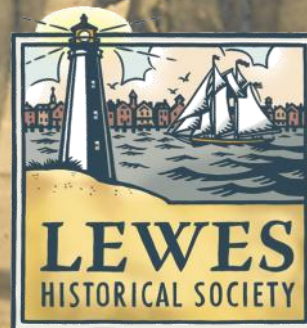


**“YOU HAVE TO GO
OUT, BUT YOU DON’T
HAVE TO COME BACK”**

**THE UNITED STATES LIFE-SAVING
SERVICE**



**A CURRICULUM-BASED PROGRAM
FOR STUDENTS IN GRADES 4-6**





THE UNITED STATES LIFE-SAVING SERVICE

The Life-Saving Service was founded out of necessity. With more goods and people traveling along the eastern seaboard of the United States, thousands of people and many tons of cargo were lost in storms or when ships ran aground. People realized that there needed to be a system of rescue for these ships and their cargo to prevent the loss of life and property.

The Life-Saving Service was officially created in 1871 and was led by a young lawyer from Maine named Sumner Kimball. It was under his supervision that the service grew and became a staple of shoreline rescue. Life-Saving Stations were placed between 3 and 5 miles apart along the eastern coast of the United States as well as locations throughout the Great Lakes, the Pacific coast and the western coast of Florida. These stations were manned by a station keeper and about 6 individual Surfmen. These Surfmen would live on site at the station and could go weeks without seeing anyone but their fellow surfmen. Some of the Life-Saving Stations were on small, remote barrier islands, keeping the men isolated for months at a time.

The surfmen would take turns patrolling the beaches every night to be on the lookout for a shipwreck. Surfmen would walk from their station to a midway point, where they would meet with another surfman, exchange a "check," a small badge which proved that they had completed their patrol and walk back. If they saw a shipwreck, the surfman would light and wave a red flare, signaling to both the troubled ship and the Life-Saving Station that a rescue would need to take place.

The surfmen were a very busy group. Ship wrecks did not happen every day, so to pass the time and to keep their skills sharp, the surfmen had a very strict schedule they followed to make sure that they were always ready for action.

| | |
|-----------|---|
| Monday | Surfmen would practice the Beach Apparatus Drill and make sure that all of their gear was in working condition and safe to use. |
| Tuesday | Surfmen would practice their rescue boat drills. They would row into the surf, capsize their boat, right it and start again. |
| Wednesday | Surfmen would practice signal drills such as semaphore and wig wag, which were forms of communication with flags. |
| Thursday | Surfmen would repeat the Beach Apparatus Drill and any other Monday duties. |
| Friday | Surfmen trained in "Restoring the apparently drowned" which was like an early form of CPR. |
| Saturday | Surfmen performed maintenance and chores like cleaning the Life-Saving Station and grounds. |
| Sunday | Surfmen had the day off to go into town or relax. Regular patrols still occurred at night. |

AN INTRODUCTION TO LIFE-SAVING IN LEWES

PRE-VISIT ACTIVITY 1

Objective:

Students will clearly articulate the role of the United States Life-Saving Service in relationship to the history of Lewes. Students will be able to discuss the necessity of the Life-Saving Service, the duties they performed, and the accomplishments made by the Surfmen of the United States Life-Saving Service.

Activity and Discussion

Invite students to gather for a class discussion. Ask if any of the students have been to a beach and seen a life guard on duty. If so, have students define the responsibilities of a lifeguard. Next, ask students if they have ever seen a boat while they were out on the beach. Once they answer, ask them if they know whose job it is to watch the boats and help them if they are in trouble. Explain to students that today, the United States Coast Guard is responsible for rescuing people who are in trouble on the water. Today the Coast Guard uses modern equipment, such as radios, power boats, and even helicopters to perform rescues.

Ask students to think about how rescues would have been done about 150 years ago. There were no cell phones, no radios, and no helicopters to rescue anyone who was in trouble at sea. Take a few moments to gather the students' ideas. Once you feel that the students are able to move on, begin to share the story of the U.S. Life-Saving Service. You may read the story to the students, or photo copy and allow each student to read on their own. Once students have finished, invite them together for the scaffolding activity.

Making a KWL Chart- Scaffolding Activity

This activity provides students with additional scaffolding and will help establish exploration goals for the trip to the U.S. Life-Saving Service Station at the Lewes Historical Society.

A KWL chart is a chance for the class as a whole to articulate what they know about the Life-Saving Service after the initial lesson (K), what they would like to know about the Life Saving Service that they haven't learned yet (W), and at the conclusion, what they have learned about the Life-Saving Service (L). This chart will assist students in the culminating activity of the unit and provide them with a classroom based reference for their work on their final project.



STANDARDS

Common Core Standards

C.C.4-6.R.1.2
C.C.4-6.R.1.4
C.C.4-6.R.F.4
C.C.4-6.W.4
C.C.4-6.S.L.1
C.C.6.8.H.3

Next Generation Science Standards

4-ESS3-2

Delaware State History Standards

Geography 3.4-5a
History 4.4-5a
History 4.4-5b

K W L

The USLSS was founded in 1871 and worked until 1915
5-7 men plus a keeper worked at the LSS stations
Men had to go out in bad weather

How did they save people?
What tools did they use to save people?
How did they create the tools used to save people

Sometimes surfmen did not return home from a rescue
Surfmen used the Breeches buoy and life cars to save people



Breeches Buoy (U.S. Coast Guard)

STANDARDS

Common Core Standards

C.C.4-6.W.2

C.C.4-6.S.L.1

C.C.4-6.S.L.4

C.C.6.8.R.S.T.3

C.C.6.8.R.S.T.9

Next Generation Science Standards

3-5-ETS1-1

3-5-ETS1-2

MS-PS2-2

Delaware State History Standards

History 2.4-5a

History 4.4-5b

THE BEACH APPARATUS DRILL

PRE-VISIT ACTIVITY 2

Objective:

Students will understand the rescue procedure known as the Beach Apparatus, or Breeches Buoy. Students will articulate learned vocabulary in the description of the rescue procedure and will be able to identify several components used within the rescue. Students will be drawing upon this information during the final activity.

Activity and Discussion:

Share Image of the man in the breeches buoy. Ask students to take a few moments to think about what it may have been like to be rescued in a device as simple as a rescue ring with attached breeches and some rope. Next, explain to the students that this was the Beach Apparatus Drill that surfmen would practice each week and that this was one of the methods of rescue used by the Life-Saving Service.

As you share the story with the students, have them use the worksheet to write down some of the important tools that were used during the rescue.

The surfmen would be alerted that there was a wreck by a red flare. This signaled it was time to man the beach wagon, wheel it to the beach nearest the wreck and begin the Beach Apparatus Drill.

Once the wagon was at the proper location, a hole was dug to place the sand anchor in. This helped to anchor the hawser, or thick line, that would be used to pull the victims to shore. Once this was set up, line from the faking box, or a box with wooden pins that were used to keep the line from tangling, was fastened to a shot that was placed in the Lyle gun, which was a small cannon-like object. The Lyle gun was fired, sending the shot and the line to ship.

Next, the line was attached to the hawser which was then pulled to the vessel. Two tally boards acted like instruction manuals and were pulled onto the wreck. Tally boards were written in both English and French, the two most prominent maritime languages of the day. These instructions told survivors to tie the hawser to the highest point on the mast to start the rescue process. The hawser was then set into a crotch, or a large wooden X on the shore. This helped to keep it off the ground and allow for the breeches buoy to be pulled back and forth. The breeches buoy would be pulled to the ship where a passenger would climb inside and be pulled to shore by the surfmen. This would be repeated until all of the passengers from the shipwreck were pulled to safety. Once all the passengers were safe, the hawser would be cut and pulled back to the cart and clean-up would begin.

