

# Station #192

## HISTORY

1905-1915 United States Lifesaving Station Bogue Inlet

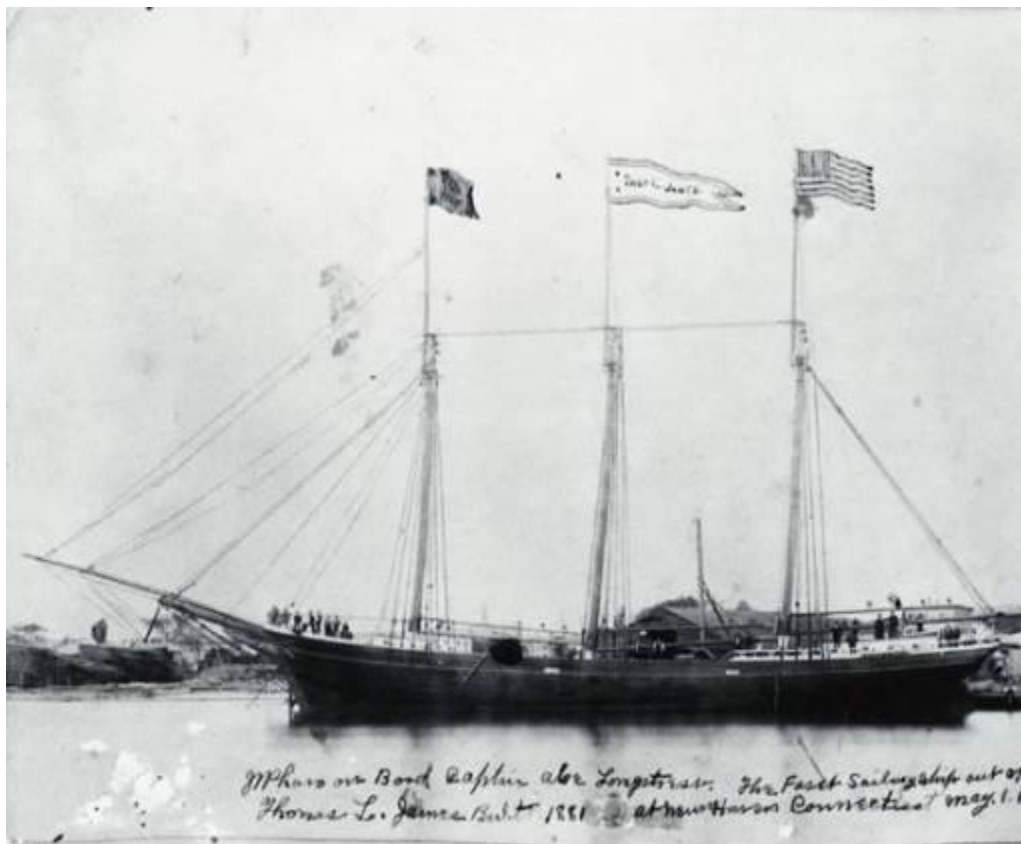


1915 -2003 Coast Guard Station Bogue Inlet, then Swansboro

2004- Present Coast Guard Station Emerald Isle



The schooner *Thomas L. James*, loaded with lumber, bound from Savannah, Ga., to Roundant, N. Y., was driven ashore and stranded on the new shoal near Bogue Inlet, N. C., on October 31, 1899. In the wreck report of the master, dated November 15, 1899, to the collector of customs, in stating the cause of the casualty he says: "Vessel filling. Run ashore to save life. Force of wind eighty miles an hour." The cargo consisted of 372,000 feet of lumber,—122,000 on deck and 250,000 in the hold. The deck load was mostly of heavy timbers, and the libelants threw off said deck load of lumber. It re-



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As a result of concern about shipwrecks along the North Carolina coast, including the schooner, *Thomas L. James*, in 1899, that wrecked at Bogue Inlet, the U.S. government built a string of Life Saving stations that stretched from

Bogue Inlet to the north along the Outer Banks past Cape Hatteras. Completed in 1904 and manned the following year, the Bogue Inlet life saving station building remained in place until replaced in 1939. The original building was moved by barge to Cedar Point in 1950 to eventually become a private residence.



The Original Bogue Inlet Lifesaving Station

In 1904, Swansboro, the closest village, was a relatively isolated location that communicated with the rest of the state primarily via small cargo boats that travelled to Stella and Morehead City conducting the commerce of the day.

The primary goods leaving the area were timber, seafood and agricultural products. Paved roads to the interior of the state would not exist until the 1940's. It was common in the early 1900's for Swansboro villagers to come to the station via boats and barges and walk to the beach to conduct "banks parties", often church social events. Bogue Inlet was the southernmost exit into the Atlantic Ocean from behind Bogue Banks and would remain so until the Intracoastal Waterway was dug in the 1930's.

The station building was completed in 1904 but the manning and equipping of the building did not take place until 1905. In January of that year, the district superintendant walked the beach with the life saving station keeper, Alexander Moore, and pointed out the exact limits of the beach patrols, both northeast and southwest of the station. On 9 February, 1905, the first watch at Bogue Life Saving Station was documented in the log book by the keeper, following the rules below. The station's full complement was six men to stand watch 24/7 , maintain the station and train.

## INSTRUCTIONS FOR KEEPING THE LOG.

1. The keeper, or surfman in charge, shall write the log daily, and shall make all entries as soon as possible after the occurrences to which they relate happened. Should any change or addition be made in the log after the keeper, or surfman in charge, has signed it, or after a period of twenty-four hours has elapsed since the incident to which such change or addition refers took place, there also shall be entered a note showing the day and hour of the day that such change or addition was made. No erasures shall be made. A single line shall be drawn through any part of the log it is desired to change.

2. The keeper shall approve the log when the station is discontinued, and upon the day of relinquishing charge.

3. The log books shall be retained at the station as its official record and the keeper shall be particular to see that they are stored in a safe place and carefully preserved.

4. He shall enter in the log daily the required data on the left-hand page concerning the state of the weather, surf, vessels sighted, lookouts and patrols stood, absences, substitutes, vessels boarded and reported, assistance rendered, lives saved, cases of resuscitation, and drills held.

5. He shall enter the name and residence of each person attached to the station, and the name and residence of his next of kin, on the first page of the log, and also the post-office address of each person who has been granted leave of absence.

6. The log shall be written in ink or with indelible pencil, and all entries shall be made personally by the keeper, or surfman in charge.

