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Flotsam and Jetsam - February 2001

South Carolina Institute of Archaeology and Anthropology--University of South Carolina

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South Carolina Institute of Archaeology and Anthropology
University of South Carolina

Flotsam and Jetsam

Volume Nine, Number One, Underwater Archaeology Division, February 2001

SCIAA's Charleston Office Assists In Underwater Survey of Old Town Creek

by Rusty Clark

In an effort to document and protect any cultural remains in Old Town Creek, myself and Elsie Eubanks of the Charles Towne Landing State Historic Site Archaeology Program, along with Lynn Harris and Carl Naylor of SCIAA's Underwater Archaeology Division, have recently been busy with an underwater archaeological survey of a portion of the creek that borders Charles Towne Landing.

Charles Towne Landing State Historic Site is the location of the first successful European settlement in South Carolina and was established in 1670. The settlers chose this point because it was easily defensible. Old Town Creek provided a protected harborage for ships used in trade, one of the settlements primary goals. After ten years, the settlers moved to Oyster Point, now downtown Charleston. This new settlement had greater appeal as a seaport due to the deep waters of the Ashley and Cooper rivers.

A bridge, conjectured in Stanley South's 1969 archaeological report, connected Albemarle Point to a section of land across Old Town Creek to the south of the settlement (see drawings on pages 4 & 5). Another goal of the archaeological survey of the creek was to search for



(SCIAA photo)

Charles Towne Landing Archaeologists Rusty Clark, left, and Elsie Eubanks pose with Old Town Creek in background.

(continued on page 4)

Divers Respond To "Overcollecting"

by Carl Naylor

Since our November 2000 issue of the *Flotsam and Jetsam* (see "Dive Club Concerned About Overcollection," on page 2 of that issue) several divers have taken the time to write to us about the commercial collection of fossils under the

state's Hobby Licensing system (see below).

Unanimously these divers want more restrictions on what they see as the overcollecting of fossils by organized groups of divers for commercial purposes.

As we stated in the November newsletter, while the collection of fossils is legal under the present Underwater Antiquities Act (as long as the diver has a valid Hobby Diver License, the fossils were not collected using mechanical means, and the activity is reported to the State Museum on Fossil Report Forms) the law states that Hobby Licenses are for divers who want to conduct "recreational, small scale, noncommercial search and recovery of submerged archaeological historic property or submerged paleontological property."

Unfortunately, SCIAA has no

means to monitor the sale of artifacts or fossils or to verify that artifacts and fossils offered for sale on the internet or elsewhere were collected from state waters. Under the law, the South Carolina State Museum is the custodian of all submerged paleontological material (fossils).

Any strengthening or revision of the current law would require amending the law by the South Carolina legislature. This is a lengthy and complicated process that is, however, facilitated by public comment.

Anyone wishing to comment on any aspect of the current Underwater Antiquities Act should address their comments to Christopher Amer at SCIAA, 1321 Pendleton St., Columbia, SC, 29208. Anyone wishing to receive a copy of the current law can contact Chris at (803) 777-8170.

The Flotsam and Jetsam

The *Flotsam and Jetsam* is a quarterly publication of the Underwater Archaeology Division of the South Carolina Institute of Archaeology and Anthropology at the University of South Carolina.

Director

Dr. Bruce Rippeteau

State Underwater Archaeologist

Christopher Amer

Sport Diver Archaeology

Managment Program Manager

Lynn Harris

Editors

Lynn Harris

Carl Naylor

The *Flotsam and Jetsam* welcomes submissions from the diving community. We are especially interested in photos and information on artifacts you collect. Send your articles, suggestions, ideas, and questions about hobby diving related topics that interest you to: The Flotsam and Jetsam, SCIAA Underwater Archaeology Division Office, P.O. Box 12448, Charleston, SC, 29422.

Letters From Divers

Law Being Manipulated

Dear Sir:

I am writing to you as a concerned local diver from the Bluffton/Hilton Head Island, SC, area. I have a current hobby diver license and enjoy the sport of fossil diving each winter season when the water clarity in the May River is optimal. I also live on the May River and have noticed, this summer, a couple of dive operations that have repeatedly (consecutive days for weeks at a time over the course of three months) collected fossils from the river for commercial purposes.

This discovery was verified when I was contacted by one operation requesting divers for hire to help collect fossils which are then sold over the internet. A business card was also presented, with the web address—www.sharkteethforsale.com. I was mortified! I am president of the local dive club and encourage divers

to experience local fossil diving for recreation. I do not believe that the hobby divers license should be used for anything other than hobby diving. In fact, I think that using the hobby diver license for the mass collection of fossils only defeats the whole purpose of the license. It reduces the potential for hobby divers to find that special shark tooth/fossil that is commonly displayed in their homes and businesses. In fact, one commercial diver stated, "Don't worry about finding anything down there, we've cleaned that sucker out."

The purpose of the hobby diver's license is being manipulated due to the lack of an intermediate license. There must be a category created for these commercial divers. They certainly have generated the pure profit to pay for the license. The fee should be substantially more than \$18 for two years when profits from one

(continued on page 3)

megalodon tooth may exceed \$600. These fees collected for the license will benefit the licensing department and may discourage these greedy divers.

I would also like to suggest that the out of state fee be higher. I realize that these laws are not rigidly enforced, but if something could be done to show local divers that the state does understand and respond to complaints from its citizens, feelings would not be so hurt. Something will have to be done eventually, why not start now? Our local diving community will be more than willing to help with any details. Please understand that it is a burning issue and must be dealt with soon.

