



THE "OLD LINER" NEWSLETTER

EDITOR'S NOTES:

We would encourage the BCWRT Members to consider the Bus Tour of Second Manassas sponsored by the Chesapeake Civil War Roundtable on October 6th. Admittedly, there is a cost. However, in comparison to many tours I have seen, this is still a bargain. And it is the only way either group can afford the costs of such a tour.

Also, the October meeting is time for Nominations of Officers for the BCWRT. WE NEED YOU!!!!

Lutheran Theological Seminary outlines Gettysburg museum plan

By AMY STANSBURY, Hanover Evening Sun, August 29, 2012

In a town with plenty of history already on display, the Lutheran Theological Seminary plans a museum with more stories to tell, organizers said Wednesday evening at a public information session.

The Seminary Ridge Museum, to be located in Schmucker Hall in Gettysburg, will focus on stories of the seminary and religious leaders, as well as those of doctors, nurses and soldiers, with an emphasis on interactive exhibits.

"Just about every inch of this museum will be public access," said Barbara Franco, founding executive director of the Seminary Ridge Museum. "Even the offices will be offsite. We really want this to be a public place now."

The desire to make the entire building accessible to the public stems from the historical relevance of the place itself. During the battle it was used as a hospital and its cupola served as a lookout for General John Buford. After the museum opens that cupola will be available to the public, a long awaited moment for many Civil War buffs.

Of course the privilege will not come without a price. Cupola tickets will cost \$20 each to compensate for the high cost of maintaining the structure. Regular adult admission to the museum will cost \$9, senior citizen and student tickets will cost \$7. Discount rates will also be available for large groups.

"We are really looking to market this to families with children and school groups," Franco said. "There will be lots of interactive exhibits for children to connect with the history."

In an effort to make it more appealing toward children, the stories of the Zeigler family will be woven throughout Schmucker Hall. The Zeiglers lived in the building during the battle and two of the children left behind memoirs detailing what life was like in that era.

Two pathways will also be built throughout the seminary to deepen those historical connections. Both have been funded by federal grants and will be finished in time for the museum's grand opening July 1, 2013.

"On July 1, 1863 at 10 o'clock the first artillery fire was heard on the ridge," Franco said. "What better time to cut the ribbon and open the museum."

So far, the museum is on track to be finished in time for the 150th celebration. It is on time and on budget and construction is expected to be completed by October.

"One hundred eighty seven years ago the seminary came to Gettysburg because the town offered it the most support," Michael Cooper-White, president of the Lutheran Theological Seminary said. "We have always tried to be a part of the community and what we are doing today is part of that vision."

Once complete, Schmucker Hall will utilize a geothermal heating system as part of that certification. The staff will work toward receiving a silver LEED certification for the building, identifying it as an environmentally friendly and sustainable piece of architecture.

"For a historic building to receive a silver LEED certification is pretty incredible," Franco said. "But that is just another part of the seminary's long term plans."

The museum will then prepare for a soft opening in April, allowing a limited number of preview tours to pass through Schmucker Hall before the grand opening in July. In the end, the project will cost \$15 million, financed by the seminary's fundraising efforts. So far, \$10 million have been raised.

That money will go toward more than just the preservation of Schmucker Hall. Parking is in short supply at the seminary and museum plans include the addition of 100 new parking spaces to be installed throughout campus. In order to fix the parking problem without destroying too much green space, the seminary will spread out parking across a larger area and disperse vegetated islands throughout the lots.

"This will create a tree canopy across the area, adding more green space and hiding the cars," John Spangler, president of the Seminary Ridge Historic Preservation Foundation said.



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Amidst concerns that the additional parking spaces would disturb sacred ground where the Confederate last stand was fought, Spangler reminded the public that the probable location of the barricades used in battle was already paved over by tennis courts many years ago.

"But as part of this construction, we will be removing those tennis courts and recreating a portion of those barricades," Spangler said.

