeast of Frying Pan Shoal Lightship.¹³⁵

It will be noted that two of the five wrecks mentioned had occurred in the vicinity of Cape Lookout.

Mariners had long complained that the beam from the Cape Lookout Lighthouse could not be seen from long distances in foul weather, and therefore was inadequate to prevent their coming to grief on Cape Lookout Shoals. As early as 1806 there had been a proposal to erect a lighthouse at or near the tip of the shoals, but this proposal had never been carried out. In 1892 it was recommended, instead, that a lightship be permanently anchored at this location for the protection of vessels and seamen; and, in December of 1904, a lightship was finally put in place. A lightship continued to be stationed on Cape Lookout Shoals until 1933, when it was apparently removed as an economy measure.¹³⁶

Another protective step was taken in the early 1900s at Wreck Point, at the barb of the hook which forms Cape Lookout Bight. A lens lantern was erected there in June of 1900 to assist and guide the reportedly “large number of vessels that seek a lee under Cape Lookout.” In January of

1905 it was found necessary to move this apparatus 150 feet more to the south, “to avoid undermining and upset by the waves.”¹³⁷

Beginning about 1905, there were serious proposals to establish a fully-equipped harbor of refuge for large ocean-going vessels at Cape Lookout. Following an initial investigation, it was reported that:

The harbor, though of limited area, is now in good condition, and is considered very valuable by mariners familiar with it. Perhaps 100 seagoing steamers and sailing vessels and a much larger number of small fishing vessels take refuge in the harbor each year, but . . . most of the seafaring men habitually passing Cape Lookout know the harbor only from hearsay, and are afraid to run in during rough weather, when they most need a refuge.¹³⁸

By 1897 further information had been gathered on the potential and actual use of Cape Lookout Bay as a harbor of refuge:

From the captain of the life-saving station at Cape Lookout I ascertain that, since 1888, 19 schooners, 6 steamships, and 1 bark were disabled or ashore around Cape Lookout that would have been unharmed in all probability, if a safe harbor had been near. Two of these steamships and many of the schooners proved total losses. Unknown wrecks are occasionally discovered on or near the shoals. Nine large vessels have been anchored south of the beach at one time during northeasters. When the wind shifted they had to go to sea. Twenty-two schooners have been seen at one time laying to under the lee of Lookout Shoals during a northeast gale, and 57 vessels have been sighted passing by in one day. The locality is being frequented more and more as seafaring men learn the advantage of it. The great danger at present is being caught in the great bight with a southerly gale.¹³⁹

During the process of considering the establishment of a harbor of refuge at Cape Lookout, there developed a long debate as to whether or not Cape Hatteras would be a more favorable and practical location for such a facility. It was pointed out in a report of 1909 that far more ships had been lost off Cape Hatteras than off Cape Lookout during the preceding decade.¹⁴⁰ Still, Cape Lookout continued to be regarded by many as the proper site for the proposed facility, including the Beaufort agent of the Board of Underwriters of New York, who stated that 500 vessels were already using the bight each year as a safe harbor, “including all classes of vessels ranging in size from 50 to 1,000 tons.”¹⁴¹ The keeper of the Cape Lookout Lighthouse was also a strong proponent of the Cape Lookout site, pointing out the extent of its use and the heavy flow of shipping in the area:

/The keeper/ states that 19 or more large coasting schooners have been at anchor there at one time, and that the harbor is used more and more each year . . . He states further that there were counted passing in sight of the cape last year 378 schooners and 155 steamships, which, of course, is not anything near the number passing annually, for they cannot approach nearer than 10 miles to clear Lookout shoals, and in thick weather and at night they cannot be seen. Many also pass out of site of land. This indicates,

however, how close the proposed harbor is to the usual tack of north and south bound vessels.¹⁴²

After years of consideration and discussion, engineers finally began work at Cape Lookout in 1913, starting with the construction of sand fences to stabilize the shoreline. It was hoped not only to make Cape Lookout Bight a harbor of refuge, but also to establish there a major seaport, by the construction of transfer and terminal facilities and by linking the area with the railroad at Beaufort. In 1914 construction was begun on a projected 7,050 foot stone breakwater, projecting outward from the tip of the bight in a northwestward direction. All work on the project, however, was soon disrupted by World War I. In 1918 it was discontinued altogether, after an expenditure of more than \$1,250,000, and with 4,800 feet of the breakwater completed. The stone breakwater, the sole reminder of the ambitious harbor scheme, can still be seen at extreme low water.¹⁴³

It does not fall within the scope of this report to give a detailed account of the maritime history of the Beaufort Inlet-Cape Lookout area since the early years of the twentieth century. That task has been taken up by another researcher, who will participate in the 1982 Underwater Archaeology Field School.¹⁴⁴ Only the high points of this recent history will be touched upon in the concluding passages which follow.

In both World War I and World War II Cape Lookout Bay served as a gathering place and staging area for convoys bound for Europe with men and supplies. Indeed, during the latter conflict, the security of the naturally protected anchorage was enhanced by stretching a submarine net across its entrance and placing mines at strategic points.¹⁴⁵ Outside the bay, however, attacks by German submarines had damaging and sometimes tragic effects on coastal shipping, especially during World War II. On the night of 18 March 1942, for example, German submarines sank three tankers in the Cape Lookout area: the *Papoose*, the *W. E. Hutton*, and the *E. M. Clark*. Only five days later U-boats also sank the tanker *Naeco* in the same general vicinity.¹⁴⁶

In mid-April of 1942 more effective measures began to be taken to minimize the destruction of coastal shipping by Nazi submarines, both off Cape Lookout and along the North Carolina coast in general. Coastal communities were systematically blacked out; a more efficient convoy system was devised; and additional planes and patrol vessels were pressed into service. From this time until the end of the war, the loss of friendly vessels occurred less frequently and at far greater cost to the German raiders.¹⁴⁷

During the years 1926-1938 the federal government considerably improved the potentials of the Port of Morehead City by increasing the depth of the channel from Beaufort Inlet to thirty feet. It was about this same time that terminal and docking facilities were expanded. Even with these improvements, however, the volume of general cargo traffic remained fairly low during the next two

decades, with the growth of trade restricted primarily to bulk liquid cargoes. In the mid-1950s additional improvements were made at Morehead City. By the summer of 1954 work had nearly been completed on a project to widen the thirty foot channel to 300 feet to the terminal facilities, construct a 60 foot turning basin, and dredge a twelve foot channel in Bogue Sound along the city's commercial waterfront.¹⁴⁸ Since the mid-1950s, after a century of largely unfulfilled expectations, Morehead City has developed into a major deepwater port; and Beaufort's long held fear of being commercially eclipsed by its rival has been fully realized.

By 1954 the main shipping channel to Beaufort had been dredged to a depth of twelve feet and a width of one hundred feet – sufficient to accommodate sports and commercial fishing vessels and pleasure craft, but inadequate to handle large, deep-draft cargo vessels.¹⁴⁹ Beaufort, however, has achieved its own success in recent years. Many of its historic homes and buildings have been restored, and the town has become increasingly attractive to permanent residents and to the increasing number of visitors who enjoy its restful and charming atmosphere.

Shackleford Banks and Cape Lookout itself are now embraced within the Cape Lookout National Seashore – a fifty-five mile section of the Outer Banks stretching from Beaufort Inlet northward to Ocracoke Inlet. Established as a national park in 1976, this largely unspoiled area is to be left in its natural state, with park facilities and other improvements kept to a bare minimum.¹⁵⁰ Unfortunately, the historic Cape Lookout Lighthouse is now gravely threatened by beach erosion after serving for one and a quarter centuries as a protective and familiar landmark for offshore mariners. Very recently, moreover, the Coast Guard station at Cape Lookout was decommissioned, severing an historic link with the many heroic rescues of the past.

The waters off Cape Lookout still hold their perils for unwary mariners; but these remaining perils seem to differ in both degree and kind from those which faced seafaring men before the advent of modern technology. Steel has replaced wood in the hulls of their ships, and the mysteries and hunches of navigation and weather prediction have been reduced to scientific precision. Never again will men and their vessels be so completely subject to the caprice of Nature as they deliver their passengers and cargoes along the North Carolina coast. This cannot be regretted from the point of view of either commercial or humane considerations; yet, as David Stick pointed out three decades ago, some intangible things of great value have been lost as a result of modern improvements and greater safety:

There still is an occasional shipwreck along our coast; several ships have been lost since the end of World War II . . .

There undoubtedly will be other shipwrecks in the years to come, but the glamor has gone out of it - - the glamor, and the romance, and most of the mystery and suspense.¹⁵¹

Footnotes

¹David Stick, Graveyard of the Atlantic: Shipwrecks on the North Carolina Coast (Chapel Hill: The University of North Carolina Press, 1952), 1-2.

²Stick, Graveyard of the Atlantic, 2-3.

³For documented lists of verified shipwrecks and vessels “probably lost” in the area of Cape Lookout, see appendixes to this report. By far the most valuable sources of shipwreck information were David Stick’s Graveyard of the Atlantic (1952) and his supplementary unpublished “List of Vessels Probably Lost on the North Carolina Coast.” Lists of shipwrecks published since 1952 have, to a great extent, merely duplicated Stick’s information.

⁴F. Ross Holland, Jr., A Survey History of Cape Lookout National Seashore (Washington: United States Department of Interior, 1968), 5-6. Hereinafter cited as Holland, Cape Lookout National Seashore.