Amber Hester
(Hobby License #3747)

Mass Collection Does Not Qualify As A Hobby

Dear Sir:

I am writing in response to the recent controversy surrounding the fossil diving in Bluffton, SC. I am an avid hobby fossil diver and take great joy in river diving in the winter months. I have taken all the proper steps in obtaining my hobby divers license by paying the fees and submitting quarterly reports.

Unfortunately, there is a great threat to my favorite hobby. During the last few months there has been some divers in the river that have been stripping the fossil beds for profit. This has to stop!

After reviewing the current law, I am sad to say that the same law that they are defacing may accommodate their actions. This needs to change. My suggestion is to have another class of license for this type of collecting.

Currently, there are no limits to the amount of fossils taken on any dive. As far as I am concerned, mass collection of fossils in the name of business does not qualify as a hobby.

A new class of license would require these divers to pay larger fees, comparable to profits reported. Hopefully this letter helps in the process of eliminating this unnecessary depletion of this limited resource for future hobby divers.

Kyle MacDaniel
(Hobby License #3753)

Hobby Diver Program Being Abused

Dear Sir:

I attended the October meeting of the Hilton Head dive club where you were the guest speaker.

Although I'm a Georgia resident, most of my local diving is done in South Carolina. As we discussed at the meeting, it seems the current legal structure of the hobby diver program is being abused by a large commercial fossil operation in the May River near Bluffton.

I would urge you to thoroughly review the program and consider a new "commercial" license and a corresponding "bag limit."

Douglas E. Duch
Savannah, GA

Obvious Loophole In Licensing

Dear Sir:

I am writing to you today as a concerned South Carolina citizen and active Scuba Diver. I am a native South Carolinian and I have been active in Scuba diving since my certification in 1979. I obtained my Divemaster rating in 1983, and I dive actively year-round.

My concern centers on the obvious loophole in the current Hobby Diver licensing. This loophole is permitting a greedy and opportunistic "minority" in the Scuba diving community to invade a local diving community, ransack the scarce natural sites of

fossilized artifacts, and sell them for tremendous profits, all the while destroying the sites for the local true Hobby Divers. This "minority" claims it is operating under the current South Carolina Institute of Archaeology and Anthropology Hobby Diver's licensing rules.

The current Hobby Diver's licensing rules were implemented in 1991, and were designed to allow true Hobby Divers to collect artifacts for their personal use, and to provide the South Carolina Institute of Archaeology and Anthropology with diver's records of their finds. These current rules are now being "pretzeled" by a commercial enterprise bent on wholesale depletion of the artifacts for profit and gain.

If "commercial taking" of the artifact resource is to be allowed in South Carolina waters, I feel strongly that a new form of licensing should be implemented. This "Business License" would require a much higher fee be imposed, would mandate the number of divers/employees that could work under the license, and would mandate the preservation of the sites. Further, some sort of daily limits on finds should be considered to extend the life of the resource for future Hobby Divers. Precise record keeping by the "business" should also be required.

Finally, I would also recommend that the "out of state" license fees be stepped up beyond the current amount. I feel that a fee in the range of four to five times the resident fees is warranted. Such a fee structure is in place for hunting and fishing in South Carolina, and the same structure should be used for this resource as well.

The responsible and true "Hobby Divers" in South Carolina need this change in the licensing requirements, as does the state of South Carolina as a whole.

C.E. Evans
Pineland, SC

Old Towne Creek

(continued from page 1)

any possible remains of the bridge that crossed the creek.

There have been several terrestrial excavations over the past three decades, but little underwater archaeology has been accomplished in Old Town Creek. Until now. A reconnaissance swim of the creek, conducted by the Charles Towne Landing/SCIAA team, revealed the visibility of the water to be about two to six inches with swift tidal currents. With this knowledge in hand, we were able to plan our working times to take advantage of the best diving conditions possible. With reference points established on the shore, we began the underwater survey by first mapping the creek bottom. Using transects,