For Cooper-White, sharing this history with the public is the main goal and he is excited to see it finally come to fruition.

"We always say that we are at the crossroads of history and hope," Cooper-White said. "And I think with this we are helping to play out that vision."

Study calls for demolition of Gettysburg Cyclorama building

Written by Megan Lello and Rachael Prensner, Witf.org, August 27, 2012
Gettysburg -- The Cemetery Ridge area of the Gettysburg battlefield could soon look more like it did during the historic three-day Civil War battle nearly 150 years ago. An environmental study conducted by the National Park Service recommends getting rid of the Cyclorama building, which housed a large painting of Pickett's charged until it was moved to the park's Museum and Visitor Center in 2008. NPS Spokeswoman Katie Lawhon says the facility's been vacant for years. "There is no need for continued use of the building, and keeping it is in conflict with our overall goal to preserve the landscapes of the Battle of Gettysburg of 1863 and the commemorative features of the

battlefield placed here by the veterans," she says.

The study also shows the possible impact of other alternatives, such as mothballing the building or moving it to another place on the battlefield.

It's part of a federal lawsuit filed, in which critics claimed the NPS hadn't fully examined alternatives to its plan to demolish the facility designed by the famed architect, Richard Neutra.

Lawhon says the Park Service will gather comments from the public about the study for the next month and a decision could be made later this year.

Hanover businessman buys Electric Map for \$14K

By Tim Stonesifer, Hanover Evening Sun, September 14, 2012

The 12-ton Gettysburg Electric Map sliced apart and once slated to be destroyed by the federal government was won at online auction this week and is expected to soon come home - to Hanover.

Scott Roland, the Hanover businessman leading a push to revitalize downtown, said Friday night he won the Electric Map at auction for \$14,010, the final bid price listed online.



Hanover Sun file photo
Roland, who owns Blue Ridge Holdings and in May purchased the old Wachovia Bank building on Carlisle Street, acknowledged earlier in the week he planned to bid on the

map. The map was purchased in the name of Blue Ridge Holdings, he said.

Roland said Friday night he will house the former Gettysburg visitor center piece in the old bank building, part of an ongoing project to create a heritage and conference center in Hanover.

"This is not about me or you or anyone else individually," he said. "This is about bringing attention to downtown Hanover, and creating something special here."

The Electric Map - nearly destroyed because it contains asbestos but saved for auction after an outcry from preservationists - was put up for bid last Friday.

The map received bids from two bidders over a seven-day auction at General Service Administration, an online auction site for federal property.

The National Park Service previously planned to have the map destroyed because it contains about 3 percent friable asbestos in its plaster surface, but held off after a preservation groups got wind of the plan and cried foul. In June, the Park Service announced federal authorities approved a waiver request allowing it to be auctioned.

The 29-foot square map was added to the old visitor center in 1963, part of the commemoration that year for the 100th anniversary of the Battle of Gettysburg.

It was sliced into four pieces, dismantled and the Park Service has said it is being held in four large storage containers.

The Electric Map used hundreds of miniature light bulbs to depict troop movements during the battle. Preservationists have said those bulbs and the thousands of feet of wire previously used could be



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replaced with newer technologies, and the map repurposed.

Cynthia Smith, property disposal specialist with GSA auctions, said via email all bidders were required to submit a signed statement of intent. That statement included the buyer's awareness of potential liability related to the asbestos content. The purchaser is also responsible for "the ultimate and proper disposal of the hazardous waste."

The successful bidder has 30 days to remove the map from government storage, according to the statement.

GSA public affairs officer Gina Gilliam said the organization does not reveal the names of auction bidders.

Park Service Spokeswoman Katie Lawhon said via email Friday night the sale of the Electric Map saves the park an estimated \$32,000 in disposal costs.

Roland said concerns about asbestos and transportation will be addressed in coming days, as will details of a specific plan for the map.

