

APPENDIX I:

CULTURAL RESOURCES DOCUMENTATION FOR  
ORIGINAL (2-MILE RADIUS) STUDY AREA

5153

Form No. 101-350

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FORM NO. 101-350
RECEIVED
DATE ENTERED

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**  
 HISTORIC **FORM AS SUBMITTED TO OHRP**  
 AND OR EQUIV.  
 India Life Saving Service Station

**2 LOCATION**  
 STREET  
 CITY/TOWN  
 STATE  
 ZIP CODE  
 SUBSEX CODE 002

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDINGS	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER

**4 OWNER OF PROPERTY**  
 NAME: State of Delaware, Department of Natural Resources and Environmental Control  
 STREET & NUMBER  
 CITY/TOWN: Dover STATE: Delaware

**5 LOCATION OF LEGAL DESCRIPTION**  
 COURTHOUSE  
 REISTRY OF DEEDS, ETC: Recorder of Deeds for Sussex County  
 STREET & NUMBER: Court House, The Circle  
 CITY/TOWN: Georgetown STATE: Delaware

**6 REPRESENTATION IN EXISTING SURVEYS**  
 TITLE: Survey of Delaware Historic Sites & Buildings  
 DATE: 1976  
 DEPOSITORY FOR SURVEY RECORDS: Hall of Records  
 CITY/TOWN: Dover STATE: Delaware

03/02/2003 DE STATE HIST PRESERVATION OFFICE

**DESCRIPTION**

**CONDITION**

- EXCELLENT
- GOOD
- FAIR
- DETERIORATED
- RUINS
- UNEXPOSED

**CHECK ONE**

- UNALTERED
- ALTERED

**CHECK ONE**

- ORIGINAL SITE
- MOVED DATE: \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Indian River Life Saving Station is one of a series of such stations designed by the Federal government in 1874, the plans for which have survived. The original portion is a board-and-batten frame structure, one-and-a-half-stories high with wide overhanging eaves. A shed-roofed wing on the back and a porch on the front have obscured much of the original ornate bracketing of the roof. The clipped gable, shown on the 1874 plans, is not present. The lookout cupola roof, present on the building, does not appear in the plans.

A mile to the south stood a separate boat house. There were originally four outbuildings on the main station: a feed house, a barn, a stable, a mess room and a privy. At least once during its history, the station had been moved back from the encroaching surf. Its last major encounter with the elements occurred on Ash Wednesday 1962, when a severe storm left it buried up to its roofline in sand.

The first floor contained a boat room and a mess room in the original plan, with offices and communications rooms added later. Upstairs were the keeper's quarters and the crew's bunk room.

The station stands on pilings between the highway and the dune line, near its original site. The essential elements of the building's environment have not been altered by the fact that the building has been moved back from the surf.

**DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Indian River Life Saving Station is one of a series of such stations designed by the Federal government in 1874, the plans for which have survived. The original portion is a board-and-batten frame structure, one-and-a-half-stories high with wide overhanging eaves. A shed-roofed wing on the back and a porch at the front have obscured much of the original ornate bracketing of the roof. The clipped gable, shown on the 1874 plans, is not present. The lookout cupola roof, present on the building, does not appear in the plans.

A mile to the south stood a separate boat house. There were several other outbuildings on the main station: a feed house, a barn, a stable, a meat house and a privy. At least once during its history, the station has been moved back from the encroaching surf. Its last major encounter with the elements occurred on Ash Wednesday 1962, when a severe storm left it buried up to its roofline in sand.

The first floor contained a boat room and a mess room in the original plan, with offices and communications rooms added later. Upstairs were the keeper's quarters and the crew's bunk room.

The station stands on pilings between the highway and the dune line, near its original site. The essential elements of the building's environment have not been altered by the fact that the building has been moved back from the surf.

PERIOD	AREAS OF SIGNIFICANCE - CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PRE-1400	<input type="checkbox"/> ARCHAEOLOGY PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHAEOLOGY HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC SIGNIFICANCE: 1875-1882 BUILDER/ARCHITECT

The Indian River Station is a relic of the days when the Delaware coast was a hazardous place for ships. It stands near the site of the old Indian River lighthouse, one of many that wrecked in colonial times forward. The building is one of the few surviving lifeboat stations on the coast.

The Delaware Bay is known to follow a course dangerously close to the shoals south of Cape Henlopen; for this reason, the Delaware coast suffered a number of shipwrecks. An early move to improve the situation was the construction of the Cape Henlopen lighthouse by Philadelphia merchants in 1765. The saving of lives was left to private enterprise. Farmers along the shore would rush to shipwrecks to scavenge whatever washed ashore and to rescue survivors. The United States Life Saving Service, now a part of the Coast Guard, eventually was established to provide regular rescue services on the beaches. Patrols would walk the beach or scan the shore from lookout towers. If a ship in distress were sighted, a lifeboat would put out from the station or a subsidiary boat house.

The Life Saving Service was created in 1872, to supplant the various private organizations that had existed along the coasts since the eighteenth century. The service advertised for bids for the station in 1875, but according to Coast Guard records it was not commissioned until 1880.

According to one account, the Indian River Station opened in 1875, under the command of Captain Washington Vickers. Indian River was the southern station in a series of four that extended to Lewes. By 1882, the four stations were in operation with constant patrols.

After the 1962 March storm, it was vacated by the Coast Guard crew, who moved to temporary facilities. In 1964, a new station on another site was opened. The property has since served as a state maintenance facility.

Although shipboard wireless equipment made the walking patrols obsolete, surfboats continued to be the principal rescue craft until after World War II. They still remain, but larger cutters and aircraft provide most of the rescue services.

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The original outbuildings do not survive on the property. Modern service buildings now stand nearby, as part of a park maintenance facility.

CHRONOLOGY:

- 1872: Life-Saving Service established by Congress.
- 1874: Plans drawn.
  
- 1875: Federal Government advertised for bids.
- 1875: According to one contemporary source, Indian River Station was manned at this time.
  
- 1880: Coast Guard records state the station was commissioned in this year.
- 1882: The full complement of four stations was operational.
- 1885: Date of drawings for Cape Henlopen and Indian River Stations, probably for alterations.
  
- 1962: Storm caused abandonment of stations.
- 1964: New station built by Coast Guard.

**MAJOR HISTORICAL REFERENCE**

Lenik, Edward J. "The Halfway House" *Historical Archaeology* 1972, pp. 77-86.  
 National Archives and Records Service, Record Group 227.  
 Scharf, J. Thomas. *History of Delaware 1639-1888*. Philadelphia: D. J. Richards Company, 1888.

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY Less than 1 ac.  
 UTM REFERENCES

A	18	419,412,5	4,275,91,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTY OVERLAPPING BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

**11 FORM PREPARED BY**

NAME/TITLE: Edward F. Heite, Historic Registrar  
 ORGANIZATION: Div. of Historical & Cultural Affairs  
 STREET & NUMBER: Hall of Records  
 CITY OR TOWN: Dover  
 DATE: \_\_\_\_\_  
 TELEPHONE: 302-678-4564  
 STATE: Delaware

**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS

NATIONAL  STATE  LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE: *Lauren C. ...*  
 TITLE: Director, Div. of Historical & Cultural Affairs  
 DATE: 3/22/76

**FOR NPS USE ONLY**

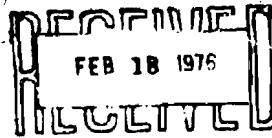
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE \_\_\_\_\_

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE \_\_\_\_\_

KEEPER OF THE NATIONAL REGISTER



JOHN C. BRYSON  
SECRETARY

STATE OF DELAWARE  
DEPARTMENT OF NATURAL RESOURCES Div. Historical & Cultural Affairs  
AND  
ENVIRONMENTAL CONTROL

PHONE: (302) 476-2203

EDWARD TATNALL BUILDING  
DOVER, DELAWARE 19901

February 17, 1976

*INDIAN RIVER  
STATION NR*



Mr. Lawrence C. Henry  
Director/State Historic  
Preservation Officer  
Division of Historical and  
Cultural Affairs  
Hall of Records  
Dover, Delaware 19901

Dear Mr. Henry:

The Department of Natural Resources and Environmental Control is very pleased to see that the Delaware Breakwaters, Lewes Harbor and the Indian River Life Saving Service Station are to be considered for historic preservation.

These areas were very important to Delaware in the past and their inclusion on the National Register will assist the State and the nation in its fight to protect our natural resources.

This Department endorses the nomination of the above-mentioned areas to the National Register of Historic Places.

Very truly yours,

*John C. Bryson*  
John C. Bryson  
Secretary

JCB:WFM:jcy

SHERMAN W. TRIBBITT  
GOVERNOR





The nomination for the Homestead was considered. Mrs. L.N. Blugerman and Mrs. Thomas Donahue were present and spoke briefly about the property. Mr. Henry questioned the significance of the property as an example of eighteenth-century architecture since it had been substantially altered in the 1930's. He suggested that the property's significance might lie instead in its relation to Col. Corkran's urban planning concept for Henlopen Acres. Mr. van Ravenswaay moved to re-write the nomination along the lines suggested by Mr. Henry and consider it at a later meeting. The motion was seconded by Mr. Raley and passed.

The nomination for the Vogl House was considered. Mrs. Elsie Rouse spoke about her family and its relationship to the Vogl House. Mr. Henry moved to accept the nomination for the Vogl House with one correction. The motion was seconded by Mr. Raley and passed.

Indian River Life Saving Service Station was the last nomination reviewed. Mr. Henry read a letter of support from the Secretary of Natural Resources and Environmental Control, John Bryson. Mr. van Ravenswaay moved to accept the nomination for Indian River Life Saving Service Station with the additions. The motion was seconded by Mrs. Potter and passed. ✓

Mr. Henry asked for comments on the list of potential National Register properties distributed to the Board in December. He requested an indication of those properties which should be given priority. Miss Downing mentioned a late eighteenth-century house in Milford. Dr. Munroe mentioned the Lewis district and Wilmington Friends Meeting. Mr. Henry suggested grouping prospective nominations according to locality and arranging future meetings in the various counties, allowing time to inspect the properties for nomination. Mr. van Ravenswaay suggested publicizing the meetings and having lunch with people in the localities.

