

2-1995

## *The Goody Bag - February 1995*

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

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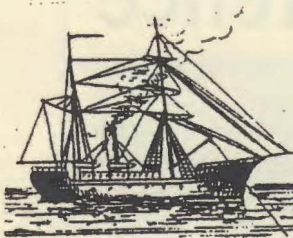
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# The Goody Bag

Volume Six, Number One SCIAA, Underwater Archaeology Division February 1995

## In Waccamaw River

# Rice Flat Vandalized

by Hampton Shuping Jr.

An unfortunate discovery was made in September on the bottom of the Waccamaw River. One of the rice flats (barges) sunk on the waterfront at Laurel Hill Plantation has had all of the attached deck planking ripped up from where it was fastened to the vessel's keelson. It seems probable that divers did the damage.

This vessel has been recorded over the past several years as part of the Waccamaw-Richmond Hill Area Waterfront Project and has been dubbed Laurel Hill Flat No. 2. Of the four flats at this site, No. 2 is the largest and best built. It is fifty-six feet long and is a beautifully handcrafted "chine log" type. It features four keelsons, a cross-thwart at midships anchored in place with standing knees, lodging knees in the corners,

and was put together with more than 500 wooden treenails.

The deck planking used a unique system of attachment. These planks were held in place by locking boards in the chine that allowed the planks to be easily removed for access to the bilge (presumably for repair work). Small iron nails helped hold the deck planks to the keelsons, but these would have been easily removed.

Scheduling has been underway to return to this site and finalize the details needed to finish the report on Flat No. 2, the other flats, and a trunk gate at this site. The September dive was a preliminary survey that is done each year prior to the start of work, and the discovery of the damage to Flat No. 2 has caused a delay.

The possibility of an anchor doing

the damage is not feasible because deck planks on both sides of the large cross-thwart have been removed, and the cross-thwart would have prevented a dragging anchor from taking all of these boards up.

It is suspected that this particular vessel dates to the mid-1800s. It is one of the best constructed and best preserved examples found to date of the "chine-log" flats that were unique to our area. A senseless act did more damage in a single day than more than 100 years of submersion had. There were no artifacts on this vessel. There was no reason to start pulling it apart. The boat itself and its construction are what make it valuable. Anyone having any knowledge of who is responsible for this vandalism is encouraged to contact SCIAA or their local Crime Stoppers office.

## Quarterly Reports Not Being Forwarded

Hey, we've moved! Now that we are firmly ensconced in our new offices at Fort Johnson (see May 1994 issue of *The Goody Bag*), many sport divers are finding that their quarterly reports are being returned to them by the Post Office. This is because the reports are still being sent to our old address at Patriots Point and the Post Office has stopped forwarding them to us here on James Island (it had to happen sometime).

To avoid this from happening to you, please make sure that your reports are sent to our new offices.

The mailing address here is: SCIAA Underwater Archaeology Field Office,

P.O. Box 12448, Charleston, S.C., 29464.

To make things even easier we are including a new report form in this issue of *The Goody Bag* with the address already printed on the reverse side. Please feel free to put this form on your favorite copy machine, punch the "two-sided" button, set the counter to infinity, press the start button, and go have some coffee.

While we are on the subject of Quarterly Diver Reports, we should also mention that sport divers who do not submit their quarterly reports with our office will receive a notice of warning

with their next renewal. Divers who receive notices and still do not report will be refused a new license on their next renewal and will then no longer be able to legally collect artifacts and fossils from South Carolina waters.

We regret having to do this, but when divers fail to submit their reports they are not only breaking their agreement with the state but, more importantly, valuable information is lost, and the whole point of licensing divers is to accumulate information pertaining to artifact recovery activities in state waters. In other words: reporting, good; not reporting, bad.

# Staffers Attend SHA Conference

SCIAA's Underwater Division was well represented at the Society for Historical Archaeology's (SHA) 1995 Conference on Historical and Underwater Archaeology held recently in Washington, D.C. Each year, during January, SHA hosts this internationally attended conference on historical and underwater archaeology topics, alternating the venues between the East Coast, West Coast, and Mid-West.

Lynn Harris, division head Chris

Amer, and graduate student Bill Barr all gave talks during the 5-day annual meeting. Lynn Harris talked on "Integrating Shipwreck Management, Research and Public Education in Southern Africa," as part of a workshop on International Underwater Archaeology. Bill Barr discussed the "Childsbury and Ashley River Ferry Town: Elements of Control in the Economic Landscape of Colonial South Carolina's Developing Frontier," and Chris Amer spoke on the "Pritchard's Shipyard: Investigations at South Carolina's Largest Colonial Shipyard," during a workshop on Merchant Sailing Vessels and Sites.