⁵David Stick, The Outer Banks of North Carolina, 1584-1958 (Chapel Hill: The University of North Carolina Press, 1958), 12-13.

⁶Stick, Outer Banks, 12.

⁷Stick, Outer Banks, 26-27 and 308; and Charles L. Paul, “Colonial Beaufort,” North Carolina Historical Review (1965), 143.

⁸Stick, Outer Banks, 184-185, and 308.

⁹Stick, Outer Banks, 32-33.

¹⁰Stick, Outer Banks, 185 and 318; and Paul, “Colonial Beaufort,” 150 n. According to Stick, the island was first granted to Thomas Sparrow rather than Farnifold Green.

¹¹Robert J. Cain, editor, North Carolina Higher Court Minutes, 1724-1730, volume VI in The Colonial Records of North Carolina /Second Series/ (Raleigh: North Carolina Division of Archives and History, 1981), xxi; and William L. Saunders, editor, Colonial Records of North Carolina, 10 vols. (Raleigh: State of North Carolina, 1886-1890, I, 338.

¹²Stick, Outer Banks, 33-34 and 185.

¹³Holland, Cape Lookout National Seashore, 11; and Colonial Records of N.C., II, 175.

¹⁴Holland, Cape Lookout National Seashore, 11; and Colonial Records of N.C., V, 346.

¹⁵Stick, Outer Banks, 185; Charles L. Paul, Beaufort, North Carolina: Its Development as a Colonial Town,” North Carolina Historical Review (1970), 384-385.

¹⁶Charles Johnson /pseudonym for Daniel Defoe/, A General History of the Pyrates, edited by Manuel Schonhorn (Columbia: University of South Carolina Press, 1972. First published, London, 1724), 75.

¹⁷Johnson/Defoe/, A General History of the Pyrates, 71, 75, 83, and 97; Robert E. Lee, Blackbeard the Pirate: A Reappraisal of His Life and Times (Winston-Salem; John F. Blair, 1974), 50-55, and 186; and Stick, Outer Banks, 28-32. According to Defoe, the sloop *Queen Anne's Revenge* formerly had been a "large French Guiney Man," which Blackbeard had captured in the West Indies in 1717, while it was "bound to Martinico /Martinique/." He had then mounted her with forty guns and changed her name.

¹⁸Stick, Outer Banks, 32.

¹⁹Johnson/Defoe/, A General History of the Pyrates, 97.

²⁰Paul, "Beaufort, North Carolina," 370-373; and Paul, "Colonial Beaufort," 147.

²¹Charles Christopher Crittenden, The Commerce of North, 1763-1789 (New Haven: Yale University Press, 1936), 3-4.

²²Stick, Outer Banks, 312.

²³John Lawson, A New Voyage to Carolina, edited by Hugh T. Lefler (Chapel Hill: The University of North Carolina Press, 1967), 72.

²⁴United States Congress, 33rd Congress, 1st Session. Senate Executive Document, No. 78, pp. 2-3; and Crittenden, Commerce of North Carolina, 4, n.5. Crittenden estimates the low water depth to have been about twelve feet.

²⁵United States Congress, 33rd Congress, 1st Session. Senate Executive Document, No. 78, p. 3; Colonial Records of N. C., III, 210; and Stick, Outer Banks, 312.

²⁶Paul, "Beaufort, North Carolina," 376-377.

²⁷Paul, "Beaufort, North Carolina," 376-378.

²⁸Paul, "Colonial Beaufort," 148.

²⁹Paul, "Beaufort, North Carolina," 374.

³⁰Harry Roy Merrens, Colonial North Carolina in the Eighteenth Century: A Study in Historical Geography (Chapel Hill: The University of North Carolina Press, 1964), 154-155.

³¹Crittenden, Commerce of North Carolina, 7; and Margaret E. Herrman, "Beaufort, North Carolina, 1800-1830" (Masters thesis, University of North Carolina at chapel Hill, 1970), 65.

³²Crittenden, Commerce of North Carolina, 42; Merrens, Colonial North Carolina, 149-150; and Jean Bruyere Kell, North Carolina's Coastal Carteret County During the American Revolution, 1765-1785 (Greenville: Era Press, 1975), 2-3. Hereinafter cited as Kell, Carteret County.

³³Colonial Records of N. C., IX, 636-637.

³⁴Crittenden, Commerce of North Carolina, 71-75; Merrens, Colonial North Carolina, 88-127; and "Exports from the Port of Beaufort from the 5th of January 1768 to the 5th of January 1769." Xerox copy in British Records, Admiralty, Class 7, vol. 592, North Carolina State Archives, Raleigh

North Carolina. Hereinafter cited as “Exports from the Port of Beaufort,” North Carolina State Archives.

³⁵“Exports from the Port of Beaufort,” North Carolina State Archives; Crittenden, Commerce of North Carolina, 71-75; and Merrens, Colonial North Carolina, 88-127.

³⁶Crittenden, Commerce of North Carolina, 77-78.

³⁷Crittenden, Commerce of North Carolina, 79 and 79, n.4.

³⁸Crittenden, Commerce of North Carolina, 80.

³⁹Crittenden, Commerce of North Carolina, 80-83; and “Imports into the Port of Beaufort from the 5th of January 1768 to the 5th of January 1769.” Xerox copy in British Records, Admiralty, Class 7, vol. 592, North Carolina State Archives, Raleigh, North Carolina.

⁴⁰Crittenden, Commerce of North Carolina, 42; and Colonial Records of N.C., IV, 169.

⁴¹British Museum, Additional Manuscripts, vol. 33028, f.400. Xerox copy in British Records, North Carolina State Archives, Raleigh, North Carolina.

⁴²Colonial Records of N. C., VI, 968.

⁴³Merrens, Colonial North Carolina, 86-127.

⁴⁴Stick, Outer Banks, 35-37; and Paul, “Beaufort, North Carolina,” 379.

⁴⁵Paul, “Beaufort, North Carolina,” 380-381.

⁴⁶Colonial Records of N. C., V, 598. See also pp. 345-346.

⁴⁷Colonial Records of N. C., IV, 1300-1311; and Stick, Outer Banks, 38-40.

⁴⁸Colonial Records of N. C., IV, 1305.

⁴⁹Colonial Records of N.C., IV, 1305.

⁵⁰Colonial Records of N.C., IV, 1305.

⁵¹Colonial Office, Colonies, Virginia. Original Correspondence, Secretary of State, 1746-1753, CO 5/1338. Xerox copy in British Records, North Carolina State Archives, Raleigh, North Carolina.

⁵²It is highly likely that a great deal of information concerning the El Salvador and other Spanish wrecks of August 1750 reposes in the various archives of Spain, especially in the Archival General de los Indias in Seville.

⁵³Stick, Outer Banks, 37.

⁵⁴Stick, Outer Banks, 40-41; Paul, “Colonial Beaufort,” 381-382; Colonial Records of N.C., V, 159 and 345; and Sauthier Map of 1770, North Carolina State Archives, Raleigh, North Carolina.

⁵⁵Colonial Records of N.C., V, 316.

⁵⁶Colonial Records of N.C., V, 597-598. See also pp. 344-347 and 487.

⁵⁷Holland, Cape Lookout National Seashore, 7; and Paul, "Beaufort, North Carolina," 382-383.

⁵⁸See Map of the Mackay survey in appendixes; and Holland, Cape Lookout National Seashore, 6, n. 4. See also Colonial Records of N.C., V, 159. Cape Lookout was surveyed as early as 1754 by Daniel Dunbidden, whose findings had caught Governor Dobbs's imagination.

⁵⁹See map of Lobb's survey in appendixes; and Stick, Outer Banks, 185.

⁶⁰Virginia Gazette of 19 March 1767.

⁶¹Virginia Gazette of March 1767.

⁶²Virginia Gazette of 2 November 1769. This account was taken from a letter from New Bern, describing damage at Beaufort and elsewhere on the North Carolina coast. The hurricane had occurred on 7 September 1769.

⁶³Kell, Carteret County, 7-8.

⁶⁴Virginia Gazette of 25 June 1772.

⁶⁵Virginia Gazette of 2 September 1773.

⁶⁶Stick, Outer Banks, 45 and 59-60.

⁶⁷On 3 February 1778, in a letter to Governor Richard Caswell, the Wilmington Patriot Cornelius Harnett added his voice to those advocating a fort at Cape Lookout:

Cape Look Out is one of the finest harbours on the American Coast, and would be a Noble Asylum for the Continental and private ships of war, to wood and water, as also a place of security for trading vessels chased by the enemy. I am distressed beyond measure to find our sea coast so much neglected.

See Walter Clark, editor, State Records of North Carolina, 16 vols. (Winston and Goldsboro: State of North Carolina, 1895-1905), XIII, 22.

⁶⁸Stick, Outer Banks, 56-57.

⁶⁹Stick, Outer Banks, 57.

⁷⁰Stick, Outer Banks, 56-63. For a discussion of the evidence concerning Fort Hancock's location, see p. 62 n. See also Holland, Cape Lookout National Seashore, 7-10.

⁷¹Kell, Carteret County, 62-63.

⁷²Stick, Outer Banks, 53; and Kell, Carteret County, 16. See also Crittenden, Commerce of North Carolina, 124-125.

⁷³Stick, Outer Banks, 56; and Kell, Carteret County, 83-84. The fire was finally extinguished, but the vessel was damaged beyond repair.