United States Coast Guard has created a video series that illustrates the Beach Apparatus Drill. It can be found at:

<http://www.youtube.com/watch?v=-tmskcEFFBQ>

KEY TERMS

Beach Wagon

Lyle Gun

Hawser

Sand anchor

Breeches buoy

Crotch

Faking Box

Line

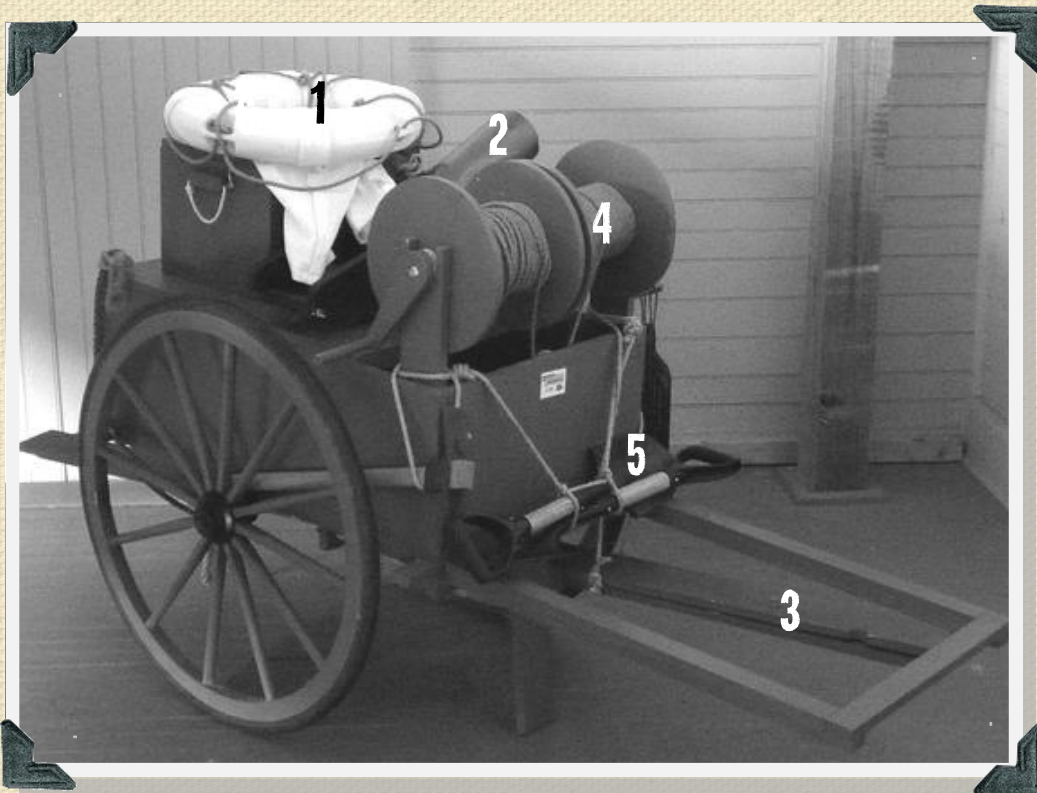
Key to Worksheet: 1. Breeches Buoy. 2. Lyle Gun. 3. Crotch. 4. Hawser. 5. Shovel

NAME _____

DATE _____

THE BEACH WAGON

To quickly set up for the Beach Apparatus Drill, surfmen would keep a beach cart ready to haul all of the equipment they would need to perform a breeches buoy rescue. Can you name all of the tools you can see on this beach wagon and share how each tool is used in the Beach Apparatus Drill?



NUMBER 1 _____

NUMBER 2 _____

NUMBER 3 _____

NUMBER 4 _____

NUMBER 5 _____

SUFFICIENT FOR LIFE-SAVING

DESIGNING YOUR OWN LIFE-SAVING APPARATUS AT THE HISTORIC LEWES LIFE-SAVING STATION

This unique site-based activity will allow your students to use their critical thinking skills to collaboratively create their own Life-Saving apparatus. Students will have the opportunity for an in-depth discussion with one of The Lewes Historical Society's trained docents and will have the chance to see all of the components of the Beach Apparatus Drill, located in the Lewes Life Saving Station.

Students will have the chance to feel the weight of a Lyle Gun shot, the rough and weathered hawser and take a peek inside the Society's own Francis Life Car as well as a restored self-righting surfboat.

Students will then discuss some of the best and worst ideas for life-saving devices. Not all devices that were created were suitable for rescue practices. Only a select few methods and devices were chosen by the United States Life Saving Service.

Your class will have the chance to design and build their own life-saving apparatus. Students will be placed in small groups and be given a variety of materials that will allow them to create an apparatus that they feel would be "Sufficient for Life-saving."

Once students have had the chance to create their apparatus, they will have several minutes to talk in their groups about the strategies they have discussed in the creation of their apparatus. Students will be asked to develop a scenario about the reason their apparatus was used how it works, how many people it can save at a time, how long they think it will take to build, how many people it will take to use and create a cost.

After all of the groups have had a chance to talk, they will have the opportunity to try and "sell" their apparatus to the rest of the class, who will be taking on the role of the United States Life-Saving Service. Students will be able to describe their apparatus, how it works, and share their thought processes about creating a rescue apparatus.

After all of the groups have had the opportunity to present, the class will spend a few minutes discussing the merits of each of the designs and decide as a group which one they feel will be sufficient for life saving.

When the students are finished the docent will introduce them to the Blizzard of 1888 which they will then use in the classroom for their final activity.

Standards

Common Core Standards

C.C.4-6.W.1
C.C.4-6.S.L.3
C.C.4-6.S.L.4
C.C.6.8.W.H.S.T.2
C.C.6.8.W.H.S.T.4
C.C.4.M.D.1

Next Generation Science

Standards

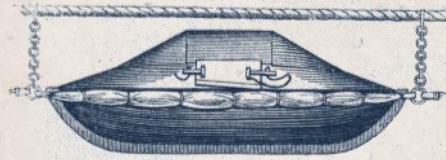
3-5-ETSI-1
3-5-ETSI-2

Delaware State History

Standards

History 1.4-5a
History 2.4-5b

The Life Car



Exterior view



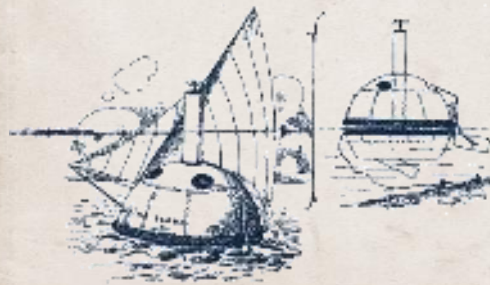
Interior View

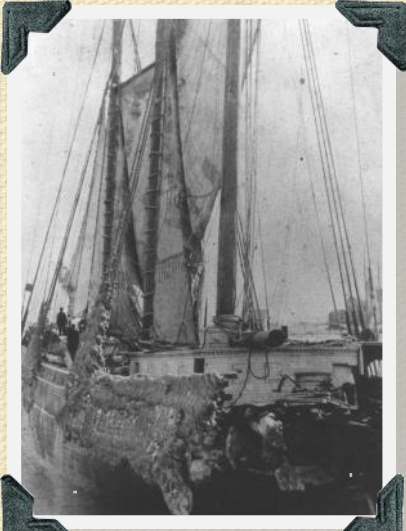
*Passengers must lie down in
order to be pulled ashore*

Sample Materials

*Pencils
Craft foam
Drinking straws
Clay
Yarn or twine
Felt
Scissors
Cork
Wood bits
Plastic cups*

Captain Donvig' s Life-saving Globe





THE GREAT WHITE HURRICANE POST-TRIP ACTIVITY

Objective:

Students will create their own “front page” news report detailing the work of the surfmen during the blizzard of 1888. Students will utilize learned vocabulary from previous lessons and be able to clearly convey the incident of the blizzard and the skills and rescue methods used by the United States Life-Saving Service.