There being no further business brought forth for discussion, the meeting adjourned at 12:25.

Respectfully submitted,

*S. Joann Prouel*

S. Joann Prouel  
Secretary to the State  
Historic Preservation  
Officer

*M. Catherine Downing*  
M. Catherine Downing, Chairman

*John A. Munroe*  
John A. Munroe

J, Feb. 19, 1976, p. 2

October 19, 1976

John C. Bryson, Secretary,  
Department of Natural Resources and  
Environmental Control  
Edward Tatnall Building  
Dover, Delaware 19901

Dear Secretary Bryson:

I am pleased to inform you that on September 29, 1976, the Indian River Life Saving Service Station was listed in the National Register of Historic Places. This action was taken by the National Park Service of the United States Department of the Interior in response to our nomination of your property.

By this action, the Indian River Life Saving Service Station is recognized as possessing unusual significance to the history of our state. Beyond the recognition itself, inclusion in the National Register assures that this office will review all federal projects to determine any effect they may have on your property. Further, all National Register sites are eligible for federal preservation grants-in-aid administered by this office. We will provide you annually with application forms for these grants and will encourage you to consider this useful program.

We have a handsome framed certificate attesting to the National Register status of your property which has been signed by the Governor, the Secretary of State, and myself and which bears the Great Seal of the State of Delaware. If you will contact me, I would like to arrange to present this certificate to you at the Indian River Life Saving Service Station.

The State of Delaware shares the pride we hope you feel as a result of this recognition.

Sincerely yours,

Lawrence C. Henry  
Director, State Historic  
Preservation Officer

LCH:pkg

Enclosure

NR Status granted on  
Sept 29 1976



United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

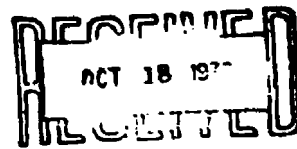
IN REPLY REFER TO:

The Director of the National Park Service

Gary Everhardt

is pleased to inform you that the historic property listed on the enclosed sheet has been nominated by the State Historic Preservation Officer responsible for your State's implementation of the National Historic Preservation Act of 1966, P.L. 89-665 (80 Stat. 915), as amended. It has accordingly been entered in the National Register of Historic Places. A leaflet explaining the National Register is enclosed for your information and convenience.

Enclosures



Div. Historical & Cultural Affairs





STATE OF DELAWARE  
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS  
HALL OF RECORDS • DOVER • 19901  
(302) 678-5314

# NEWS RELEASE

FOR IMMEDIATE RELEASE

EDITOR: PHOTOGRAPHS ARE AVAILABLE

A landmark on the Delaware oceanfront, the old Indian River Coast Guard Station, has been named to the National Register of Historic Places. Lawrence C. Henry, Director of the Division of Historical and Cultural Affairs, announced the listing, effective September 29.

The station was first manned by the Life Saving Service in 1875, as part of a line of four stations on the Delaware shore. Patrols sent out from the station watched for vessels in distress, and alerted boat crews for rescue operations.

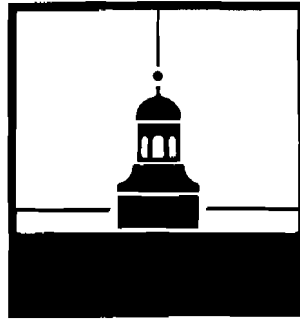
A surf boat stored in the station was kept ready at all times for rescue operations.

The Coast Guard, which absorbed the Life Saving Service, operated the station until 1962, when the Ash Wednesday storm caused heavy damage. The building is now a maintenance facility for the surrounding state park.

The National Register of Historic Places, a function of the National Park Service, is administered in Delaware by the Division of Historical and Cultural Affairs. Properties on the National Register are eligible for grants-in-aid and for protection under provisions of the National Historic Preservation Act of 1966.

Contact: EDWARD F. HEITE

CULTURAL RESOURCE SURVEY  
ARCHAEOLOGICAL SITE FORM



Form CRS-4

FOR OFFICE USE ONLY

BUREAU OF ARCHAEOLOGY AND  
HISTORIC PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314  
DOCUMENT 20-06/78/01/5

CRS no. S-651  
Arch. Site TS-G-11  
SPO Map 22-23-B  
Soil Map S-54  
Quad Bethany Beach  
Drainage AC

1. Site Designation Quillen's Point Date Nov '55
2. Location Sit'd. on Rd 357 from X-Rd. in Rear View from Rd 26 for 29 mi. to end of road. Site covers whole point. Housing development & Am. Legion House on site
3. Owner or Contact \_\_\_\_\_
4. Site Description: Soil Type EvB, Tm Cultivated  Other \_\_\_\_\_  
now housing development, lagoon cutting
5. Description of Field Work \_\_\_\_\_
6. Collections at Island Field Museum  
 Accession No. 71/104 By Whom H. H. Hutchinson  
 Date Aug '71 Surface  Excavation \_\_\_\_\_ Location IFM  
 Accession No. 72/17 By Whom SOA  
 Date 2/1/72 Surface  Excavation \_\_\_\_\_ Location IFM  
 Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_  
 Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_  
 Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_  
 Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_
7. Other Collections H. T. Purnell
8. Cultural Characterization \_\_\_\_\_

10-5-11

CRS S-651 Arch.Site. No. 75-G-11 Historic Inventory ( )

9. Artifacts: projectile points \_\_\_\_\_

soapstone \_\_\_\_\_ Ceramics: Experimental \_\_\_\_\_

Wolfe Neck \_\_\_\_\_ Coulbourne NET Mockley \_\_\_\_\_ Hell Island \_\_\_\_\_

Townsend \_\_\_\_\_

Other \_\_\_\_\_

Ground Stone Tools \_\_\_\_\_ Battering Tools \_\_\_\_\_

Chipped Stone Tools: Bifacial \_\_\_\_\_ Unifacial \_\_\_\_\_ U.F. \_\_\_\_\_

Other \_\_\_\_\_

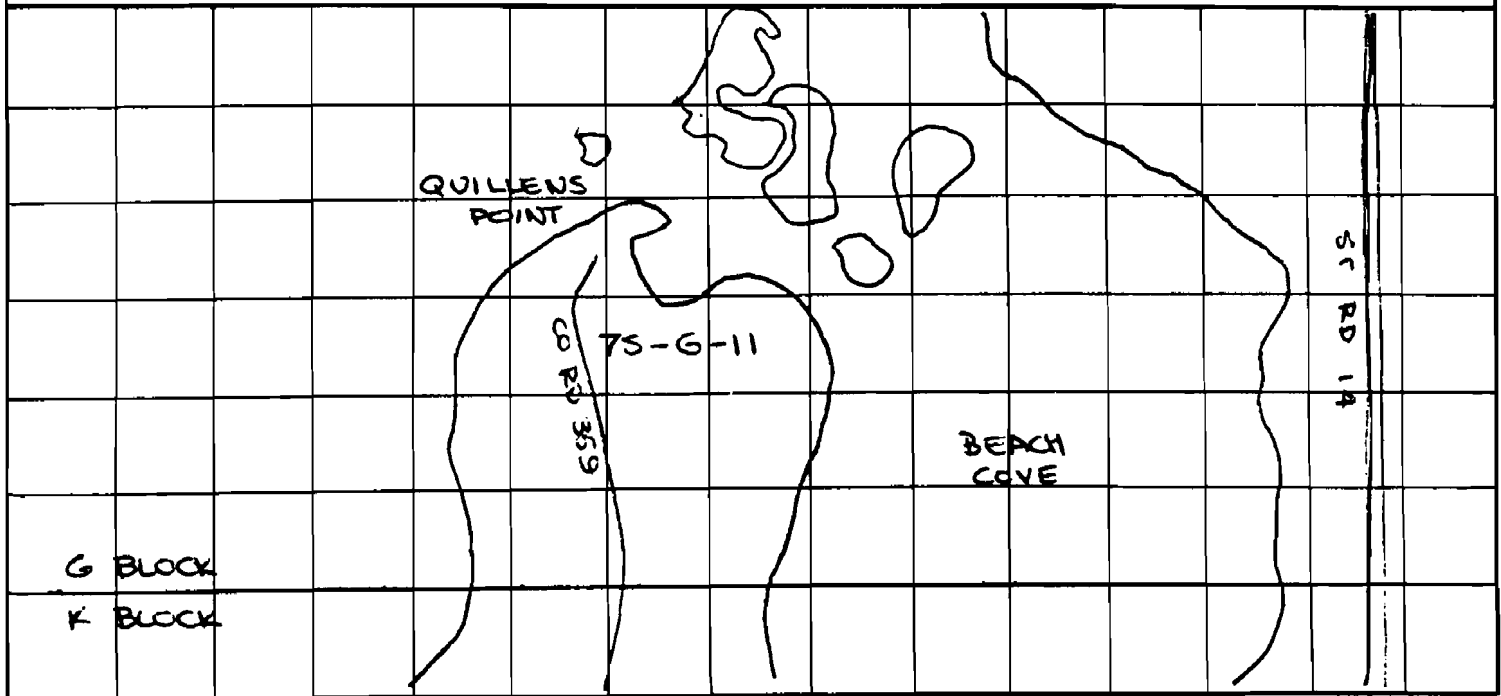
10. Photos: B&W \_\_\_\_\_ Color \_\_\_\_\_