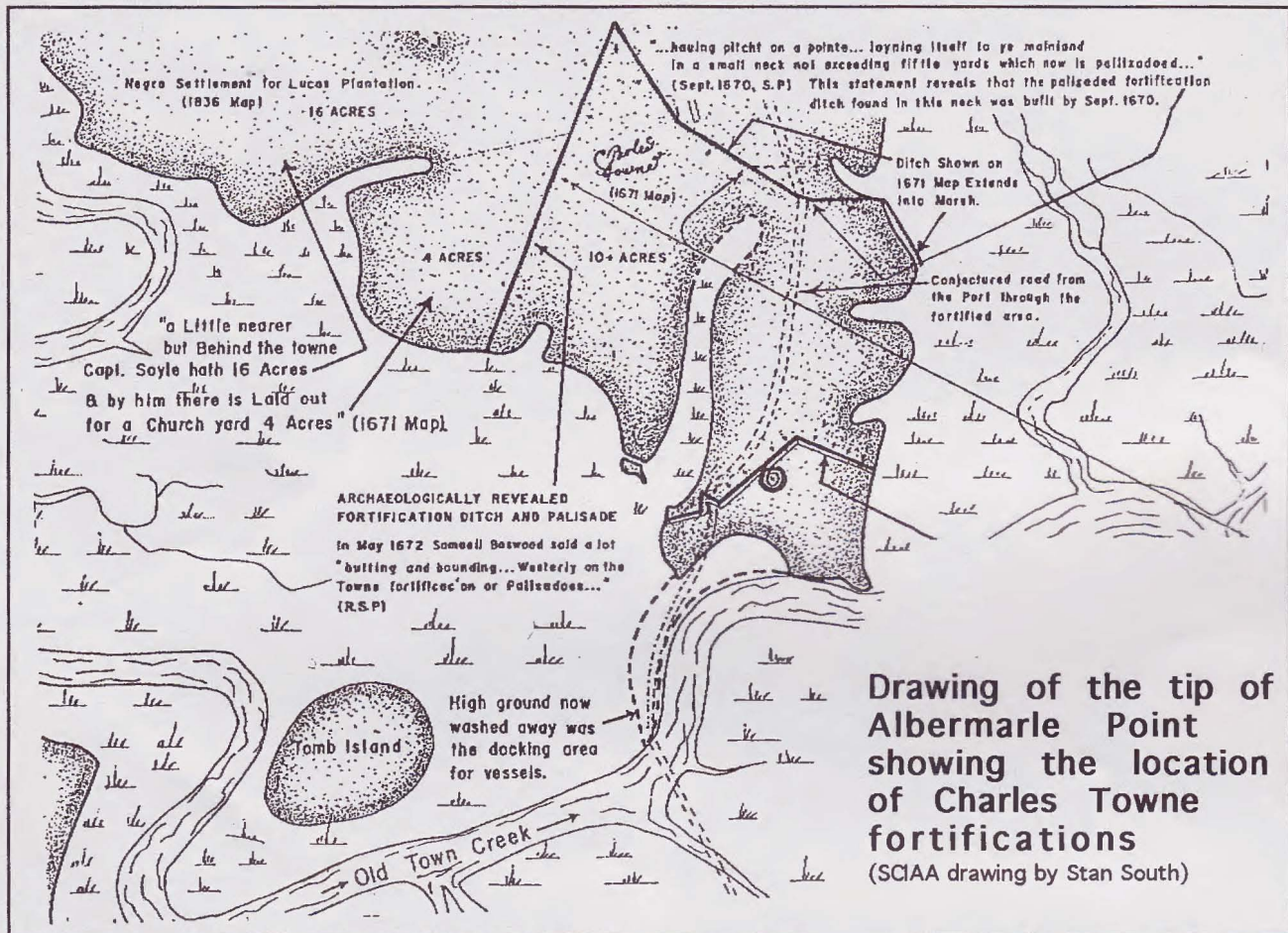
(continued on page 5)



The Crew

(SCIAA photo)

Some of those assisting in the survey of Old Town Creek are shown above. They are (left to right) Sara Glennon, Joe Greeley, Rusty Clark, Carl Naylor, Elsie Eubanks, and Lynn Harris



Drawing of the tip of Albermarle Point showing the location of Charles Towne fortifications

(SCIAA drawing by Stan South)

Caribbean Islands Influenced Colonization Of The Carolinas

by Emily Strout

On September 20, 1708, Gideon Johnston wrote that: "The People here [Charleston], generally speaking, are. . . a perfect Medley or Hotch potch. . . who have transported themselves hither from Bermuda, Jamaica, Barbados, Montserat, Antigo, Nevis, New England, Pennsylvania & c."

Most people are unaware that South Carolina has a close connection with their Caribbean neighbors. Being a South Carolina native, I was not aware of the influence that the Caribbean Islands had on the colonization of the Carolinas. It was because of this that I decided to explore the maritime connection between South Carolina and the Caribbean.

I was able to locate several primary sources at The South Carolina Historical Society, The Charles-

ton Library Society, and the special collections at the College of Charleston Library. The *Shaftsbury Papers* led me to information about the cargoes, crews, and dimensions of the vessels used by the early colonists. The *South Carolina Historical Magazine* briefly traces the activities of the three vessels and the settlement of Charles Towne. Some secondary sources like Richard Dunn's *Sugar and Slaves*, Rusty Fleetwood's *Tidecraft*, and *The Barbadoes-Carolina Connection* by Warren Alleyne and Henry Fraser helped me to understand the connection between South Carolina and the Caribbean and the maritime aspects of colonization.

There was considerable maritime activity in the sixteenth and seventeenth centuries because of the demand for colonization and territorial rights. In 1663, Captain William Hilton of Barbados was sent to

explore the Carolina coast in the ship *Adventure*. He reported back that the land was favorable and "laden with large tall trees—oaks, walnuts and bayes, except facing the sea, it is most pines, tall and good."

For England to beat the French in colonization and to relieve the overcrowding in Barbados, the English had to plan to send settlers from England to Port Royal. In August 1669, three small vessels sailed from Devon, England. These were the frigate *Carolina*, the *Port Royal*, and the sloop *Albemarle*. During this time, a frigate was any ship-rigged vessel, lightly built with a flat transom as opposed to a pointed stern. The *Carolina*, a ship of about 200 tons, carried around 93 passengers and a crew of about 18 men. The *Port Royal* was a similar vessel but

(continued on page 12)