Activity and Discussion:

Gather the class for a debriefing of their trip to the Lewes Life-Saving Station. Invite them to share some of what they had learned and use their responses to complete the W section of the KWL Chart. Once the chart has been completed, hang in a location where students can use it as a reference for the remainder of the activity.

Ask students what they remember about what the docent shared about the Blizzard of 1888. Once students have shared, distribute the article for them to read. This packet includes scans of the original document as well as an excerpt from the article so students can see the layout of the article as well as explore some of the descriptive language used to tell the story of the blizzard.

After students have completed the article, explain to them that they will now be assuming the role of a newspaper reporter who was present for the rescues in the blizzard. It is their job to create a detailed and exciting account of what they observed the surfmen doing during the storm. Encourage students to generate a list of descriptive words that detail the weather conditions as well as the bravery and dedication of the surfmen.

Once students have had the opportunity to create their article (this may take several class periods or be used as a homework extension activity), have students take some time to draw their interpretation of what happened during the storm.

When the students have completed their stories and their pictures, encourage them to create an attention-grabbing headline. This will be used at the top of their front page. Students will then add their drawing and their story to create a full scale newspaper sized story.

After all of the students have finished, invite students to share the front page news stories they have written .You can also set up a classroom exhibit displaying all of front pages the students designed.

Alternate Activity

Students may elect to create a comic depicting the events that occurred in the Blizzard of 1888. Using the excerpt and what they learned from their trip, students will draw and write the copy for the comic strip. A sample comic about the Life-Saving Service is included in this packet.

STANDARDS

Common Core

Standards

- C.C.4-6.R.1.3
- C.C.4-6.F.S.4
- C.C.4-6.W.3
- C.C.4-6.W.4
- C.C.4-6.S.L.4
- C.C.6.8.R.H.2

Next Generation Science

Standards

- 4-ESS3-2

Delaware State History

Standards

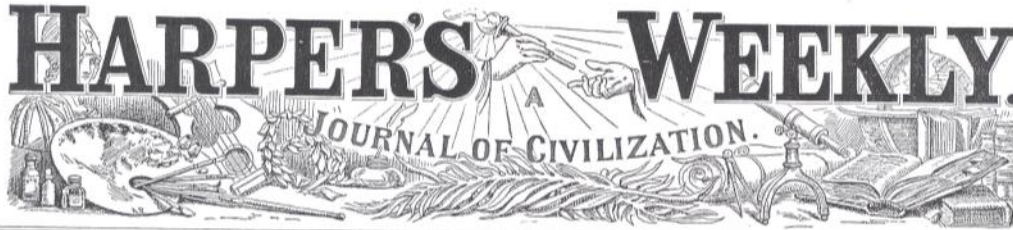
- Geography 4.4-5a
- History 1.4-5a
- History 3.4-5a

MATERIALS

- 11x17 paper
- Pencils
- Black markers
- Scrap paper

HARPER'S WEEKLY.

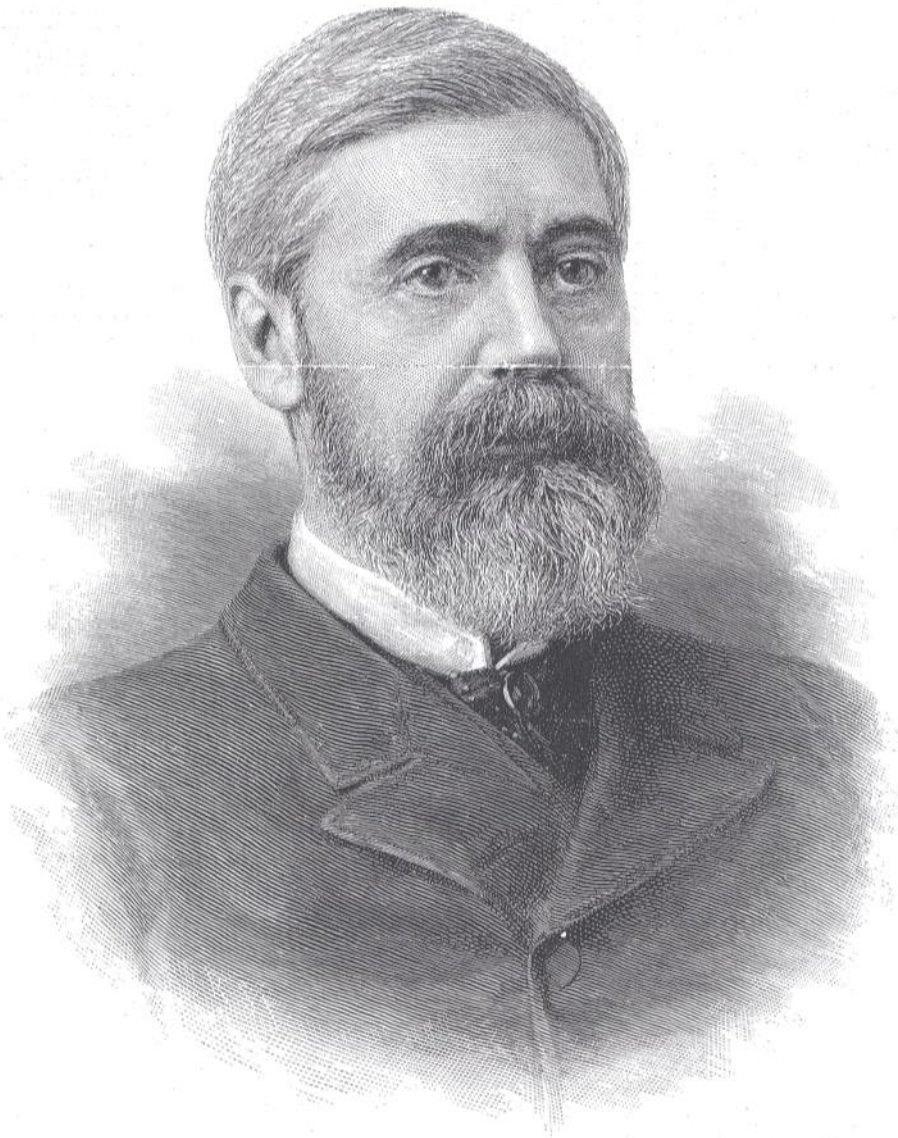
A JOURNAL OF CIVILIZATION.



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NEW YORK, SATURDAY, MARCH 31, 1888.

TEN CENTS A COPY.
WITH A SUPPLEMENT.



JUDGE WALTER QUINTIN GRESHAM.—[SEE PAGE 226.]

which more than 600 pupils are annually educated, the strange thing being that nearly all the scholars come from beyond the pale of the Church.