11. Documents on File \_\_\_\_\_

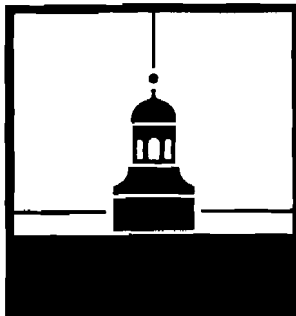
12. Publications/MS on File \_\_\_\_\_

13. Other \_\_\_\_\_

SKETCH MAP



CULTURAL RESOURCE SURVEY  
ARCHAEOLOGICAL SITE FORM



Form CRS-4

FOR OFFICE USE ONLY

BUREAU OF ARCHAEOLOGY AND  
HISTORIC PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314  
DOCUMENT 20-06/78/01/5

CRS no. S-687  
Arch. Site TS-K-13  
SPO Map 22-23-7  
Soil Map S-54  
Quad Bethany Beach  
Drainage AC

1. Site Designation \_\_\_\_\_ Date \_\_\_\_\_

2. Location Point of land on SE shore of Beach Cove

3. Owner or Contact Wm. P. Short, Jr. (Bethany Beach)

4. Site Description: Soil Type \_\_\_\_\_ Cultivated \_\_\_\_\_ Other \_\_\_\_\_

5. Description of Field Work \_\_\_\_\_

6. Collections at Island Field Museum  
Accession No. 72/14 By Whom SOA

Date 2/1/72 Surface  Excavation \_\_\_\_\_ Location IFM

Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_

Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_

Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_

Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_

Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_

Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_

7. Other Collections Bayard Hendricks, Jr (Georgetown)

8. Cultural Characterization \_\_\_\_\_

CRS S-687 Arch. Site. No. 75-K-13 Historic Inventory ( )

9. Artifacts: projectile points Fox Creek

soapstone \_\_\_\_\_ Ceramics: Experimental \_\_\_\_\_

Wolfe Neck \_\_\_\_\_ Coulbourne CORD Mockley CORD NET Hell Island \_\_\_\_\_

Townsend \_\_\_\_\_

Other \_\_\_\_\_

Ground Stone Tools \_\_\_\_\_ Battering Tools \_\_\_\_\_

Chipped Stone Tools: Bifacial \_\_\_\_\_ Unifacial \_\_\_\_\_ U.F. \_\_\_\_\_

Other \_\_\_\_\_

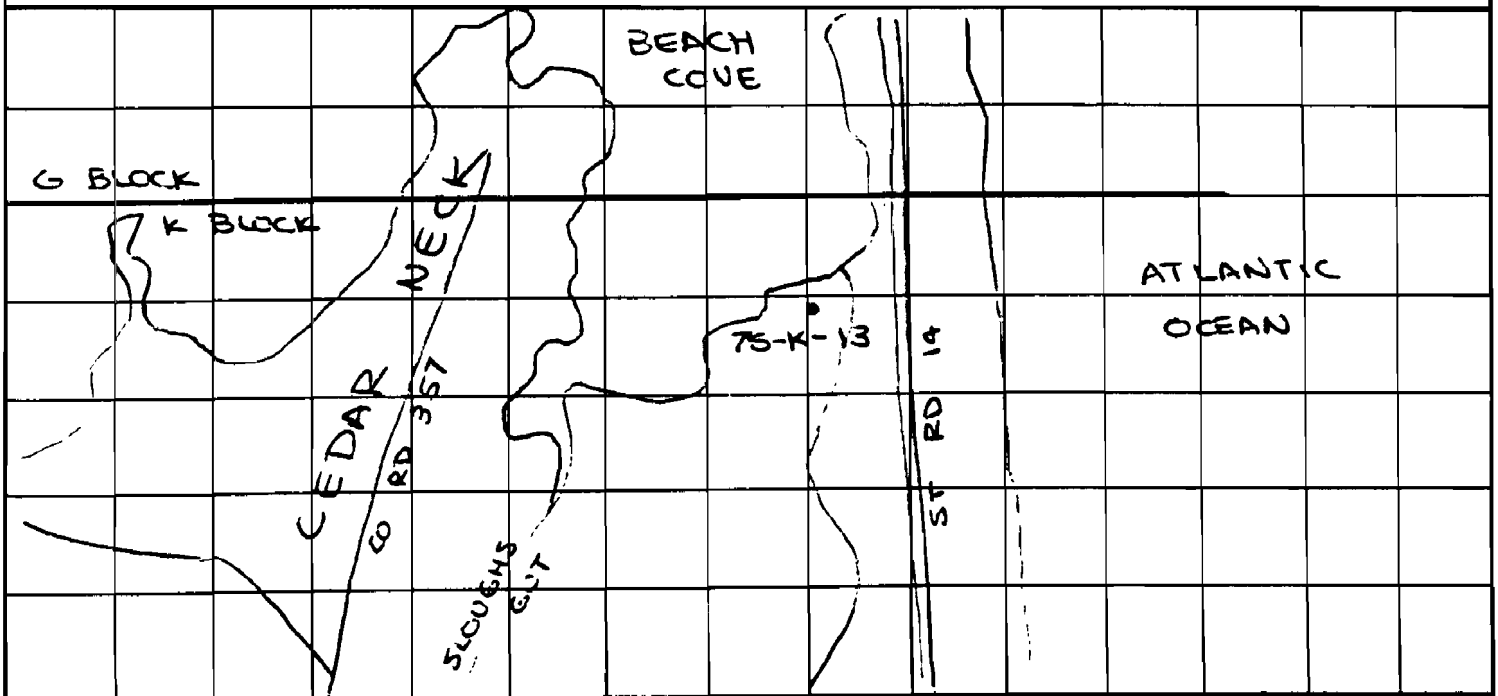
10. Photos: B&W \_\_\_\_\_ Color \_\_\_\_\_

11. Documents on File \_\_\_\_\_

12. Publications/MS on File \_\_\_\_\_

13. Other \_\_\_\_\_

SKETCH MAP





S-2564

CULTURAL RESOURCE SURVEY  
LOCUS IDENTIFICATION FORM

DELAWARE BUREAU OF  
ARCHAEOLOGY AND HISTORIC  
PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314



FORM CRS-

FOR OFFICE USE ONLY

CRS # S-2564  
Quad BETHANY BEACH  
SPO map # 22-23-07  
Hundred BALTIMORE  
DOCUMENT 20-06/78/64/7

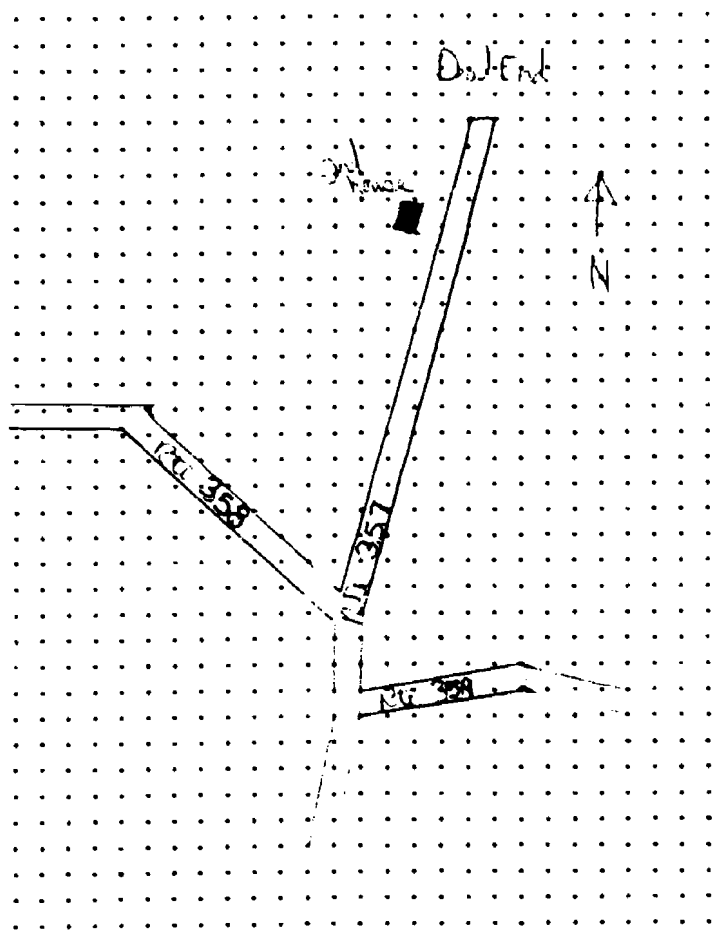
Alice Burbage House

1. NAME OF LOCUS: Parcel 230 T.M. 1-34-5
2. STREET LOCATION: 2nd corner on W side of 357, SE dead end of 357
3. OWNER'S NAME: \_\_\_\_\_ TEL. # \_\_\_\_\_  
ADDRESS: \_\_\_\_\_
4. TYPE OF LOCUS: a) structure  b) district \_\_\_\_\_ c) archaeological site \_\_\_\_\_  
d) other \_\_\_\_\_
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)  
a) fallow field  b) cultivated field \_\_\_\_\_ c) woodland \_\_\_\_\_  
d) scattered buildings  e) densely built up \_\_\_\_\_ f) other \_\_\_\_\_
6. THREATS TO LOCUS: (check more than one if necessary)  
a) none known  b) zoning \_\_\_\_\_ c) roads \_\_\_\_\_ d) developers \_\_\_\_\_  
e) deterioration \_\_\_\_\_ f) other \_\_\_\_\_
7. REPRESENTATION ON OTHER SURVEYS:  
TITLE: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
TITLE: \_\_\_\_\_
8. YOUR NAME: Erica Johnson TEL. # \_\_\_\_\_  
YOUR ADDRESS: 101 Shrewsbury County Court, Washington, Delaware 19380  
ORGANIZATION (if any) Historical Society DATE: \_\_\_\_\_

USE BLACK INK ONLY

8. SKETCH MAP

Please indicate position of locus in relation to geographical landmarks such as streets and mile.



INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

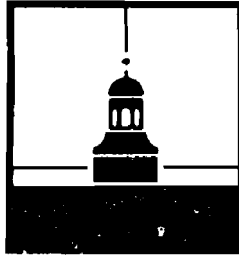
9. COMMENTS:

Consider the following:

- a) relationship to setting
- b) associated traditions or stories
- c) noteworthy features
- d) comparison with others in area

**CULTURAL RESOURCE SURVEY  
STRUCTURAL DATA FORM**

DELAWARE BUREAU OF  
ARCHAEOLOGY AND HISTORIC  
PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314



Form CRS-1  
FOR OFFICE USE ONLY

CRS # S-2524  
Quad  
SPO map # 22-23-07  
Hundred  
DOCUMENT 20-06/78/00714

1. ADDRESS OF STRUCTURE : \_\_\_\_\_

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

a) Overall shape - rectangular  
stories - 2 story  
bays - 2 bays with 3 bays in  
wings - none

b) Structural system

c) Foundation materials - concrete +  
basement

d) Exterior walls materials - brick  
color(s) - red

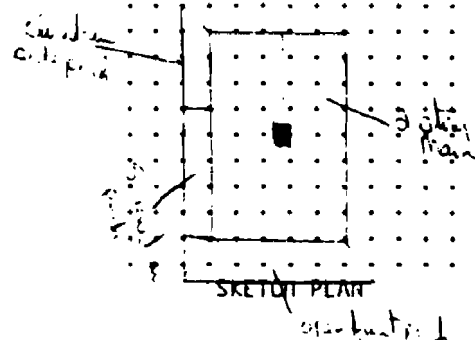
e) Roof shape: materials - asphalt shingles  
cornice - as possible  
dormers - none  
chimney location(s) - red brick chimney on middle edge of main

f) Windows spacing - symmetrical  
type - 1/1  
trim - plain  
shutters - none

g) Door spacing - right side of front facade  
type - 1 square white with 3 horizontal panels  
trim - plain

h) Porches location(s) - front porch on S side porch on N side porch on E side  
materials  
supports - concrete  
trim - plain

i) Interior details (if accessible)



USE BLACK INK ONLY

3. CONDITION: good  \_\_\_\_\_ deteriorated \_\_\_\_\_

remarks: \_\_\_\_\_

4. INTEGRITY: a) original site  \_\_\_\_\_ b) moved \_\_\_\_\_

c) if moved, when and from where \_\_\_\_\_

d) list major alterations and dates (if known) \_\_\_\_\_

5. DATE OF INITIAL CONSTRUCTION: \_\_\_\_\_

6. ARCHITECT/BUILDER: \_\_\_\_\_

7. RELATED OUTBUILDINGS:

a) barn \_\_\_\_\_ b) carriage house \_\_\_\_\_ c) garage  \_\_\_\_\_ d) privy \_\_\_\_\_

e) shed  \_\_\_\_\_ f) greenhouse \_\_\_\_\_ g) shop \_\_\_\_\_ h) gardens \_\_\_\_\_

i) icehouse \_\_\_\_\_ j) springhouse \_\_\_\_\_ k) other \_\_\_\_\_

describe: 1. gable roofed plain clapboard garage

1. gable roofed plain clapboard shed

8. BRIEFLY DISCUSS THE ORIGINAL AND SUBSEQUENT USES OF THE STRUCTURE. NOTE ANY ASSOCIATIONS WITH HISTORIC EVENTS OR PERSONS:

9. Primary References: (include location of reference).

Stell Sunday

10. Surveyor: James Van Dyke & Carol Williams Date of Form: 7/14/81

USE BLACK INK ONLY

S-2569

CULTURAL RESOURCE SURVEY  
LOCUS IDENTIFICATION FORM



DELAWARE BUREAU OF  
ARCHAEOLOGY AND HISTORIC  
PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314

FORM CRS-

FOR OFFICE USE ONLY

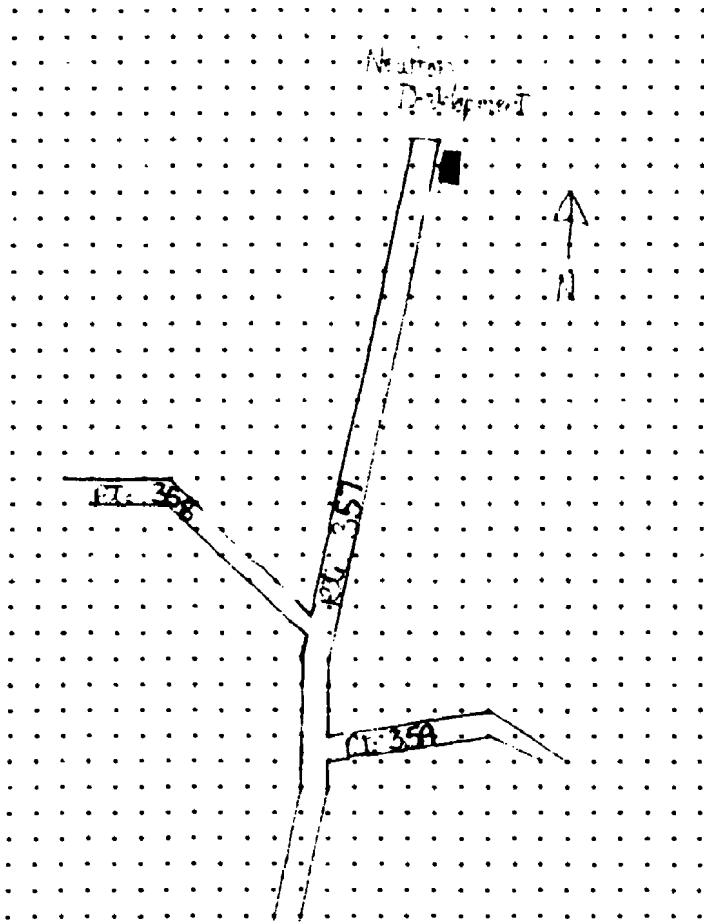
CRS # S-2569  
Quad BETHANY BEACH  
SPO map # 22-23-07  
Hundred BALTIMORE  
DOCUMENT 20-06/78/04/7

1. NAME OF LOCUS: Parcel 232, T.M. 1-355
2. STREET LOCATION: 1<sup>st</sup> house on E side of Main road 357, S. of Newtown development  
(Deed "one" of 357)
3. OWNER'S NAME: \_\_\_\_\_ TEL. \_\_\_\_\_  
ADDRESS: \_\_\_\_\_
4. TYPE OF LOCUS: a) structure  b) district \_\_\_\_\_ c) archaeological site \_\_\_\_\_  
d) other \_\_\_\_\_
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)  
a) fallow field  b) cultivated field \_\_\_\_\_ c) woodland \_\_\_\_\_  
d) scattered buildings  e) densely built up \_\_\_\_\_ f) other \_\_\_\_\_
6. THREATS TO LOCUS: (check more than one if necessary)  
a) none known  b) zoning \_\_\_\_\_ c) roads \_\_\_\_\_ d) developers \_\_\_\_\_  
e) deterioration \_\_\_\_\_ f) other \_\_\_\_\_
7. REPRESENTATION ON OTHER SURVEYS:  
TITLE: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
TITLE: \_\_\_\_\_
8. YOUR NAME: \_\_\_\_\_ TEL. \_\_\_\_\_  
YOUR ADDRESS: Del. County, Delaware, \_\_\_\_\_  
ORGANIZATION (if any): Historical Society DATE: 7/14/81

USE BLACK INK ONLY

8. SKETCH MAP

Please indicate position of locus in relation to geographical landmarks such as streams and roads.



INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

9. COMMENTS:

Consider the following:

- a) relationship to setting
- b) associated traditions or stories
- c) noteworthy features
- d) comparison with others in area

3. CONDITION: good  deteriorated \_\_\_\_\_

remarks: \_\_\_\_\_

4. INTEGRITY: a) original site  b) moved \_\_\_\_\_

c) if moved, when and from where \_\_\_\_\_

d) list major alterations and dates (if known) \_\_\_\_\_

5. DATE OF INITIAL CONSTRUCTION: \_\_\_\_\_

6. ARCHITECT/BUILDER: \_\_\_\_\_

7. RELATED OUTBUILDINGS:

a) barn \_\_\_\_\_ b) carriage house \_\_\_\_\_ c) garage  d) privy \_\_\_\_\_

e) shed  f) greenhouse \_\_\_\_\_ g) shop \_\_\_\_\_ h) gardens \_\_\_\_\_

i) icehouse \_\_\_\_\_ j) springhouse \_\_\_\_\_ k) other \_\_\_\_\_

describe: white roofed r.s.d. clapboard shed

white roofed asbestos gray walls

8. BRIEFLY DISCUSS THE ORIGINAL AND SUBSEQUENT USES OF THE STRUCTURE. NOTE ANY ASSOCIATIONS WITH HISTORIC EVENTS OR PERSONS:

9. Primary References: (include location of reference).

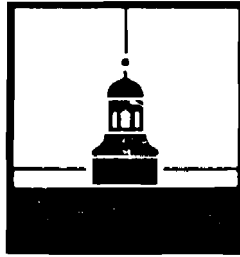
Field Survey

10. Surveyor: Conrad Joseph & Con. Williams Date of Form: 11/15

USE BLACK INK ONLY

**CULTURAL RESOURCE SURVEY  
STRUCTURAL DATA FORM**

DELAWARE BUREAU OF  
ARCHAEOLOGY AND HISTORIC  
PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314



Form CRS-1

FOR OFFICE USE ONLY

CRS # S 2569  
Quad 22-23-07  
SPO map # 22-23-07  
Hundred 20-06/78/00/14  
DOCUMENT