In recent months, local officials have discussed a possible Hanover Heritage Conference Center in downtown, which could be used for business meetings, receptions and other special events, and would be the focal point of revitalization efforts.

The Wachovia Bank building was identified as one of the potential sites after a joint study. Roland bought the building in May for \$200,000.

Bidding for the map began at \$5 and was extended until almost 7:30 as the two bidders went back and forth until arriving at the final price.

"In the end, whether it was \$10 or \$10,000," Roland said, "if it brings people to downtown (Hanover) I think it's worth it."

Mysterious shipwreck washes onto Alabama shore, believed to be from Civil War

By Eric Pfeiffer, Yahoo! News, September 5, 2012

Hurricane Isaac has washed the remains of a blockade-runner vessel onto the shores of an Alabama beach, and many believe it could be a Civil War-era vessel, dating to 1862, according to the Birmingham News.

However, a debate has ensued over exactly which era the shipwreck is from.

"Look what Isaac uncovered!" reads a Facebook post from Meyer Vacation Rentals, a local real estate company that posted several pictures of the wreckage on its fan page.



A number of Confederate ships attempted to circumvent a Union Navy blockade of Mobile Bay during the Civil War. And some believe the wreckage may belong to the *Monticello*, a ship that burned and sank while trying to break the blockade during the war.

This is actually the fourth time parts of the wreckage have become visible over the years, after it first made an appearance following Hurricane Camille in 1969. It reappeared in 2004 after Hurricane Ivan and again in 2008 after Hurricane Ike.

"Based on what we know of ships lost in that area and what I've seen, the *Monticello* is by far the most likely candidate," Museum of Mobile marine archaeologist Shea McLean told the Birmingham News in 2008. "You can never be 100 percent certain unless you find the bell with 'Monticello' on it, but this definitely fits."

Still, there's no consensus on just how old the 136-foot-long ship actually is, with some speculating that it may be a rum runner that sank during Prohibition.

"Either way, it's quite interesting. This is the most visible it has been in recent years. Eventually the shifting sands will pull it back under the beach, where it will slumber until another storm is powerful enough to bring it back to the surface," the Meyer Vacation Rentals post continues.

HOLT ANNOUNCES U.S. HOUSE PASSAGE OF BATTLEFIELD PROTECTION BILL

Washington, D.C., CWT News Release, September 11, 2012 – The U.S. House of Representatives yesterday passed the American Battlefield Protection Program Amendments Act (H.R. 2489), a bipartisan bill authored by U.S. Rep. Rush Holt (NJ-12) that would provide competitive matching grants to preserve battlefields from the Revolutionary War, the War of 1812, and the Civil War.

The legislation will now be sent to the U.S. Senate for further consideration, where a companion bill has been introduced by U.S. Sen. Charles Schumer (NY).

"Sprawl and commercial development are threatening the historic sites where our nation was forged and shaped," Holt said. "Each time a



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historic battlefield is replaced with a parking lot, a chapter of American history is obscured, and future generations lose an important window onto their heritage. This bill would provide matching funds that would leverage private efforts to preserve our nation's past."

Holt's legislation would build on the success of the American Battlefield Protection Program (ABPP), which provides competitive matching grants that support private efforts to preserve Civil War sites. Since 1999, the program has helped to save more than 16,500 acres of historic sites in 14 states.

Holt's bill would reauthorize the ABPP and create an identical program to preserve battlefields from the Revolutionary War and War of 1812. Holt introduced similar legislation in the last session of Congress, and his bill passed the House unanimously.

The legislation is supported by numerous historic preservation organizations, including the Civil War Trust, the National Trust for Historic Preservation, the Crossroads of the American Revolution Association, and the National Parks Conservation Association.

"The public-private partnerships fostered through the American Battlefield Protection Program have been responsible for setting aside some of our nation's most significant historic sites," said James Lighthizer, president of the Civil War Trust. "But our nation was not only shaped on the battlefields of the 1860s — and this measure will help encourage the protection and appreciation of the full scope of our history."