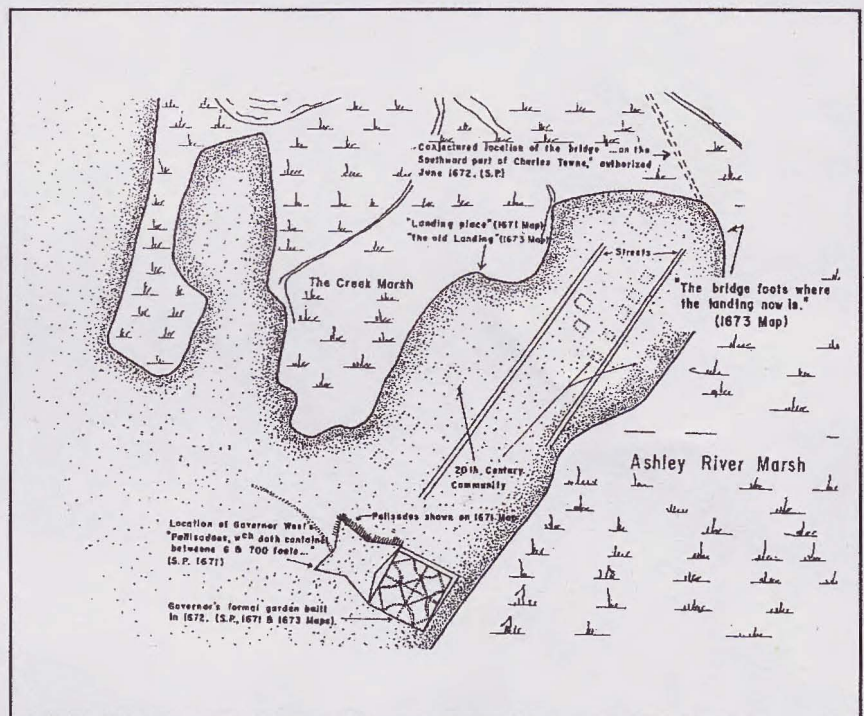
Creek

(continued from page 4)

members of the team recorded bottom depth and composition readings. We later searched the bottom of the creek using a circle search technique with a stationary point in the river as a reference. Though conditions in the creek often made the task arduous, the team was able to gather the needed data.

Our search to date has yielded several unidentified metal and wooden artifacts that will be investigated in the future. Although we have been unable to locate any remains of the bridge, the search continues.

Assisting in the project were South Carolina State Park Service Archaeologist David Jones, Charles Towne Landing employee Joe Greeley, South Carolina State Park Service employees Sara Glennon and Richie Lahan, and volunteer diver Charles Lyon.



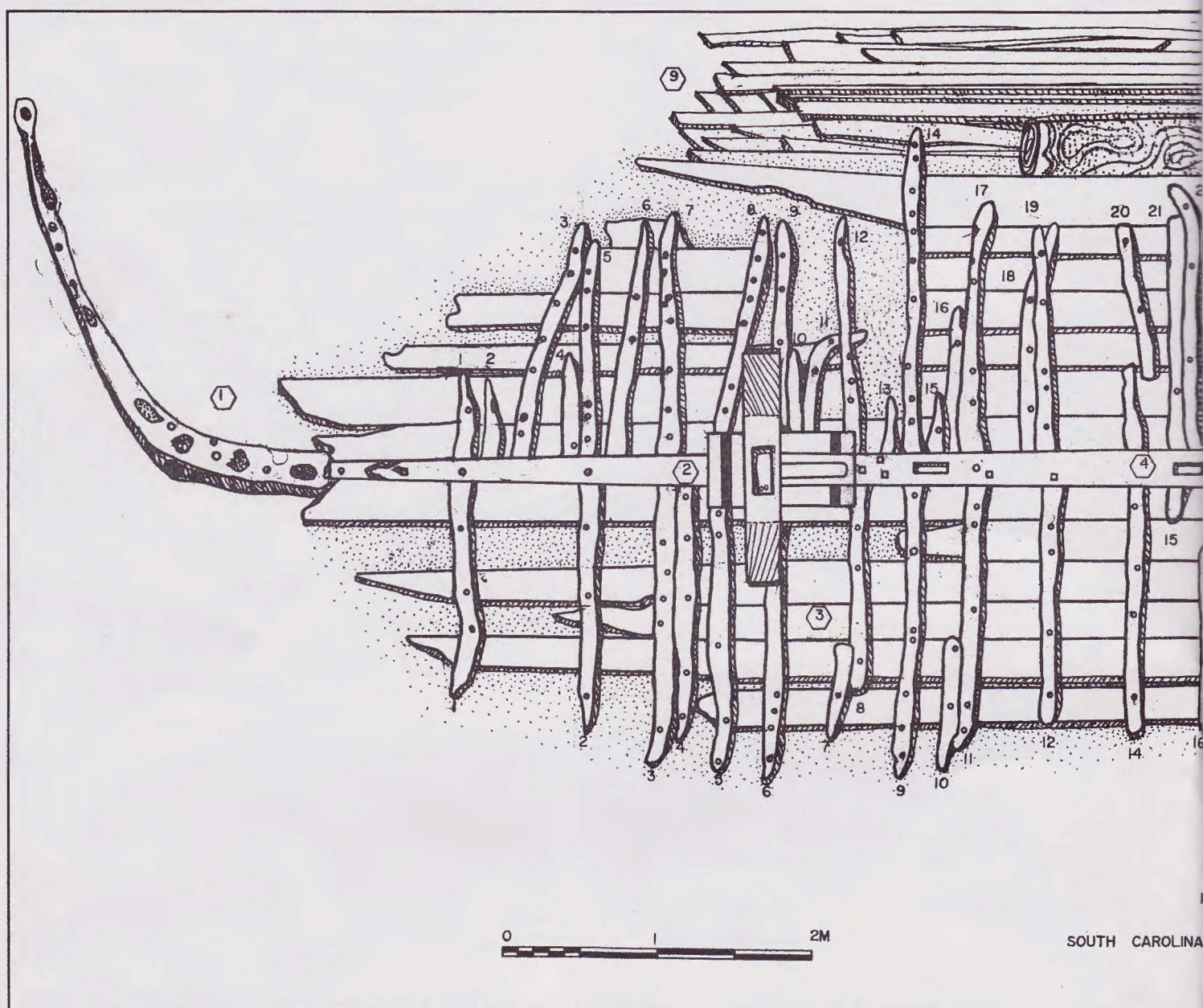
(SCIAA drawing by Stan South)

Drawing of the location of Governor West's palisade and garden.