Amer also co-chaired a workshop for State Maritime Archaeology Managers that was devoted to a discussion on the diverse management strategies, competing interests, and difficult decisions faced by state underwater archaeologists.

Conference participants included archaeologists from countries such as Australia, England, Scotland, Canada, South Africa and various Caribbean islands who presented papers on cur-

rent research in their respective countries.

On a more local level, the archaeology staffs from a variety of state underwater archaeology offices, including North Carolina, Maryland, Vermont, Massachusetts, Wisconsin, Texas, and Florida held sessions devoted to a wide range of projects which had been conducted in their state. Among the sites discussed were the Fig Island Channel sites in Georgia, the CSS *Raleigh*, CSS *Curlew*, and schooner *Scuppernong* in North Carolina, and the sixteenth-century Emanuel Point shipwreck in Florida.

Federal agencies, such as the National Oceanographic and Atmospheric Administration (NOAA) and the National Park Service, which play important roles in monitoring national marine sanctuaries and submerged sites on park lands, presented papers on their policies and programs, including an update on the USS *Monitor* Sanctuary. Also, representatives from two major maritime archaeology societies, the international

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## The Goody Bag

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

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*The Goody Bag* 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 Goody Bag*, c/o SCIAA Underwater Archaeology Division Field Office, P.O. Box 12448, Charleston, S.C. 29422.

## ShortTakes

### C of C Senior Joins SDAMP As Intern

Russell "Rusty" Clark, a senior Anthropology student at the College of Charleston, has joined the Sport Diver Archaeology Management Program's (SDAMP) Charleston office as an intern doing independent study.

Rusty has been a certified diver since 1976 and received PADI Advanced Open Water certification in July 1993. He has extensive river diving experience as well as considerable offshore diving experience. He also spent six years in the U.S. Navy aboard submarines.

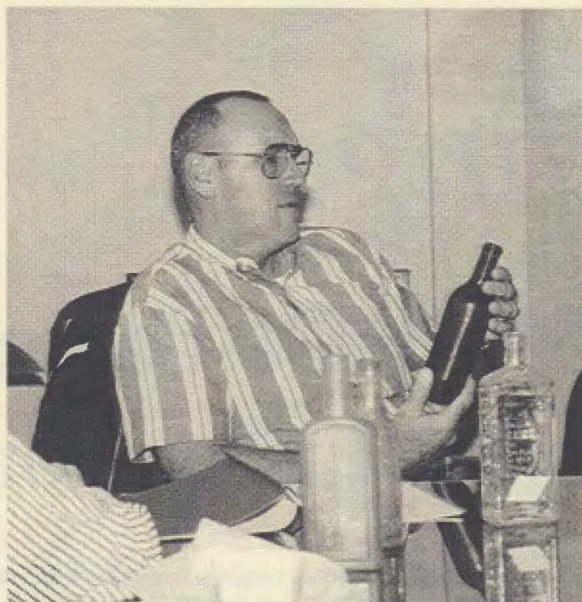
### C.S.S. Hunley Data Due For Release

According to Mark Newell, direc-

tor of last fall's search for the C.S.S. *Hunley*, information will shortly be released on the analysis of data from the Hunley Project. Among the findings is the revelation that a forty foot long and six foot wide metal target was found beneath twenty feet of sand in a channel known to have silted in prior to the 1880 period, according to Newell.

### UW Exhibit At USC Showcase

On April 8, an exhibit by the Underwater Division of SCIAA will be among the exhibits featured during the USC Showcase to be held at the USC Horseshoe on the university's campus in Columbia. Other exhibits will feature various university activities and departments.



Jeff Dowling of Beaufort identifies bottle during exercise at Historic Bottle Workshop held this past October in Charleston (Photo by W.D. Clifton)

## Prehistoric Artifact Workshop Planned

The Sport Diver Archaeology Management Program (SDAMP) Workshop Series continues in 1995 with a workshop on prehistoric artifacts (Native American stone tools and pottery).

Tommy Charles, a SCIAA staff member, will present the workshop March 18 from 8:30 a.m. until 12 noon at SCIAA headquarters at 1321 Pendleton Street in Columbia. Cost of the workshop is \$10.

Participants are urged to bring their finds for identification. For more information contact Lynn Harris at 803-762-6105. To register for the workshop complete the form below and mail it in.

Future workshops will cover, among other topics, Historic Ceramic identification and Historic Bottle identification.