⁷⁴Charles Christopher Crittenden, "Ships and Shipping in North Carolina, 1763-1789." North Carolina Historical Review (1931), 7-8; and Kell, Carteret County, 2 and 98.

⁷⁵Crittenden, "Ships and Shipping," 7.

⁷⁶Kell, Carteret County, 20-27; and Jeffrey J. Crow's account of the battle in the Highway Historical Marker files, Research Branch, North Carolina Division of Archives and History, Raleigh, North Carolina, "Battle of Beaufort" folder. Highway Historical Marker files hereinafter cited as Highway Marker files, with appropriate folder identification.

⁷⁷Crittenden, Commerce of North Carolina, 158-162.

⁷⁸Crittenden, Commerce of North Carolina, 162.

⁷⁹Merrens, Colonial North Carolina, 154.

⁸⁰William Tatham, "Survey of the Coast of North Carolina from Cape Hatteras to Cape Fear, 1806" (Typed copy of manuscript report. North Carolina Collection of the Louis Round Wilson Library, University of North Carolina at Chapel Hill), 23.

⁸¹Tathan, "Survey of the Coast of N. C., 24-25.

⁸²Tathan, "Survey of the Coast of N.C.," 45-46.

⁸³A. R. Newsome, editor, "A Miscellany from the Thomas Henderson Letter Book, 1810-1811," North Carolina Historical Review (1929), 398-399. Hereinafter cited as Newsome, "Thomas Henderson Letter Book."

⁸⁴Newsome, "Thomas Henderson Letter Book," 398.

⁸⁵Newsome, "Thomas Henderson Letter Book," 399.

⁸⁶Newsome, "Thomas Henderson Letter Book," 399.

⁸⁷Holland, Cape Lookout National Seashore, 24-25, and 31; and Stick, Outer Banks, 309-310.

⁸⁸United State Congress, 9th Congress, 2nd Session. House Report, No. 117, p. 691.

⁸⁹Holland, Cape Lookout National Seashore, 32-33.

⁹⁰Stick, Outer Banks, 41, n.

⁹¹Newsome, "Thomas Henderson Letter Book," 400, n.4.

⁹²United States Congress, 33rd Congress, 1st Session. Senate Executive Document, No. 78, pp. 3-4. According to this document, "the site of old Fort Hampton was entirely destroyed" by the storm of 1815. Another source, however, states that Fort Hampton fell into ruins between 1819 and 1824, and was later engulfed by the southward drift of Beaufort Inlet. See Herrman, "Beaufort, North Carolina," 82.

⁹³United States Congress, 33rd Congress, 1st Session. Senate Executive Document, No. 78, pp. 3-4.

⁹⁴Stick, Outer Banks, 83; and Herrman, “Beaufort, North Carolina,” 32-34.

⁹⁵Herrman, “Beaufort, North Carolina,” 54-56.

⁹⁶United States Congress, 33rd Congress, 1st Session. Senate Executive Document, No. 78, p.3.

⁹⁷Jess Harker and Bill Lovin, The North Carolina Diver’s Handbook: A Guide to Diving in the Graveyard of the Atlantic (Chapel Hill: Marine Graphics, 1976), 14-15.

⁹⁸Stick, Graveyard of the Atlantic, 244-246; and see appendixes to this report.

⁹⁹Stick, Outer Banks, 185-186.

¹⁰⁰Herrman, “Beaufort, North Carolina,” 65 and 87.

¹⁰¹Raleigh News and Observer of 9 June 1907.

¹⁰²Burton A. Konkle, John Motley Morehead and the Development of North Carolina, 1796-1866 (Philadelphia: William J. Campbell, 1922), 339-340.

¹⁰³Konkle, John Motley Morehead, 340-341.

¹⁰⁴Konkle, John Motley Morehead, 341-342.

¹⁰⁵Konkle, John Motley Morehead, 360-361.

¹⁰⁶Quoted in Raleigh News and Observer of 9 June 1907.

¹⁰⁷Stick, Outer Banks, 148-153; Holland, Cape Lookout National Seashore, 29; and Highway Marker files, Fort Macon and Siege of Fort Macon folders.

¹⁰⁸Highway Marker files, Fort Macon and Siege of Fort Macon folders; Stick, Outer Banks, 148-153; and Holland, Cape Lookout National Seashore, 29. Prior to their departure from Core Banks, the Confederate troops stationed there did considerable damage to the Cape Lookout Lighthouse.

¹⁰⁹United States Congress, 58th Congress, 2nd Session. House Document, No. 563, p. 73.

¹¹⁰James A. Pleasants, Jr., “A Partial List of the Vessels Destroyed or Captured off the North Carolina Coast during the Civil War. Abstracted from Marcus W. Price. ‘Ships that Tested the Blockade of the Carolina Ports, 1861 – 1865.’ The American Neptune, July 1948 and The Official Records of the Union and Confederate Navies in the War of the Rebellion” (Unpublished list compiled in 1976 for the North Carolina Division of Archives and History), n.p.

¹¹¹Mrs. Fred Hill, editor, Historic Carteret County, North Carolina (Beaufort: Carteret County Historical Research Association, 1975), 11-13. Picture on p. 13. The *Pevensey* was built in Liverpool by Charles Langley in 1864. She was a 500 ton iron side-wheel steamer with schooner rigging.

¹¹²Stick, Outer Banks, 169-170, 310, and 313; Stick, Graveyard of the Atlantic, 190; and Holland, Cape Lookout National Seashore, 33-36.

¹¹³Stick, Graveyard of the Atlantic, 176-185, 190-191, and passim. See also Holland, Cape Lookout National Seashore, 38. From 1876 to 1904 a U.S. Weather Bureau Station was also located at Cape Lookout.

¹¹⁴Holland, Cape Lookout National Seashore, 13; and Stick, Outer Banks, 186.

¹¹⁵Stick, Outer Banks, 184-190 and 311; and Holland, Cape Lookout National Seashore, 18-19.

¹¹⁶Stick, Outer Banks, 186-187; Holland, Cape Lookout National Seashore, 14-16; and Raleigh News and Observer of 21 September 1941.

¹¹⁷Holland, Cape Lookout National Seashore, 14-15. The sources are somewhat confusing as to whether the crews generally consisted of six or eighteen men. Six seems much more likely to be correct.

¹¹⁸Stick, Outer Banks, 190 and 192; and Holland, Cape Lookout National Seashore, 16. The following are the names of some of the whale boat captains who were active at Cape Lookout in the late nineteenth century: Elsie Guthrie, W. O. Guthrie, James Lewis, Samuel Lewis, John E. Lewis, Samuel Windsor, Josephus Willis, and Rheuben Willis. See the Raleigh News and Observer of 21 September 1941.

¹¹⁹Stick, Outer Banks, 191-192.

¹²⁰Stick, Outer Banks, 192-193. Some of the houses at Diamond City were physically transported across Core Sound and relocated on Harkers Island.

¹²¹Holland, Cape Lookout National Seashore, 20-22.

¹²²Hill, Historic Carteret Country, 16-18.

¹²³Stick, Outer Banks, 312.

¹²⁴Stick, Outer Banks, 312.

¹²⁵United States Congress, 60th Congress, 2nd Session. House document, No. 1454, pp. 1-8; and United States Congress, 61st Congress, 2nd Session. House Document, No. 511, pp. 2-3.

¹²⁶United States Congress, 61st Congress, 2nd Session. House Document, No. 511, pp. 2-3.

¹²⁷United States Congress, 63rd Congress, 2nd Session. House Document, No. 1108, pp. 4-6; and United States Congress, 63rd Congress, 2nd Session. House Document, No. 1022, pp. 1-5.

¹²⁸United States Congress, 60th Congress, 2nd Session. House Document, No. 1454, p.3.

¹²⁹ United States Congress, 60th Congress, 2nd Session. House Document, No. 1454, p.3.

¹³⁰ United States Congress, 63rd Congress, 2nd Session. House Document, No. 1022, pp. 4-11.

¹³¹ United States Congress, 63rd Congress, 2nd Session. House Document, No. 1108, pp. 6-7.

¹³²United States Congress, 63rd Congress, 2nd Session. House Document, No. 1108, p. 5. The twenty-five vessels referred to in this quotation are listed by name on the page cited above, together with the registry number, length, beam, draft, and tonnage of each.

¹³³ United States Congress, 61st Congress, 2nd Session. House Document, No. 511, p. 8.

¹³⁴ United States Congress, 61st Congress, 2nd Session. House Document, No. 315, pp. 5-6.

¹³⁵Wilmington Weekly Star of 20 and 27 February 1891, quoted in Works Progress Administration, General Records, North Carolina Coast Guard Material, North Carolina State Archives, Raleigh, North Carolina.

¹³⁶Holland, Cape Lookout National Seashore, 32-35; and Stick, Outer Banks 310.

¹³⁷Holland Cape Lookout National Seashore, 32.

¹³⁸United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 319, p. 5.

¹³⁹United States Congress, 55th Congress, 2nd Session. House Document, No. 25, p. 6.

¹⁴⁰ United States Congress, 61st Congress, 2nd Session. House Document, No. 315, p. 8.

¹⁴¹ United States Congress, 61st Congress, 2nd Session. House Document, No. 315, p. 4.

¹⁴² United States Congress, 61st Congress, 2nd Session. House Document, No. 315, p. 4. It was also reported that:

About 50 per cent of the cargoes of vessels which now seek shelter in Lookout Bight is guano, coal, and cement, averaging about 500 tons to the vessel. The remaining 50 per cent is lumber, which will average about 500,000 b. m. to the vessel.