7. The log shall be kept in civil time.

8. The several blanks in the heading of each opening of the log book are to be correctly filled in—

- (a) By the name of the station, and the number of the district.
- (b) By the name of the person in charge of the station.
- (c) By the day of the week, the day of the month, and the year.
- (d) The miscellaneous events of the day shall be entered in regular order of time, in plain language, without abbreviation or omission.
- (e) The record shall be entered from midnight to 8 a. m., from 8 a. m. to 4 p. m., and from 4 p. m. to midnight. The log shall not be written for the entire period of twenty-four hours (from midnight to midnight, for instance) as one watch.
- (f) Every official transaction that takes place at the station and within view from it shall be entered in the log.

### SYNOPSIS OF ENTRIES THAT ARE TO BE MADE IN THE LOG BOOK.

1. All absences of the keeper from the station, and the object and duration thereof.
2. All absences of the keeper or crew on leave or liberty, with the exact time of departure and return.
3. All absences of the keeper or crew which are unauthorized, giving the time it began and of return therefrom.
4. All accidents resulting in the loss of life.
5. All accidents happening to any member of the crew, however slight they may appear, giving full particulars and stating specifically whether the accident, injury, or casualty happened while in the performance of duty or was the result of the person's own misconduct.
6. All accidents, injuries, or casualties to persons employed to assist at a wreck, or to passengers on station boats, giving full particulars in each case.
7. All accidents to telephone lines.
8. All aid furnished to any other branch of the Government service.
9. An account of all articles or stores condemned or converted to other use.
10. A particular account of all articles lost, sent away, or loaned.
11. An account of all articles authorized on requisition, but not received.
12. An itemized list of all articles or stores received and from whom received, except that stores received on requisition shall be entered "as per requisition," giving its date and the name of the party from whom the stores were received.
13. An itemized list of all articles received or help employed to make emergent repairs, giving full particulars.
14. All articles of value, trinkets, or anything else picked up, which may help in the identification of drowned persons.
15. All assistance rendered, with the required particulars.
16. All bodies of drowned persons recovered and disposition thereof, with required particulars.
17. All cases of confinement and release of prisoners.
18. All cases of enlistment and reenlistment and of employment of temporary surfmen and substitutes.
19. All changes of keys at keyposts.
20. All damage or injury to keyposts, safes, and chains.
21. All damage or injury to the station or its appurtenances.
22. All day patrols made and the reasons therefor.
23. All deaths of persons attached to the station, occurring there or elsewhere, and of all other persons who may die at the station, with the exact time and cause of death in each case, if known.
24. An itemized list of the effects left at the station by any person who may die there.
25. All desertions, with the steps taken to secure the return of the deserter.
26. All drills held, with required particulars.
27. All drills omitted, with reasons therefor.
28. All omitted drills subsequently made up.
29. All duties performed by the keeper as an inspector of customs.
30. All exchanges of station libraries and authority therefor.
31. All exchanges of patrol checks.
32. All explosions of gasoline and of accidents to motors of power boats.
33. An entry upon the expiration of a person's probationary term, stating whether it was satisfactory or unsatisfactory, and the action taken.
34. All failures of surfmen on patrol or lookout to mark dials of time detectors.
35. All failures of stations to respond to telephone calls.
36. The furnishing of the accused with a copy of the charges and specifications preferred against him when on trial by court.
37. All hiring of horses and carts, with required particulars.
38. All hiring of private vessels, with required particulars.
39. All indications of a disaster at sea, as shown by wreckage washed

43. All loss of life occurring within the scope of station operations.
44. All loss of or serious injury to boats, spars, sails, rigging, or stores of any kind, with full particulars.
45. The loss, theft, or destruction of any article of value, with required particulars.
46. The marks and numbers on each cask, bale, or package, which is found to contain less than is specified in the invoice, with the amount of the deficiency.
47. All meetings of courts and boards.
48. All moneys, goods, stores, personal effects, and other articles recovered or removed from any wrecked vessel, with a full description thereof.
49. All motor boats boarded and reported.
50. The names of all persons employed to assist at a wreck, with required particulars.
51. The names of all officers and employees of the Coast Guard who visit the station on duty, with required particulars.
52. The name, rank, or rating of each person who joins the station or is transferred, discharged, or resigns or is retired.
53. The name, rank, or rating of each person who is sent to a hospital or to a medical officer for treatment or who is absent on account of sickness or injury.
54. The name of each member of the crew who is promoted or demoted in number, and reason therefor.
55. All changes in designations of motorman and assistant motorman.
56. The names and addresses of all persons succored at the station or afforded necessary relief.
57. The names and addresses of all persons in distress to whom aid or clothing is furnished, with required particulars.
58. The nature and extent of all punishments inflicted and termination thereof, with required particulars.
59. All notifications, of whatever kind, sent to anyone concerning vessels in distress, derelicts, or obstructions to navigation, etc.
60. All occurrences of importance or interest to the service.
61. All permanent appointments of warrant officers.
62. All property picked up on the beach or recovered from the sea by the crew.
63. The rating and disgrating of petty officers and acting warrant officers.
64. The reading of all general orders and other matters to the crew.
65. The receipt of all general orders and circular letters.
66. All reports to headquarters concerning derelictions of duty.
67. All resuscitations and attempted resuscitations of the apparently drowned, with required particulars.
68. All signals or calls for aid received from adjacent stations.
69. All signals exchanged with vessels, giving their names and times of sending and receiving each.
70. All special work performed.
71. All tests of telephone lines.
72. The turning of the engine of each motor boat not in use to determine its condition.
73. All vessels boarded and reported, with required particulars.
74. All warnings to vessels standing into danger.
75. All work performed at the station.

Force of wind.	Velocity.	
	Statute miles per hour.	Nautical miles per hour.
<i>Beaufort's Scale.</i>		
0. Calm.....	0 to 3	0 to 2.6
1. Light air.....	8	6.9
2. Light breeze.....	13	11.3
3. Gentle breeze.....	18	15.6
4. Moderate breeze.....	23	20.0
5. Fresh breeze.....	28	24.3
6. Strong breeze.....	34	29.5
7. Moderate gale.....	40	34.7
8. Fresh gale.....	48	41.6
9. Strong gale.....	56	48.6
10. Whole gale.....	65	56.4
11. Storm.....	75	65.1
12. Hurricane.....	90 and over	78.1 and over.

*Symbols to be used in recording the state of the weather in the proper column.*

- b. Clear blue sky.
- c. Cloudy weather.
- d. Drizzling, or light rain.
- f. Fog, or foggy weather.
- g. Gloomy, or dark, stormy-looking weather.
- h. Hail.
- i. Lightning.
- m. Misty weather.
- o. Overcast.
- p. Passing showers of rain.
- q. Squally weather.
- r. Rainy weather, or continuous rain.
- s. Snow, snowy weather, or snow falling.
- t. Thunder.
- u. Ugly appearance, or threatening weather.
- v. Variable weather.
- w. Wet, or heavy dew.
- z. Hazy weather.

