

southport historical society

Whittler's Bench Spring 2020



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Bob's Briefing



To help support our nation's effort to contain the spread of COVID-19, the Society has temporarily canceled all of our meetings and in-person classes. In addition, we closed the Old Jail Museum and the Susie Carson Research Room. These actions will be in effect through the end of April. In the meantime, we are carefully following the situation and look forward to restarting all of our activities as soon as we can. We will keep you updated as we have new information.

These are difficult times and once you have organized your closet two or three times, it can also become quite boring. Indeed, for some, the time can become very stressful. So, please stay connected with your family, friends, and neighbors.

For our part, the Society will continue to offer our free online services that everyone can utilize as a way to stay active and engaged.

SHS Online Services:

- [Historical Research Collections](#)
- [Facebook page](#)
- [YouTube Channel](#)
- [SHS Webpage](#)

In these challenging days, we want to do more. Our idea is to provide our members and friends with learning tools that present interactive virtual learning experiences. The kick-off for this journey started last Thursday when our Vice President, Liz Fuller, used an "App" called Zoom to offer an interactive class to a group of volunteer students. The test went well and we learned a great deal that we will use to make interactive online programs a reality.

Facebook Live is another platform we are exploring with the goal of providing interactive tours of the Old Jail or other sites. We would also like to use this platform to offer an interactive version of the popular "Living Voices of the Past" program. This program features the Society's "actors" recreating history by taking the role of specific figures in Southport's past.

This is truly an ambitious agenda and I hope that many of you will step up to help us make these exciting programs a reality!

Take care and be safe.

Bob Surridge, President

SHS Upcoming Events

- [Membership Dues](#) are due. Pay online or by mail. Thank you for your support!
- [Armchair History Classes](#) with Liz Fuller, *Challenges in 20th Century History*, Online classes, Every Thursday in April at 1 pm, Registration Required, Open to All. See page 3 for more info. Contact info@southporthistoricalsociety.org to register.
- [Armchair History Classes](#) with Travis Gilbert, *The Story of Bald Head*, Online classes, Tuesdays, April 7 – 28, 7 pm – 8 pm. Registration Required, Open to All. See page 3 for more info. Contact info@southporthistoricalsociety.org to register.
- [Second Tuesday Talk](#) with Bob Surridge, “*Southport’s Progressive Women*” April 14th @ 10:30 am - 11:30 am, Online, Open to All, Registration Required, Contact info@southporthistoricalsociety.org to register.
- [Second Tuesday Talk](#) with Liz Fuller, “*Like Mother, Like Daughter: 200 Years of Southport History Told Through the Lives of Women*” May 12th @ 10:30 am - 11:30 am, Online, Open to All, Registration Required, contact info@southporthistoricalsociety.org

The following in-person meeting dates are subject to change due to government guidelines:

- [SHS General Membership Meeting](#), “*Southport Women and the Right to Vote*” May 28 @ 6:30 pm - 8:30 pm, Southport Community Building. No Registration, Open to All
- [Second Tuesday Talk](#) with Pat Kirkman. “*The Dr. Walter G. Curtis Family: Smithville, Southport and Beyond*” June 9th @ 10:30-11:30 am, Indian Trail Meeting Hall, No registration Required. Open to All.

Armchair History Classes

In support of #SouthportStayHome, The Southport Historical Society, in collaboration with Harper Library, is bringing exciting History classes right to the comfort of your own home!



Liz Fuller teaches *The Sinking of the John D Gill*

Liz Fuller will be teaching a variety of topics on **Early 20th Century Southport History** on Thursdays 1 pm – 2:15 pm.

Travis Gilbert will be teaching **The Story of Bald Head** on Wednesdays 7 pm - 8 pm.

Email info@southporthistoricalsociety.org to register and receive log on information. We will even walk you through using the Zoom tool if it is new to you.

Class descriptions are on the following page.