The Moravians have no confession of faith, as such; but the doctrines which they uphold are embodied in a catechism and special litany called the Easter Morning Litany. The ritual is decidedly liturgical in its character. A litany is recited every Sunday morning, and special services distinguish the festivals of the ecclesiastical year. The hymnology is rich, and church music of a high classical standard fully developed. Love-feasts, in imitation of the *agapee* of apostolic times, are celebrated. But their crowning festival is the Easter celebration, over which a solemn and plaintive coloring is thrown, which binds it fast to the affections of the people. The readings of Passion-Week, accompanied as they are by appropriate and beautiful music, are attended by full congregations, who become absorbed in the affecting narrative as it proceeds onward through the vicissitudes of the Redeemer's life to the final sacrifice. On the evening of Good-Friday the exquisite performance by the choir of "Jesus bowed His head," etc., takes place—a composition resulting in high musical proficiency to produce the due effect.

Very early in the morning, and long before dawn, it has been an old custom to go round the village and awaken the still sleeping inhabitants by an Easter morning choral performance on the trombones. The trombone band is an institution as old as the "Sun Inn" itself. On Easter morning its members assemble in front of the old church, where, by the light of flaring torches, they discourse solemn music, summoning the people to the in-door services held before break of day. Seven generations of hall-porters have knocked at the guests' doors on Easter morning, before the earliest cock's crow, since the Sun Inn was built, and seven generations of guests have eaten by candle-light the appetizing Easter rolls for which Moravia is celebrated.

After half an hour in the church, the people, preceded by the band, walk in solemn procession to the burying-ground. When the weather is favorable, this spectacle is replete with pathetic and lovely suggestion. The performers in it are not now merely readers of the great event, but are acting it over, under the inspiring influence of the open air sweeping down the long valley to the west at break of day. The old cemetery is now in the centre of the town, and within its precincts the dead are buried in rows, rich and poor, old and young, lying side by side without regard to station or family ties. A tiny slab with name and date rests on each grave: there is no other monument to distinguish the resting-place of one brother above another.

"Their names, their years, spelt by the unlettered muse,
The place of fame and elegy supply."

The success of the Brethren in converting and Christianizing the Indians about them is recorded in the burying-ground, where for a hundred years many a poor red man has lain side by side with his white brethren, a stone tablet above him testifying, in many almost defaced letters, that he "departed" as "baptized Indian."

The procession is timed to meet the rising sun. The pastor, the choir, and the band walk down the broad central path to the middle of the burying-ground, while the people, separating to right and left, march around the outer paths, forming a hollow square—the living around the dead. When all are in their places, and in the midst of a solemn silence, the choir suddenly bursts forth into an awakening song, and just then—for everything has been arranged to a second—the sun rises behind a gray hill to the east. A short prayer ends the service, and a few minutes later the choir assembles in the church basement around an ancient oak table. One of the sisters brings in coffee and rolls, and each member of the choir and band receives a "sugar cake" to take home with him. This quaint recognition of the musicians' services has never been omitted since the settlement of Bethlehem.

The Bethlehemites of to-day, though contact with the modern world has induced them from time to time to reluctantly drop one or another of their old picturesque customs, are still, in the main, steadfastly following in the lines laid down by their ancestors. Their missionaries have followed the retreating red men to the west and north as far as Alaska; their women are still the prototypes of the Moravian Sister of Herrnhut, with whom GORTZ formed an early and platonic acquaintance, and whom he has so sympathetically portrayed in *Wilhelm Meister*, in the idealistic picture he has there presented under the "Confessions of a Beautiful Soul."

THE GREAT STORM IN LEWES HARBOR.

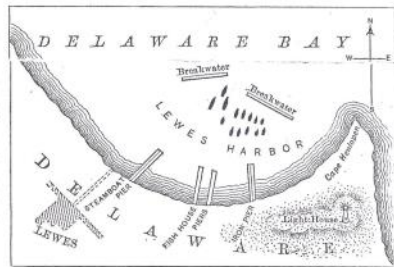
PERHAPS NO MEMORY can reach to such a storm upon our Atlantic seaboard as that which swept it upon Sunday and Monday, March 11th and 12th, blocking traffic, paralyzing telegraph and telephone wires, and completely isolating by banks and walls of snow most of the cities and towns from Maine to Georgia. But though the great hurricane probably exceeded in extent and violence any of which the distant visited direct record, comparatively little damage was done the shipping off the coast. Fortunately the worst part of the storm blew from the northwest, so that vessels were driven off instead of upon the net-work of bars and shoals which line our sandy Atlantic shore. But that very circumstance, which thus proved the salvation of the many, proved in another case equally the destruction of a few who lay in a certain harbor considered to be one of the safest upon the coast.

The Atlantic beach of the lower part of the State of Delaware, which for a distance runs in a

straight line in a nearly northerly and southerly direction, terminates abruptly at the mouth of the Delaware Bay in the sharp hooked point Cape Henlopen. Within the low sand-spur of the cape and its adjacent dune of gray desolate sand, whereon stands perched the white tower of the light-house, lies the beautiful curve of Lewes Harbor—a smooth, even segment of white beach as unbroken as though circumscribed by the point of a gigantic compass. To the east and the north of this haven lie two massive stone piles, built by the government for the further sheltering of the shipping resting within the protecting arm of the cape—the great sea-wall or breakwater to the east and the ice-breaker to the north. Within these natural and artificial shelters, hitherto considered well-nigh storm-proof, fifty vessels (mostly large coasting schooners, but with a sprinkling of a few ocean sailing-barks, barkentines, and brig) rode at anchor during the afternoon and evening of Sunday, March 11th. Whilst a stiff half-gale of wind blowing from the southeast brought with it a phenomenally heavy sea, that, rolling its leaden weight around the point of the Cape, dashed thundering and roaring against the massive granite face of the ponderous sea-wall. Fifty vessels rode at anchor, twenty-four hours saw all but fifteen of them either aground or sunk.

We upon land who lay safely tucked in our beds upon that howling, raging Sunday night, know that it was a dreadful storm. But we know little or nothing of the many thrilling circumstances and changes that marked its progress upon the water, and equally little of the dramatic elements of its sudden and unexpected coming.

During Sunday there was small sign of a storm off the mouth of Delaware Bay, beyond the gloomy sky and that huge down-draw that rolled in around the cape. The barometer was high, and gave no indication of a coming hurricane. The



wind also was light; but toward the afternoon the weather looked ominous and ugly, and one by one the coasting vessels came sailing into the harbor and dropped anchor behind the breakwater. By-and-by the wind blew up stiffly from the southeast, and presently increased to a half-gale with a heavy down-pour of rain. But still the weather was so far from dangerous that few, if any, of the crafts had their storm or chain anchors; moreover, a glance at the barometer showed the mercury to be still exceptionally high, though fluctuating.

The captains of two of the vessels that lay in the harbor that night were old and intimate friends, and always made a point of being in some specified port at the same time. So little sign was there of the coming storm that the one captain was paying the other a visit almost up to the time of the coming of the hurricane. When the moment for parting came, the host arose and looked at the glass: "Come," said he, turning to the other, "the glass is high, the wind falling; you're all snug aboard. Why not send the boat back and stay here all night?"

The other shook his head. "No," said he, "I can't do it. The glass don't show it, but I smell a storm in the air. I think I'll drop the storm anchor."

That was about eleven o'clock. He never dropped the storm anchor.