## Field Training Course Dates Changed

The Field Training Course (FTC) planned for the last weekend of February has been postponed until March 24, 25, and 26. There are still plenty of openings for this course, anyone interested in signing up for the March FTC should complete the accompanying form and mail it in. Anyone already signed up for the February FTC who has a problem with the new dates, should contact Lynn Harris at 803-762-6105.

The FTC is a two-and-one-half day program of lectures and pool training and introduces the participants to the concepts and principles of underwater archaeology, the legislation pertaining to underwater antiquities, pre-disturbance surveying methods, and artifact and site types in South Carolina. Cost of the FTC is \$70 per participant.

The March FTC will be held at SCIAA headquarters on the University of South Carolina campus in Columbia.

Another FTC is planned for the summer and will be held in Charleston. Details for this FTC have not yet been worked out, but will be announced in the next issue of *The Goody Bag*.

In addition, a Field Training Project (FTP) is planned for May 6 and 7 in

the Cooper River. FTP participants will record a site for addition to the South Carolina State Site Files. Anyone interested in participating in the FTP should contact Lynn Harris at 803-762-6105 or return the accompanying form. Cost of the FTP is \$100 per participant.

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

I would like to attend:

- Prehistoric Artifact Workshop     May 8-9 FTP in Cooper River  
 March 24-26 FTC in Columbia     Summer FTC in Charleston

Send check or money order for \$10 to preregister for workshops, or \$35 deposit by March 10 for March FTC, or \$50 deposit by April 21 for the May FTP to: South Carolina Institute of Archaeology and Anthropology, Charleston Field Office, P.O. Box 12448, Charleston, S.C., 29422.

# Ferry Landings

## Little Remains Today Of These Markers Of Colonial Expansion

by Bill Barr

Ferry crossings. A good place to dive because of the wealth of artifacts associated with them? Yes, but these remains from the past represent so much more! As much as a bridge today is a good place to dive for artifacts related to the twentieth century, ferry crossings represent the same for colonial locations. Yet, whether ferry crossings are in the lowland coastal environment of South Carolina or in the upland context of the Savannah River or the Pee Dee River, they do represent the expansion of the frontier as well as the changing transportation infrastructure of a rapid westward movement.

Sure, they have a tremendous number of artifacts associated with them. The question remains as to whether they are just places to find goodies, or places to ascertain scientific data which will allow archaeologists and historians a window into the past. This scientific data allows archaeologists and historians to study first hand information related to transportation use patterns, associated trade, both import and export, as well as the status of the individuals whose business and social dealings were dependent upon

their existence. There in lies the crux of the matter.

Ferry crossing represent a number of things. One, is that they are a marker for colonial expansion, ie., westward movement. Two, they reflect the newly emerging aspects of capitalism, ie., can I make money if I own one? Third, they represent power and control of two intersecting transportation routes, rivers and roads. The rivers were important to South Carolina's colonial expansion and trade. The roads were just as important for they allowed inland planters access

structures exist today in their entirety. In the South Carolina lowcountry, there are a number of examples that attest to that fact. Ashley Ferry, constructed on the lower Ashley River, has all but disappeared. The same is true of Bonneau's Ferry on the eastern branch of the Cooper River. Just four short years ago, major components of this landing, which would have assisted in determining the mechanics of its construction, existed there. These components, large 20 X 20 cm. timbers, are now gone, possibly due to tidal fluctuations or human interaction.

If not for the efforts of SCIAA and the assistance of avocationalists to document the extent of that particular structure, all information concerning its construction would be lost forever.

Strawberry Ferry, on the western branch of the Cooper River, is the last of these structures within the lowcountry to exist as it was constructed 290 years ago. But, even it is threatened with destruction. Every

incoming and outgoing tide affects its structure, washing away brick and timbers that have existed since it was constructed in 1705. Much data has been gained from archaeological studies conducted at this landing, particu-

"History is a book of pages that contain the story behind the development of our country."

--Martha Houston

to the landing associated with these crossings and thus access to world markets. Each of these notions is integral to the importance of ferry crossings and their associated landings.