"With every year that goes by, this legislation grows more urgent," said noted historian David Hackett Fischer in his testimony to Congress in support of the bill. "Sites now

presently endangered include some of the most important events in the history of the American Revolution." Among the sites covered by Holt's legislation are hundreds of battlefields and associated sites throughout New Jersey. A full list of eligible areas in Hunterdon, Mercer, Middlesex, Monmouth, and Somerset Counties is available online.

According to the National Park Service, the need to preserve battlefields from the Revolutionary War and War of 1812 is dire. Out of the 825 nationally significant battlefields and associated sites from these wars, 107 have been lost, 245 are in fragmented or poor condition, and 222 are in danger of being destroyed within the next ten years.

Mary Todd Lincoln to be retried for insanity

By Eric Pfeiffer, Yahoo! News, September 7, 2012

One hundred and 30 years after her death, Mary Todd Lincoln will be retried for insanity.

The former first lady was declared insane 10 years after the assassination of Abraham Lincoln in 1865, when her son Robert Todd Lincoln had her committed.

"Even today, historians disagree whether the evidence against the First Lady was 'trumped up,' whether the procedures used constituted due process, and what would occur if today's modernized health laws were applied to the same facts," reads a statement from the Abraham Lincoln Presidential Library and Museum.

Lincoln's mental stability was called into question after she suffered from depression following the deaths of not only her husband but also two of her young children. She allegedly spent the years after President Lincoln's death attempting to communicate with him via seance.

But the St. Louis Post-Dispatch reports that the Illinois Supreme Court Historic Preservation Commission and the Lincoln Museum are set to give Mary Todd Lincoln a new trial, starting in October.



Mary Todd Lincoln

The dueling legal teams will dress in period clothes from the era but will argue their case relying on current law. Actors will play the roles of Mary Todd Lincoln and Robert Todd Lincoln, but real-life judges will serve as lawyers for each side in the recreation of the case. Former Illinois Gov. Jim Edgar will narrate the trial.

And adding more theatricality to the performance, members of the audience will reportedly serve as jury. Mary Todd Lincoln spent about four months in the Bellevue Place sanitarium after being declared insane in 1875. However, after secretly communicating with her lawyer and writing a letter to the Chicago Times, she was eventually released. In a letter written in August 1875, Lincoln wondered why her son Robert had seemingly turned on her. She later came to believe that her



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son's actions were an attempt to take control of her finances:

"It does not appear that God is good, to have placed me here. I endeavor to read my Bible and offer up my petitions three times a day," Lincoln wrote. "But my afflicted heart fails me and my voice often falters in prayer. I have worshipped my son and no unpleasant word ever passed between us, yet I cannot understand why I should have been brought out here."

The letter is just one of 25 written by Mary Todd Lincoln during her "insanity period" and was believed to have been burned by Robert Todd Lincoln. However, the letters were discovered in 2006 in a steamer trunk owned by the children of Robert Todd Lincoln's attorney.

Former SCV Leader Facing Prison for Massive Ponzi Scheme

AP, September 5, 2012

A South Carolina extremist who helped engineer an attempt to turn the Sons of Confederate Veterans (SCV) into an actively neo-Confederate organization is now facing prison for his role in a Ponzi scheme that defrauded hundreds of people.

Ron G. Wilson remains free on bond after pleading guilty on July 30 to two counts of mail fraud. Wilson signed a plea agreement admitting that over an 11-year period he and his company, Atlantic Bullion & Coin, cheated at least 800 investors who collectively lost \$59 million.

Wilson acknowledged that he told investors, falsely, that he was buying silver with their money and that it was stored in a Delaware depository. In the plea agreement, he wrote that he used "fictitious account statements"

and "used money for my personal benefit."

Wilson could receive 20 years in prison, \$250,000 in fines, and three years of supervised release.