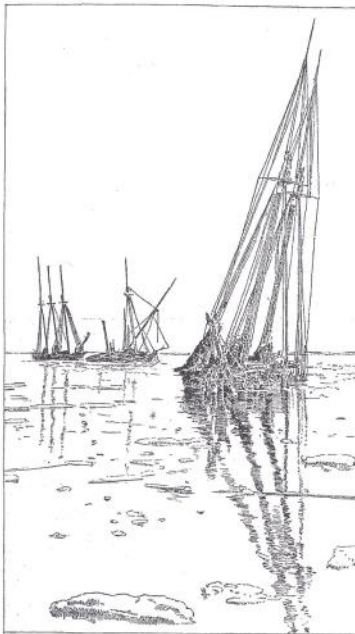
Within half an hour or so of midnight the wind fell rapidly away almost to a calm. There was a pause, and then it shifted suddenly around nearly to the opposite point of the compass, and began blowing fresh and cold from the west-northwest. Stronger and stronger it blew, and colder and colder, and presently the snow began to fall.

Then in a moment the hurricane was upon them.

"It sounded to me," said one, speaking to the writer, "like the noise of distant thunder coming nearer and nearer."

A tremendous blast leaped down upon the harbor with a roar, bearing with it flying hail and snow that cut like a lash, and sheets of spume and salt spray that froze into a glassy coating the instant the water touched decks, spars, or rigging.

In an hour the gale was at the height of its



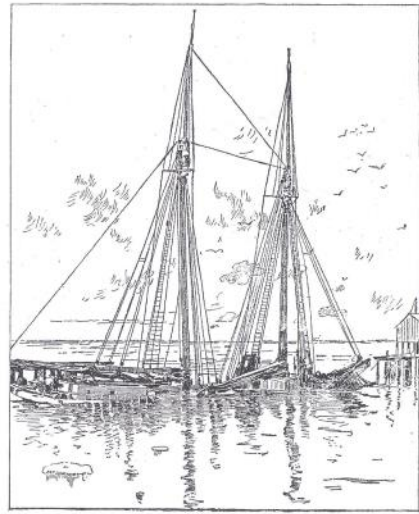
fury, but five minutes after it struck the harbor every craft at anchor was in peril and trouble.

By one o'clock the first vessel was aground, and when the cold gray morning broke amid the howling, blinding desolation, the people of Lewes, looking out across the low, marshy intervening flats, saw more than half of the vessels in the harbor wrecked, their hulls and masts and shrouds encased in white masses of ice.

During the morning the other vessels, sullenly dragging their anchors, fouled one another, or one by one ran aground, until late in the afternoon, and all the while the people from Lewes, helpless and powerless, stood upon the beach and watched the grim destruction going on. Such a sight as those ice-bound vessels was never seen in Lewes Harbor before. All were utterly powerless; masts, rigging, and shrouds were encased in solid masses of ice, tons of which clung upon the hulls, holding rudder and tiller as in a grip of iron.

One vessel, a large three-masted schooner, drifted slowly down upon another and a smaller craft. They met. There was a crashing and rending of timbers. The bow of the lesser craft was crushed in like an egg-shell, and her crew came scrambling aboard of the other. As the wounded vessel fell she swung around, and the hurricane caught her. Then over she went upon her beam ends. When I saw her she lay far out from the shore, with just a H-tile of her copper bottom showing like the red belly of some great leviathan.

I pointed her out to an intelligent-looking stranger. Another vessel was blown against a stout wooden pier that ran far out into the water, and whilst her crew came scrambling out of her like rats, crushed as though by the teeth of some great monster. Three propellers were lying at the northern side of a long wooden pier formerly belonging to the Old Dominion Steam-ship Company;

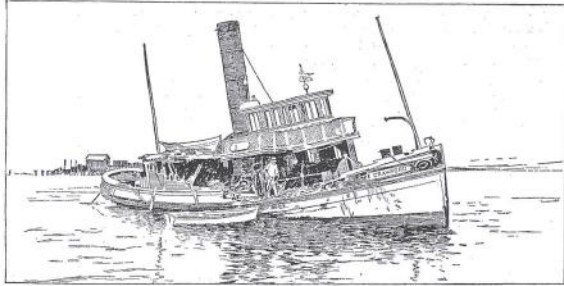
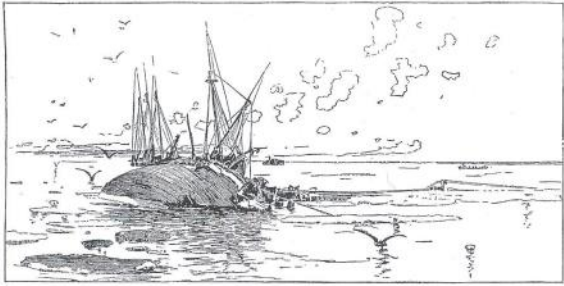


when the hurricane struck them they were pounded and battered against the heavy piling and underpinning until two of them were driven by the force of the wind completely through the obstruction, one of them sinking immediately, the other drifting helplessly to the shore, where she now lies. The third craft managed at last to crawl away from her dangerous berth, though in a crippled and sinking condition. For a while she lay at some distance, dragging her anchor, whilst her pumps poured out water from below like life-blood. By-and-by one of her steam-pipes burst, the pumps stopped, and the end had come. Luckily she had in the mean time drifted down near to another craft, a line was thrown to her, and her crew, together with the captain's wife, who was aboard, were taken off into the safer vessel.

All that morning the crews of the foundered vessels were in the ice-coated rigging, lashed to the shrouds, to which they clung with stiff and freezing fingers. One man froze to death; others were in a terrible condition, with their clothes frozen stiff from head to foot, and their hands and feet frost-bitten. Nevertheless they continued to cling despairingly to the rigging, watching the fruitless endeavors of those on shore to reach and rescue them. All the efforts of the life-saving crews were unavailing. Time after time the boats were shoved off, but no human power could stic the light-draught life-boats in the face of that blinding blast.

One vessel, a schooner—the *Albe W. Holden*, laden with ice from Maine—was one of the first to go ashore. She soon sprung a leak, and the water freezing, her cargo was presently a solid cake, that, pounding right and left, soon began to knock her to pieces. When the morning broke, the two hundred people that stood there upon the shore saw her crew clinging desperately to her main-rigging, now thick with ice. Nothing could be done; the two hundred could only stand watching the poor fellows in their mortal peril. By-and-by it became evident to all that the vessel was going to pieces astern. The mainmast listed further and further, and every moment those who looked on expected to see it go by the board, taking all hands with it. The foremast stood more firm and stable, but it was impossible for the men to escape to it, for every sea washed completely over the sunken hull beneath them. The crew of the life-boat, seconded by the crew of a pilot-boat which had gone aground some little time before, were making repeated heroic but ineffectual efforts to help them, when some who stood looking on shouted out, "There she goes!" They saw the mainmast incline slowly outward and away from the shore. For a moment it stopped, and then swayed solemnly downward, carrying with it the poor wretches still clinging desperately to the rigging. From the mainmast to the foremast there runs a brace, usually of iron wire, called the spring-brace, which holds the two spars together. Usually this brace parts with the falling of a mast, but this time it held, and, as the mast fell, the brace swung it slowly upward until it rested against the foremast. The next moment, amidst the shouts and cheering of those ashore, the half-frozen sailors were seen scrambling cat-like up the wooden incline, and once again were safe for the time. The next instant the brace snapped asunder, and the mainmast fell with a thunderous splash alongside. A little later one poor wretch dropped, exhausted, it is supposed, from the rigging. All, excepting him and another of the crew, who had been washed off by the heavy sea, in the night, were saved during the afternoon, when the fury of the hurricane had somewhat abated.