Vessel Remains Recorded

The site plan below is a representation of the Mepkin Abbey Shipwreck as it now appears on the river bottom. The numbers refer to the timber tags. The drawing at right is a preliminary reconstruction of the shipwreck based on recordings of the hull both in 1980 and 2000.

Additional fieldwork is planned for this spring which will further develop our understanding of this nearly flat-bottomed, beamy, and seemingly utilitarian plantation vessel.

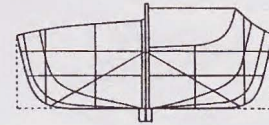
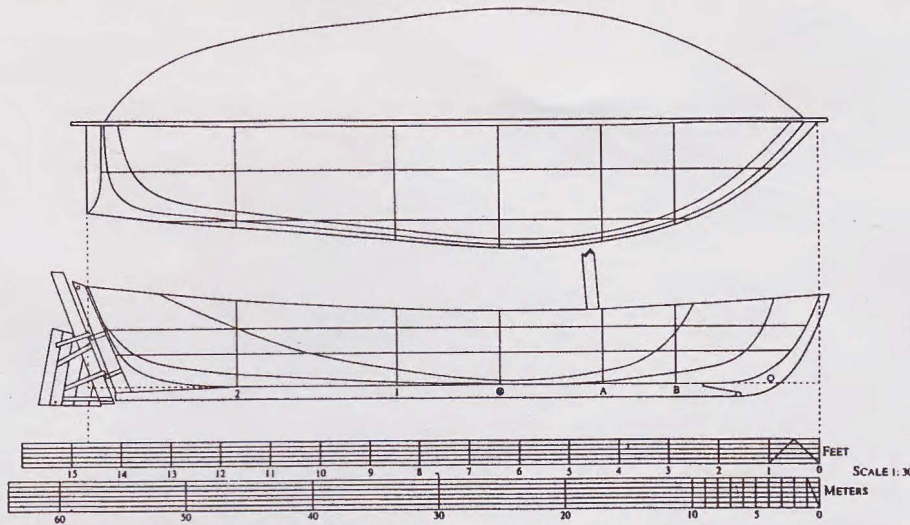