20th Century Southport History (Thursdays 1 pm – 2:15 pm)

Presenter: Liz Fuller, Vice President, Southport Historical Society

April 2 – Southport and the War to End all Wars

Southport's population doubled overnight in 1917 when more than 1000 troops-in-training were sent to Ft. Caswell. Learn how the town adapted, and even thrived, in their sudden new role as a military support town.

April 9 - Southport and the 1918 Flu Pandemic

The "Spanish Flu" pandemic killed more than 13,000 people in North Carolina. Find out how the citizens of Southport and the troops at Ft. Caswell fared during the crisis.

Take just one or
sign up for the
whole series!

April 16 - Southport and Women's Right to Vote

Southport women were committed to improving their city even before they had the right to vote. Learn about the women who sought political change and worked to help women get out the vote.

April 23 - Brunswick County Moonshining

Moonshining was a way of life and a part of North Carolina's culture for over 300 years. Come hear the history and folklore of distilling whiskey in Brunswick County.

April 30 - Prohibition and Smuggling in Southport

Prohibition began earlier and lasted longer in North Carolina than in the rest of the United States. Find out how this great experiment began and what caused it to end. And learn how it brought international smuggling to the shores of Southport.

The Story of Bald Head (Tuesdays 7 – 8 pm)

Presenter: Travis Gilbert, Educator & Collections Coordinator at the Old Baldy Foundation and Director at the Southport Historical Society

Class Summary: Throughout the past four centuries, Bald Head Island played a significant role in history of the United States. Join Old Baldy Foundation historian Travis Gilbert in exploring the thrilling history of Bald Head, from the Golden Age of Piracy to the modern development of the barrier island. The class will be taught using pieces from the Old Baldy Foundation's collections and feature multimedia from the island's historic sites.

April 7th 7 - 8pm

Colonial Bald Head - Puritans, Pirates, and Pilots

April 14th 7- 8pm

Bald Head's Lighthouses & Lifesavers

April 21st 7- 8pm

Bald Head at War: Revolutionary, Civil, and World Wars

April 28th 7 - 8pm

Developing Bald Head - The Long 20th Century

"I love history. At its core, it is about human nature: learning how others who have come before us have overcome challenges—some of which we still face today. History can give us a deeper perspective and can provide solace and hope, knowing we have been through tough times before." - Doris Kearns Goodwin

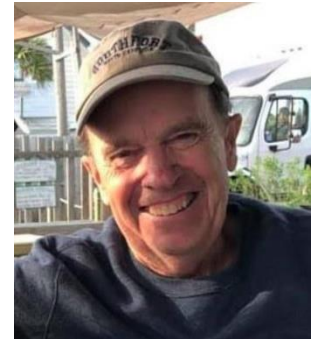
Meet Our New Board Members



Desiree Bridge

Desiree Bridge lives in Southport after having lived in many different locations in North Carolina exploring its unique history and culture. She is a Culinary Historian with a focus on European/Early American hearth cooking and baking. During her 10+ career Desiree has had the privilege to bake using ovens built in the 1800s to a oven created by famous bread guru Alan Scott. Desiree also enjoys studying the medical gardens and treatments of early Winston-Salem, NC settlements. For hobbies she likes to garden, read, and most importantly nap.

Doug Donaldson was born in Boston, Massachusetts and lived near the city until moving to Southport about three years ago. He graduated from Harvard College and is married to Ruth Ann. They have a daughter and three grandchildren. He worked as a bank personal trust officer for over twenty-five years before taking over the reins of a small business involved with specialized corporate financing projects for another seventeen years until he retired. Doug likes to read and sail, is a fly fisherman and is a lifelong follower of the Boston Red Sox. He is interested in colonial American history and was a colonial militia reenactor for many years. Doug is intrigued with the variety of events that have occurred in the history of Southport.



Doug Donaldson



Travis Gilbert

Travis Gilbert is the Educator and Collections Coordinator at Old Baldy Lighthouse. Gilbert received a Bachelors of Arts in History from Hood College in Frederick, Maryland. He is a former manager of the Lower Cape Fear Historical Society and serves on the Board of Directors at the Historic Wilmington Foundation and Thalian Hall Center for the Performing Arts.