1. ADDRESS OF STRUCTURE : \_\_\_\_\_  
2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

a) Overall shape - *rectangular*  
stories - *1 1/2 stories*  
bays - *4 bays*  
wings - *1 story addition on side of main*

b) Structural system

c) Foundation materials - *concrete block*  
basement

d) Exterior walls materials - *concrete block*  
color(s) - *gray*

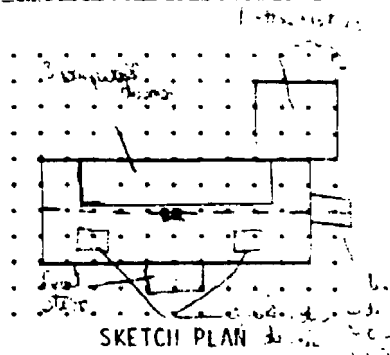
e) Roof shape: materials *gibbs asphalt shingles*  
cornice - *brick cornice*  
dormers - *2 on main, 1 on side of main, 1 on side of main*  
chimney location(s) - *none*

f) Windows spacing - *irregular*  
type - *double hung*  
trim - *simple*  
shutters - *white painted shutters*

g) Door spacing - *center of front facade*  
type - *flush wood door*  
trim - *simple*

h) Porches location(s) *none*  
materials *brick*  
supports *brick*  
trim *brick*

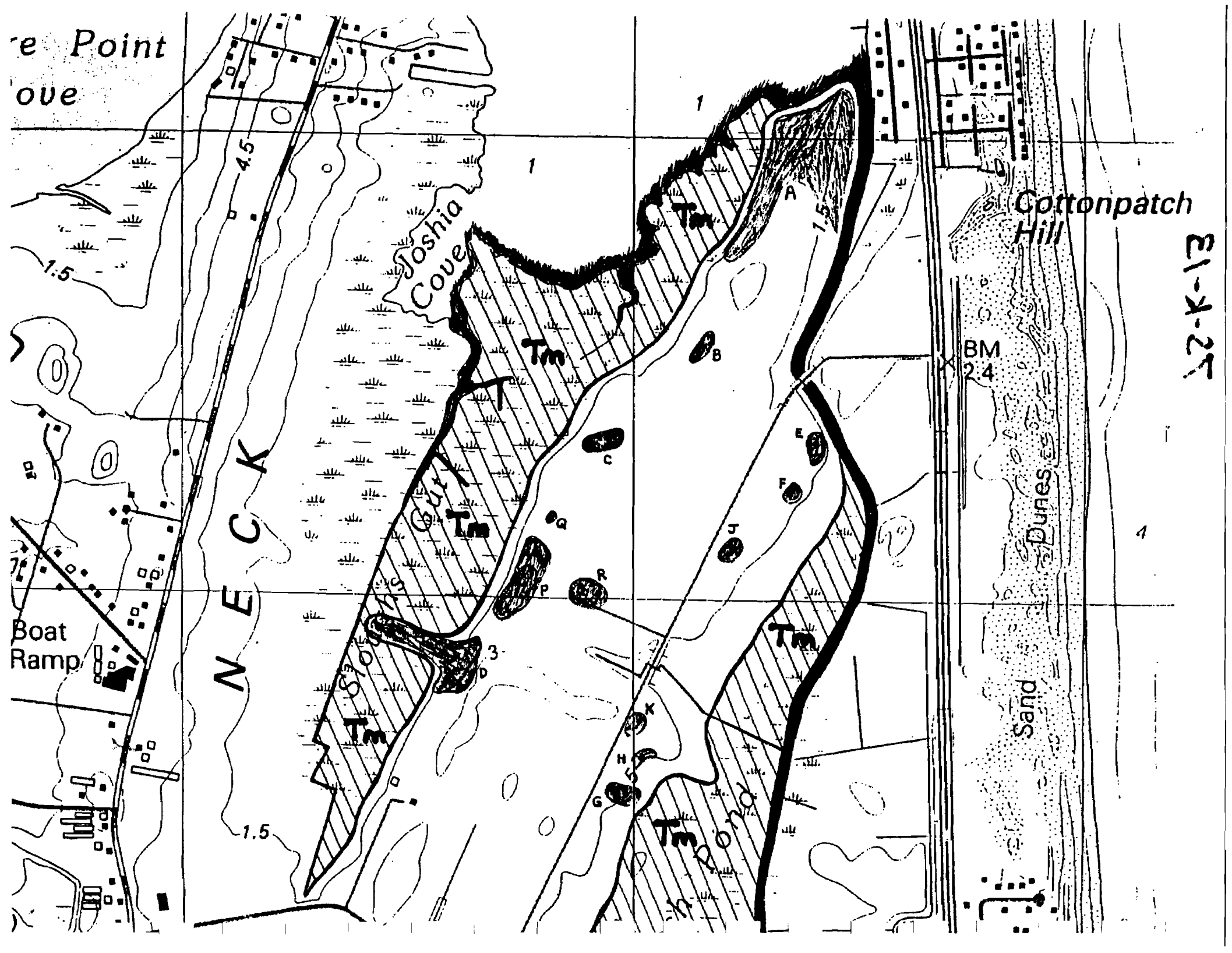
i) Interior details (if accessible)



USE BLACK INK ONLY



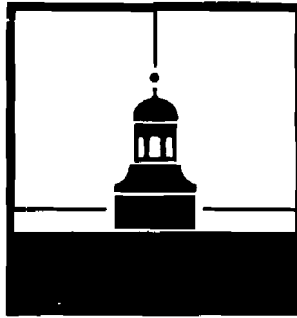
Point  
Cove



21-K-27

4

CULTURAL RESOURCE SURVEY  
ARCHAEOLOGICAL SITE FORM



Form CRS-4

FOR OFFICE USE ONLY

BUREAU OF ARCHAEOLOGY AND  
HISTORIC PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314  
DOCUMENT 20-06/78/01/5

CRS no. S-6852  
Arch. Site 75-G-83  
SPO Map 20-21-08  
Soil Map S-54  
Quad BETHANY  
Drainage A0

15-9-03

1. Site Designation BURTON ISLAND Date 10-21-85
2. Location BURTON ISLAND NEAR INDIAN RIVER INLET
3. Owner or Contact ?
4. Site Description: Soil Type CO TM Cultivated NO Other \_\_\_\_\_  
LOW ISLAND @ TM EVERYWHERE, FLOODS FREQUENTLY TODAY
5. Description of Field Work WALKED ON BEACH
6. Collections at Island Field Museum  
 Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_  
 Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_  
 Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_  
 Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_  
 Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_  
 Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_  
 Accession No. \_\_\_\_\_ By Whom \_\_\_\_\_  
 Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_ Location \_\_\_\_\_
7. Other Collections —
8. Cultural Characterization ARCHAIC AND WOODLAND I  
I NEVER WOULD HAVE THOUGHT THIS ISLAND WAS THAT OLD.

CRS \_\_\_\_\_ Arch. Site. No. \_\_\_\_\_ Historic Inventory ( )

9. Artifacts: ✓ projectile points 2 POINTS DISTALS

soapstone \_\_\_\_\_ Ceramics: Experimental \_\_\_\_\_

Wolfe Neck \_\_\_\_\_ Coulbourne \_\_\_\_\_ Mockley \_\_\_\_\_ Hell Island \_\_\_\_\_

Townsend \_\_\_\_\_

Other \_\_\_\_\_

Ground Stone Tools X FULL GROOVED AXE Battering Tools \_\_\_\_\_

Chipped Stone Tools: Bifacial X \_\_\_\_\_ Unifacial \_\_\_\_\_ U.F. \_\_\_\_\_

Other \_\_\_\_\_

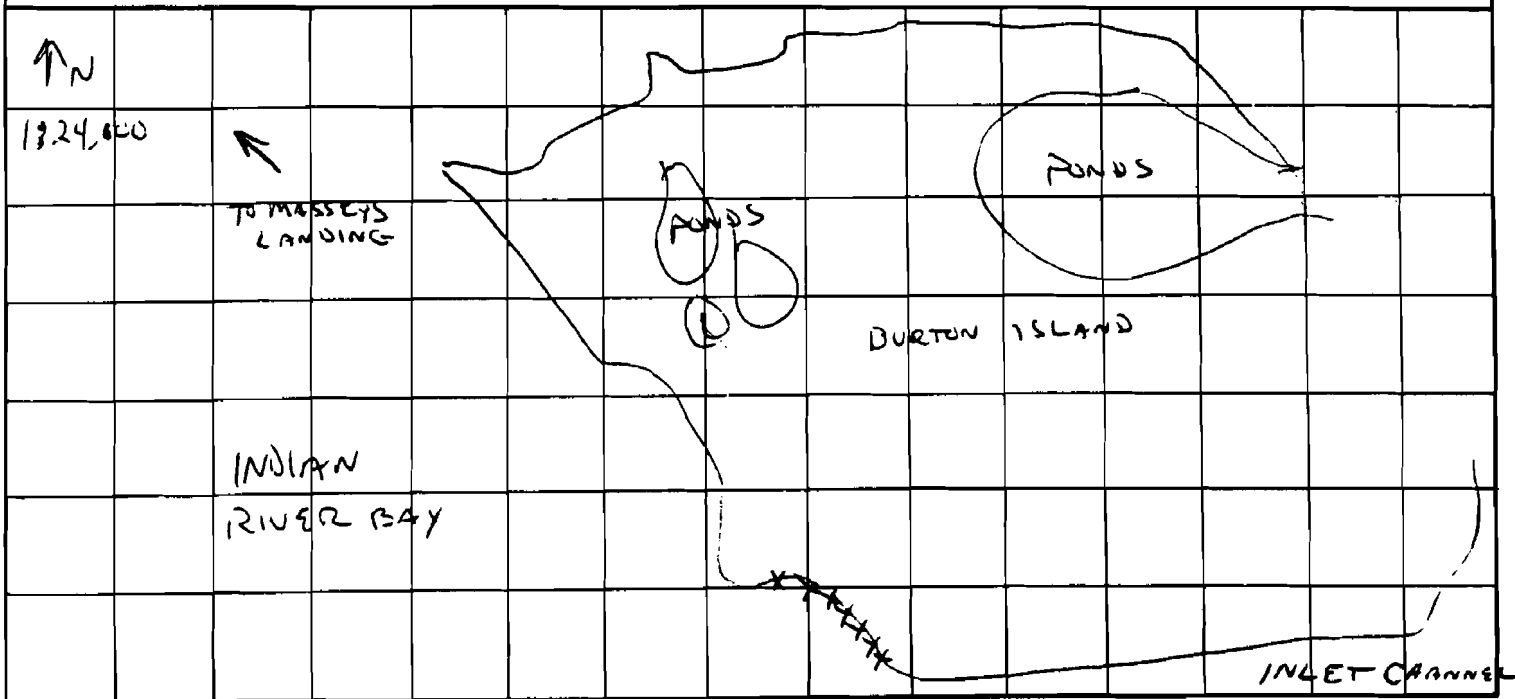
10. Photos: B&W \_\_\_\_\_ Color \_\_\_\_\_