¹⁴³Stick, Outer Banks, 182-183 and 310-311. See also the Greensboro Daily News of 31 August 1930. During the year 1928, a decade after the harbor project was abandoned, it was reported that seventy-eight vessels had used Cape Lookout Bight as a harbor: forty-six steamers, three tugs, four barges, six yachts, six sailing vessels, and thirteen "U. S. /naval?/ vessels." In 1930 the controlling depth at the harbor entrance was forty-three feet.

¹⁴⁴The maritime history of the recent period, as well as several other topics scarcely touched upon in this report, will be covered in a report to be submitted by Bryan Watson, a graduate student at East Carolina University.

¹⁴⁵Holland, Cape Lookout National Seashore, 6 and 6, n.3; and Stick, Graveyard of the Atlantic, 237-238.

¹⁴⁶Stick, Graveyard of the Atlantic, 234.

¹⁴⁷Stick, Graveyard of the Atlantic, 237 – 239.

¹⁴⁸For a 1954 map of the channels from Beaufort Inlet to Beaufort and Morehead City, see appendixes.

¹⁴⁹For a 1954 map of the channels from Beaufort Inlet to Beaufort and Morehead City, see appendixes.

¹⁵⁰United States Department of the Interior. Draft General Management Plan, Wilderness Study Development Concept Plan: Cape Lookout National Seashore, North Carolina, May 1980 (Washington, 1980), 1, 6, and 29.

¹⁵¹Stick, Graveyard of the Atlantic, 242.

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_____. 53rd Congress, 3rd Session. House Executive Document, No. 319.

_____. 54th Congress, 1st Session. Senate Document, No. 122.

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- _____. 61st Congress, 2nd Session. House Document, No. 511.
- _____. 62nd Congress, 2nd Session. House Document, No. 528.
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**A List of Vessels
Totally Lost on the Coast of North Carolina
In the Vicinity of Beaufort Inlet and Cape Lookout***

<u>NAME OF VESSEL</u>	<u>TYPE</u>	<u>DATE</u>	<u>LOCATION</u>	<u>OTHER INFORMATION</u>
Wreck ^{1,2,4}	Sloop	1666	Cape Lookout	2 lives lost
<i>El Salvadore</i> ^{1,2}		18 August 1750	Near Topsail Inlet	Only 4 crewmen saved
<i>Pompey</i> ⁶	Brig	28 December 1766	Ashore on Cape Lookout	
<i>Beggars Bennison</i> ⁴	English Merchant Ship	1768	Cape Lookout Shoals	
<i>Betsy</i> ⁴	English Merchant Ship	1771	Topsail Inlet	
Wreck ⁶	Schooner	July 1773	Off Cape Lookout	
<i>Pusey Hall</i> ⁴	American Ship	1790	Cape Lookout	
<i>St. James Planter</i> ⁴	English Merchant Ship	1791	Near Cape Lookout	
<i>Polly</i> ⁴	American Merchant Ship	1793	Near Beaufort	
<i>Christian</i> ⁴	“German Ship”	1799	Near Cape Lookout	
<i>Carroll</i> ^{1,2,3}	Brig	8 February 1837	Cape Lookout, Ashore 1 mi. South of Cape Lookout Light	
<i>William</i> ^{1,2,3}	Schooner	29 August 1837	Off Cape Lookout	
<i>Sarah</i> ¹	Schooner	24 August 1842	Ashore on Cape Lookout	
<i>Tionel</i> ¹	Schooner	4 December 1843	Ashore West of Beaufort Bar	
<i>Kosato</i> ¹		7 September 1844	Ashore on Cape Lookout	
<i>Argon</i> ^{1,2,3}	Schooner	28 December 1844	Cape Lookout	
<i>Delaware</i> ¹	Schooner	13 April 184?	Approximately 4 mi. Southwest of Beaufort Bar	
<i>Charleston II</i> ³	Packet	21 September 1849	Off Cape Lookout	492 Tons, Built 1839, Length 128 ft., Burned
<i>Monterey</i> ^{1,2,3}	Schooner	7 March 1851	Cape Lookout, 1 mi. North of Cape	
<i>Secretary Mary</i> ³	Steamer	7 March 1851	Cape Lookout	153 Tons, Built 1847, Stranded
<i>Walter J. Doyle</i> ^{1,2,3}	Schooner	March 1852	Beaufort Bar	
<i>Sun</i> ^{1,2,3}	Schooner	13 January 1854	Beaufort Inlet	
<i>Pevensy</i> ^{1,2,3}	Blockade Runner	9 June 1864	Bogue Banks, 9 mi. West of Beaufort	
<i>Oninebang</i> ³	Steamer	20 July 1865	Morehead City	186 Tons, Built 1844, Stranded
** <i>Constitution</i> ³	Steamer	26 December 1865	Cape Lookout	944 Tons, Built 1863, stranded, 40 Lives Lost
<i>Fearless</i> ³	Steamer	15 November 1866	Beaufort	128 Tons, Built 1864, Stranded
<i>Jonas Sparks</i> ^{1,2,3}	Schooner	14 April 1867	Beaufort Bar	
<i>Onoia</i> ^{1,2}	Steamer	November 1867	Off Cape Lookout	
<i>Patapsco</i> ^{1,2,3}	Steamer	12 September 1868	8 – 15 mi. Off Cape Lookout	700 Tons, Built 1853, Burned.
<i>Augusta Dinsmore</i> ³	Steamer	11 January 1869	Cape Lookout	850 Tons, Built 1863, Stranded, 21 Lives Lost
<i>Gulf City</i> ^{1,2,3}	Steamer	11 June 1869	Cape Lookout Shoals	22 Lives Lost
<i>La Republique</i> ^{2,3}	Steamer	February 1871	Off Cape Lookout	
<i>Pontiac</i> ^{1,2,3}	Ship	February 1871	Cape Lookout	

<u>NAME OF VESSEL</u>	<u>TYPE</u>	<u>DATE</u>	<u>LOCATION</u>	<u>OTHER INFORMATION</u>
<i>Crissie Wright</i> ^{2,3}	Schooner	11 January 1886	Cape Lookout Shoals	6 Lives Lost
<i>Katy Wentworth</i> ^{1,2,3}	Schooner	18 November 1886	Bogue Banks	294 Tons, 1 Life Lost
<i>Aberlady Bay</i> ^{1,2,3}	Steamer	10 May 1889	Cape Lookout Shoals, 10 mi. Southeast of Cape	
<i>Joseph (James) Rudal</i> ^{1,2,3}	Schooner	22 March 1890	Cape Lookout Shoals	One source states that the <i>Joseph Rudal</i> later washed ashore on Core Banks, approximately 4 mi. north of Cape Lookout.
<i>Glenrath</i> ³	Steamer	1 October 1890	Off Cape Lookout	
<i>A. L. & M. Townsend</i> ^{1,2,3}	Schooner	7 July 1891	2 ½ mi. South of Cape Lookout Station	
<i>Luella A. Snow</i> ³	Schooner	13 September 1891	Cape Lookout	Abandoned
<i>Bronx</i> ^{1,2,3}	Sloop	21 June 1892	Beaufort Harbor, 3 mi. Southwest of Beaufort	24 Tons
<i>John W. Haring</i> ⁷	Steamer	25 November 1900	Near Cape Lookout	39 Tons, 1 Life Lost
<i>Olive Thurlow</i> ^{1,2,7}	Barkentine	5 December 1902	Lookout Bight, 2-2 ½ mi. East by North of Cape Lookout Station	660 Tons, 1 Life Lost
<i>C. S. Glidden</i> ^{1,2,3,7}	Schooner	17 March 1903	Northeast Side of Cape Lookout Shoals, Approximately 8 mi. South-Southeast of Station	
<i>James H. Hamlen</i> ^{1,2,3,7}	Barkentine	28 August 1903	7-8 mi. South by East of Cape Lookout Station	672 Tons
<i>Joseph W. Brooks</i> ^{1,2,3,7}	Schooner	17 January 1904	Approximately 12 mi. from Cape Lookout station, South Side of Cape Lookout Shoals	840 Tons
<i>Kate Spenser</i> ^{1,2,3,7}	Schooner	7 October 1904	1/3 mi. Southeast of Cape Lookout Beach	28 Tons
<i>Sarah d. J. Rawson</i> ^{1,2,3,7}	Schooner	9 February 1905	8-9 mi. South by East from Cape Lookout Station	387 Tons, 1 Life Lost
** <i>Helen E. Taft</i> ³	Schooner	29 January 1908	Off Cape Lookout	1,197 Tons, Built 1904, Collided with Swedish Steamer <i>Uppland</i>
<i>Orient</i> ^{1,2,3,7}	Schooner	18 April 1908	Cape Lookout Bight, 1 Mi. West Northwest of Cape Lookout Station	93 Tons, Built 1875
<i>Belle O'Neill</i> ^{1,2,3}	Schooner	3 or 4 February 1909	2 ½ mi. South of Cape Lookout Station	467 Tons, Built 1881, Foundered
<i>Clifton</i> ³	Steamer	18 May 1909	Beaufort	256 Tons, Built 1864, Stranded
<i>Martha E. Wallace</i> ^{1,2,3}	Schooner	21 December 1910	Cape Lookout, 3 mi. South of Station, 1 ½ mi. Offshore	1,108 Tons, Built 1902, Stranded
** <i>Sarah D. Fell</i> ³	Schooner	10 August 1911	Near Cape Lookout	578 Tons, Built 1882, Abandoned
<i>Lizzie H. Patrick</i> ^{1,2,3}	Schooner	27 November 1911	2 ½ mi. Southwest of Cape Lookout Station	471 Tons, Built 1883, Stranded
<i>Thristleroy</i> ^{1,2,3,5}	Steamer	28 December 1911	34° 32' 4" 76° 31' 2"	4,027 Tons