Donnie Joyner was born in Smithville Township, and is a graduate of Brunswick County High School aka BCT (class of 1967) and Cape Fear Community College (1969). He holds an Assoc. Degree in Drafting and Design Technology Computer Repair from Atlanta Tech. Donnie and his wife, Theresa, live in Southport and have one daughter. He is a member of Mt. Carmel AME Church. He is the founder of the *Smithville Township/Southport Black History the Real Story* (an Annual event held in Southport showcasing the accomplishments of Blacks in the Smithville Township Community). He was the Public Relation Chairman of *Celebrating the Dream Project* (a five-county program held in June 2014 commemorating the 1964 signing of the civil rights bill). He is a member of the Friends of The North Carolina Maritime Museum (Southport) Board, the Brunswick County Training School (BCT) Reunion Committee, and of the Southport Planning Board. Donnie spent 30 year in the construction industry as a Piping Designer in the Nuclear, Petro Chem & Marine industry and nine years as a Millworks Specialist for Home Depot.



Donnie Joyner



Mary Ellen Watts Poole

Mary Ellen is a Southport Native and is a retired Federal Human Resources Director. She holds a BA degree from UNC-W and MA from Webster University. She served two terms on the Southport Board of Alderman and is currently serving on the Board of the NC 4th of July Festival. She enjoys working part-time with the Southport-Oak Island Chamber of Commerce. Mary Ellen is passionate about community service and is anxiously looking forward to serving on the Board with SHS.

1918 Influenza Pandemic by Liz Fuller

The first case of “the Spanish Flu” appeared in Wilmington on September 19, 1918. It came from a military ship that stopped in the Port City on its way from Boston. Within a week, 400 more cases appeared. Rapidly, the disease spread throughout North Carolina, carried along the railroad lines. It journeyed down the Cape Fear to Southport as well. The Steamship, *Wilmington*, and the *WB&S Railroad* provided daily connections between the two cities. It wasn't long before Southport residents began to show symptoms.



In the fall of 1918, approx. 2% of the Ft. Caswell soldiers who caught influenza, died. Photo credit: Red Ferguson



Sgt. Robert Guy Farmer died in the 1918 flu pandemic. He is buried in Smithville Burial Ground. Photo credit: [B.B. Roberts](#)

The Officers at Fort Caswell quickly announced a quarantine. All contact with the citizens of Southport halted. Mail delivery from Wilmington was suspended. Despite these efforts, over 500 soldiers contracted the disease, overwhelming the small base hospital.

Just eight weeks later, the disease was gone, and the war was over. The weak and bewildered survivors were left to wonder what had hit them. Southport residents had fared better than their neighbors. In a mere two months, half a million Tar Heels (20 percent) had contracted the flu. Nearly 14,000 had died, greatly outnumbering the 828 North Carolina soldiers who had lost their lives in European combat.

On November 11, 1918, Southport gave thanks for the end of the war, and for the end of the influenza. Once more, businesses were open, churches were providing services, and schools were holding classes. Life had resumed its normal, reassuring rhythm. Along the river, the Menhaden fishing steamers gathered in their familiar spot. The fishermen, along with all the people of Southport, looked forward eagerly to the promise of a new season ahead.

(To learn more about Southport and the 1918 Flu Pandemic, Check out our Armchair History class on the topic. See page 3 for details)

Check out Southport Historical Society's [Youtube Channel](#). There are over 20 videos , with more being added regularly. You can find recordings of Classes, Tuesday Talks, Oral History Interviews and Historical Character Portrayals.