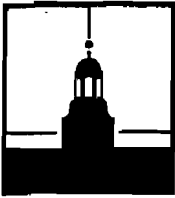
11. Documents on File \_\_\_\_\_

12. Publications/MS on File \_\_\_\_\_

13. Other \_\_\_\_\_

SKETCH MAP





CULTURAL RESOURCE SURVEY  
ARCHAEOLOGICAL SITE FORM

CRS #	<u>S-9804</u>
Site #	<u>75-G-156</u>
SPO Map	<u>22-23-08</u>
Soil Map	<u>S-54</u>
Hundred	<u>Baltimore</u>
Quad	<u>Bethany Beach</u>
Zone	_____
Acreage	_____

1. SITE NAME: 75-G-156
2. LOCATION/ADDRESS: De Seashore State Park, North of the Inlet Marina
3. OWNER OR CONTACT: \_\_\_\_\_
4. SITE DESCRIPTION: soil type ESB cultivated \_\_\_\_\_ other \_\_\_\_\_  
Sand + gravel ridge of old spoil material on east side of Burton's Island
5. DESCRIPTION OF FIELD WORK Shovel tests and interview w/ Mr. Rick Lynch.
6. COLLECTIONS:
  - a) Repository \_\_\_\_\_ Accession # \_\_\_\_\_  
Collector/consultant \_\_\_\_\_  
Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_
  - b) Repository \_\_\_\_\_ Accession # \_\_\_\_\_  
Collector/consultant \_\_\_\_\_  
Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_
  - c) Repository \_\_\_\_\_ Accession # \_\_\_\_\_  
Collector/consultant \_\_\_\_\_  
Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_
  - d) Repository \_\_\_\_\_ Accession # \_\_\_\_\_  
Collector/consultant \_\_\_\_\_  
Date \_\_\_\_\_ Surface \_\_\_\_\_ Excavation \_\_\_\_\_
7. HISTORIC CONTEXT(S): mid-twentieth century site

USE BLACK INK ONLY

101-9-156

8. ARTIFACTS: full inventory attached? yes() no(x) Summary only

a) Prehistoric 1 isolated shard in disturbed fill.

b) Historic mid-twentieth century building debris buried below ground. Includes asphalt roofing, asbestos siding, window glass, linoleum, tile fragments, roofing machine nails, plastic sheeting, clay drain tiles, bottle glass

9. DOCUMENTATION: photos: B&W \_\_\_\_\_ color x

a) On file "Archaeological Testing for the Proposed Cabin Development Project at North Indaco River Inlet" at

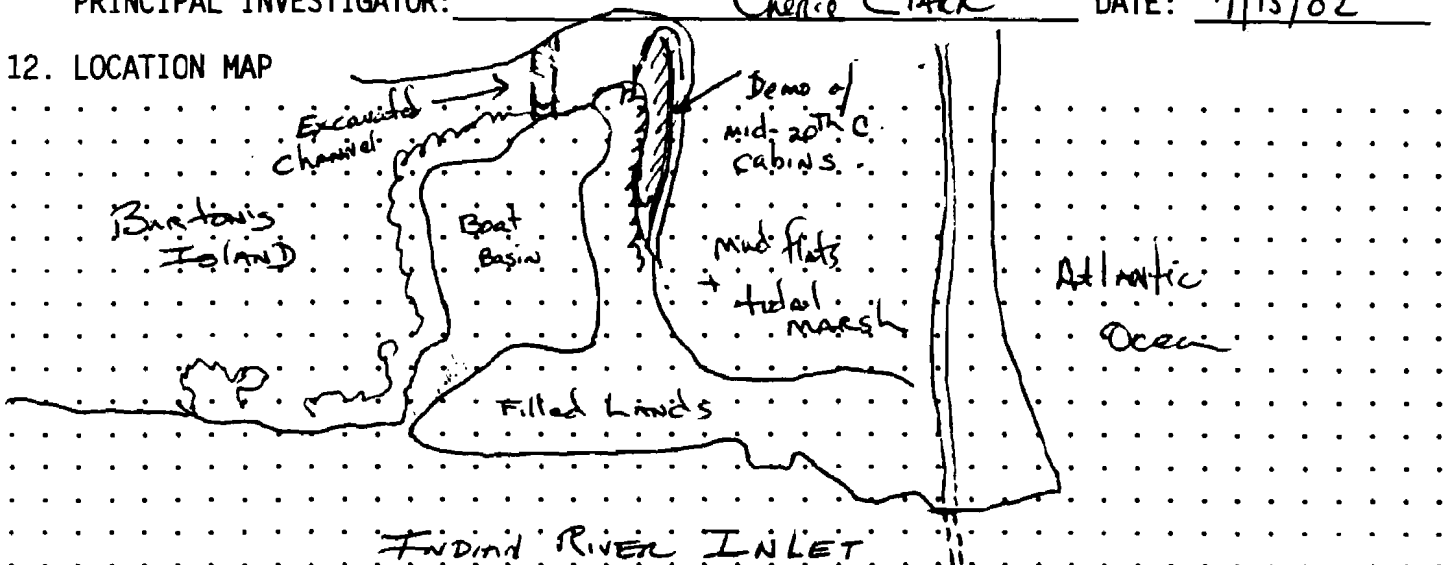
b) Publications/reports Division of Parks + Recreation, July 2002.

10. EVALUATION: eligible: Yes() No(x) Potential() Unknown()

11. SURVEYOR: Chance Clark DATE OF FORM: 6-24-02

PRINCIPAL INVESTIGATOR: Chance Clark DATE: 7/15/02

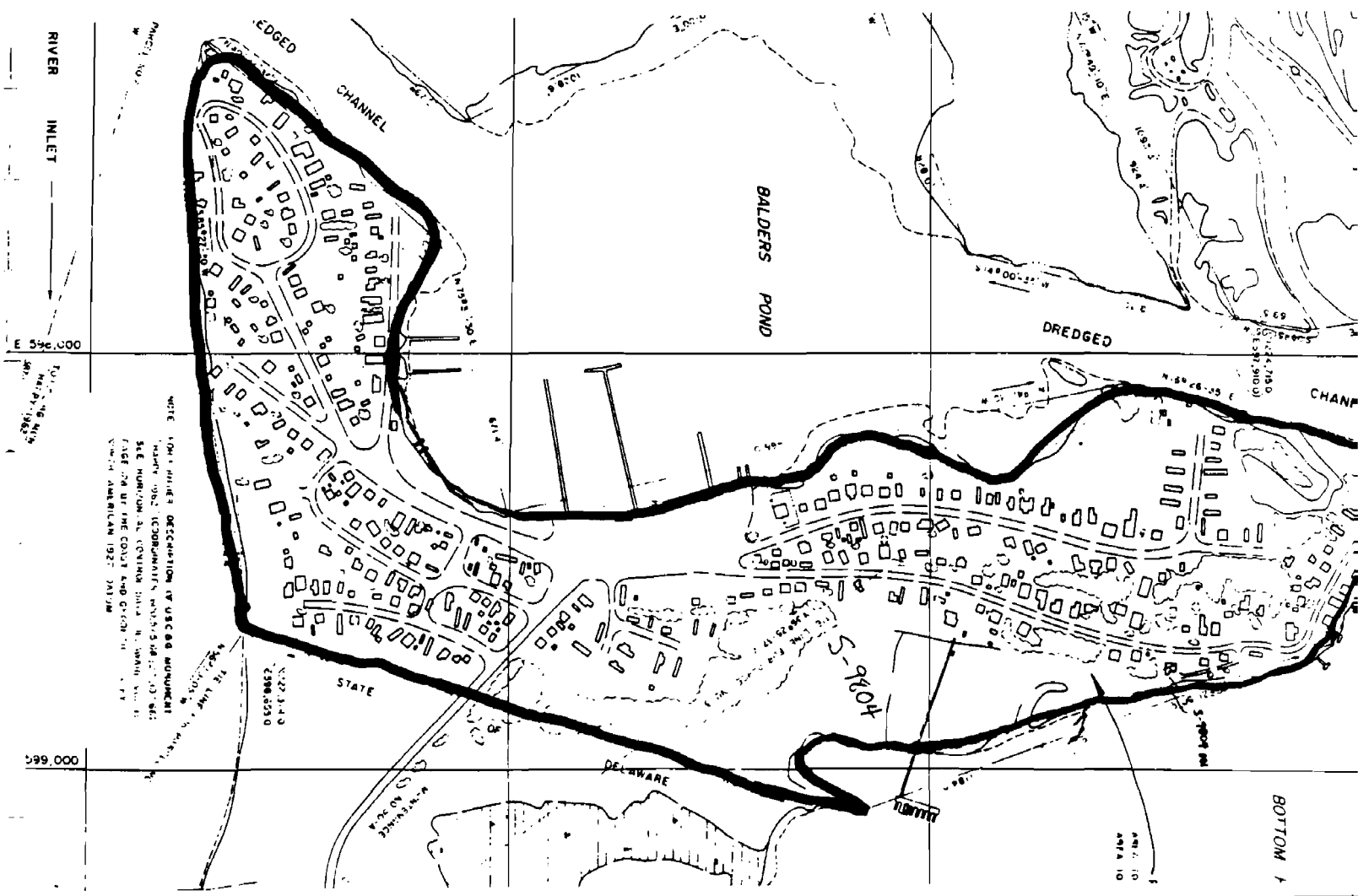
12. LOCATION MAP



INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

7S-G-156



NOTE: FOR FURTHER DESCRIPTION OF USCGC MOUNTAIN  
SEE HORIZONTAL CONTROL POINTS AND VERTICAL CONTROL  
POINTS OF THE COAST AND GEOD. SURV. DIVISION  
OF THE ARMY, 1927. DRAWING