Unfortunately, very few of these

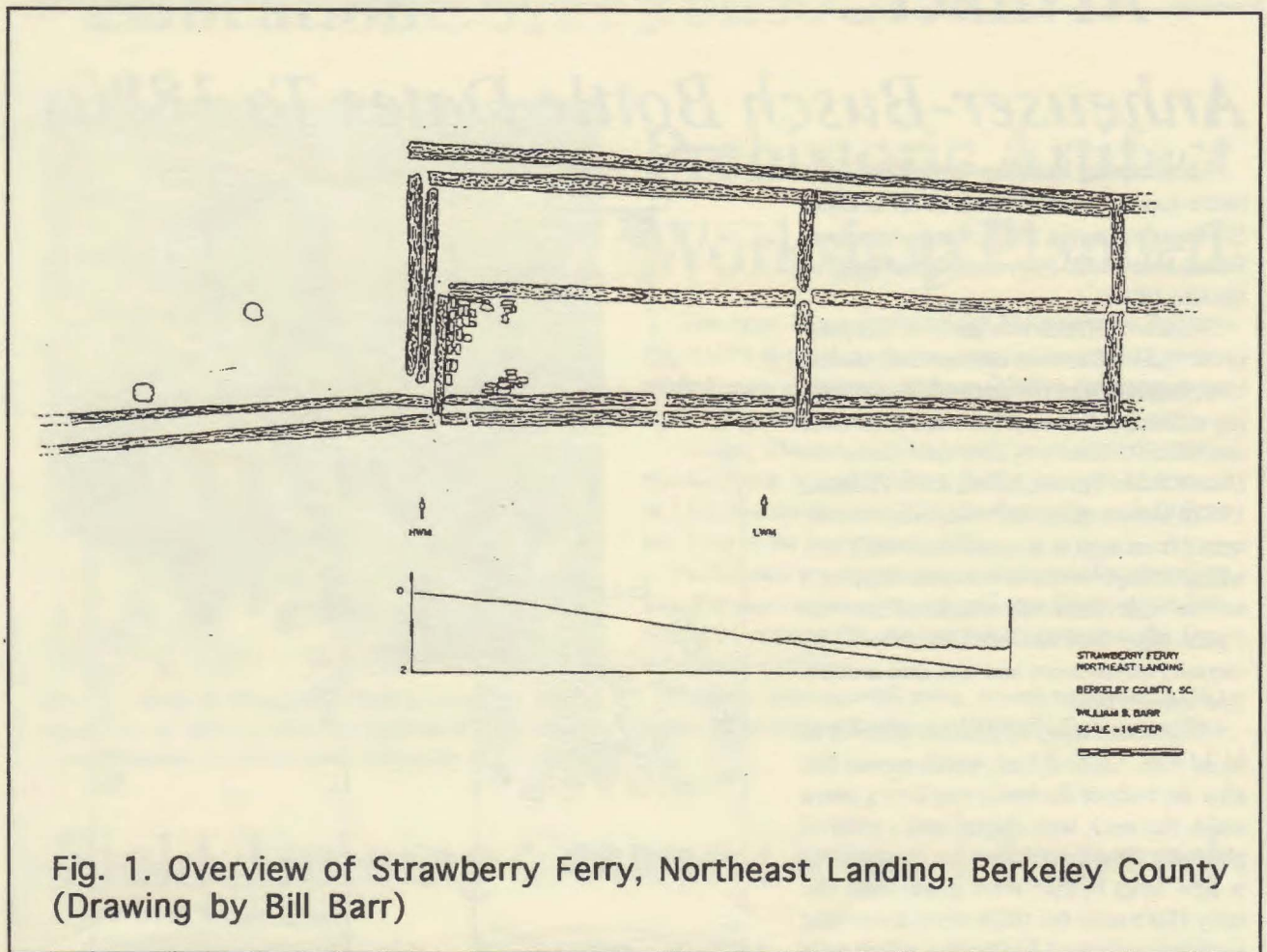


Fig. 1. Overview of Strawberry Ferry, Northeast Landing, Berkeley County (Drawing by Bill Barr)

larly concerning its construction (see FIG. 1). With its associated artifacts, found and reported by divers participating in the Sport Diver program, a pattern of transportation systems and the social status of its users has been reconstructed.

Many will agree that site destruction is abhorrent no matter how you look at it. An excellent analogy to this destruction was put forward by avocational archaeologist Martha Houston of Leesville, South Carolina.

"History is a book of pages that contain the story behind the development of our country," Martha said. "This book has many pages in it with each one giving a part of the story behind that history. It gives you a complete picture, one that can be read over and over again as well as passed on to our children and grandchildren to read. Archaeological sites are like pages

within that book of history. You wouldn't think about ripping out two or three pages at random because then you would never know what part you were missing. When a site is altered or destroyed without the proper recording of

Many will agree that site destruction is abhorrent no matter how you look at it.

that data it is as though someone literally ripped out page 25, or 36, or 425. Once these pages are gone that aspect of our history is lost forever to future generations."