Southport's Storm Signal Tower by Liz Fuller

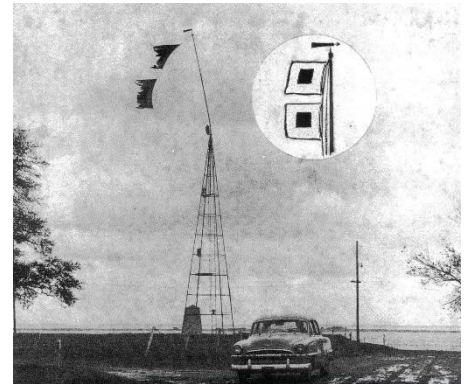
This past February, Southport lost a long-standing and well-loved landmark when the historic Coastal Warning Display (CWD) tower, also known as the Storm Signal Tower, was destroyed in an unnamed windstorm. The tower had stood in its location on the Garrison lawn since January, 1902.

The federal government began building CWD Towers in 1898 following the Spanish American War. President McKinley is said to have remarked that he was more afraid of hurricanes than he was of the Spanish Navy. He claimed that more warships had gone to the bottom of the sea due to storms than due to the fire of enemy fleets. Consequently, McKinley ordered the U.S. Weather Bureau to establish a hurricane warning system for ships. Soon CWD towers were being built along the coasts.

Local businessman, E.B. Stevens, who also served as Southport's Weather Displayman, immediately began lobbying for a tower to be built in Southport. It took several years of his efforts before Congress authorized the construction of a tower in Southport. The tower was shipped from Pittsburgh to Mr. Stevens. He oversaw the construction of the tower and the concrete slab upon which it sat. The location of the tower was selected by an officer of the Engineer Corps.

The tower itself was 50 feet high and the pole added another 25 feet. Signal flags were used during the day. At night, three lights mounted on the side of the tower were used to indicate weather conditions. Prior to the erection of the tower, Mr. Stevens had been limited to hoisting signal flags on Fort Johnston's flagpole.

Mr. Stevens' daughter, Jessie Stevens Taylor, also served as a volunteer for the Weather Bureau. She worked as a Weather Observer, recording and reporting data to the Bureau. Eventually, she took over for her father and became Southport's Storm Weather Displaywoman.



Bowed but not broken. Southport's Signal Tower in the aftermath of Cat. 4 Hurricane Hazel. Photo credit: State Port Pilot



Mrs. Jessie Stevens Taylor holding a hurricane signal flag. The flag was red with a black center. Two flags meant a hurricane was approaching. Photo credit: State Port Pilot

Mrs. Taylor is credited with saving hundreds of lives by promptly and accurately displaying weather signal information even under the most severe circumstances. Her storm signal flags, red with a black rectangle in the center, warned offshore fishermen, light keepers and life-saving personnel that a hurricane was on its way and they should seek safe harbor and high ground.

Mrs. Taylor held her position longer than any other volunteer in the history of the weather bureau. Although she never sought compensation for her hard work, her dedication did not go unnoticed. In 1955, she was invited to a celebratory lunch in Washington DC and was presented with a medal to thank her for her 55 years of service and her heroism during

Hurricane Hazel, the only Category 4 hurricane to hit North Carolina in the 20th century.

The use of Storm Signal Towers was discontinued in 1989 as the system had become obsolete. Many coastal towers were torn down and their use forgotten. But Southport's tower continued to stand for another thirty years, proudly displaying Old Glory, the American flag. It's ironic that after surviving countless hurricanes of all

categories, the tower was toppled by an otherwise unremarkable wind. Its loss is felt by everyone in the community. Discussions are under way by Southport leaders as to whether the tower can or should be rebuilt.



Photo Credit: Southport Police Dept.

The same tower on the morning of Feb. 8, 2020 following a brief but powerful windstorm.



Photo Credit: Southport Police Dept.

Southport's
iconic Storm
Signal Tower
as it stood from
1902 – 2020.

Storm Signal Tower Protected U.S. Lighthouse Launch #82

by Debbie S. Mollycheck
©2020 Debbie S. Mollycheck

Like all watermen, when the storm warnings were hoisted up the tower by Mrs. Jessie Taylor on the Garrison lawn, the U.S. Lighthouse Keepers made ready.