### *Condition of the Surf.*

The condition of the surf is to be expressed by the following symbols:

- H. High.
- L. Light.
- M. Moderate.

The first day's log:

CONDITION OF THE SURF.			
MIDNIGHT.	SUNRISE.	NOON.	SUNSET.
Smooth	Smooth	Smooth	Smooth
Light	Light	Light	Light
Moderate	Moderate	Moderate	Moderate
Strong	Strong	Strong	Strong
Rough	Rough	Rough	Rough
High	High	High	High
Very high	Very high	Very high	Very high

Thursday, Feb. 9<sup>th</sup>, 1905

Direction and force of wind, and state of weather at midnight,

*E.N.E. 2. Raining*

Direction and force of wind, and state of weather at sunrise,

*N.W. 4. Raining*

Direction and force of wind, and state of weather at noon,

*N.E. 3. Cloudy.*

Direction and force of wind, and state of weather at sunset,

*N.E. 1. Hazy.*

The keeper will make a cross immediately after the word indicating the condition of the surf at midnight, sunrise, noon, and sunset.

ENTER THE READING OF BAROMETER AND THERMOMETER AT MIDNIGHT, SUNRISE, NOON, AND SUNSET.

Barometer—Midnight *30.20*; Sunrise *30.45*; Noon *30.15*; Sunset *30.15*

Thermometer—Midnight *40*; Sunrise *42*; Noon *43*; Sunset *42*

(Fill in, in the blank spaces below, the names of the patrolmen or watch, the names of the patrolmen met, and the name of the station the latter were from.)

PATROL.

, midnight to 4 a. m., *met*, from Station.

, midnight to 4 a. m., *met*, " "

, 4 a. m. to sunrise, *met*, " "

, 4 a. m. to sunrise, *met*, " "

*J. W. Chadwick 1, sunset to 2 p. m., met Stick-Dial, " 8-10 " " with*  
*Robert S. Pigg 2, sunset to 3 p. m., met " " " " " " " "*  
*W. H. Guthrie 3, 3 p. m. to midnight, met " " " " " " " "*  
*George W. Hulford 4, 3 p. m. to midnight, met " " " " " " " "*

Is the house thoroughly clean? *yes*

Is the house in good repair? *yes*

Is the apparatus in good condition? *yes*

Was any member of the crew (including keeper) absent on liberty, if so, who, and from what hour to what hour?

Was anyone absent on twenty-four hours' leave, if so, who?

Was anyone absent for other cause, if so, who, and why?

Name of substitute: \_\_\_\_\_ in place of \_\_\_\_\_, surfman.

Name of substitute: \_\_\_\_\_ in place of \_\_\_\_\_, surfman.

(Fill in the number of vessels of each class that have passed the station this day.)

Ships, *0* barks, *0* brigs, *0* schooners, *1* steamers, *0* sloops, *0*

GENERAL REMARKS.

(Under this head are to be stated all transactions relating to house or service.)

*J. W. Chadwick met on day, watch from sunrise to 11:30 am. Martin. Guthrie no. 7 from 11:30 am. to sunset. Home. Sweep. Embarked. J. W. Chadwick as Surfman no. 4. Robert S. Pigg as Surfman no. 2. W. H. Guthrie as Surfman no. 3. George W. Hulford. Surfman no. 4. Robert J. Jones. Surfman no. 3. St. H. Hill Surfman no. 6. Martin. Guthrie Surfman no. 7. Washed on the Boat. All the apparatus and put down. say Booth put post 112. Milner S. W. from the Station. watch from sunset. Alexander. Moore. Keeper. in Station. watch from sunset. Robert S. Pigg met from 42" m. to 3. am. George W. Hulford no. 3" am. to sunrise. 1 Boilers 12 quart. 1 Boilers wash. 1 Boilers wire. 1 Gate Turner. 3 collars 2 in 6 inch stove pipe 6 cups beat Tin & dampers for 6 inch stove pipe 4 Dippers cup flat handle. Alexander. Moore*

As the beach patrol did not have lateral lifesaving stations within walking distance where beach patrol members could meet, a key post was established at each end of the station's area of responsibility where the patrolling lifesaver would use the key stored at the post to mark a paper disk in the watchman's clock he carried to certify that he had been there.

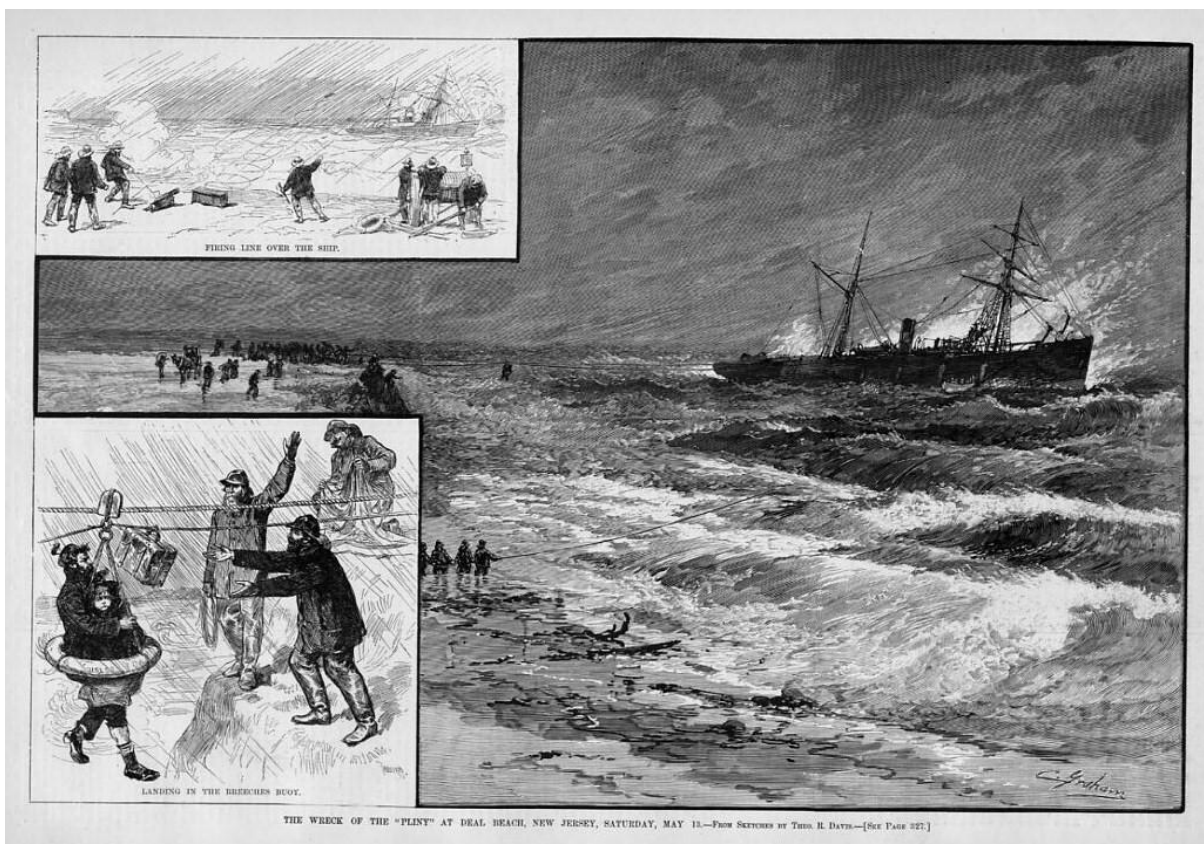
The first documented assistance to a vessel was the ungrounding of a vessel on 19 February. A schooner, aground in Bogue Inlet, was reached by the surf boat and found to have a load of lumber aboard. The assistance of a lighter was arranged in Swansboro, 60,000 feet of lumber was off loaded, her anchor was repositioned and at high tide she hove off the shoal and "lay easy" in the channel.