<u>NAME OF VESSEL</u>	<u>TYPE</u>	<u>DATE</u>	<u>LOCATION</u>	<u>OTHER INFORMATION</u>
<i>J. R. Teel</i> ^{1,2,3}	Barge /Schooner? /	9 or 10 November 1913	West Side of Shoals, 1 mi. Southwest by South from Cape Lookout Station	870 Tons, built 1889, Stranded, 1 Life Lost
** <i>Hattie P. Simpson</i> ³	Schooner	21 March 1914	Off Cape Lookout	1,296 Tons, Built 1891, Foundered, 6 Lives Lost
<i>Sylvia C. Hall</i> ^{1,2,3}	Schooner	17 March 1915	7 mi. South of Cape Lookout Station, on Shoals	384 Tons, Built 1891, Stranded
<i>Liberty</i> ³		17 March 1915	Off Cape Lookout	
<i>Lissie B. Willey</i> ³	Schooner	10 April 1915	Off Cape Lookout	573 Tons, Built 1881, Foundered
<i>Maside</i> ¹	Steamer	14 December 1920	2 mi. South of Fort Macon Station	39 Tons
<i>Louise Howard</i> ¹	Schooner	14 April 1921	3 mi. South of Fort Macon Station	173 Tons
<i>Alela</i> ^{1,3}	Power Yacht	20 May 1923	2 mi. Northeast of Fort Macon Station	70 Gross Tons, Built 1913, Burned
** <i>Juno</i> ³	Tug	22 July 1923	Beaufort	62 Tons, Built 1876, Foundered, 1 Life Lost
** <i>Anna M. Record</i> ³	Schooner	26 January 1924	Off Cape Lookout	1,259 Tons, Built 1906, Foundered
** <i>Marguerite M. Wemyss</i> ³	Schooner	22 November 1924	Near Cape Lookout Light	582 Tons, Built 1919, Collided with Steamer <i>City of Montgomery</i>
<i>James W. Howard</i> ³	Schooner	14 December 1925	Cape Lookout	1,655 Tons, Built 1920, Collided with Italian Steamer <i>Livenza</i>
** <i>Alexis L. Dupont</i> ³	Oil Screw	26 January 1928	Cape Lookout	150 Tons, Built 1919, Foundered
** <i>George D. Bolster</i> ³	Gas Screw	5 December 1929	Cape Lookout Shoals	72 Tons, Built 1908, Stranded
<i>Cities Service Petrol</i> ²	Tanker	14 July 1933	Off Cape Lookout	2 Lives Lost
<i>Ontelaunce</i> ³	Brig	4 December 1941	10 mi. South of Cape Lookout	738 Tons, Built 1913, Foundered
** <i>Westland</i> ³	Brig	5 December 1941	7 mi. South of Cape Lookout Sea Buoy	989 Tons, Built 1918, Foundered
<i>Caribsea</i> ^{1,2,3}	Cargo	11 March 1942	34° 35' 43"N 76° 18' 02"W	2,609 Tons, Built 1919, Torpedoed, Wreck Demolished, Depth 100 ft.
<i>Ario</i> ²	Tanker	15 March 1942	Cape Lookout	
<i>Olean</i> ^{1,2}	Tanker	16 March 1942	Cape Lookout	
<i>Naeco</i> ²	Tanker	23 March 1942	Cape Lookout	
<i>Malchase</i> ²	Cargo	29 March 1942	Cape Lookout	
<i>Bris</i> ²	Cargo	21 April 1942	Cape Lookout	
<i>Senateur Duhamel</i>	Trawler	6 May 1942	34° 33' 00"N 76° 36' 18"W	739 Net Tons
<i>Manuela</i> ^{2,5}	Cargo	5 June /24 June?/ 1942	34° 39' 0" 75° 47' 8"	Lies at 240 Feet
<i>Parkins</i> ^{1,2,3}	Trawler	19 December 1942	34° 41' 09"N 76° 43' 18"W	133 Gross Tons, Built 1923, 107 ft. Long

<u>NAME OF VESSEL</u>	<u>TYPE</u>	<u>DATE</u>	<u>LOCATION</u>	<u>OTHER INFORMATION</u>
<i>Portland</i> ^{1,2,5}	Cargo	11 February 1943	34° 29' 39"N 76° 25' 39"W /Coordinates given by Lonsdale as: 34° 29' 6" 76° 25' 8"/	2,648 Gross Tons, Lies at 18 Feet.
<i>Libertad</i> ²	Cargo	4 December 1943	Cape Lookout	
<i>Doswell S. Edwards</i> ³	Oil Screw	8 December 1952	Beaufort Inlet	93 Tons, Built 1926, Foundered
<i>Captain Charlie Lewis</i> ³	Oil Screw	29 December 1961	Approximately 3 ¾ mi., 192° from Cape Lookout	149 Tons, Built 1951, Stranded
<i>Ammagansett</i> ¹	Menhaden Boat	20 November 1964	34° 29.5' N 76° 25.9' W	Lies at 110 Feet
<i>Fenwick Island</i> ¹	Menhaden Boat	7 December 1968	34° 33' N 76° 35' W	
<p>* As a general rule, vessels have been excluded from this list if it could be determined, with reasonable certainty, that they were lost more than ten nautical miles from both Beaufort Inlet and the point of Cape Lookout.</p> <p>** The eleven vessels marked by two asterisks are considered as totally lost in Bruce D. Berman's <u>Encyclopedia of American Shipwrecks</u>. David Stick, however, considers them only as probably lost in his unpublished "List of Vessels Probably Lost on the North Carolina Coast."</p>				

Number Code to Sources

¹Wreck lists and charts in, North Carolina Department of Conservation and Development. Division of Mineral Resources. An Oceanographic Atlas of the Carolina Continental Margin. By J. G. Newton, O. N. Pilkey, and J. O. Blanton, 1971. /Prepared at Duke University Marine Laboratory at Beaufort, North Carolina, from research supported by the North Carolina Board of Science and Technology, the United States Science Foundation, and the United States Geological Survey./

²Stick, David. Graveyard of the Atlantic: Shipwrecks of the North Carolina Coast. Chapel Hill: The University of North Carolina Press, 1952.

³Berman, Bruce D. Encyclopedia of American Shipwrecks. Boston: Mariners Press, 1972.

⁴Marx, Robert F. Shipwrecks of the Western Hemisphere, 1492-1825. New York: David McKay and Co., 1975.

⁵Lonsdale, Adrian L. and Kaplan, H. R. A Guide to Sunken Ships in American Waters. Arlington, Virginia: Compass Publications, 1964.

⁶Virginia Gazette of 19 March 1767, 25 June 1772, and 2 September 1773.

⁷United States Congress. Report of Examination of Cape Lookout, North Carolina, with a View to Providing a Harbor of Refuge for the Largest Coastwise Vessels. (61st Congress, 2nd Session. House document, No. 315.)

**A List of Vessels
Probably Lost on the Coast of North Carolina
In the Vicinity of Beaufort Inlet and Cape Lookout**

<u>NAME OF VESSEL</u>	<u>TYPE</u>	<u>DATE</u>	<u>LOCATION</u>	<u>OTHER INFORMATION</u>
Wreck ¹	Brig	September, 1769	Ashore Below Topsail Inlet	
<i>Charles M. Creese</i> ²	Schooner	September, 1857	Beaufort Inlet	
<i>Constitution</i> ³	Steamer	25 December 1867	Off Cape Lookout	
<i>Carrie L. Tyler</i> ⁴	Barge	27 April 1898	Off Cape Lookout	Abandoned by tug <i>John Harlan</i>
<i>Mattie</i> ⁵	Schooner	Late April 1898	Near Cape Lookout	
<i>Irene</i> ⁶	Barge	28 January 1906	Off Cape Lookout	
<i>William L. Walker</i> ⁷	Schooner	29 October 1907	Off Cape Lookout	
<i>Helen B. Taft</i> ⁸	Schooner	29 January 1908	Cape Lookout	
<i>Sarah D. Fell</i> ⁹	Schooner	10 August 1911	Near Cape Lookout	
<i>Madeleine</i> ¹⁰	Steamer	10 June 1912	Off Cape Lookout	
<i>Hattie P. Simpson</i> ¹¹	Schooner	21 March 1914	Off Cape Lookout	
<i>Juno</i> ¹²	Steamer	22 July 1923	Beaufort	
<i>Anna M. Record</i> ¹³	Schooner	26 January 1924	Off Cape Lookout	
<i>Marguerite M. Wemyss</i> ¹⁴	Schooner	22 November 1924	Off Cape Lookout	
<i>James W. Howard</i> ¹⁵	Schooner	14 December 1925	Cape Lookout	
<i>Alexis L. Dupont</i> ¹⁶	Motor	26 January 1928	Off Cape Lookout	
<i>George D. Bolster</i> ¹⁷	Motor	5 December 1929	Cape Lookout Shoals	
<i>Ontelaunce</i> ¹⁸	Barge	4 December 1941	Cape Lookout	
<i>Westland</i> ¹⁹	Barge	5 December 1941	Cape Lookout	
<i>Rufus King</i> ²⁰	Steamer	17 July 1942	Off Cape Lookout	

¹Virginia Gazette of 2 November 1769

²David Stick, "A List of Vessels Probably Lost on the North Carolina Coast." Unpublished list prepared by David Stick as a supplement to the wreck list in his Graveyard of the Atlantic (1952). Hereinafter cited as Stick, "Vessels probably Lost."