Through its monthly news bulletin, the Lighthouse Service notified employees that the U.S. Weather Bureau had developed a new system of storm warning signals. The new signals would be displayed after 8:00 a.m., January 1, 1919. The flag warnings by day and lanterns by night were heeded carefully by the Keepers of the Cape Fear River Lights who were mandated to protect lives and government property.¹

To ensure her seaworthiness, the Lower River Keepers were meticulous in maintaining their 30-foot lighthouse launch #82. The Keeper in 1925, Robert Gaskins, was in charge of the Bald Head Lighthouse and the lights from the river's mouth to Lower Liliput Channel Range Rear, covering about twenty miles. Prior to Gaskins, Keepers from 1885 until about 1924 had to provide their own boats and fuel. When Superintendent of the Sixth Lighthouse District, Henry Beck, assigned Lighthouse Launch #82 to Gaskins, Beck expected, and regulations required, Gaskins to protect her².



*Southport Storm Tower displaying all of its flags.
Photo Credit: State Port Pilot*

On January 26, 1927, Jessie Taylor had hoisted the hurricane warning flags. When two red lanterns with a white lantern between were displayed from the weather tower in Southport, Keeper Gaskins secured launch #82 from the sixty-mile gale blowing at his Bald Head station. Early in the night, a ship in distress was sighted at the Frying Pan Shoals by the 132-foot Cape Fear Coast Guard tower, located two miles from Gaskins' Bald Head Station. Despite the severe storm, Capt. Melville Pigott had his crew head their motor lifeboat into the mountain-high waves. After making every effort to reach the stranded ship, "without avail," Capt. Pigott made the difficult decision to return to the station. Upon reaching the mouth of the river, near Bald Head, the lifeboat's motor stalled and refused to start. As the boat was being flung up and down at 3:30 a.m. in 24° temperatures, Coast Guardsman Perry left the tower and struggled against the gale as he walked the two miles to seek help from Gaskins. During the worst blizzard of the year, Capt. Pigott and the crew waited, anchored at the river's mouth.

Gaskins did not hesitate to take launch #82 and Coast Guardsman Perry to attempt a rescue. Capt. Pigott would report to Superintendent Beck that Gaskins maneuvered his launch alongside the surf boat and with much danger to Gaskins and launch #82, rescued all the men aboard. For his expert seamanship and personal bravery, Keeper Gaskins was awarded a commendation from the Commissioner of Lighthouses. Superintendent Beck reported to the commissioner that the rescue could not have been done if Gaskins had not been provided a thoroughly seaworthy launch.

Prior to the Lighthouse Service being consolidated with the Coast Guard in July 1939, the Lighthouse river Keepers did not have a uniform system for protecting launch #82 when the storm flags were raised. For instance, when storm warnings were raised March 12, 1935, Keeper Gaskins contemplated the safest harbor for the lighthouse boat. In March 1930, Gaskins, his family and launch #82 had transferred their station from

¹*Lighthouse Service Bulletin*, "Change in the System of Night Storm Warnings Displayed on the Atlantic and Gulf Coasts," Bureau of Lighthouses, Department of Commerce, vol. II, Dec. 2, 1918, no. 12, 50-51, Washington, D.C.; *Lighthouse Service Bulletin*, "Caution as to Small Boats," vol. II, March 1, 1920, no. 27, 119; and *Instructions to Employees of the United States Lighthouse Service*, 1927, U.S. Department of Commerce, Lighthouse Service, 5-22, 53-54, 73-77.

²In 1925, the 6th District ran from, but did not include, New River Inlet, N.C. to Jupiter Inlet, Fla.