The first night assistance documented occurred on 26 February when a beach patrol noticed a vessel moving too near the beach. Warning signals were raised and the vessel "changed course at once".

While 24 hour a day watches began 9 February, essential equipment was still not present. At that time, training at the station consisted of launching the lifeboat and rowing out Bogue Inlet for rescues.



Part of the normal drill was to capsize and then re-right the lifeboat and continue the mission. It was routine to note in the log book that the keeper would both act as coxswain and then give the duty to another crewman and take his oar for training. A second rescue task was to employ the Lyle gun, a small cannon that shot a weighted line to a vessel blown into the surf. The light line would then be used to pull a heavier rope to the stricken vessel which would permit the use of a breeches buoy to rescue the crew before the ship was broken up by the waves. The maximum time permitted to employ the "beach apparatus" was five minutes and the log would show how long each training exercise took, documenting the fact they could get their beach apparatus fully rigged and functional in under the five minute standard. It was not until 6 March that the "beach apparatus" was available for training and on 16 March, the log reported that the time standard was met.





The routine of beach patrols, maintenance and training, interrupted by assistance requests received from vessels flying trouble flags kept the six men busy. Besides surf boat and beach apparatus training, key tasks trained were international signals and resuscitation methods. Every log began the day's entry with "station dusted and all metals polished". After ten years as a Lifesaving Station, the station became Coast Guard station Bogue Inlet in 1915 when the U.S. Coast Guard was formed.

On 5 April, 1915, a Beebe-McLellan type motor surfboat was received from Ft. Macon and was first used in an assistance mission on 19 April when it ungrounded a motor boat in Bogue Inlet and led it through the correct channel. The boat was self-bailing but not self-righting. Dimensions were 25ft. 4in. overall length, 7ft. 0in. maximum beam, 2ft. 9in. depth amidships; single 2 cylinder horizontal, 8HP Van Auken gasoline engine with twin propellers; maximum speed 7.11 St. MPH; equipped for rowing and sailing as in the pulling model, but with one less thwart (i.e., 3 thwarts for 6 oars rowed double-banked plus either steering oar or tiller/rudder); double-ended clinker built hull of cedar planking over white oak frames, copper fastened. The logs reflected that the motor was turned over every morning.



On 17 June, 1915, Alexander Moore turned the station over to the new station chief, W. J. Willis.

In 1916 telephone equipment was delivered to the station, but it was not until 25 April, 1918 that Southern Bell installed a working line to Swansboro. Testing to see if the phone line was operational became a daily task of the watch stander. On 20 December 1936, the line was tested to Jacksonville, and on 30 August 1937 the call each morning went all the way to New Bern.

It was on Friday, April 6<sup>th</sup>, 1917, the day Congress declared war on Germany, that the U.S. Navy's communications center in Arlington, Virginia, transmitted the code words "*Plan One, Acknowledge*" to Coast Guard cutters, units and bases initiating the Coast Guard's transfer from the Treasury Department to the Navy and placing the Service on a wartime footing. The telegram was logged at the station at 1100, but there was no mention of special precautions to be taken for infiltrators or submarines in the log, except all "temporary surf men" were discharged.

On December 8, 1917 the schooner M.B. Davis was lost at Bogue Inlet. This ship was an 18 ton wooden hulled schooner built in 1913 at Davis, NC. She was 53 feet in length, 15.9 feet in beam, and 3.4 feet in depth of hold. Her home port was Beaufort, NC. Based on her size, she could have been a sharpie schooner.

By the 1920's, more powerful boats became part of the station's equipment, in part due to the mission of interdicting the flow of illegal alcohol into the U.S. At that time, large seagoing ships pretending to be on a voyage from the Caribbean to Canada would carry loads of prohibited alcohol just off the U.S. coast. They would arrange for local small boats to rendezvous with them and pick up small loads that would then be smuggled ashore. The traffic just off the NC coast was so busy in this trade that Onslow Bay became known as "Rum Row". Given the new mission of enforcing the Navigation Act that forbade the import of alcohol, the men of the Coast Guard did not retain the high regard of the local watermen who now saw them as an impediment to the widely ignored prohibition laws.



A 1920's Picket boat

In November, 1923, the British ship "Pilot" wrecked about 10 miles east of Bogue Inlet station. Supposedly on a voyage from Nassau to Nova Scotia, the ship's cargo of 31 barrels and 265 cases of rye whiskey caused a sensation as, while the ship was a total loss, a large portion of the cargo was salvaged and secured by "Captain" Piner, OIC of the Bogue Inlet station.

In March, 1928, there was another significant incident involving the station and rum runners.

## \$50,000 LIQUOR CARGO IS UNDER CLOSE GUARD

Ship Moored On Rum Row Off  
Bogue Inlet Believed In  
Need of Supplies

### DRY AGENTS SPREAD NET

(Special to Daily News)

Beaufort, March 30.—Liquor valued at \$50,000 is being guarded by coast guardsmen and revenue agents at the Bogue Inlet station about 35 miles south west of Beaufort. It was found late yesterday by coast guardsmen after an alleged victim of blockade runners had been turned up by a person who, a resident of Swansboro declares, had been robbed of 30 cases. The person's name who revealed the hiding place of the whisky was not given.

Early today Commander O. A. Littlefield, of this district of the United States coast guard, who makes his headquarters in Elizabeth City, went to the scene of the whisky discovery. Capt. W. W. Kinnere, commander of the revenue cutter Pamlico, also went to the station along with several revenue agents.

The whisky tomorrow will probably be loaded again aboard a vessel and taken to the customs house in Wilmington for further disposal.

A three masted schooner equipped with two crude oil power engines, is lying several miles off shore on North Carolina's rum row, is believed to be the source of supply for the whiskies that have been shipped to inland points from this section recently.