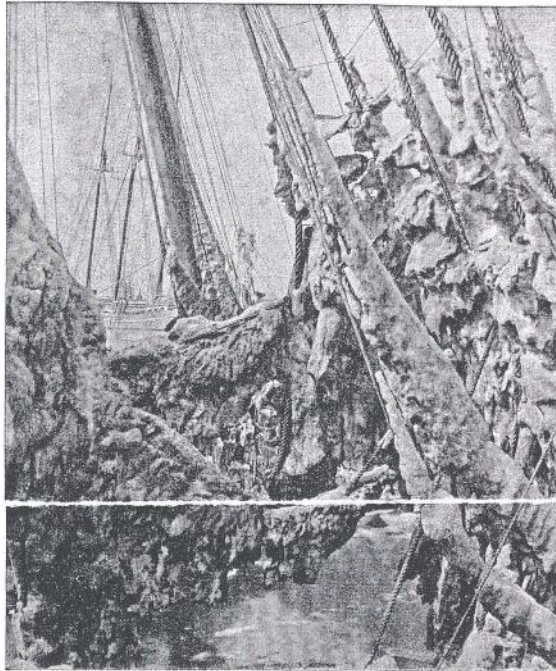
Perhaps as thrilling an incident as any in the whole course of the storm was that which happened to the crews of three propellers, spoken of before, that lay lashed to the north side of the wooden pier. The mate of that one of the crafts that had for the time managed to escape from her perilous situation had leaped upon the pier to cut away her hawser. He hung out to the captain not to mind him, but to stung away and



leave him. As the propeller snorted away into the darkness there came a tremendous sound of crashing and rending, a glaring of lights, a hissing of escaping steam, and shrieks and yells and cries of men in peril. It was the propeller nearest the shore breaking through the wharf. The next moment her crew came climbing through the darkness upon the wharf. Presently there was another sound of crashing and rending, and more shouts for help, and as the second propeller went crashing through the pier her crew also came scrambling like so many rats from their sinking craft.

Eleven men were gathered upon the broken pier, and by-and-by, when the morning broke, they found themselves upon a narrow platform, thirty or forty feet in width, and about a hundred feet long, exposed to all the fury of the blast, and separated from the main-land by a great and widening gap, which one of the vessels had rent through the pier. Upon this narrow platform was a little wooden shanty, formerly used by the stevedores of the steam-ship company as a shelter and a place to warm their dinners in upon a cold day. There, like the veritable shipwrecked mariners of fiction, the eleven huddled miserably together over a fire which they presently built upon some iron plates. Late in the afternoon a line was shot to them from the mortar of the life-saving station, and then all hands together contrived to haul off a life-boat, manned by one of the life-saving crew, from the beach, in the face of the hurricane, and so eventually reached the shore.

The two most tragic incidents in the whole storm were the wreck of a coal barge that lay at anchor between the breakwater and the ice-breaker, and of the bark *Brimo*, which lay not far from her. The cables of both of them were parted during the hurricane, and the vessels driven out to sea. The *Brimo* was driven upon the shoals and its hull caked with ice, drifted log-like out upon those treacherous shoals known as "The Hen and Chickens," where the great white surf leaped and thundered. Those in the light-house, looking down at her from the lamp, saw her drift straight upon the shoals, saw her strike and careen, saw the surf dash over and over her, and saw her break, melt, and disappear, leaving not one single sign that such a vessel had ever lived. The other, the bark *Brimo*, also parted her cable, and, with rudder and sheets and sails frozen solid, flew out like a phantom-ship toward the "Over Fall" shoals. Not a single soul saw



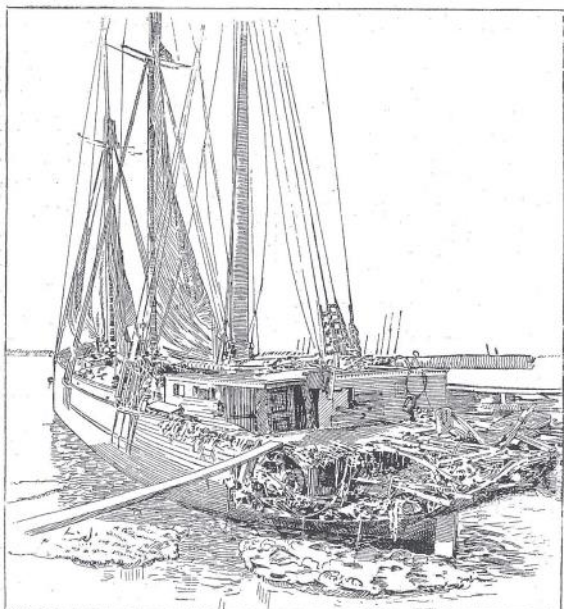
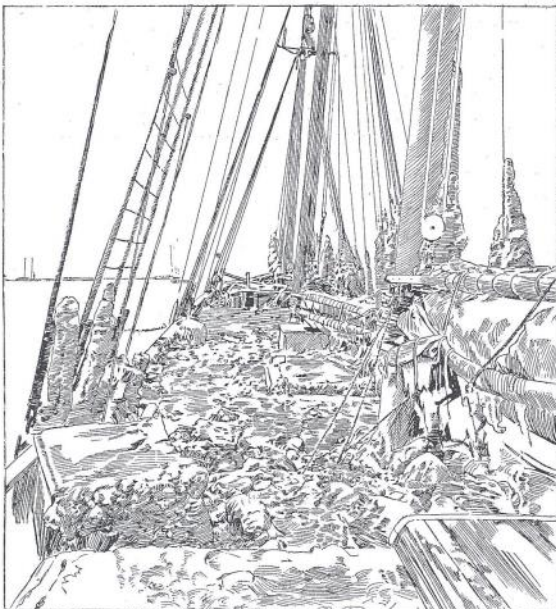
what happened to her, but the first incoming vessel reported great quantities of wreckage floating out beyond the shoals—spars, timbers, cabins—the floissam of a mute tragedy. Another incoming craft reported the spars of a bark showing above the water, and that was all that was known of the *Brimo*, for no one doubts that the spars belong to her.

Such are a few of the incidents that happened in Lewes Harbor during that terrible forty-eight hours—a few fragments of the story of trial, privation, suffering, of heroic effort made and no less heroic endurance borne by that class of our human family than which there is no nobler genera—the sailor. Upon such occasions as this, when one sees these rugged human beings, tasting bitter of the honest salt-water, blown thus together by an ill wind, one can better judge what noble specimens the brine breeds. I doubt that a finer body of men could be found than those hardy weather-beaten coasting captains that gathered together in the quaint hotel at Lewestown, filling the air with thick clouds of tobacco smoke—a silent, gloomy, despondent company, but ready upon the instant with a blunt, honest, half-joking response to any address directed to them. I doubt if any finer specimens could be found than the broad-shouldered young vikings—Yankee, English, and Norse—that loitered helplessly about the streets, clad in indiscriminate togs and patches of apparel. I made some remark as to what fine stalwart fellows they were. "Yes," was the answer; "we don't have many invalids at sea."

"It is not so much their big bodies," said I, "as their intelligent faces."
 "Oh, as for that," said the other, "it would be strange if a man's wits weren't sharpened by such sojils of weather now and then as we have just passed through."

There was something infinitely pathetic in the request of the captain of one of the poor ice-bound craft, which we boarded for the purpose of making a picture, that we should make ourselves at home. It was as hospitable an invitation as though a glass of grog and a warm fire were down below in the ice-coated cabin. Poor fellow! I pitied the grim, half-humorous view he took of his own misfortunes, it was so characteristically American.