During a two-year term as commander of the SCV that began in 2002, Wilson led an extremist campaign to take over the Southern heritage group. He worked closely with his white supremacist ally Kirk Lyons – appointing racists and anti-Semites to key posts and purging some 300 SCV members who opposed racism. Thousands of members left the organization, and its reputation suffered.

Wilson's family farm, Live Oaks Farm in Spartanburg County, was closed at the end of July. Cassie Wilson, Wilson's wife, and her daughter, Alison Schaum, operated the farm. Schaum formerly worked as a paralegal for Lyons, chief trial counsel of the Southern Legal Resource Center, which is known for filing lawsuits that challenge restrictions on the display of the Confederate flag.

U.S. marshals have, or could, seize over \$130,000 in cash, six vehicles, coins and bars of precious metals, art and sculpture, a bank account with more than \$200,000, 55 guns and 11 properties. Beattie Ashmore, a Greenville lawyer, has been appointed as receiver for the state and federal cases against Wilson.

Frederick To Remember Its Role In The Civil War

WFMD.com, September 17, 2012

Frederick's role in the Civil War will be remembered on Friday and Saturday, September 21st and 22nd. "One Vast Hospital" is a walking tour of Downtown Frederick, visiting six of the sites which served as hospitals

for injured soldiers from both sides of the conflict.

"This is a half-dozen of the sites, and there were many at the time, that a 150 years ago would become temporary hospitals, in most cases, for the next several months, in the aftermath of the Battles of South Mountain on September 14th, {1862} and three days later, the September 17th Battle of Antietam," says John Fieseler, Executive Director of the Tourism Council of Frederick County.

The sites that are participating in this year's "One Vast Hospital" are All Saints Episcopal Church, the Bjorlee Museum and Hessian Barracks, Evangelical Lutheran Church, Quinn Chapel, Trinity Chapel and Evangelical Reformed Church, and the Visitation Academy. "Some of them will have re-enactors that might be portraying the person that was the pastor at the time, greeting you. Or it might be the person who was the surgeon in charge at that temporary hospital; as well as some period music; folks that will interpret the history of what was happening at that site," says Fieseler.

A brochure which describes each site as well as its location can be picked up at any of these six sites, or at the Visitors Center on East Street.

"One Vast Hospital" will take place from 5:00 PM until 9:00 PM on Friday, September 21st, and Saturday, September 22nd from 1:00 PM until 4:00 PM. The event is sponsored by the Tourism Council and the National Museum of Civil War Medicine.

Even though the Civil War torn the country apart, Fieseler says Frederick's role was that of a hospital for wounded soldiers, no matter which side they fought on. "It's sort of nice to tell story of compassion in the wake of the battles, the treatment of



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the wounded on both sides, the number of folks, whether they were parishioners in the local churches, that would spend months taking care of these wounded soldiers that pretty much took over their church buildings, that is a nice story we get to tell here," he says.

Even if you don't get the chance to take part in "One Vast Hospital," Fieseler says you can still pick up the brochure after it's over, and take your own walking tour of Downtown Frederick, and see the buildings that served as hospitals during the Civil War.

A Monetary Innovation That Changed the Civil War's Course

By Franklin Noll, Bloomberg.com, August 29, 2012

In the summer of 1861, shortly after the start of the Civil War, U.S. Treasury Secretary Salmon P. Chase negotiated a loan of gold from northeastern banks.

Until that gold arrived in Washington, the government planned to issue \$50 million in demand notes, a currency payable on demand in gold at any Treasury office, to fund the military effort. Because the Treasury Department had no facility for the production of paper money, a private business in New York, the American Bank Note Company, produced the notes in sheets of four. These sheets were then sent to the Treasury, where scores of workers cut them and trimmed the almost 7 million notes with scissors.

This unwieldy system would lead to a technological development that laid the foundation for the U.S. Bureau of Engraving and Printing -- the agency that now produces the billions of dollars in U.S. currency notes that are

trusted worldwide. And 150 years ago today, the bureau's humble beginnings helped change the course of the Civil War.