The federal authorities are closing in their nets and if the owners of certain small boats which are believed to have carried the whisky from the schooner to the beach at Bogue inlet about four miles west of Bogue inlet station are captured "some persons who were not believed to be in the whisky game" may be apprehended and arrested. This may result in the arrest of persons in Morehead City or other eastern towns

as well as the "big boys in the business" up north.

The schooner, said to be the supply source, has an American master but is flying a Spanish flag, according to sea bass fishermen who have been plying the waters off the western tip of Bogue Island for the past two months. "They tell me, said he today, that rum chaser (part of fleet of three with headquarters in Morehead City) opened fire upon the vessel and shot several times across her bow, but did not stop or scare her away from rum row."

It is believed in the village of Swansboro that the reason the coast guardsmen got wise to the liquor that was being brought ashore was the result of a person who squealed, and then helped guardsmen find the contraband where it was hidden on the beach, said one townsman.

Citizens of Swansboro, talking about the latest liquor escapade, stated this afternoon that one merchant was offered \$100 to take supplies to the rum ship under Spanish flag but he refused to do so. This advanced the theory that the vessel was in need of supplies. Another person stated that the vessel, which left Nassau a few days ago, carried some 70,000 cases of whisky. Still another said that he understood that the master of the rum laden vessel was paying \$800 to get the booze ashore, and federal men continue to investigate.

## LOLA DIX, REIDSVILLE GIRL, IS LIBERATED

Convinces District Attorney She  
Did Not Know Car In Which  
She Was Riding Was Stolen

(Special to Daily News)

Asheville, March 30.—Lola Dix, 14-year-old Reidsville girl, was freed today by District Attorney Thomas J. Harkins on a charge of violating the federal automobile theft law, after she had made a convincing explanation to the effect that she did not know that the car in which she rode from Knoxville, Tenn., to Hot Springs, was a stolen machine.

The girl and her companion, Tilden Stone, were arrested at Hot Springs on their way to Asheville in a small car which Knoxville police claimed was stolen in that city. They were turned over to the federal authorities here.

The girl and Stone, with another

On 16 June 1928, a far more serious incident occurred. It is interesting to read the log information, the official report and then what the newspaper reported about the event.

at 6.25 P.M. Received a telephone message from Captain  
Ramp James at Swainsboro, N.C. that there was a small gas boat  
at Swainsboro, N.C., selling whiskey, and to come at once. About  
the time we was getting away to go I received another message  
from F. B. Pittman of Swainsboro, N.C. to the same effect and  
we would watch the boat we started at once <sup>6:30</sup> and on the  
way to Swainsboro, N.C. we met the same boat, and hailed  
him several times, and he failed to stop. ~~We started after him~~  
fired one shot ~~which~~ <sup>and he did not stop</sup> and he did not stop, and  
~~then~~ we fired around one and it hit the water on our  
side and skipped, and went in the cabin and hit ~~one~~

L. W. F. Pinner, Officer in Charge.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

one of the men. But at the time we did not know that any one was hurt. The boat did not stop. we did not fire any more shots with the rifle. The boat headed in about to the shore, and two young <sup>men</sup> ~~that~~ jumped over board in about waist deep water and started to wade the woods. We then fired about five shots ahead of them but they did not stop. Manning Mc. M. M. 13 (5) C. Buckmaster, was put on the shore to look for them but could not see any thing of them as they had got too far in the woods. Surf N. A. Paul and my self proceeded after the boat that was still going to wade Beque sound. We got up with her when she ran in to the sledge bank. We found one woman on board, and one young man that look as if he was about 20 year old. The ~~shot~~ shot from the rifle hit him and he was in a dying condition. We taken the boat in tow and headed for Swansboro, N.C. Taken C. Buckmaster on board as we went along, and we met Capt Jara and Pittman in another boat. We told them what had hapened. They turned their boat to wade Swansboro and taken our boat and also the one that we had captured in tow. and when we got to Swansboro, N.C. the man was dead. we found five gallons and five pints of corn whiskey in the boat. The doctor was called to the woman that is known as Abbie Smith

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

of Hoggan N.C. The man that was killed his name  
was given me as Job. Powers. I had never seen him before  
that I know of. I called one under taken from Jackson  
ville N.C. and had him to ~~take him~~ to get him fixed  
for Burial. Dr. F. N. Blaised. is the doctor that  
was called to the one woman abbie Smith. She was  
taken to a private home and taken care of through  
the night. B.M. 16 (E) and two surfman was looking  
at me while after the boat they taken another  
boat and came to Swansboro N.C. after we had done  
all that we could do. I sent B.M. 16 (E) and one surf  
<sup>and Mr. M.M. 16, B. Backwater</sup> ~~and two~~  
~~surfman~~ to the station with the saged boat and  
the saged goods on ~~that~~ board. and My self and  
two surfman stayed at Swansboro N.C. ~~with~~ taking  
care of the Mirner for the remainder of the night. B.M. ~~16~~  
16 (E) Lt. Midgett was called back from H.S.  
hours Liberty 6:30 pm.

The official report.

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TREASURY DEPARTMENT

UNITED STATES COAST GUARD

FILE  
B. H.

Bogue Inlet

Swansboro, N.C.

COAST GUARD STATION

Seventh,

DISTRICT

(POST OFFICE ADDRESS)

23 June. 1928

192

From; Officer-in Charge, BOGUE INLET STATION.  
To ; Commander, SEventh District.  
Subject; Seizure of motor boat No.T-807.

1. It becomes necessary for me to report that on 16 June, 1928, the motor boat No.T-807, Carrying five and one-half gallons of Whiskey, was seized. In attempting to stop boat, Zed Powell, was accidentally shot and killed, due to the fact that bullet first struck the water, causing it to ricochet and enter the companionway, killing Powell instantly. Every effort was made to stop the boat without firing a rifle but the hail was ignored completely.

2. The motor boat T-807, five and one half gallons of whiskey, a loaded shot gun found with Powell in the cabin, and an umbrella held in the hand of Abbie Smith, to hide her identity, are being held at the Station, properly guarded. A warrant has been served on Abbie Smith, and warrants are to be served in the case of the two men who escaped.

3. I. together with Mo.M.M.lc., Charles Buckmaster, have been indicted for murder, but the charge against me has been dropped, and the charge against Buckmaster, changed to murder, in the second degree, and he has been released under bond in the sum of \$2000.00 to appear before the Grand Jury to be held in Jacksonville, N.C. 8 October, 1928.