MEPKIN ABBEY PLANTATION VESSEL

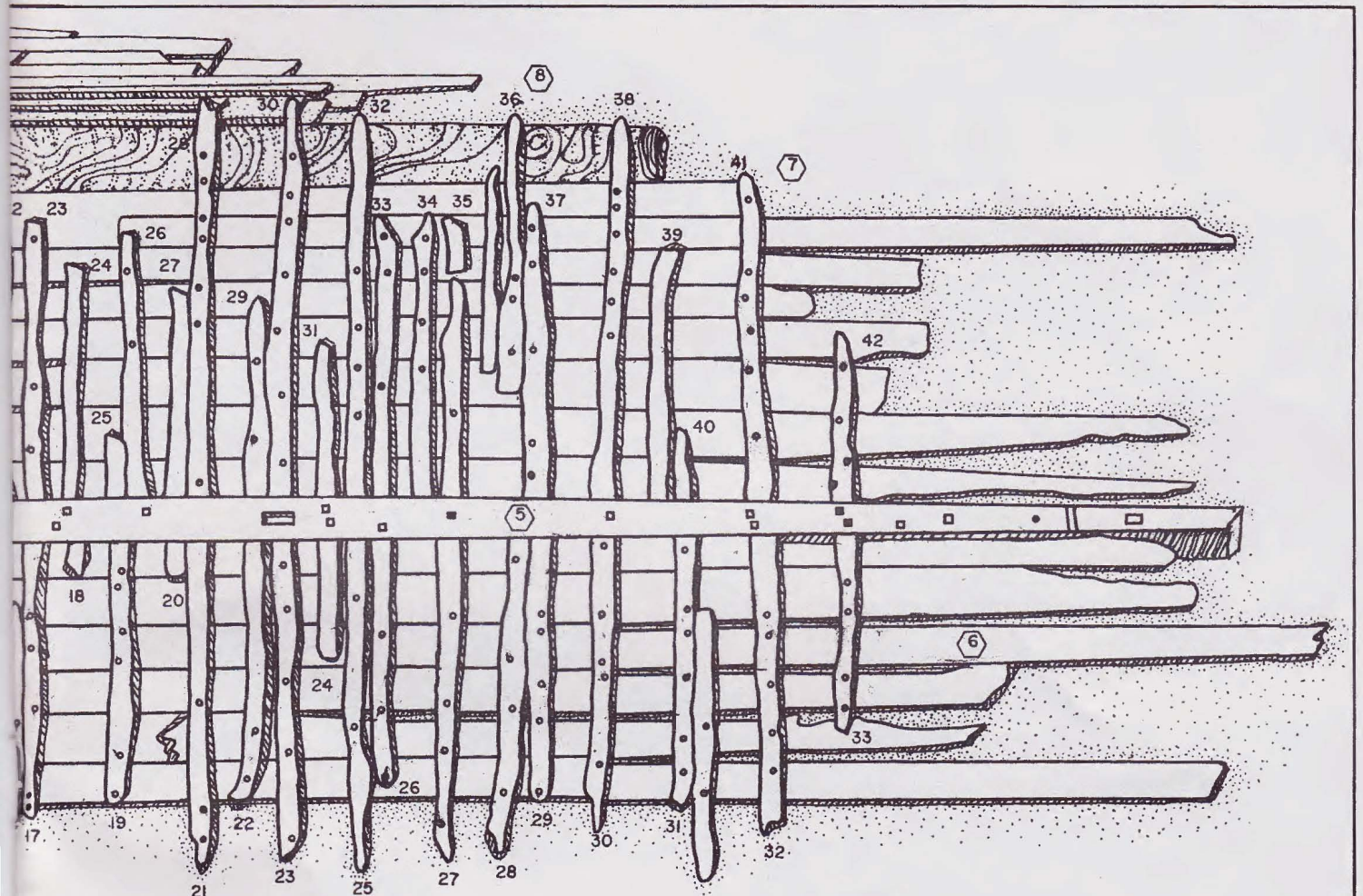
PRELIMINARY RECONSTRUCTION
FROM LINES TAKEN OFF THE HULL BY 1980 AND 2000

LINE 1 TO INSIDE OF PLANK

RECONSTRUCTED DIMENSIONS
LENGTH OVERALL 14.71 M
MOULDED BEAM 5.12 M
MAXIMUM DRAUGHT 9.34
23.45 TONS



See Memo
2-7-2001



1. stempost
2. maststep
3. outer hull planks
4. stanchion step
5. keelson
6. loose stern planks
7. floor
8. log
9. cargo of shingles

MEPKIN PLANTATION WRECK 38BK48

INSTITUTE OF ARCHAEOLOGY AND ANTHROPOLOGY

OCTOBER, 2000

Le Prince Research Project: Searching The Archivo General de las Indias

by James Spirek

Last October I was awarded an Archaeological Research Trust grant of \$2,000 to hire Claudio Bonifacio, an experienced researcher of the Archivo General de las Indias (AGI) in Seville, Spain, to look for *Le Prince* related documents and other materials about French corsairing.

Bonifacio spent approximately three weeks in the archives looking at 39 bundles of paper and digitized documents looking for information to shed more light on the incidents surrounding the corsair's voyage, shipwreck, and fate of the crew. Sorting through the bundles and scrolling down the computer screen, Bonifacio found several documents mentioning *Le Prince*, or as it was alternately known by the Spaniards as *La Princesa* or *El Principe*. He also found an abundance of materials related to contemporary French corsairs.

The *Le Prince* documents cover the time the corsair entered the waters off Hispaniola to after the wreck in Port Royal Sound and generally consist of correspondence from a Crown official to the king of Spain, Philip II. The governor of Cuba wrote that the corsair was in company with other French ships in an attempt to take a Spanish ship during a bombardment of Santiago de Cuba, on the southern coast of Cuba. The same letter mentions *Le Prince* as taking on a quantity of foodstuffs in which the crew was in need of, namely lard, corn, and water. Bonifacio also located several documents previously translated by

Jennette T. Connor in her two volume work *Colonial Records of Spanish Florida: Letters and Reports of Governors and Secular Persons* which reveal the circumstances surrounding the shipwreck survivor's battles with the Indians and Spaniards, and for the majority that survived these battles

await their arrival in order that they may be translated and fully gleaned of their information to add to the story of *Le Prince*'s ill-fated voyage of 1576.

A number of other documents found in the bundles Bonifacio consulted included numerous references to French corsair activity. This material will prove useful in developing a historical context for the corsair. They will also help to reveal the more human side of the story, especially one letter which mentions the fear of traveling knowing that French corsairs are in the area, probably a fear similar to swimming or diving in an area known for shark attacks. The threat of attack by a French corsair was a distinct possibility for a Spanish traveler sailing from Spain to the New

Several documents found relating to the French corsair's voyage, shipwreck, and fate of the captain and crew

World in the sixteenth century, where the sight of an unknown sail on the horizon created an apprehension based on not knowing whether the approaching ship was friend or foe.

The Underwater Archaeology Division is slated to conduct remote sensing operations for the remains of the French corsair and other shipwrecks as part of the ongoing Port Royal Sound Survey in March and April. We will concentrate our survey at the entrance to the sound based on historical research that suggest the corsair wrecked in this vicinity, along with more than 50 other unfortunate vessels.

I would like to express my thanks to the Board of Trustees of the Archaeological Research Trust for providing the funds to continue the search for documents in Spain for this research project.

their final demise at the end of a rope. Another newly found document mentions in more detail the fate of Captain Le Rocque, who was brought to the Spaniards by Indians living in the Appalachians. Other documents mention French depredations along the Venezuela coast at the pearling island of Margarita and the hide producing area of Cumaná on the mainland. Another couple of documents report the sacking of Guadianilla, a town on the island of Puerto Rico.