³Stick, "Vessels Probably Lost."

⁴News and Observer (Raleigh) of 1 May 1898.

⁵ News and Observer (Raleigh) of 1 May 1898.

⁶ Stick, "Vessels Probably Lost."

⁷ Stick, "Vessels Probably Lost."

⁸ Stick, "Vessels Probably Lost."

⁹ Stick, "Vessels Probably Lost."

¹⁰ Stick, "Vessels Probably Lost."

¹¹ Stick, "Vessels Probably Lost."

¹² Stick, "Vessels Probably Lost."

¹³ Stick, "Vessels Probably Lost."

¹⁴ Stick, "Vessels Probably Lost."

¹⁵ Stick, "Vessels Probably Lost."

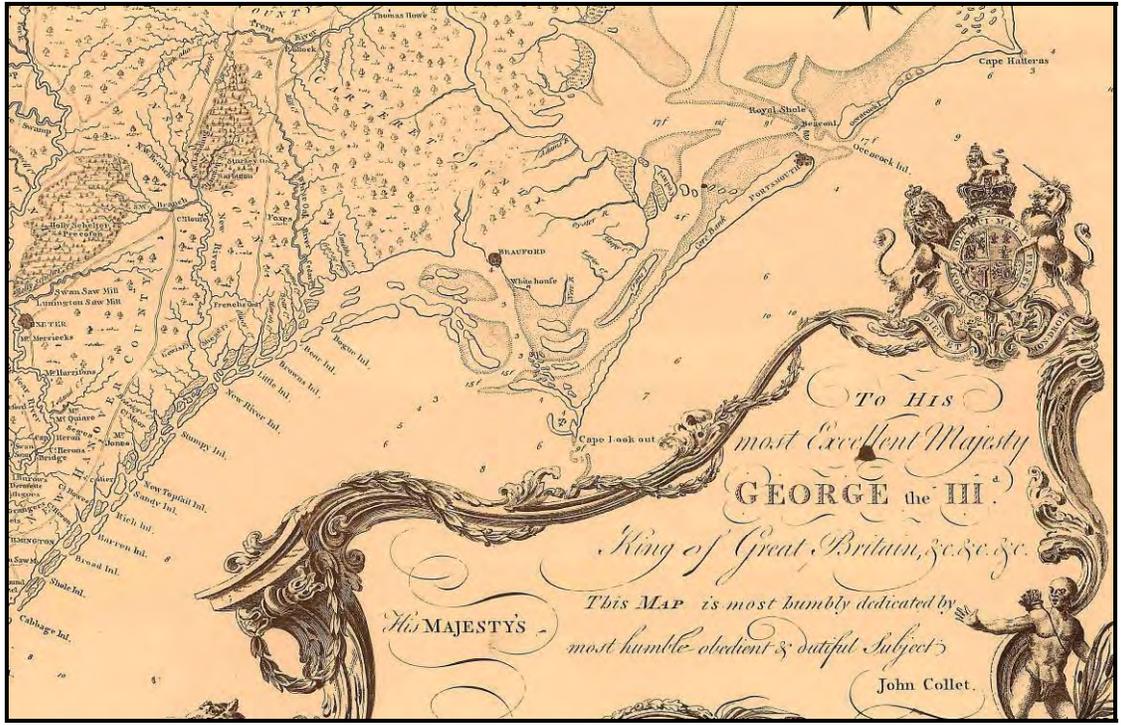
¹⁶ Stick, "Vessels Probably Lost."

¹⁷ Stick, "Vessels Probably Lost."

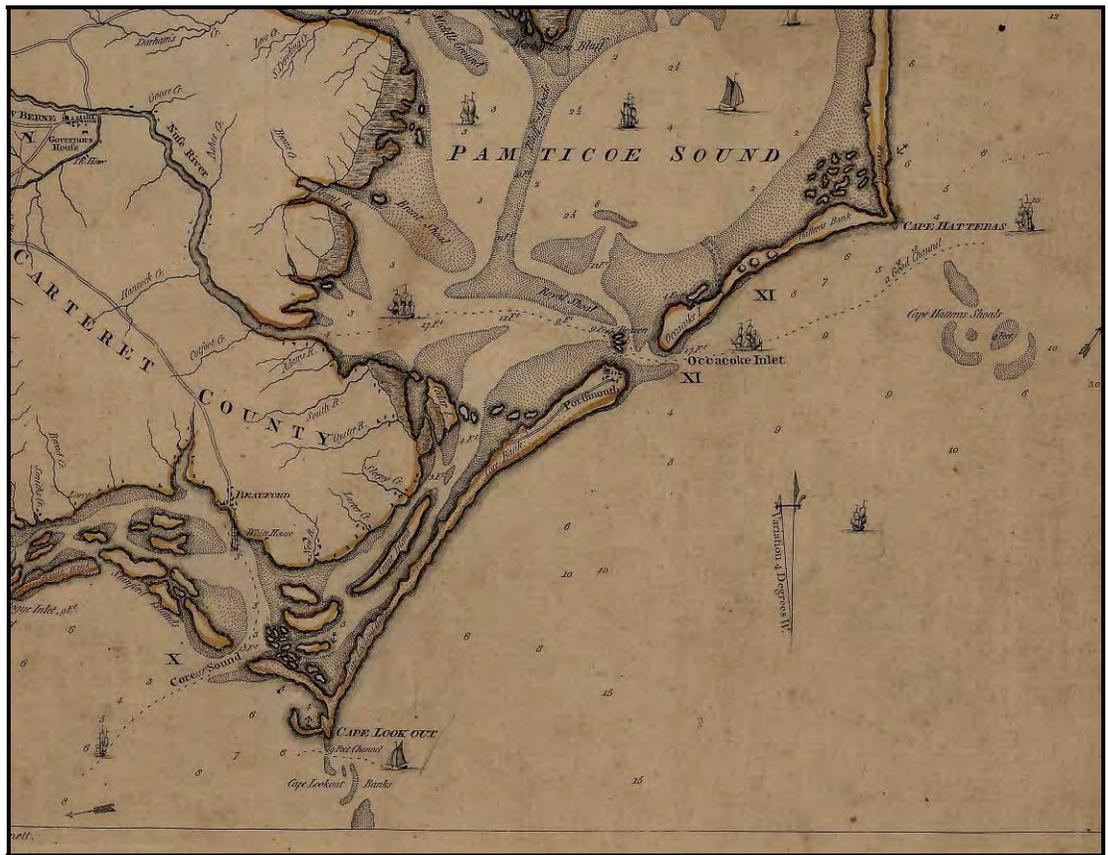
¹⁸ Stick, "Vessels Probably Lost."

¹⁹ Stick, "Vessels Probably Lost."

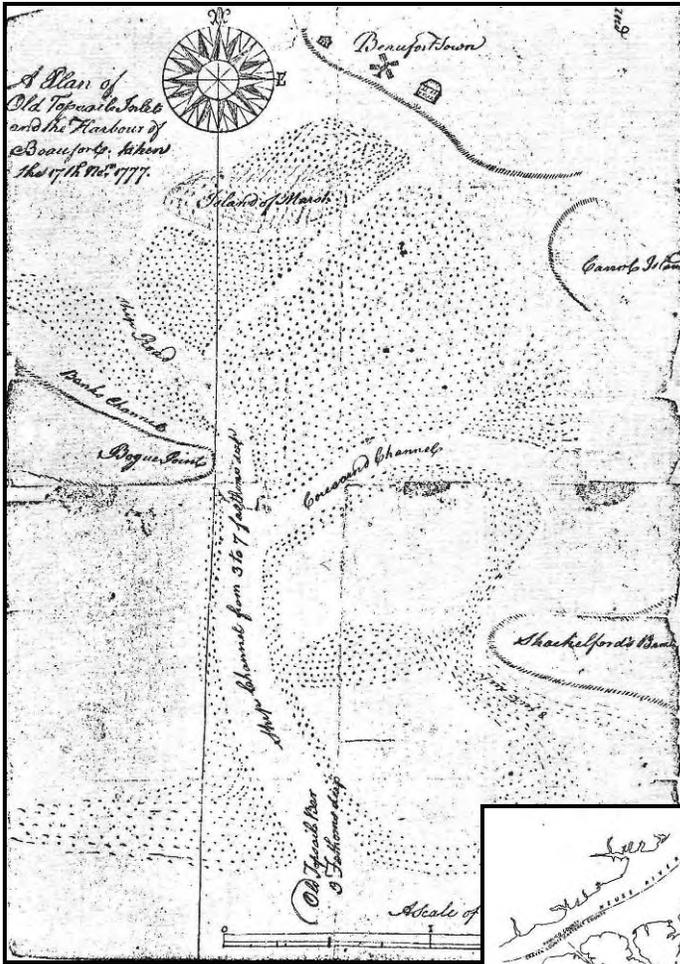
²⁰ Stick, "Vessels Probably Lost."