AREA 10  
AREA 10

RIVER INLET  
E 59c.000

599.000

BOTTOM 1

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 22 Fort Miles Historic District  
name of property  
Sussex County, Delaware  
county and State

=====

### FIRE CONTROL TOWERS

Comprised of twelve-inch reinforced concrete, eleven cylindrically shaped Fire Control Towers line the Delaware Seashore. Fire control towers, or base end stations, incorporated the most accurate method of target location available prior to the advent of radar and sonar: triangulation. Targets were identified through 180-degree observation slits with an optical instrument called the M-1910 azimuth unit. Target coordinates were then submitted electronically to the Fort's Plotting Rooms. Typically, an interior deck held two observation units and each tower held at least one deck. The observation decks were accessed through a trap door in the floor. Steel ladders were placed at staggered intervals between decks. Depending on the tower's height, small landings were sometimes incorporated between floors. Although the stations primarily assisted in the identification of naval targets, antiaircraft observation occurred on the roofs. In most cases, the metal safety railings placed on the Towers' roofs remain. The scarcity of structural steel, as well as the increased splinter-proof protection provided by reinforced concrete furnished good reason for the Corps of Engineers to choose this method of construction over other plans that called for large quantities of limited materials. The plans also called for a special lusterless concrete aggregate treated with coloring to match the surrounding landscape as well as copious evergreen plantings at the structure's base to provide further camouflage.

Two of the towers have undergone extensive modification in the years following World War II. Located on the land spit of Cape Henlopen, Tower #9 now serves as a navigational facility for the Delaware Pilot Association. The Delaware Department of Parks and Recreation converted Fire Control Tower #7, located near the ordnance igloos in the center of the camp, into an observation tower for the park's visitors. A winding staircase with metal observation platforms replaced the World War II period interior. The two towers located in Gordon's Pond State Park (Tower #5 and Tower #6) are threatened by the encroaching ocean and receding shoreline, while Fire Control Tower #2, north of Bethany Beach, is surrounded by a modern housing development.

The structures' optical instrumentation, the M-1910 observing unit, and hardware were removed after the war. The interior metal stairs and doors of the nine unmodified towers are in poor condition. Although based on the same standardized plan, the location, height, and battery assignments for each Fire Control Tower differ. Tower height and fenestration depended on several factors, such as topography and distance from the gun emplacement. The following list describes those differences.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 23 Fort Miles Historic District  
name of property  
Sussex County, Delaware  
county and State

=====  
**Fire Control Tower #1 (S-6049.1).** Located one mile south of Bethany Beach, Fire Control Tower #1 measures 37 feet, two inches tall and seventeen feet in diameter. One observation deck is located at 29 feet, 1 inch above ground. It held four azimuth instruments. The tower's reinforced concrete foundation extended eleven feet, two inches below grade and was supported by timber piles. Fire Control Tower #1 provided target coordinates to Battery Smith and Battery #519.

**Fire Control Tower #2 (S-6049.2).** Located two miles north of Bethany Beach, Fire Control Tower #2 measures 45 feet, five inches tall and seventeen feet in diameter. Two stepped observation platforms, located 28 feet, three inches and 37 feet, eleven inches held a total of eight azimuth instruments. The tower's foundation extends eleven feet, two inches below grade and rests on timber piles. Fire Control Tower #2 provided coordinates for Battery Smith, Battery #519, Battery Herring and Battery Hunter. This particular tower is surrounded by a modern beachfront development.

**Fire Control Tower #3 (S-6049.3).** Located on Rehoboth Bay just south of Dewey Beach, Fire Control Tower #3 measures 57 feet, two inches tall and seventeen feet in diameter. An eleven foot, two inch reinforced concrete foundation supported by timber piles remains below grade. Two azimuth instruments on each observation deck, at 40 feet, eight inches and 48 feet, eight inches, provided target sighting for Battery #519 and Battery Hunter.

**Fire Control Tower #4 (S-6049.4).** Located on Rehoboth Bay just south of Dewey Beach, Fire Control Tower #4 measures 55 feet, ten inches tall and seventeen feet wide. Observation decks located at 39 feet, four inches and 47 feet four inches housed a total of four azimuth instruments. The tower's reinforced concrete foundation extended eleven feet, two inches below grade and rested on timber piles. FC Tower #4 provided tactical information for Battery Smith and Battery Herring.

**Fire Control Tower #5 (S-6049.5).** Located south of the Fort Miles Reservation in Gordon's Pond State Park, Fire Control Tower #5 measures 47 feet in height and seventeen feet wide. Two azimuth instruments were housed on both the observation decks located at 30 feet and 38 feet. The tower's reinforced concrete foundation extended nearly twelve feet below grade and rested on timber piles. This observation tower provided information for Battery 519 and the Mine Battery.



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 24 Fort Miles Historic District  
name of property  
Sussex County, Delaware  
county and State

=====  
**Fire Control Tower #6 (S-6049.6).** Located south of the Fort Miles Reservation in Gordon's Pond State Park, fire control tower #6 measures 64 feet, five inches tall and seventeen feet wide. Three observation platforms located at 39 feet, eleven inches, 47 feet, eleven inches and 55 feet, eleven inches were equipped with two azimuth siting instruments each. Observation slits correspond to each deck. The reinforced concrete foundation extends eleven feet two inches below grade. This Fire Control Tower provided target coordinates for Battery Smith, Battery Herring, and Battery Hunter.

**Fire Control Tower #7 (S-6049.7).** Located in the Fort Miles Reservation, Fire Control Tower #7 measures 69.5 feet in height and 17 feet in width. Observation points are located at 50 feet, 58 feet, and 66 feet along the eastern façade. This station provided tactical assistance to the Mine Battery.

**Fire Control Tower #8 (S-6049.8).** Located in the Fort Miles Reservation, Fire Control Tower #8 measures 72 feet and seven inches in height and seventeen feet wide. Two observation openings occur at approximately 61.5 feet and 69.5 feet on the eastern façade, respectively. The tower's reinforced concrete foundation extends eleven feet, two inches below grade and rests on timber piles. Fire Control Tower #8 provided tactical observation for Battery Smith and Battery No. 519.

**Fire Control Tower #9 (S-6049.9).** Located in the Fort Miles Reservation, Fire Control Tower #9 measures 24.5 feet tall and nineteen feet wide. Its reinforced concrete foundation extends fifteen feet below ground level and rests on timber piles. Three observation slits occur at regular intervals along its eastern façade. FC Tower #9 provided tactical observation for Battery Herring, Battery Hunter, and the Mine Battery. Adaptively reused by the Delaware Pilot Association for maritime navigation.

**Fire Control Tower #12 (S-6049.12).** Located in Fort Miles, fire control tower #12 is comprised entirely of twelve-inch reinforced concrete and was equipped with a DPF M-1910 observing instrument.

**Fire Control Tower #13 (S-6049.13).** Located west of the Fort Miles entrance near the Lewes spur track of the Pennsylvania Railroad, Fire Control Tower #13 measures 81 feet, two inches in height and seventeen feet in diameter. Observation decks were located at 64 feet, eight inches and 72 feet, eight inches.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 25 Fort Miles Historic District  
name of property  
Sussex County, Delaware  
county and State

Two azimuth instruments located on each of the observation decks measured target coordinates for Battery Herring and Battery Hunter.

**ORDNANCE IGLOOS, RIFLE RANGE AND PARADE GROUD**

**Ordnance Igloo #1, #2, #3, #4, #5, #6, #7 and #8 (S-6048).** Although based on the same standardized plan, the Fort Miles Ordnance Igloos were completed in two stages. Igloos #1 through #4 were completed by January 1942, while Igloos #5 through #8 were completed by July 1944. The eight Igloos are located on Igloo Road, near the center of the Fort Miles Reservation. The structures derive their name from their half-cylindrical shape. Their interiors measure approximately 40 feet, four inches deep by 26 feet, six inches wide and twelve feet, six inches in height. Their reinforced concrete walls rest on a poured cement slab foundation. Partially hidden and protected by earth fill and vegetation, its walls and roof are composed of six-inch reinforced concrete.

The Reports of Completed Works site the use of these T.N.T. Magazines as storage "for the ordnance department's special fuse program."<sup>2</sup> Their location was concealed by sand cover. Each of the entrances to the eight igloos is visible today. (C)

**Rifle Range (S-6048).** Transferred on 11 February 1943, the rifle range was located just north of Battery 519. Originally, the rifle range incorporated four concrete walls. One wall survives and is located between the shoreline and Butts Road. (C)

**Parade Ground (S-6048).** The post's Parade Ground is located south of Post Lane directly across from the Guard House. Used for recreational as well as ceremonial purposes, the Fort Miles Parade Ground continues to serve the state park in a similar manner. (C)

**Primers and Fuses Building (S-6048).** Located near the incinerator, north of Stump Road, the Primers and Fuses Building held components for the various ordnance used at Fort Miles. The building is no longer

<sup>2</sup> Report of Completed Works.

A CULTURAL RESOURCES MANAGEMENT PLAN FOR  
FOUR SEASHORE STATE PARKS AND OTHER  
COASTAL PROPERTIES

by

Cara L. Wise

Technical Services Section

Division of Parks and Recreation

Department of Natural Resources and Environmental Control

89 Kings Highway

Dover, Delaware 19901

Submitted To

Delaware Division of Historical and Cultural Affairs

Bureau of Archaeology and Historic Preservation

October, 1985

This site consists of the remains of the foundation of the 1824 Henlopen Beacon and associated outbuildings. It was exposed during a March storm in 1984, but has been covered again by the beach. It is unlikely that undisturbed deposits exist around these foundations.