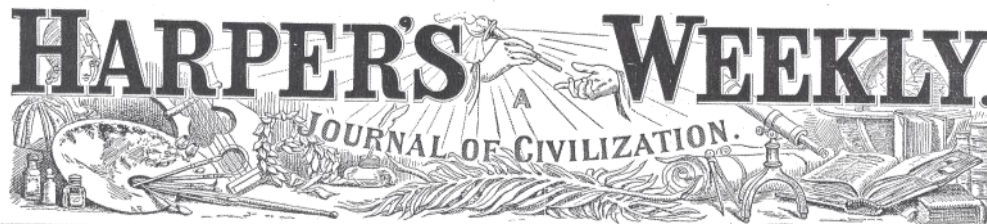
But, after all, it is most often misfortunes that breed heroes, and it is then that we best appreciate them. HOWARD PYLE.



WRECKS AFTER THE GREAT BLIZZARD IN LEWES HARBOR, DELAWARE.—FROM PHOTOGRAPHS.—[SEE PAGE 231.]

THE GREAT STORM IN LEWES HARBOR

These are three excerpts from the March 31, 1888 issue of Harper's Weekly. Read each section and highlight or circle descriptive words that can help you write your own front page story about the Blizzard of 1888.



Vol. XXXII.—No. 1632.
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NEW YORK, SATURDAY, MARCH 31, 1888.

TEN CENTS A COPY.
WITH A SUPPLEMENT.

THE GREAT STORM IN LEWES HARBOR.

PERHAPS no memory can reach to such a storm upon our Atlantic seaboard as that which swept it upon Sunday and Monday, March 11th and 12th, blocking traffic, prostrating telegraph and telephone wires, and completely isolating by banks and walls of snow most of the cities and towns from Maine to Georgia. But though the great hurricane probably exceeded in extent and violence any of which the district visited has direct record, comparatively little damage was done the shipping off the coast. Fortunately the worst part of the storm blew from the northwest, so that vessels were driven off instead of upon the net-work of bars and shoals which line our sandy Atlantic shore. But that very circumstance, which thus proved the salvation of the many, proved in another case equally the destruction of a few who

The Atlantic beach of the lower part of the State of Delaware, which for a distance runs in a

straight line in a nearly northerly and southerly direction, terminates abruptly at the mouth of the Delaware Bay in the sharp hooked point of Cape Henlopen. Within the low sand-spur of the cape and its adjacent dune of gray desolate sand, whereon stands perched the white tower of the light-house, lies the beautiful curve of Lewes Harbor—a smooth, even segment of white beach as unbroken as though circumscribed by the point of a gigantic compass. To the east and the north of this haven lie two massive stone piles, built by the government for the further sheltering of the shipping resting within the protecting arm of the cape—the great sea-wall or breakwater to the east and the ice-breaker to the north. Within these natural and artificial shelters, hitherto considered well-nigh storm-proof, fifty vessels (mostly large coasting schooners, but with a sprinkling of a few ocean sailers, barks, barkentines, and brigs) rode at anchor during the afternoon and evening of Sunday, March 11th. Whilst a stiff half-gale of wind blowing from the southeast brought with it a phenomenally heavy sea, that, rolling its leaden weight around the point of the Cape, dashed thundering and roaring against the massive granite face of the ponderous sea-wall. Fifty vessels rode at anchor: twenty-four hours saw all but fifteen of them either aground or sunk.

Such are a few of the incidents that happened in Lewes Harbor during that terrible forty-eight hours—a few fragments of the story of trial, privation, suffering, of heroic effort made and no less heroic endurance borne by that class of our human family than which there is no nobler genera—the sailor. Upon such occasions as this, when one sees these rugged human beings, tasting bitter of the honest salt-water, blown thus together by an ill wind, one can better judge what noble specimens the brine breeds. I doubt that a finer body of men could be found than those hardy weather-beaten coasting captains that gathered together in the quaint hotel at Lewestown, filling the air with thick clouds of tobacco smoke—a silent, gloomy, despondent company, but ready upon the instant with a blunt, honest, half-joking response to any address directed to them. I doubt if any finer specimens could be found than the broad-shouldered young vikings—Yankee, English, and Norse—that loitered helplessly about the streets, clad in indiscriminate togs and patches of apparel. I made some remark as to what fine stalwart fellows they were.

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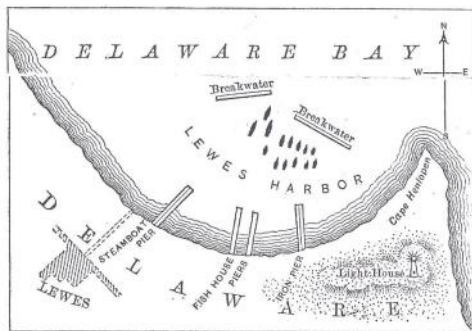
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HOWARD PYLE.



Name _____

Date _____

COMIC STRIPS

Comic strips are a form of popular media that can range from silly jokes to serious topics. In this comic strip, you can see how the artist and the author worked together to tell the story of the United States Life-Saving Service through pictures and in short phrases.

You can use this comic strip as sample for when you create your own about the Blizzard of 1888.

FLASHBACKS by Patrick M. Reynolds

SHIPS APPROACHING THE EAST COAST DURING THE 18th & EARLY 19th CENTURIES WERE SOMETIMES DRIVEN AGROUND BY STORMS. HELP SELDOM CAME IN TIME, SO MOST OF THE SAILORS DIED. FINALLY, THE FEDERAL GOVERNMENT CAME TO THE RESCUE.

IN 1848 CONGRESS AUTHORIZED THE U.S. TREASURY DEPARTMENT TO BUILD AND EQUIP A FEW SHACKS, CALLED RESCUE STATIONS ALONG THE SHORES OF NEW JERSEY AND LONG ISLAND. THEY FUNCTIONED LIKE VOLUNTEER FIRE DEPARTMENTS.

LATER THE TREASURY DEPARTMENT PUT THE RESCUE STATIONS IN THEIR OWN AGENCY,

THE U.S. LIFE SAVING SERVICE.

SUMNER I. KIMBALL WAS THE SERVICES ONLY BOSS SERVING FROM 1871 TO 1914.

RIGHT AFTER KIMBALL RETIRED, THE LIFE SAVING SERVICE WAS MERGED WITH THE REVENUE CUTTER SERVICE TO FORM THE U.S. COAST GUARD.

GRADUALLY THE NUMBER OF STATIONS INCREASED. BY 1875 THERE WERE RESCUE STATIONS ON THE DELAWARE-MARYLAND-VIRGINIA PENINSULA, CAPE HENRY, VIRGINIA, AND THE GREAT LAKES.



THE LEWES HISTORICAL SOCIETY

Around 1960, a local newspaper columnist named Marjorie Virden wrote several articles for the local papers lamenting the fact that many of Lewes' fine eighteenth century buildings were rapidly disappearing. Particular attention was called to the plight of the

David Rowland House on Front Street, which carries in its foundation a cannonball memento of the War of 1812 and the Bombardment of Lewes in April of 1813. Over the years, the house had been so neglected that the interior brick nogging was visible through missing shingles.

One day in 1961, a group of concerned citizens including Robert Orr, Ginnie Orr, and Sarah Chambers were sailing down the canal towards Roosevelt Inlet. As they passed the Rowland House, someone remarked that despite much talk, no action had been taken to save Lewes' historic architecture. That same evening, Mrs. Orr held a meeting at her house for dozens of concerned citizens. Soon after, a general meeting was held to organize the Lewes Historical Society. Temporary officers were selected, invitations sent - with excellent results - to prospective members, and the Lewes Historical Society was officially founded on January 19, 1962.