Collet Map (1770)



Mouzon Map (1775)



Topsail Inlet and Beaufort Harbor (1777)

Taken from Jean Bruyere Kell, editor, North Carolina's Coastal Carteret County During the American Revolution, 1765-1785

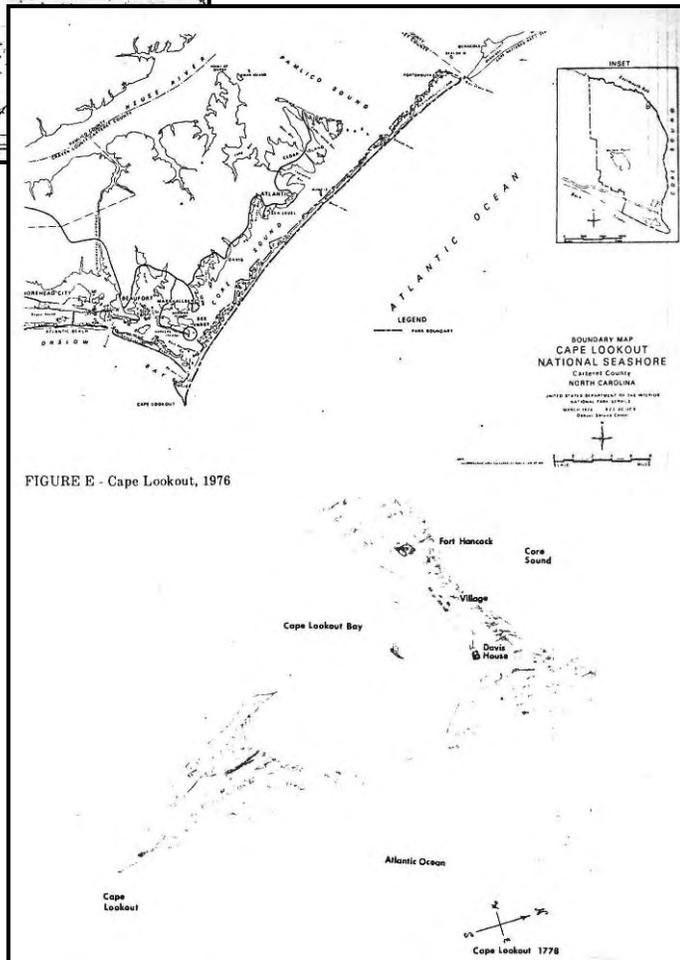
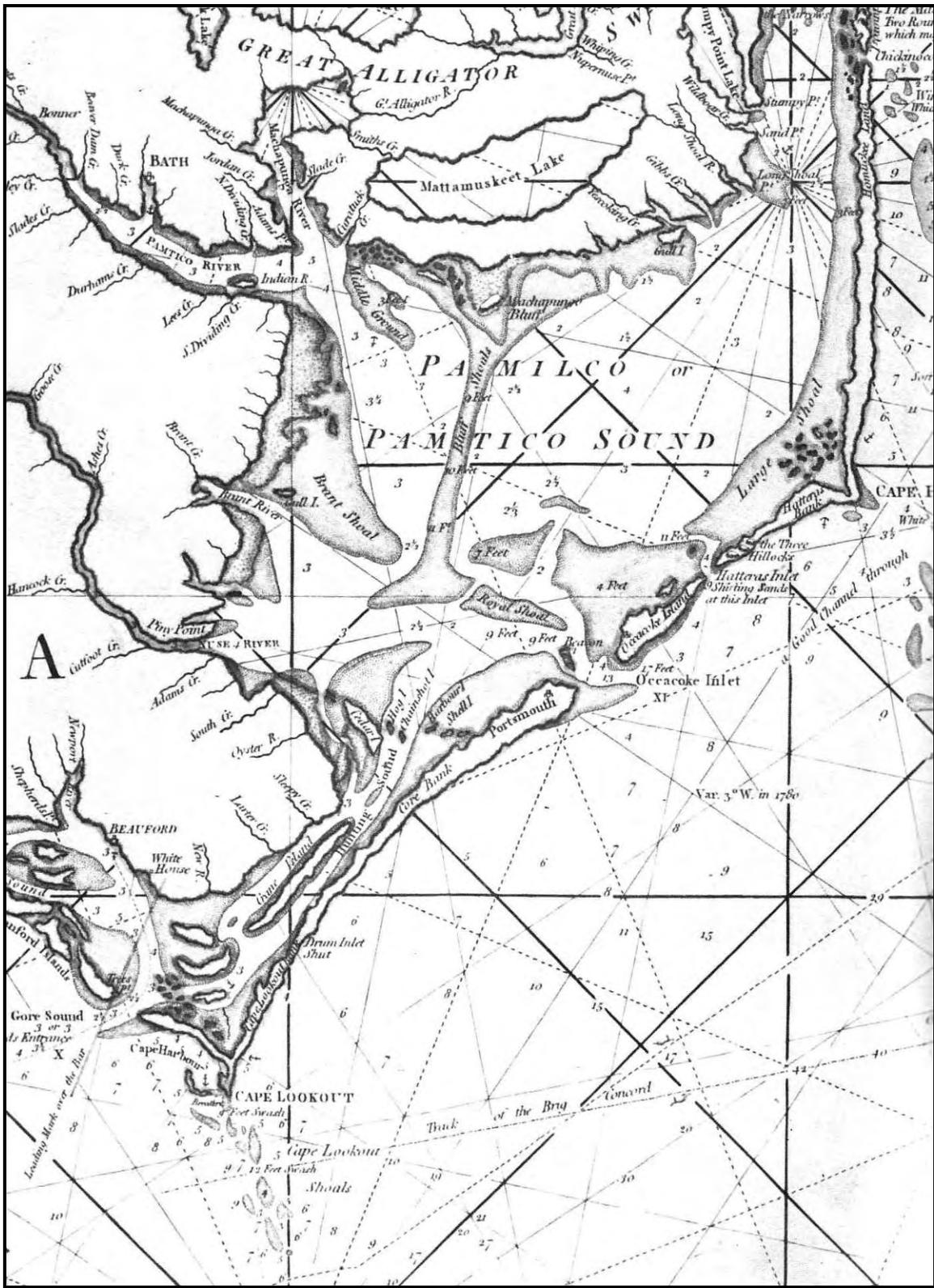


FIGURE E - Cape Lookout, 1976

Cape Lookout Bay (1778)

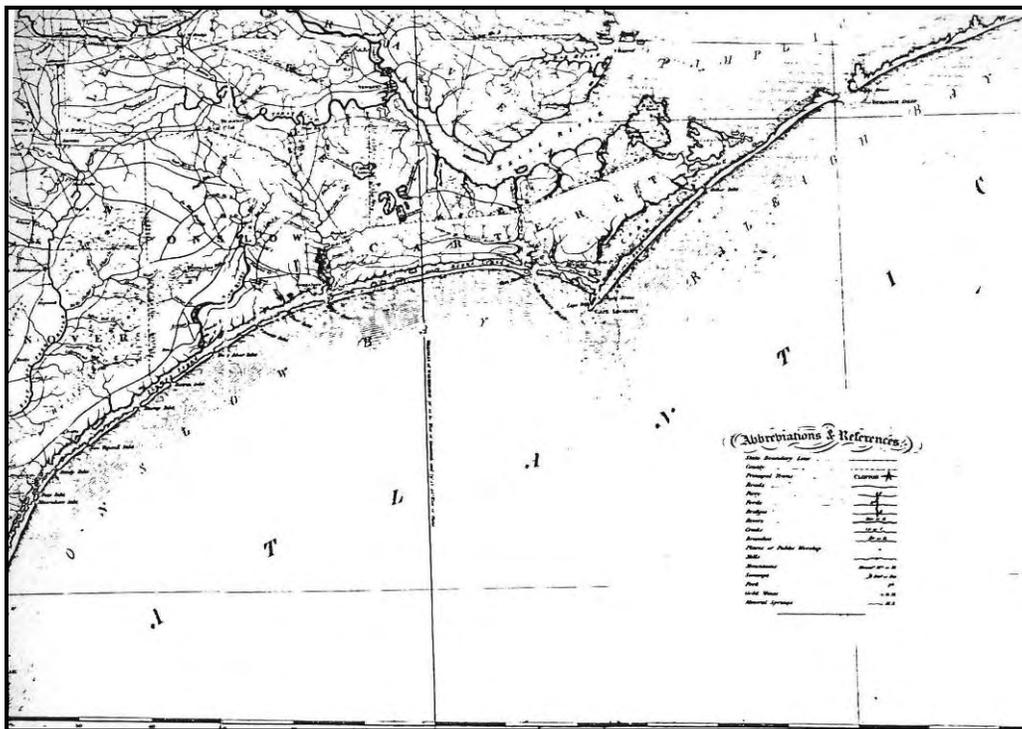


Holland Chart (1794)

Taken from Jean Bruyere Kell, editor, North Carolina's Coastal Carteret County During the American Revolution, 1765-1785