20 Million Notes

In early 1862, as the war dragged on and costs skyrocketed, it became clear that the government would soon need more money. On Feb. 25, 1862, with the Treasury facing bankruptcy, Congress authorized the issue of \$150 million in a new currency: the U.S. note, also known as the greenback.

This issuance would require workers to process 20 million individual notes -- all by hand.

Working on the problem was an engineer named Spencer M. Clark. Born to an iron merchant in 1811 in Brattleboro, Vermont, Clark had spent his younger years pursuing a variety of careers, from mathematical-instrument manufacturer to grain merchant.

In the 1850s, Clark took his family to Washington and was appointed a clerk in the Treasury Department's Bureau of Construction, which at the time oversaw all federal building programs. Clark rose through the ranks to become its acting head in 1860.

He soon faced a critical challenge: helping the cash-starved Treasury speed up the process of separating notes, so it could quickly pay its bills and the troops.

Clark's great innovation was to mechanize the process. By March 1862, he had invented a hand-powered machine that separated and trimmed the notes. He soon modified the machines to run on steam power, greatly increasing their speed and productivity. In August of that year, Chase gave Clark permission to set up steam-powered operations on an experimental basis in the Treasury's

basement. This area became known as the "small-note room," as Clark's operations were devoted to the processing of small-denomination (\$1 and \$2) U.S. notes.

On Aug. 29, 1862, after a week of tinkering with the new equipment in the dim light of the southwest corner of the basement, Clark started up a steam engine that powered the machines. While the Second Battle of Manassas was raging some 30 miles away, Clark and his team took sheets bearing four greenbacks and fed them into the clattering machines, which divided the sheets into individual notes.

It was a success, and Clark was entrusted with ever-expanding tasks -- eventually creating a full-fledged Treasury-run banknote company. This new operation was soon producing fractional currency to replace the silver fractional coins that had been hoarded at the start of the war. Clark also produced many of the "Five-Twenty" bonds that raised \$500 million for the war effort when private banknote companies proved unable to meet the Treasury's demand.

A New Monopoly

By the end of the war, Clark and his operations had become a fixture in the Treasury, providing a dependable and low-cost source of currency notes and securities.

In 1877, Treasury Secretary John Sherman gave the Bureau of Engraving and Printing a monopoly on government currency and security production, which it holds to this day. Clark's innovation marked a new way of viewing the role of the government in the nation's finances. With a new general currency printed by the Treasury, the federal government was now a part of everyday economic life in a new and enduring way. Today, the bureau prints billions of



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dollars of Federal Reserve notes. It delivers them to the Federal Reserve System -- and, ultimately, to pockets around the world.

USC Archaeologists Complete Survey of Charleston Harbor Civil War Naval Battlefield

*Maritime-Executive,
September 17,
2012*

What remains of a five-year siege for control of Charleston Harbor during the Civil War now lay in watery graves amid the harbor's channels and under the beaches of bordering sea islands.

Thanks to a team of archaeologists at the University of South Carolina, the Charleston Harbor naval battlefield has been mapped for the first time, providing historical and archaeological detail on the drawn-out struggle that spanned 1861-1865. The survey shows where military actions took place, where underwater obstructions were created to thwart enemy forces and the spots where Union ironclads and Confederate blockade runners sunk.

The National Park Service, which funded the project through an [American Battlefield Protection](#) grant with matching funds from USC, will use the survey to preserve the battlefield. Information gathered about the wrecks and obstructions also will be valuable to harbor managers, the U.S. Army Corps of Engineers and to USC archaeologists to ensure that underwater relics aren't damaged.

"The archives of South Carolina's maritime history are under water. For

years we have had these great resources that we should hold in as much respect as historical documents," said James Spirek, a USC underwater archaeologist. "They are the physical representations of the state's maritime legacies."