*W. F. Piner,*  
W.F.Piner,



# Grandma Held As Rum Queen

\* \* \* \* \*

## Seized After Fatal Shooting

*Special to The Charlotte Observer*

NEW BERN, June 23.—Mrs. Addie Smith, of Onslow county, was given a preliminary hearing today before U. S. Commissioner Joe Nelson and was bound over under \$1,000 bond for appearance in federal court here October 8 for charges of violating the national prohibition laws by transporting whiskey.

The charges grew out of the episode that took place last Saturday, when Zeb Powell of Vanceboro, visiting in that section, was fatally shot by Charlie Buckmaster, coast guardsman, who with Captain W. F. Piner and Coastguardsman N. A. Rouse held up a motor boat suspected of carrying liquor in Swansboro waters. Buckmaster admitted the shooting and was ordered held under bond by a coroner's jury Monday.

### SON ESCAPES.

A quantity of five gallons and five pints of whikey was found on the motor boat. The woman on the boat was arrested. Her son, Ellis Smith, made his getaway from the officers, as did her grandson, Richard Smith, 14, who was also on the boat at the time of the capture.

Neither has yet been apprehended although warrants have been drawn against them, charging them with conspiracy and transporting whiskey. It is not known just how the minor will be tried.

G. Vernon Cowper, attorney of Kinston, represented Mrs. Smith here today at the hearing. Only brief testimony was given by Captain W. F. Piner, in charge of the Swansboro coast guard station, and N. A. Rouse. She waived examination. When apprehended the man and boy will be given a hearing here before U. S. Commissioner Tom H. Smith.

endeavoring to get away without having to pay for a load of whiskey obtained from the Havelock negroes.



## Powers To Prosecute Case Against Coast Guardsman

(Special to Daily News)

Kinston, Oct. 16.—With the case of Charles Buckmaster, coast guard man charged with fatally shooting Zeb Powell, a Pamlico county youth, transferred from state courts to the federal court at New Bern, it will remain for Solicitor James A. Powers, of this city, to prosecute him, Powers announced today.

The case may not be tried before next spring. Powers will prepare the state's case and press it before a federal judge and jury.

Powell was a passenger on an alleged rum-carrying launch when the crew of a boat from the Swansboro coast guard station fired upon it last summer. A bullet from a guard rifle penetrated the launch's side and struck the youth, who was below-deck. Evidence given the prosecutor here indicates the commander of the station boat ordered his men to fire across the launch's bow. The incident caused keen excitement and high feeling in Swansboro.

### 1928 news report

Although Buckmaster was indicted, his case was transferred to federal court in New Bern, and no record of the trial actually taking place has been found. While alcohol interdiction was a major mission, assistance to mariners was the primary mission of the Coast Guardsmen and they continued to un-ground vessels and give directions to captains unsure of the way through the shallow waters of the area.

In December of 1936, the station suffered its only loss of life with the death of the officer in charge, W.F. Piner. The log shows he took special liberty at 8 AM on 17 December. At 5PM a vessel was dispatched to bring him back to the station. At 1130 PM the boat returned, reporting Piner had fallen overboard and was drowned. A search that dark and cloudy night found nothing and the search resumed at first light the next morning by station personnel, later

joined by men from the Ft. Macon and Core Banks stations. In addition to the boat teams, Coast Guard aircraft #136, assisted in the search on 27 December without success. It was not until 30 December, after receiving a report of what appeared to be a body in the White Oak River, that motor surfboat 2183 recovered the body. The coroner's report blamed accidental drowning as the cause of death.



The Coast Guard search plane. ( By USCG - U.S. Coast Guard photo 7-13-33N 3726)

The initial log report:

Boque Inlet Sta. 1305 (W. F. Piner, officer in charge)  
Thursday, 17 December, 1936.

9:00 P.M. to mid.

11:30 P.M.

Andrew J. Mason, Surgeon,  
returned to station at 11:30 P.M.  
and reported that W. F. Piner,  
Boatswain, while enroute from  
Swanboro, N.C. officer in charge,  
Boque Inlet station, while  
enroute from Swanboro, N.C. to  
Station, fell overboard and was  
drowned.

Murley M. Wood  
B. Mac G. S. L. C.

## PINER'S BODY FOUND IN WHITE OAK RIVER

**Funeral For Coast Guard Officer,  
Drowned December 17, Will  
Be Held Today.**

(Special to Daily News)

Morehead City, Dec. 31.—Funeral for the late Capt. Finley Piner, 61, will be conducted at the home of his wife, Mrs. Maggie S. Piner, Friday afternoon at 3 o'clock with Rev. Mr. Huston and Rev. A. P. Stephens officiating.

Captain Piner, formerly in charge of Bogue Inlet coast guard station, was drowned when he fell from a boat in Swansboro harbor Thursday, December 17. The body was not found until yesterday. It came to the surface about a mile and a half from the place he was last seen alive, in the White Oak river where a flood tide had washed it.

Captain Piner was a native of Williston, this county. He had served 29 years in the coast guard and would have retired from the service in a few more months. Joe Wheeler Piner and Mrs. George M. Piner, children of the deceased, survive with his wife. Interment will be in Dayview cemetery.

In 1939, World War II started in Europe and the Atlantic became a battleground. Germany tried to blockade England in an effort to starve her of both war materials and food. By December 1941 when the U.S. entered the war, German submarines were operating all along the North Carolina coast, sinking vessels with impunity. Especially during the initial days of the war, there were three major concerns all along the coast, sabotage, espionage and submarines. There was intense interest in any light at night along the coast and offshore and, until late 1943, every inlet, including Bogue and Bear, was patrolled by a picket boat that recorded who entered and left. In February, 1943, Marines on Brown's Island reported firing on a man walking on Brown's Island who "got away" roughly at the same time a cut up rubber raft was discovered by a Coast Guard vessel in Brown's Inlet. This was later determined to be a USMC raft, but no reason for its destruction was ever established. Auxiliary and civilian vessels were brought into service to assist the Coast Guard's surveillance until government vessels could be built and a great deal of effort was made to maintain these civilian vessels. In February of 1943 20 percent of the civilian vessels were not fit for service, but by March of 1943 emphasis on guarding every inlet subsided and many of the civilian boats were returned to their owners.

In an effort to coordinate Coast Guard actions in Onslow Bay with those of other services, the position of Captain of the Port (COTP) Morehead City, was established. His weekly reports to District HQ talk of submarine sightings, the recovery of survivors of torpedoed vessels, the recovery of crews from downed aircraft, the raising of crashed planes, the difficulty of keeping day markers in Bogue Sound from being destroyed by long tows of barges, the astounding lack of skill demonstrated by freshly drafted Navy and Coast Guard navigators constantly running aground in the ICW requiring his assistance, the recovery of crewmen from ships aground and destroyed on Cape Lookout shoals, mines washed ashore, the escorting of ammunition barges carrying 600 tons of explosives in the ICW, the retrieval of bodies from sunken vessels, and the investigation of lights and flares. The conduct of training also had its challenges for the men assigned to Swansboro Station. In July of 1943, Cherry Point aircraft firing at sleeve targets got too close to the

station and their bullets impacted the station in the center of a group of watching men standing on the concrete reservoir. By pure chance, no one was hit. Training was moved further off shore.