S-6048

Condition: Cantonment structures largely in good condition; bunkers overgrown, but otherwise appear to be unaltered

Management Priority: II

This CRS number refers to the remaining structures associated with Fort Miles and to the site of the National Quarantine Station. No structures associated with the Quarantine Station remain standing, and it is possible that the construction of a large bunker destroyed much of the archaeological potential of this site. Although most of the structures associated with World War II activities at Fort Miles have been abandoned by the military, a number of these features are to be found within Cape Henlopen State Park. Many of the frame structures within the old cantonment are still standing, and are used as a resident youth camp during the summer. A number of bunkers or casemates are still in evidence. They range from the smaller ammunition bunkers located south of the present campground to the large personnel bunkers located along the shoreline. Although these features are not presently eligible for listing in the National Register of Historic Places because they are not yet 50 years old, they will become eligible within the next ten years.

S-6049

Condition: Structurally sound, but interior iron stairs deteriorated

Management Priority: II

This CRS number refers to the eleven fire control towers presently standing along the Delaware coast from Cape Henlopen to just south of Bethany Beach. They were constructed during World War II and used to sight, triangulate, and train guns on enemy vessels in Delaware Bay. Although instruments and other hardware have been stripped from the interiors, and the iron stairs are in poor condition, the poured concrete towers themselves are structurally sound and, with one exception, look much as they did when they were in active service. Tower #5, located on the Cape itself, is currently used for marine navigation. Each tower has been assigned a sub-number which reflects as closely as possible the official designation of the tower. Thus, Tower #3S (South) is designated CRS No. 6049.3S.



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS  
WANAMAKER BUILDING, 100 PENN SQUARE EAST  
PHILADELPHIA, PENNSYLVANIA 19107-3391

98.05.08.01

JUN 1 1999

HISTORIC

Environmental Resources Branch

Mr. Donald L. Klima  
Eastern Office of Project Review  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue, NW #809  
Washington, District of Columbia 20004

Dear Mr. Klima:

This letter is in regard to a proposal by the U.S. Army Corps of Engineers, Philadelphia District, to conduct temporary repairs to the North Jetty, Indian River Inlet, Sussex County, Delaware.

The north jetty at the Indian River Inlet was completed in 1939 as part of the Indian River Inlet and Bay project. This stone jetty could be potentially eligible for listing in the National Register of Historic Places for its association with the intra-coastal waterway system. However, a National Register evaluation of the structure was not conducted due to the short time frame established for this repair project. Project documentation was submitted to the Delaware Historic Preservation Office (DE SHPO) for review on May 4, 1998 (see Enclosure 1). Upon the review of this documentation, the DE SHPO requested additional information in an e-mail dated May 13, 1998 (Enclosure 2). Additional information was provided to the DE SHPO in a letter dated March 22, 1999 (Enclosure 3) and in an e-mail dated May 5, 1999 (Enclosure 4). The DE SHPO concurred with the District's "No Adverse Effect" finding in a letter dated May 14, 1999 (Enclosure 5).

Please review the enclosed correspondence and provide this office with your opinion regarding our "No Adverse Effect" finding. Should you have any questions regarding this matter, please contact Mr. Michael Swanda, Environmental Resources Branch, at (215)656-6556 or by writing to the above address.

Sincerely,

Robert L. Callegari  
Chief, Planning Division

Enclosures

Copies Furnished:

DE SHPO, Gary Sachau  
DE SHPO, Faye Stocum  
ACHP, Charlene Dwin Vaughn

MAY 4 1998

Environmental Resources Branch

Ms. Faye L. Stocum  
Environmental Review Coordinator  
Bureau of Archaeology and Historic Preservation  
Division of Historical and Cultural Affairs  
#15 The Green, P.O. Box 1401  
Dover, Delaware 19901

Dear Ms. Stocum:

The U.S. Army Corps of Engineers, Philadelphia District, is planning a project to repair the north jetty at the Indian River Inlet, Sussex County, Delaware. The north jetty is part of the existing Indian River Inlet and Bay project, which was initially authorized by the Rivers and Harbors Act of August 26, 1937. The authorization included fixation of the inlet by construction of parallel jetties 500 feet apart and the dredging of a channel from the inlet to Millsboro, Delaware. Construction of the jetties was completed in 1939 and the entire project was finished by 1951. Rehabilitation of the north and south jetties occurred in 1956 and again in 1969. Since that time, approximately 300 feet of the north jetty has disappeared due to wave action.

Severe wave impact and irregular settling at the site have caused large gaps to form between the cap stones of the north jetty. Ocean waves striking the jetty have continued to shift and separate the large stones. This situation has created a very serious safety hazard for people who use the jetty for recreation and fishing. The State of Delaware has asked the District to immediately address this dangerous situation.

The District proposes to stabilize the existing structure and to ensure safe and easy access to the jetty by placing grout filled geotextile tubes into selected voids between the cap stones of the north jetty. The geotextile tubes are black in color and will be placed so they do not protrude above the top of the cap stones.

As stated above, the north jetty was completed in 1939 as part of the larger Indian River Inlet and Bay Project. The navigation project could possibly be eligible for listing in the National Register of Historic Places for its association with the intra-coastal waterway system. A National Register evaluation has not been completed due to the short time frame established to remedy this very dangerous situation. The District plans to

start construction by the middle of June, 1998. However, it is the Corps' opinion that the proposed placement of grout filled geotubes in selected voids between and below stone tops will not significantly impact the visual integrity of the north jetty. Please review the enclosed information and provide this office with your comments regarding our "no adverse effect" finding by May 15, 1998. If you have any questions regarding this project, please contact Michael Swanda of the Environmental Resources Branch at (215) 656-6556.

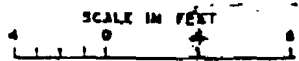
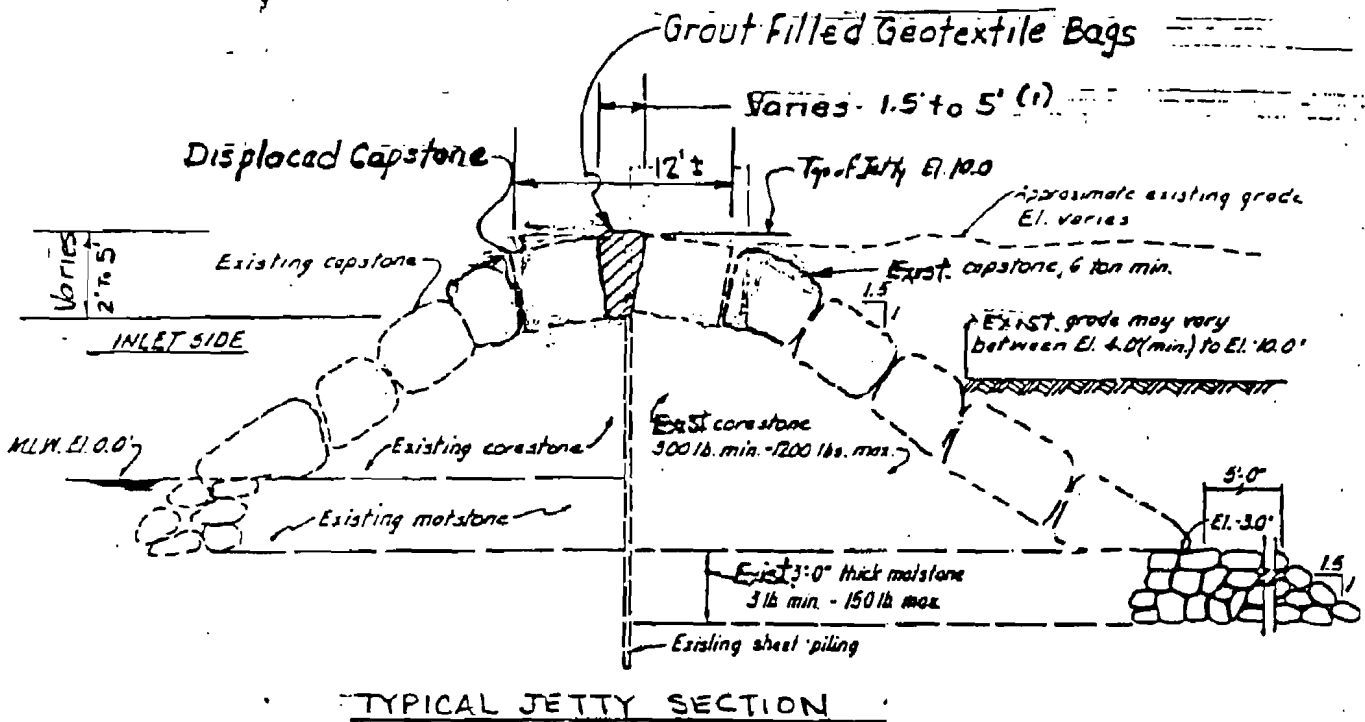
Sincerely,

Robert L. Callegari  
Chief, Planning Division

Enclosures



# INDIAN RIVER INLET JETTY



## Notes:

1. At seven locations width varies 6' to 12'
2. Total length of bags is approx. 380'.

## INDIAN RIVER INLET PROJECT DESCRIPTION ATTACHMENT A

The north jetty located at the Indian River Inlet, Sussex County, Delaware is in need of repair. Due to the age of the structure and the irregular settling at the site, large gaps have evolved between the cap stones. These large gaps are a hazard to the public and specifically anglers using the jetty. The U.S. Army Corps of Engineers proposes to fill in the gaps between the cap stones using grout filled geotextile bags. Work on the jetty will last for approximately one week. Upon completion, the gaps in the jetty will be filled, leaving the jetty safer and more readily assessable.