While these several documents do not specifically mention *Le Prince*, the dates when these letters were written correspond to the time the ship was in the area. We are currently developing a timeline of the corsair's voyage to determine if these letters refer to the actions of *Le Prince*. These documents have been photocopied and we

Underwater Arch. Division Awarded Department of Defense Legacy Grant

Funds To Be Used To Gather Historical, Archaeological, and Electronic Data On The Nearly 100 U. S. Navy Shipwreck Sites On State Bottomlands In Charleston Harbor And Environs

by James D. Spirek

In 1999, the Underwater Archaeology Division was awarded a Department of Defense Legacy grant to implement the *H.L. Hunley* and Charleston Civil War Wrecks Inventory and Assessment Project.

The main objectives of the project are to gather historical and archaeological information and to conduct remote sensing surveys at the *Hunley* and *Housatonic* sites and at other Navy shipwrecks in Charleston Harbor and environs.

With this electronic data, augmented by historical and archaeological information, we will prepare a management report concerning the approximately 96 U.S. naval wrecks reportedly resting on state bottomlands; out of a total of more than 3,000 naval wrecks world-wide. The wrecks include those from the Revolutionary War to the most recent, USS *Soley*, that ran aground in the 1970s. By far the most numerous wrecks are associated with the Civil War, including 32 whaler hulks assembled to create the two Stone Fleets to blockade the entrance channel to Charleston Harbor.

The award to South Carolina is a continuation in a series of Legacy grants to other state submerged cultural resource programs to build an inventory of Navy wrecks lying throughout the United States. The grant is administered by the Underwater Archaeology Branch of the Naval Historical Center (NHC) at the Washington Navy Yard in the District of Columbia.

Remote sensing operations around

the *Housatonic* and *Hunley* sites occurred in the spring of 1999 with the use of our ADAP III system to gather magnetic and acoustic data from the sites. The side scan sonar, or acoustic data corroborated what we already knew—the sites are buried, while the magnetometer, or magnetic data, detected a large amount of iron at each site, obviously revealing nothing we did not already know.

We added this information to the database initially generated by the National Park Service during the 1996 *Hunley* project. At this writing, we plan to undertake limited remote sensing operations at several wrecks in the latter part of February, namely at the *Patapsco*, *Keokuk*, and *Weehawken*, three Federal ironclads sunk around Charleston. We will input the electronic data we gather into a Geographical Information System (GIS) format that will prove useful for future investigations and monitoring of the sites.

The grant also provided funds to hire historical researcher and author, Mark Ragan, most notably known for his research on the *H.L. Hunley* submarine and other Civil War-era submarines. The purpose of Ragan's research was to find documents related to navy ships that were wrecked in South Carolina waters and to create a historical synopsis for each ship. Ragan has completed his research at the National Archives and Naval Historical Center, among other archives, and referenced secondary sources to gather the sought after materials. His research will augment the management report and help to

fill the blanks in the Navy's database concerning basic information about each wreck, such as length, when and where reported lost, among other pertinent details.

Another important facet of the grant is to determine the archaeological potential of the ship remains by examining records of past and modern salvage activities and archaeological investigations.

The most intensive and invasive salvage activities on navy wrecks took place in the 1870s in Charleston to remove several Federal and Confederate ironclads from the navigation channels. Modern salvage by salvors and divers has been limited to several wrecks and occurred mostly in the 1970s and 1980s, although the CSS *Pee Dee* had seen earlier salvaging in the 1920s and 1950s. Locations of many of the wrecks remain uncertain and require intensive remote sensing surveys to locate their remains. During our upcoming remote sensing operations we hope to identify and clarify the position of several shipwrecks in Charleston Harbor.

A primary product of the grant is to use the assembled historical and archaeological research to fill out an information spreadsheet for each wreck. Basic information to complete the forms includes site location, past and present salvage attempts, and ship dimensions, to name a few categories. Currently, the Division is undertaking research to provide a historical sketch of the Navy's presence in South Carolina. We hope to complete and submit the management report to the NHC later this year.

Field Training Course Scheduled

Learn More About The World of Underwater Archaeology

Have you ever wanted to participate in an underwater archaeology project? Perhaps you simply want to learn more about the field of underwater archaeology? Then the Underwater Archaeology Field Training Course may be for you.

The next course is scheduled for April 20-22 and May 12 & 13, 2001. Classroom and pool sessions will take place Friday evening, Saturday and Sunday, April 20-23. The classroom sessions will be held at the Fort Johnson Marine Resource Center on James Island near Charleston. Pool sessions will be held at a local pool. Saturday and Sunday, May 12 & 13 will be the open water session on the Cooper River.

Offered by the Underwater Archaeology Division's Sport Diver Archaeological Management Program at the South Carolina Institute of Archaeology and Anthropology (a part of the University of South Carolina), the Underwater Archaeology Field Training Course provides students with a comprehensive overview of the field of underwater archaeology, with an emphasis on the underwater sites encountered in South Carolina waters. Classroom topics include discussions on the principles of underwater archaeology, the methods used in performing underwater surveys and site interpretations, and the basics of ship construction. In addition, classroom lectures cover artifact identification and conservation and the laws governing artifact and fossil collection.

During the pool session, students practice the skills they have learned in the classroom on a simulated shipwreck site.

During the open water session, participants accompany Institute staff on a visit to several actual shipwrecks. Students will conduct a

preliminary site survey of the wreck, followed by more detailed recording of the vessel timbers and associated artifacts, with results submitted for inclusion in the South Carolina Archaeology Site File Inventory.

Although the course is primarily for divers, non-divers are welcome to take the course and participate in the same exercises as the divers, only on land. Persons from all walks of life have attended the training course since its inception in 1990, including law enforcement officers, teachers, scuba instructors, housewives, high school and college students, scout groups, lawyers, telephone linemen, executives, historic preservation officials—anyone interested in

underwater archaeology.

