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Southern/Decorative
Freshman
USR-M Harriet Lane Bell
1289

Pittman 1

Bell

During the

was placed on the USR-M Harriet

ber 19, the bell itself

was not manufactured until 1859, it can be concluded that the Harriet Lane either did not have a bell prior to 1859, or that this bell replaced the original. While aboard the USR-M Harriet Lane, the bell was a part of many historical events. The ship itself was named after President

niece, Miss Harriet Lane who served as his First Lady during his presidency due to his bachelor status. (Bryant)

thanks to her brilliant social and diplomatic capabilities (Hampton).

The ship bell would likely serve as a signal for many different occasions. Primarily, it would have been used for timekeeping, and would have been struck once to signal the beginning of a four hour watch. If the crew kept time in half-hour increments, the bell was struck once for the half-hour, twice for the new hour, three times for the hour and half mark, and so forth until reaching eight strikes to mark the fourth hour. If the crew kept time in hour increments, the bell was struck once the first hour, twice the second, three times the third, and four times the final hour (Bells). Due to the lack of technology, the Bell would also be used for safety and communication purposes, such as preventing collisions with other ships in heavy fog or conditions of poor visibility (Bells). Another crucial element for the for those on board to hazards or danger, and sailors would have utilized

in cases of fires, in the event of an attack, and even (Bells). Among U.S. Navy ships, bells were often used for ceremonial purposes. The bell aboard the Harriet Lane was likely not, or very rarely, used ceremonially while aboard the Harriet Lane since the ship was technically not a part of the U.S. Navy.

The USR-M Harriet Lane was commissioned on February 25th, 1858 by the U.S Revenue Marine agency, a group known to be successful steam ships that cost a hefty \$150,000 dollars to build (Hampton). Her sleek 180 x 30-foot design and draft of only 10 feet allowed for a maximum speed of 14 knots which proved her to be a highly versatile cutter (Bryant). Her success soon caught the attention of the U.S Navy who then acquired her for a mission to Paraguay (Bryant). While

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However, the USR-M Harriet Lane would finally see the end of her U.S Naval service soon after she sailed down to Galveston Bay accompanied by a flotilla.

After the battle of Galveston, the bell was taken off the Harriet Lane and mounted to an
ival style bellcote in front of the Kellum-Noble House by the
Robert E. Lee Chapter, United Daughters of the Confederacy (UDC) The bell

remain

closing times (Gottsch