The large buildup of defense forces along the coast had a major impact on the civilian communities. Food, especially meat, was being rationed and there was no system of commissaries to supply Coast Guard personnel requiring them to go into the local economy and compete with civilians for scarce supplies and medical support. The COTP reported in July of 1943 that food in the area was so scarce his boat crews "go for days with nothing but canned foods to subsist on". Fuel was also rationed and until a system of procurement was established, the replenishment of fuel for the Coast Guard boats was sometimes constrained. It was not until late 1943 that a commissary was built in Morehead City.

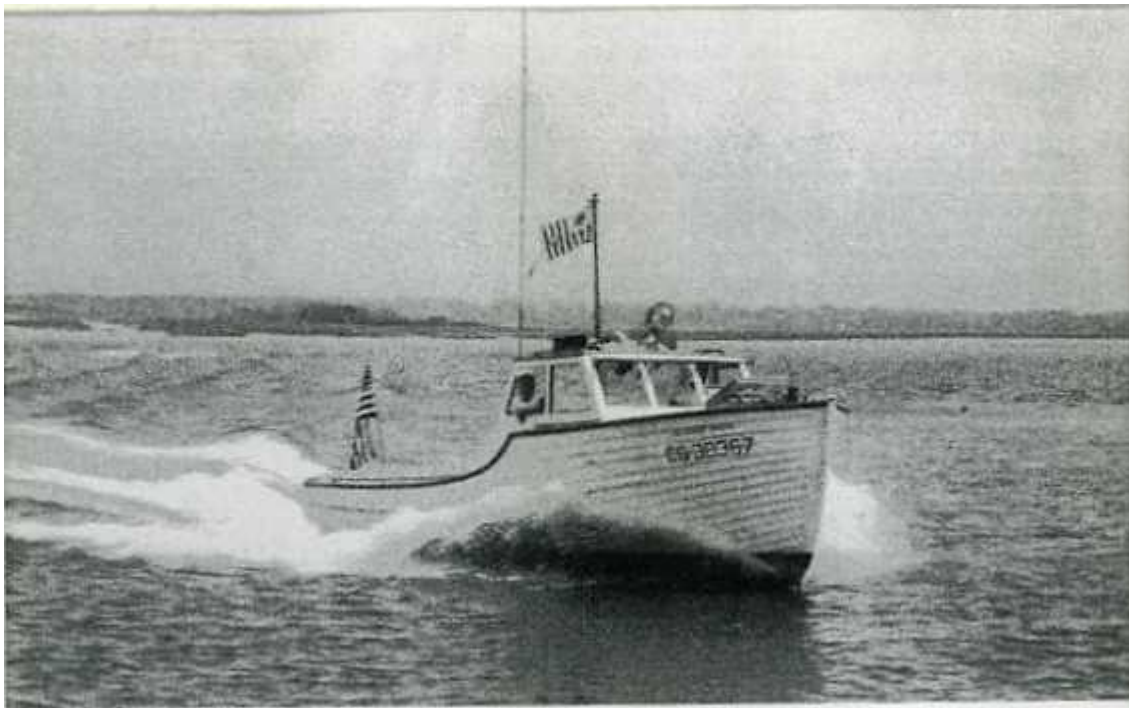
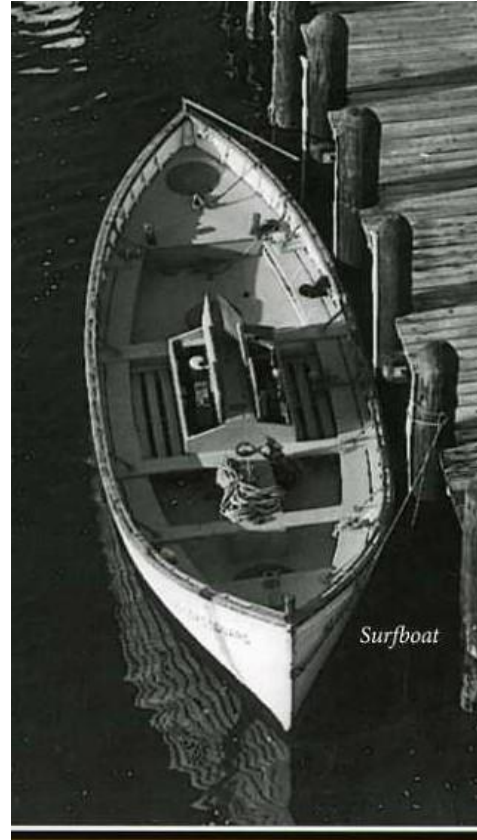
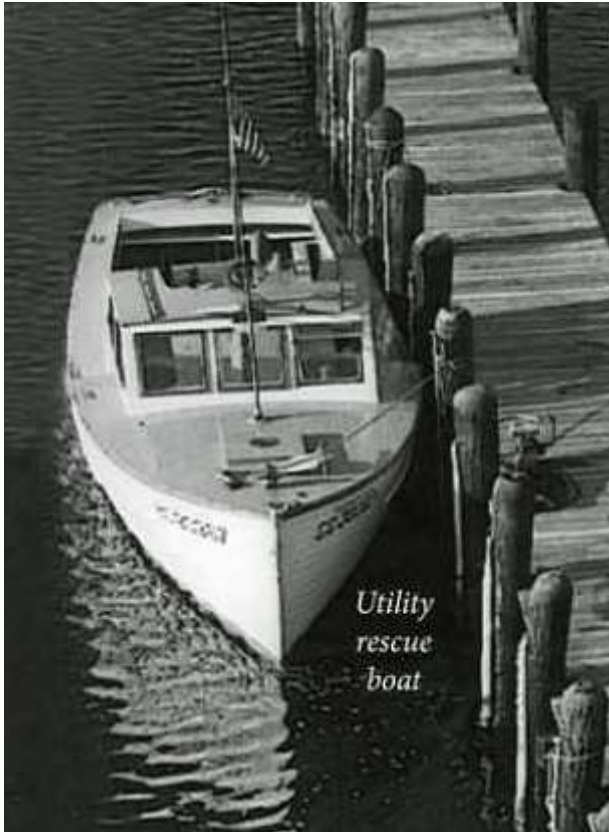
By late 1943, operations along the coast had matured in procedures to the point that the COPT Morehead City position was eliminated and control of the area was maintained from District Headquarters in Norfolk, VA.