Later that year, a lot at the corner of Third and Shipcarpenter Streets was purchased and named the Lewes Historic Complex. Gradually, the Burton-Ingram House, Thompson Country Store, Rabbits' Ferry House, Creamery, Necessary, Early Plank House, Blacksmith Shop, and Ellegood House were moved to the Complex and restored. Conservation efforts continue today. The neglected house of David Rowland was eventually bought by the Society and restored. Today it sits on its original site at the corner of Front and Bank Streets and serves as the popular Cannonball House Maritime Museum.

In 1989, the John Farrace Bequest enabled the Society to purchase 110 Shipcarpenter Street, then known as the Watts property, and renamed as the Hiram Rodney Burton House to honor a local physician and Delaware's Congressman from 1901-1904. This structure houses the Society's library, archives as well as the administrative offices of the organization. In 1991, Freddie's Barn, the Society's maintenance facility, was built to honor long-time historic preservationist and restoration specialist, Fred Hudson, who has worked for the Society from 1962-2008.. The Doctor's Office, previously located on Second Street, was moved to the Complex to consolidate Society properties and in 2000, it was joined by Midway School #178.

With the cooperation of the City of Lewes, the Society received a lease to the waterfront property on the canal at the foot of Shipcarpenter Street, where the Society berthed the lightship Overfalls and where the boathouse of the Lewes Life Saving Station sits. Since 1997, the Society has leased the Ryves Holt House at the corner of Second and Mulberry Streets from the Episcopal Diocese of Delaware. Located in the heart of Lewes' thriving business district, the Ryves Holt House serves as the Society's Visitors Center.

The Society continues to offer a rich and exciting array of activities that engage our visitors and promote Lewes' unique heritage to an ever-increasing number of seasonal guests and year-round residents of the area. From our Winter Meeting Series to the summer Antique Shows and Craft Fairs the Society offers annual programs that have become signature events of the Society. The Society has sponsored several conferences of Lewes and Delaware History, has invited numerous local, national and international scholars and dignitaries to speak at its events, and promoted the arts and cultural exploration and appreciation in Southern Delaware. As Lewes continues to grow, the Society will strive to maintain a record of the past of this special and ancient town by the sea.

RESOURCES AND REFERENCES

Print Resources

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Shanks, R., York, W. and Shanks, L.W. *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard*. Costano Books. 1996.

Web Resources

The Lewes Historical Society: www.historiclewes.org

The United States Life-Saving Service Heritage Association
USLSSHA.org

Image Credits

Cover: Cape Henlopen Life-Saving Station. 1902. LHS collections. Object Number : ph.mrt.231

Page 2: U.S.L.S.S. patch, image courtesy of the U.S. Life-Saving Service Heritage Association.

Page 3: Lewes Life-Saving Station Boathouse on the Bay. 1935. LHS collections. Object number ph.mrt.260

Page 4: Breeches Buoy. Image courtesy of the United States Coast Guard.

Page 5: Beach Wagon, image courtesy of the Indian River Life-Saving Station

Page 7: Life-car and Capt. Donvig's Life Saving globe, Images courtesy of the U.S. Life-Saving Service Heritage Association

Page 8: Ship in Blizzard of 1888. 1888. LHS collections. Object Number ph.mrt.163

Page 11: Lewes Life-Saving Station Boat House. LHS 2013.



BOOKING YOUR TRIP

Thank you for your interest in The Lewes Historical Society's educational programming!

To book a trip for your students, visit our website at www.historiclewes.org.

We offer a variety of educational programs ranging from traditional historical complex walking tours to in-depth multi-disciplinary curriculum unit programs. Each of our programs meet the latest Common Core, Next Gen Science, and Delaware State History Standards.

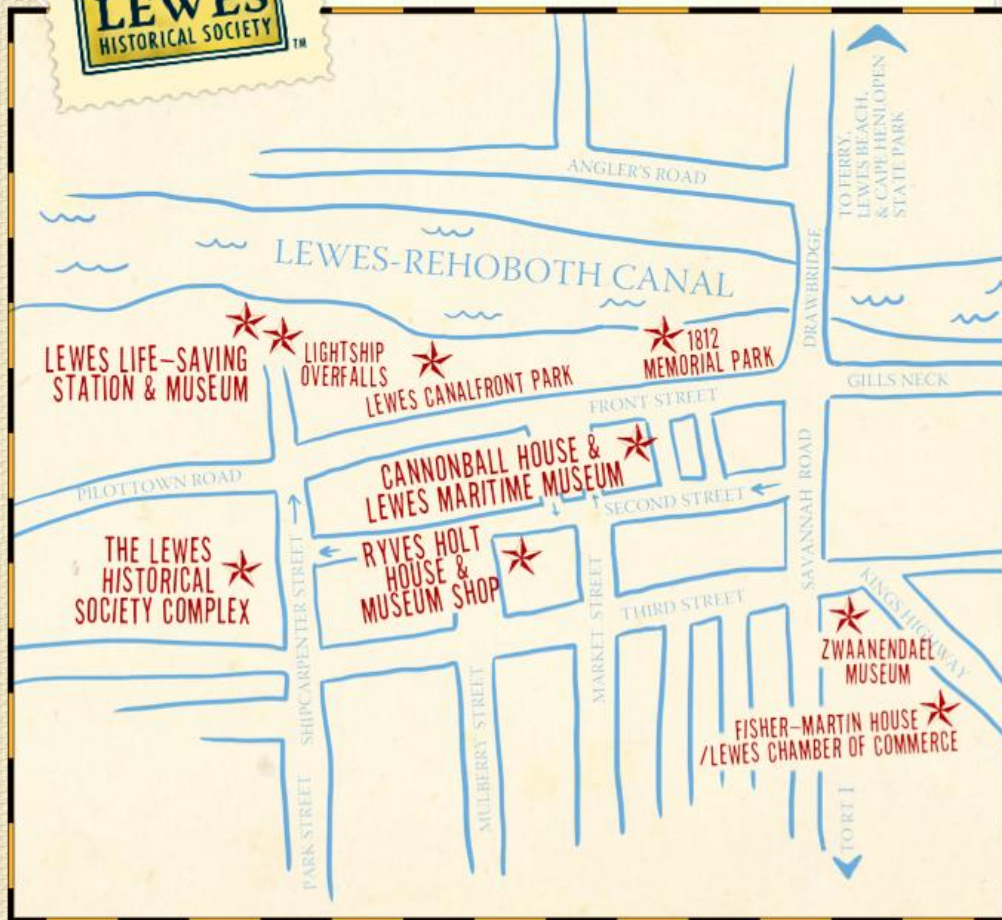
The fee for our programs are \$1.00 per child, due no later than the scheduled date of your tour.

Once the form is complete and submitted, you will receive an email receipt of your reservation. If you have any questions or comments, feel free to email education@historiclewes.org or call 302-645-7670.



The Lewes Historical Society
110 Shipcarpenter Street
Lewes, Delaware 19958

T: 302-645-7670
F: 302-645-2375
E: info@HistoricLewes.org



HistoricLewes



LewesHistoricalSociety

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PROFESSIONAL AFFILIATIONS

AMERICAN ALLIANCE OF MUSEUMS, AMERICAN ASSOCIATION FOR STATE AND LOCAL HISTORY, DELAWARE MUSEUM ASSOCIATION, MID-ATLANTIC REGIONAL ARCHIVES CONFERENCE, NATIONAL TRUST FOR HISTORIC PRESERVATION, PRESERVATION DELAWARE, SMALL MUSEUM ASSOCIATION, UNITED STATES LIFE-SAVING SERVICE HERITAGE ASSOCIATION