Bald Head to Southport after their Bald Head reservation home was destroyed by fire the morning of March 13, 1930. On March 11, 1935, while attending the lights upriver, Gaskins grounded in Walton Creek at low tide. In a light southwest wind, Keeper Gaskins waded ashore from Walton Creek and returned to his Southport Station. By March 12, the winds had shifted. Storm pennants were hoisted at the Garrison that indicated the approach of a storm of marked violence with winds beginning from the southwest. Keeper Gaskins recorded in the Lighthouse Log, "It was considered that she [#82] was in a better place up Walton Creek than if she were at the dock in Southport."³

Over the years Gaskins had heeded the storm flags and worked the Lower River Lights and Bald Head Lighthouse with his light attendant, James Smith. On July 6, 1935, Keeper Gaskins assisted the Lighthouse Tender with dismantling the Bald Head Lighthouse lens; the station would revert to caretaker status. Forty-one days later, on August 16, 1935, upstairs at his Southport Station, Keeper Gaskins committed suicide by taking internally 16 mercury bichloride tablets.... The entry made by light attendant James Smith that day also noted, "Cloudy. Rain moderate. NNE wind." With launch #82, Smith attended lights up river and recorded, "Snow Marsh Channel No. 71 in collision," in addition to recording Keeper Gaskins' death.



Glennie Howard, first full-time Coast Guard assistant to Keeper Mollycheck, preparing to secure boat (#30360) after attending the navigational aids. Franto Mollycheck III standing beside Howard, Keeper Mollycheck II at the wheel. (Mollycheck Collection.)

On September 5, 1935, the additional keeper, James E. Pinner, sent by the Lighthouse Service to temporarily serve in Gaskins' place, recorded in the *Log of Lower Cape Fear River Lights* that there were strong southwest winds and a storm was expected. The Southwest storm warning had been raised at the Garrison. Watermen and townspeople who had observed the white pennant below a square red flag with black center during the day, began preparations to secure property. At night a white lantern below a red lantern warned of a storm of marked violence with winds from the southwest. During the night of September 5, the strong winds and torrential rains shredded shingles off houses and businesses. As trees were blown down and power was lost in Southport, Additional Keeper Pinner, who was born in Southport in 1899, heeded the forewarning from the weather tower. Notwithstanding the heavy rain and seas, Pinner secured launch #82 at the Southport dock and stood by her all night during the storm.⁴

The last civilian keeper of the Lower Cape Fear River Lights, Franto Mollycheck II, like the prior keepers, recorded daily the direction and intensity of the wind in his log book. Superintendent Beck appointed Mollycheck keeper of the Lower Cape Fear River Lights, January 1937. Keeper Mollycheck, his wife, Lilla, and their three young children occupied the Garrison as lighthouse station and a home from his appointment until his retirement on disability in January 1951. After the Lighthouse Service was merged with the Coast Guard in July 1939, when Mrs. Taylor hoisted storm warnings. Mollycheck's protocol was to take launch #82 (now designated No. 30008) to her berth at the Oak Island Coast Guard Station for protection.

For instance, On August 1, 1944, Keeper Mollycheck recorded, "Strong northeast winds, rain, 3:00 p.m.-6:45 p.m., Northeast storm." The winds were so strong that the red pennant above a square red flag with black center, hoisted for the northeast storm warning, were ripped from the tower and "were blown to the top of the [tall] tree in front of the [Bill] Wells house at the corner of Bay St. and Davis St. where they were torn to ribbons."⁵ By the next day, with a moderate southwest wind, Keeper Mollycheck was back attending the lights with launch #82.

³Unless footnoted otherwise, the author utilized the *Log Books, Lower Cape Fear River Lights, 1932-1948*. (Mollycheck Collection), and personnel records of the keepers (National Archives); Cape Fear Coast Guard Logs (National Archives), and Tender Logs (National Archives).

⁴"Storms and Rainy Weather Have Caused Damage in this Section," *State Port Pilot*, September 11, 1935.

⁵"Lighter Side," *State Port Pilot*, August 2, 1944; And this author's interview with Trudy Young of Southport, Feb. 25, 2020.