Instructors for the course are mostly Institute staff, but outside experts, such as staff members of the South Carolina State Museum, are often called on to present segments of the course.

Divers should be experienced in low-visibility river diving, and must provide their own accommodations and dive gear, including tanks.

A minimum of ten students is required. For more information about the Underwater Archaeology Field Course contact Lynn Harris or Carl Naylor at (843) 762-6105. To register for the course please fill out registration form on page 11 and mail to us as soon as possible.



(SCIAA file photo)

State Archaeologist Jonathan Leader discusses artifact conservation techniques with students during a classroom session for the Field Training Course. Students also train on a simulated shipwreck in the pool and on real sites in the Cooper River.

Registration Form - 2001

SCIAA Underwater Archaeology Field Training Course I

Name: _____ Hobby Diver License no. (if any): _____

Address: _____

Occupation: _____

Phone Number: _____ Fax Number: _____

Brief resume of diving experience: _____

Reasons for attending this fieldschool: _____

Speciality areas in underwater archaeology or maritime history that interest you: _____

*The first part of the five-day course will be offered from April 20-22 at the Charleston Office of SC Institute of Archaeology and Anthropology located at the Department of Natural Resources on James Island. For the second (open water) part, students will dive on archaeological sites in Cooper River near Charleston on May 12-13. Applicants **should be experienced in low visibility river diving for this session**. All divers are required to provide their own diving equipment and scuba tanks. Equivalent exercises will held on land for non-divers. The total cost of the course is \$150. A deposit of \$70 is required to register by April 6, 2001. The check should be made out to SCIAA and sent to P.O. Box 12448, Charleston, SC 29422.*

***Note:** A minimum of ten students is required to run this course. There is a possibility that the course will be cancelled if there are not enough applicants by the April 6 deadline.*

Caribbean Influence

(continued from page 5)

was about half as large at 100 tons and carrying a crew of 7 men. The sloop *Albemarle* displaced around 30 tons and had a crew of 5 men.

After setting off from England, the vessels stopped off in Kinsale, Ireland, to recruit more settlers. Captain Joseph West, commander of the expedition, was disappointed because no one wanted to join the Englishmen and take the risk of settling a strange new land. By mid September the ships set out on their journey that took them 40 days to get from Ireland to Barbados.

While in Barbados, the sloop *Albemarle* wrecked in a tropical storm. In place of the *Albemarle*, a single masted sloop named the *Three Brothers*, named after the Colleton brothers, was purchased. Sir John Yeamans of Barbados took command of the new vessel and the expedition set off again at the end of November, heading north to Bermuda. While enroute, the *Port Royal* ran aground near Great Abaco on January 12, 1670. The passengers and crew made it safely to shore, but the vessel was a complete loss. Some of the passengers and crew took pieces of the wreckage and made a seaworthy boat and joined up with the *Carolina*.

Meanwhile, the *Three Brothers* and the *Carolina* proceeded onward with their journey to Bermuda. The *Three Brothers* came in contact with a

hurricane that threw them off course to Virginia. Finally on March 17, 1670, the *Carolina* made landfall at Bull's Island, about 30 miles north of Charleston, and according to maritime historian Rusty Fleetwood, "Thus, from the first the Carolina colony was tied to Bermuda, to the Bahamas, and to the Caribbean—by blood, trade, and mutual interests."

During this time the success of Carolina was closely linked to the sea since trade depended almost entirely on transit by water. Even though Carolinians depended upon the sea for transportation and communication they were not exactly shipbuilders, ship masters or sailors. Most of the ships built in South Carolina were small boats used for traveling up and down the rivers. South Carolina held an abundance of natural resources, timber and pitch, but lacked one thing—skilled laborers. Even though the *Shaftsbury Papers* report carpenters and painters aboard the *Carolina* and Agnes Baldwin's work on the genealogy of the people who came to South Carolina between 1670 and 1700 includes many who were carpenters, few were trained or skilled in large shipbuilding.

So, Carolinians turned to their neighbor to the south, Barbados. It seemed logical that timber would be shipped to Barbados from Carolina because much of the land on the

island had been cleared due to sugar plantations. Sir Peter Colleton, one of the Lords Proprietors of Carolina, arranged for the *Three Brothers* to take timber to Barbados and bring back passengers to settle in Carolina.

There are many connections or influences between South Carolina and the Caribbean. The slave trade, the development of plantations, and shipbuilding activities are just a few.

To learn more about the settlement of Charles Towne and the Carolina-Caribbean connection, you can take an informative tour of the *Adventure*, a reproduction of a seventeenth-century ketch, given by maritime historian Joe Greeley at Charles Towne Landing.

Editor's Note: Emily Strout, a senior Anthropology major at the College of Charleston, has joined the Sport Diver Archaeology Management Program as an intern for the spring semester.

She has been PADI Open water certified for three years and has been diving in the Florida Keys and off the Great Barrier Reef in Australia. Emily has taken an interest in the Caribbean connection with South Carolina and the maritime practices in the Caribbean. Upon graduation in May 2001 she plans to further her studies in graduate school for underwater archaeology.

South Carolina Institute of Archaeology
and Anthropology
University of South Carolina
1321 Pendleton Street
Columbia, S.C., 29208

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Archaeology & Anthropology
1321 PENDLETON STREET
COLUMBIA, SC 29208