Spirek directed the project that began in 2008 and wrapped up this spring. He applied the same approach that was used to understand the historic landscape of Gettysburg to understand the Civil War naval operations at Charleston Harbor.

"The scheme, called KOCOA, is a modern concept based on ages-old military tenets that gets archaeologists and historians to think about how the participants saw the battlefield," Spirek said. "Today, all we see is the aftermath. But how did the battle come to be? And why are things where they are in Charleston Harbor?"

To answer those questions, Spirek had to define the boundaries of the harbor battlefield from the perspective of Union and Confederate forces. He conducted research on Confederate and Union ships and naval actions using official records of the armed forces, the National Archives, Library of Congress and USC's South Caroliniana Library and Digital Collections.

His archaeological work centered on locating the various shipwrecks and obstructions. Two key findings were locating the famous First Stone Fleet, a series of New England whaling and merchant vessels filled with stone and intentionally sunk by Union forces to prevent Confederate blockade runners from entering the harbor, and getting exact locations for the blockade runners, most of which sank in Maffitt's Channel along Sullivan's Island.

Spirek said Union forces, wanting to keep Confederate supplies from entering and leaving the harbor, created a blockade of naval ships placed in arc fashion that stretched from Dewee's Inlet by the north end of Isle of Palms, then called Long Island, down to Stono Inlet, south of Folly Beach, which was considered the back door to Charleston by traveling up the Stono River.

Between the two inlets and within the arc were five channels that led into the harbor. From north to south were Maffitt's Channel, North Channel, Swash Channel, the Main Ship Channel and Lawford Channel.

The Confederate perspective of the battlefield looked out from Charleston, Spirek said.

Besides the city being fortified there were key points within the harbor itself. Closest to the city was Castle Pinckney and a sand island that was turned into Fort Ripley. In the mouth of the harbor were Fort Sumter and Fort Moultrie on Sullivan's Island and further out was Battery Marshall to the north on Isle of Palms and Battery Wagner on Morris Island to the south, which today is underwater.

Securing the inner harbor was critical to the Confederacy, Spirek said.

"They set up a variety of obstructions including framed torpedoes so that Union ships coming in would hit them and blow up. Chains and rock weights held the torpedoes at an incline and slightly below the water to cause the torpedoes to strike the bottom of a vessel. They essentially created a mine field for Union forces," said Spirek, an archaeologist in the College of Arts and Sciences' S.C. Institute for Archaeology and Anthropology (SCIAA) since 1996.

To help people visualize the Charleston Harbor battlefield, the SCIAA team created a virtual tour of



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the naval battlefield:
http://artsandsciences.sc.edu/sciaa/mrd/regsvys_chashbr_vt.html

First Stone Fleet

The Charleston Harbor was a lifeline for the Confederacy to bring in war materials and supplies and to exit with naval provisions and exports of cotton and rice. For that reason, the U.S. Navy was determined to stop the flow of goods through the two main entrances: Main Ship Channel and Maffitt's Channel, Spirek said.

As one measure to stop ships from running the Union blockade, the U.S. Navy bought 45 ex-whaling and merchant vessels, which they stripped of valuable materials and filled with rock so that once sunk they wouldn't let Confederate ships to pass.

While some sank in route or were diverted for other uses, 16 of the vessels were sunk Dec. 17 – 21, 1861, by the U.S. Navy in the Main Ship Channel. Another 13 were sunk a month later, Jan. 20 – 26, in Maffitt's Channel.

"For many years people surmised that they were sunk and broke apart and slipped under the quick sands as they called it and were gone and buried," Spirek said. "That is what I believed."

Spirek said magnetometers to detect ferrous materials such as iron or steel were of limited use because the ships were stripped of things like masts, anchors and chains, which could have been salvaged by the Confederates.

"We knew huge sections had broken and floated away. We also knew there would be a lot more rock than a typical ship because the cargo was rock. Large mounds of rock would be key in recognizing it was a stone fleet vessel," he said.