Over the months, Keeper Mollycheck attended the lights up and down the river and, in compliance with regulations, painted, cleaned and polished his launch. By the middle of late October 1944, the winds had shifted from light southwest to moderate northeast. On October 19, the winds were upgraded to strong and blowing from the northeast with rain. Mrs. Taylor hoisted hurricane warnings at the Garrison at 3:00 p.m., Thursday. Following his observation of two square flags, red with black centers, one above the other, Mollycheck prepared for the approach of a hurricane. He again headed launch #82 to the safety of the Oak Island Coast Guard Station. The winds shifted again. With strong northeast to southwest winds and rain, Mrs. Taylor lowered the hurricane warnings at 2:00 p.m.; she hoisted the southwest storm warnings. A storm of marked violence with winds beginning from the southwest (a white pennant below a square red flag with red center) was approaching.⁶



Keeper Mollycheck and Light Attendant James Smith (with hat) preparing 30-foot lighthouse boat #82 for tending the Cape Fear navigational aids. Launch #82 is moored to the Engineers' Dock at the foot of the Garrison. c. 1937. (Courtesy of (c) Debbie Mollycheck

Launch #82 served faithfully until March 1946. In addition to the Keeper's routine maintenance, #82 was in dry dock at the Charleston Depot several times for general overhauling including repairs to the clutch.

On March 1, 1946, on a cold, clear day with a moderate northeast wind, Keeper Mollycheck, and his Coast Guard assistant, Glennie A. Howard, BM 2/c, approached the Quarantine Station on the river with launch #82 to store empty gas tanks. As they readied to moor in a strong ebb tide and the northeast wind blowing, the steering gear on #82 became uncontrollable. The boat crashed into the side of the dock. She sprang a leak in the hull, and water gushed in, drowning the engine. Mollycheck and Howard made an effort to beach her on the west bank of the river. After Mollycheck got the engine started, he held a piece of wood to protect the engine from water. Howard steered.

Launch #82 stayed afloat long enough to get her keeper and assistant close enough to swim ashore before her engine stopped. Keeper Franto Mollycheck and Glennie Howard went overboard into the freezing water and strong tide. They struggled safely ashore above Fiddler's Drain (Bonnet's Creek) and walked into town. At 10:30 a.m., launch #82 sunk in 20 feet of water. While her keeper and Howard dragged many a day, launch #82 was never found; her final berth remains at sea.⁷

Due to Jessie Taylor's loyalty to the storm warning system, and the river Keepers, launch #82 survived to save life and property in the Cape Fear River for over twenty years.

After the 1946 sinking, Jessie Taylor would hoist the storm warning flags for another 16 years.⁸

⁶"Hurricane Did No Damage to Brunswick Coast," *State Port Pilot*, August 2, 1944.

⁷"Waterfront" and "The Way It Was;" Jimmy Harper interview with Glennie Howard, *State Port Pilot*, Feb. 1998; and *Log Book*, March 1, 1946-March 25, 1946. (Mollycheck Collection).

⁸"Coastal Warning Display Towers," https://www.ibiblio.org/lighthouse/storm_warning_towers.htm

To learn more about Keeper Mollycheck and his family, visit the “Life at the Garrison” exhibit at Fort Johnston.



Life at the Garrison exhibit, Ft. Johnston Southport Museum and Visitor Center Photo Credit: Liz Fuller

Scholarship Opportunity by Ken Morris

Deadline: April 17, 2020

Applications are now being accepted for the **\$2000 Susan Sellers Carson Scholarship** to be granted in 2020.

Application forms and instructions are available on the Southport Historical Society website, the scholarship counsellor's office at South Brunswick High School (Sharon Herring), or by emailing kmorris@ec.rr.com.

Applicants are required to submit a minimum 900-word essay on either of two topics. The topics this year are: **“An Uncommon Hero – Abraham Galloway”** or **“Cape Fear River Pilots”**.

Applications must be postmarked or received by April 17, 2020.

Seniors at South Brunswick High School who have been accepted at any accredited two- or four-year college or university are eligible to apply.

\$1000 will be paid directly to the university in each of the student's first two years upon verification of full-time enrollment.

The recipient of the Susan Sellers Carson scholarship will be chosen based on their efforts in writing a comprehensive, insightful, and original essay about one of the topics listed above.



Susie Sellers Carson

During these challenging times, your support through Membership and Donations are appreciated more than ever.

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