With the end of the war, there was a marked drop of operational intensity. Swansboro Station reverted to the traditional role of assistance to very light recreational and commercial boating. Western Bogue Banks was mostly sand dunes, had a very small population and did not develop until the 1960's when ferry service began from Cedar Point to what is now Island Harbor Marina. Three ferries supported island traffic which boosted population growth and in 1971 the Langston bridge opened that facilitated the growth of the island and a rise in recreational boating.

The station in the 1950's







30-foot rescue boat from Swansboro LBSTA, ca. 1955. (Dalton Burrus)

In 1982, the government planned to close the station as a cost saving measure, but under pressure from Congress, the station was kept open.

1982

January

### **Closing termed best move**

SWANSBORO (AP) — The federal government's decision to close the Swansboro Coast Guard station is difficult to accept but is in the best interest of the Guard, the station's commander says.

CPO Gregory Straub, commanding officer of the station said news of the closing struck him as "a little upsetting and disheartening," but he characterized the closings as "doing away with the 'nice-to-have' so we can maintain the professional standards of the 'must-have.'"

Straub said he learned last Friday the station near Bogue Inlet would be one of 15 nationwide to close because of federal budget cuts.

The facility will be closed "as early as April or possibly by June," said Straub.

February

**WASHINGTON, Feb. 26—** The Reagan Administration, under pressure from Congress, reversed itself today and canceled plans to close 15 Coast Guard search-and-rescue stations in 11 states and to reduce operations at 16 other stations for budgetary reasons. .... The service will not close search-and-rescue stations at .... Swansboro, N.C.; Two Rivers, Wis.; Bellingham, Wash., and Chicago.

On 3 April of 1983, Coast Guard Auxiliary flotilla 20-10, Swansboro, was established to assist the U.S. Coast Guard in all of its missions except law enforcement. Initially consisting of 13 members, the flotilla involved itself with recreational boating safety programs and the operation and maintenance of the station.

In 1996, budget cuts reduced Station Swansboro staffing from 22 to 10 and it was downgraded to a Station Small, falling under the command of Coast Guard Group Fort Macon (28 miles to the east). With the reduction in staffing, 90 members from several flotillas in the state provided an important operations and training resource for the remaining active duty Coast Guard. Providing from 3 to 10 members each day, it was the Auxiliarists who kept the station functional, standing watch, performing maintenance and training with the remaining active Coast Guard members. During law enforcement training, Auxiliarists' boats were boarded and their crew was "arrested" many times for violations such as DUI, illegal drugs, etc.. Auxiliarists were "rescued" when their boats "caught fire" or when they had a possible heart attack. Two-boat drills for towing practice were frequent, one auxiliarist recalling that he would have been unable to sell his boat as it was seen to be under tow by the Coast Guard in local waters so often.

As the population increased and recreational boating traffic in the local inlets and waterways grew, the need for a fully staffed Coast Guard Station also grew. In April 2003, the Coast Guard decided to re-staff the Station, increasing the active duty members to 18. In June of 2004, the process was complete and the Station was commissioned as Coast Guard Station Emerald Isle and the auxiliarist support was reduced to local flotilla support level. This same increase in population and recreational boating traffic added to the need for boating education and vessel safety checks conducted by auxiliarists. During this period, active and auxiliarist Coast Guardsmen did joint training with auxiliarists providing "victims" for the active forces to train with and active duty members providing guidance to auxiliarists on proper search and rescue procedure. The close training and operational relationship between the active and auxiliary members was demonstrated on 30 June, 2011 when the auxiliary and active members combined their skills to save a stricken boater's life. The victim suffered a heart attack aboard a small boat, was initially treated by auxiliarists who requested additional assistance and was then revived by active duty members at the station. In October of 2012, five members of the flotilla received The Association for Rescues at Sea Silver Medal for their performance of duty. Subsequently, the crew presented the medal to the station for display as they felt it was earned by their combined efforts.

Another event in 2011 was typical of the service provided by Station Emerald Isle.



North Carolina Department of Environment and Natural Resources

Division of Marine Fisheries

Beverly Eaves Perdue  
Governor

Dr. Louis B. Daniel III  
Director

Dee Freeman  
Secretary

May 9, 2011

BMC Rob Lepere,

On May 7, 2011 I received a call for assistance from a Station Emerald Isle boat crew that was responding to a distress call from a group of kayakers that had become lost. I launched my shallow water vessel and responded to the area. After scouring the area we were able to get a definite position on the missing kayakers. Once their location was identified it was obvious that a vessel rescue was impossible due to the extremely low tide. At this point I was informed that your vessel had dispatched two coast guardsmen on foot to make contact with the missing kayakers. Once they were contacted an extensive rescue operation commenced.

The kayakers were located approximately 500 yards from the Atlantic Intra-coastal Waterway on the opposite side of a spoil island. Once your officers and I were on scene we attempted to evacuate the kayakers on foot. We quickly realized that the 200 yard journey in knee to thigh deep mud was not feasible and we decided to manually drag each kayaker in their respective kayaks over the mud/marsh flat. Once on more solid land the Coast Guardsmen assisted the kayakers up an incredibly steep sand dune, across another 200 yards of dune, and down another steep dune face. Once the kayakers were relayed to the Shell Rock Landing area and evaluated by emergency medical personnel their personal property was retrieved and transported to Shell Rock Landing.

Your crew demonstrated an incredible amount of determination and resourcefulness throughout the entire rescue. In addition they showed an amazing amount of concern and compassion for the distressed kayakers. Your officers accurately and expeditiously evaluated the situation, notified the appropriate agencies, and saved the lives of the four kayakers. For their actions they should be commended.

Sincerely,

Officer Neil Kendrick  
North Carolina Marine Patrol

In 2013, Terrell Horne III Way was dedicated, honoring Chief Petty Officer Terrell Horne III, the first Coast Guard officer murdered while on duty since 1927.

Chief Petty Officer Terrell Horne III, 34, died in December 2012 from injuries sustained during an operation off the California coast targeting a drug smuggling boat. Prior to taking on his duties aboard Halibut, a patrol cutter based at Marina del Rey, Horne served as executive petty officer at Station Emerald Isle from 2009 to 2011.

Horne was aboard a small inflatable boat that had been launched from the Halibut after the Coast Guard identified a panga-type vessel suspected of illicit activity. Horne was one of two officers thrown from the boat when it was rammed at a high rate of speed by the suspect vessel. He died of a head injury after being struck by a propeller.

The mission of the station continues to be focused on the recreational boaters in the area and the station remains Semper Paratus.

**This history was compiled by Fred Jelinek, U.S. Coast Guard Auxiliary Flotilla 054-20-10, from various sources on the internet, "BogueBanks" by Jack Dudley, and a review of the station log books at the National Archives in Morrow, Ga. and other Coast Guard records in the archives in Washington, D.C.**