Price – Strother Map 1808



Mac Rae – Brazier Map 1833

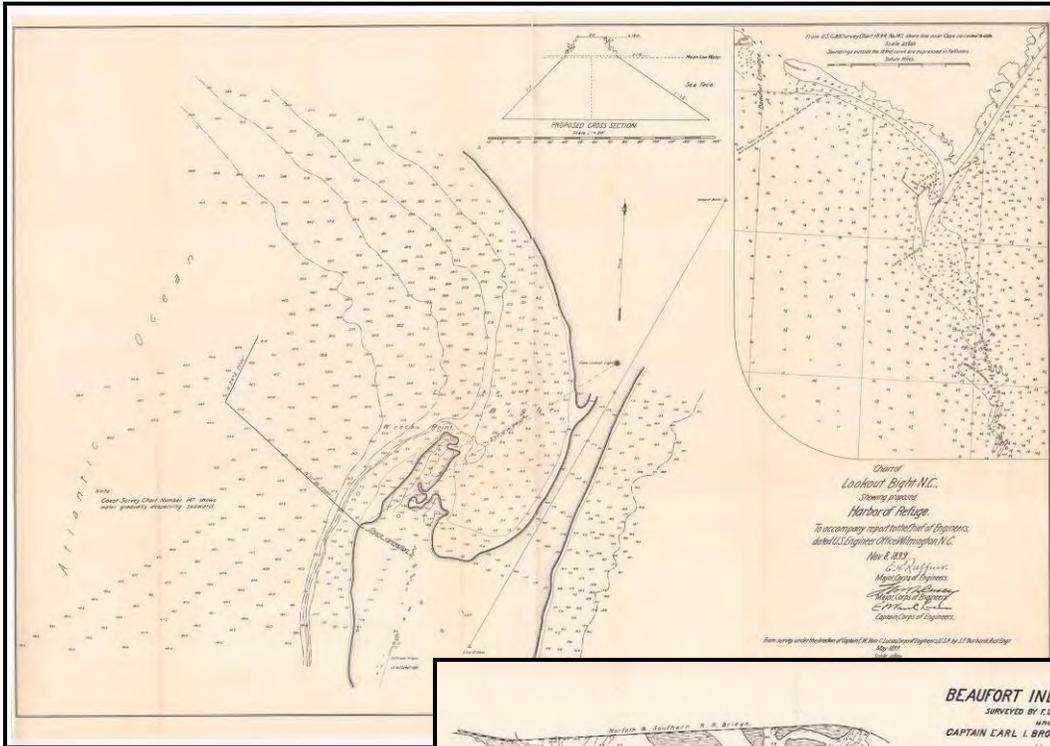


Chart of Cape Lookout and Proposed Harbor of Refuge 1899

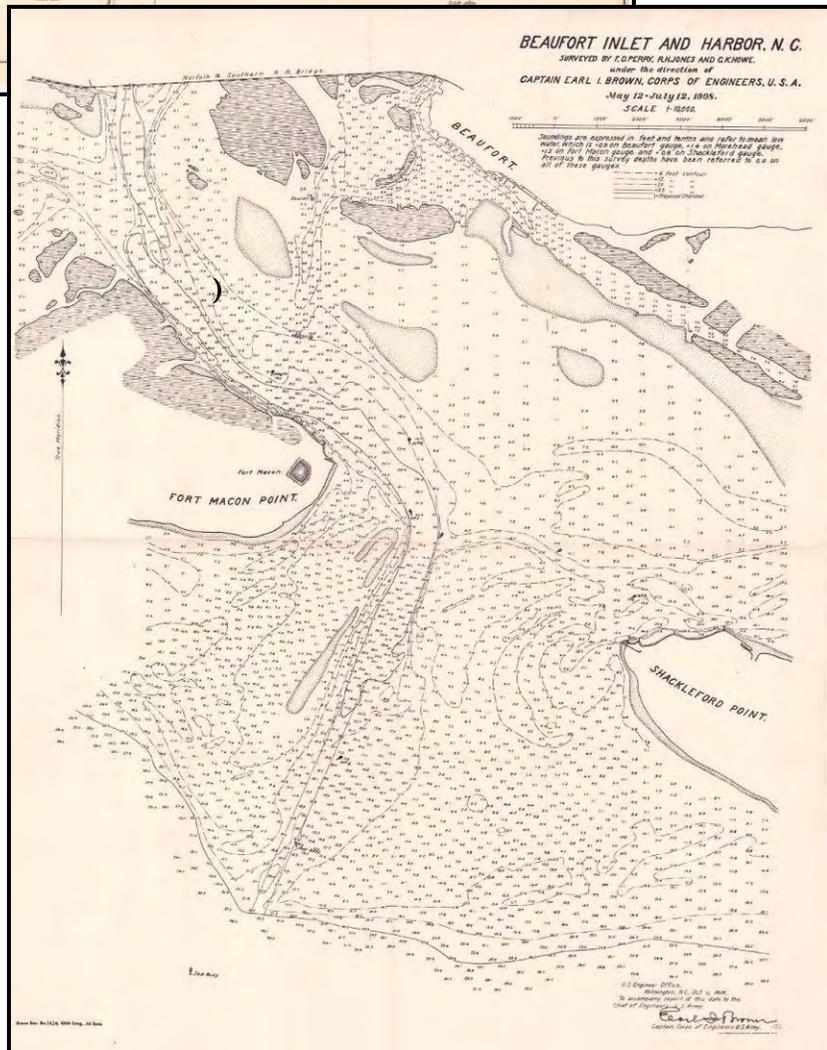


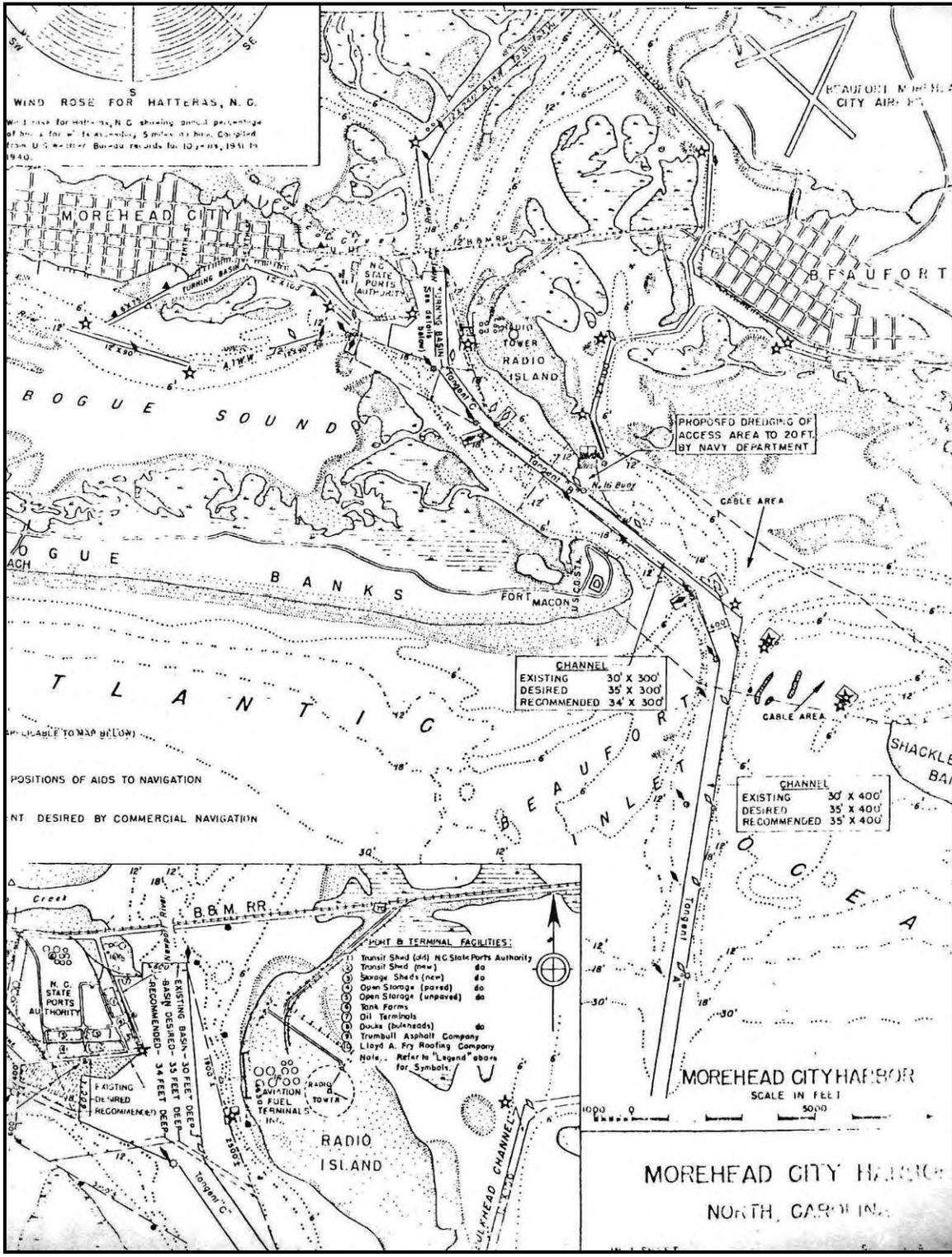
Chart of Beaufort Inlet and Harbor 1908



Illustration No. 8. Aerial view of Cape Lookout Bight in 1943. Note Bardin Inlet in upper left corner. Navy Department photo no. 80-G-384655 in the National Archives.

Cape Lookout Bight 1943

Taken from F. Ross Holland, Jr., *A Survey History of Cape Lookout National Seashore* (1968)



Beaufort Inlet, Morehead City Harbor, and Beaufort Harbor (1954)