Overlaying old maps with new maps, they began their search. Using a magnetometer and a side-scan sonar, a device that uses acoustic waves to picture the ocean floor, Spirek and his team found the mounds that comprised the Stone Fleet.

Historical accounts indicated that the U.S. Navy sunk the ships in an organized checkerboard fashion so that ships couldn't travel straight through. That isn't what Spirek found.

"Everyone thought it was going to be very orderly, with wrecks strategically placed as Union reports and newspaper accounts had suggested. What we found was 15 ballast mounds, 14 of which were tightly packed together with the wrecks oriented along various points of the compass. We were surprised that the archaeological record shows a more happenstance distribution. I think it is still an obstruction but not quite how the historical records suggest," Spirek said.

The Second Stone Fleet remains somewhat elusive to Spirek's team. While they found four wrecks with large stones at the entrance of Maffitt's channel, Spirek said they appear to be boulder-laden flat-bottom boats used to construct the Charleston Harbor jetties that were built in 1878 – 1896 rather than stone fleet hulks.

"Additional expansion of our survey coverage east and west, and perhaps north and south, should eventually pinpoint the remains of this stone fleet," Spirek said.

Confederate blockade runners

Despite the blockade of Union ships and sunken obstruction of the stone fleets, the majority of Confederate blockade runners were successful in getting in and out of Charleston Harbor.

"The Northern Press' just railed at them for letting blockade runners through," Spirek said. "The Confederate blockade runners were low and painted grey to blend with the ground. They would steam quietly in, close to the beach during high tides on moonless nights, letting the lights of the Confederate armies on Sullivan's Island and the sound of the surf tell them whether they were too close and needed to bear left. Then they would turn on the juice if they started to get fired at. The advantage was completely with the blockade runner."

Spirek said while positions of the Union ironclads were well-documented, the locations of Confederate blockade runners were hazy and incomplete. He said they looked at 16 wrecks, 13 of which were blockade runners.

The team found remains of the blockade runners in two clusters with two outliers, all wrecked along Maffitt's Channel in attempts to elude the Union blockaders.

Close to the beach of the Isle of Palms is the wreck of the Georgiana, which led to the sinking of the Mary Bowers, found at the same site, followed by the Constance close by.

"While the vast majority made it through, the blockade runner had to be pretty fortuitous to avoid wrecking. The trio of the Georgiana, Mary Bowers and Constance just had bad luck," Spirek said.

A second cluster of seven wrecks were located at Fort Moultrie and Bowman's Jetty on Sullivan's Island, all victims of the inside blockade and composing the monitors and small launches.

Four wrecks were found buried under the beach on Sullivan's Island, covered by the build up of a century's worth of sand and sediment. With



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the help of USC archaeologist Jonathan Leader, the team tentatively identified two out of three blockade runners, most likely the Beatrice and the Flora on the beach, with the Celt remaining undetected. The Presto is under an area covered with trees and will be revisited in the winter.

A fluid battlefield

While the major findings of the survey were the First Stone Fleet and Confederate blockade runners, Spirek was able to locate several Union ironclad monitors by using previous survey reports and sonar technology and magnetometers.

These included the Patapsco, sunk by a torpedo obstruction near Fort Sumter; the Weehawken, south of Battery Wagner in the Main Ship Channel; and the Keokuk, an ironclad of experimental design that met its fate at the entrance of the Main Ship Channel after a severe pounding by Confederate artillery on April 7, 1863. Specific GPS coordinates were assigned to each wreck for future investigation.

The USC survey took nearly as long as the battle did more than a century ago, but the results are worth it, said Spirek.

"I've developed a passion for the Civil War through my work with the Hunley submarine and the Charleston Harbor project. We now know more about the history and the archaeology of this naval battlefield, what it means to people today and what it meant to the participants 150 years ago," he said.