There are no historical documents concerning the mechanics related to the construction of ferry crossings and very

little is known regarding their economic function or social importance. When artifacts recovered near them are not properly recorded as to their location on site forms provided by the Sport Diver Archaeological Management Program (SDAMP), we lose a great number of pages within this chapter of our history book. When someone decides that the bricks and timbers that make up these landings would look great in a backyard patio, these pages are irretrievably lost. There is no way to reacquire these pages, for the pages they represent are few

and far between. So, do your part to help. Record what you find, fill in the forms, and report site destruction whenever you suspect it. In that way you have a part in preserving our history for future generations. And, you have a part in writing the pages that make up the book of our nation's history.

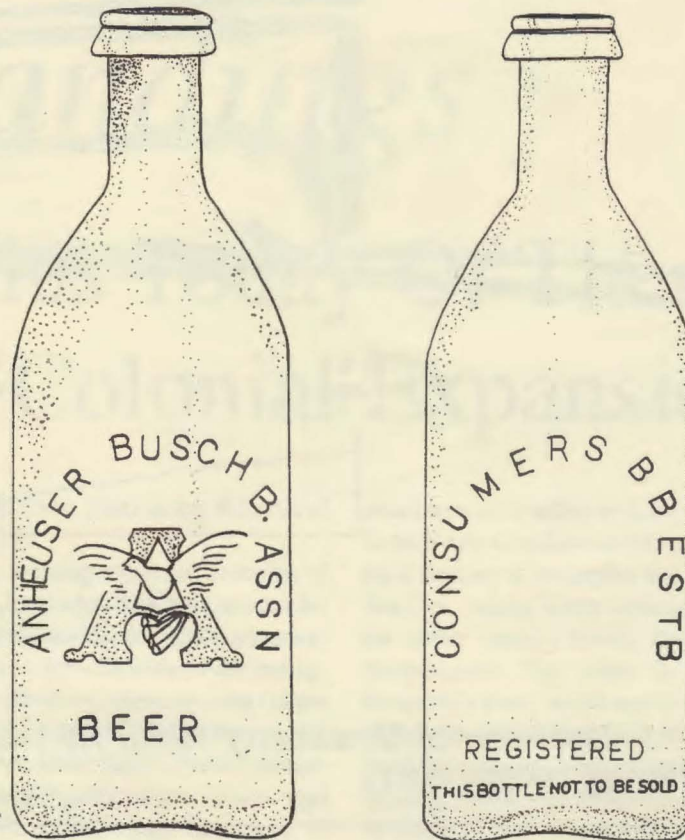
## Anheuser-Busch Bottle Dates To 1880s

This drawing by Jenny Trombley is of a bottle found recently by sport diver Doug Boehme (license no. 3042). It is an Anheuser-Busch beer bottle (obviously) and dates to the late 1800s.

Anheuser-Busch was the first company in the United States to commercially bottle beer, beginning in the early 1870s, according to Stanley Baron in his book *Brewed in America: A History of Beer and Ale in the United States* (Little, Brown & Co., Boston, 1962). Before that, beer could only be acquired from kegs in taverns (something with which college students are quite familiar), and the most commonly consumed beer was a pale lager that had been introduced by German immigrants and had less alcohol than today's beer.

The bottle itself is BIMAL (Blown In Mold with Applied Lip), which means that after the body of the bottle was blown into a mold, the neck was shaped and a blob of glass was added and shaped into the lip. This is how most bottles were made from the early 1800s until the 1920s when Automatic Bottling Machine (ABM) bottles, which were first introduced in 1903, became widespread.

These amber-colored Anheuser-Busch bottles were the precursor to today's beer bottles and is a testimony to the long tradition and popularity of beer drinking in America.



## Unusual Rock Turns Turns Out To Be Lock

by Steve Kelsay

I was diving with a fairly new black water diver at the Brown's Ferry area, just looking for some objects to show what was special about the site. We passed over a small rock several times and even picked it up once. It was somewhat unusual in shape—flattish, with a hole near one edge. But it wasn't Indian pottery, a case gin bottle, historic pottery, or any of the types of artifact I was looking for.

As our air ran low, we began searching near the exit point, where everyone else has searched for years. Seeing nothing of tremendous interest, my dive partner picked up the rock one more time and handed it to me. This time, for some reason, I realized that it was heavier

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## Research Reports Contain Wealth Of Information

by Lynn Harris and Russell Clark

Most state and federal agencies produce a series of research reports, rather than books, on their projects. Research reports often remain unknown to the archaeologist or avocational unless one is sent a complimentary copy or notices it while perusing somebody else's bookshelf. These reports are usually an excellent source of detailed up-to-date information on work being conducted around the United States. Here is a review of a few reports which we have recently obtained for our Charleston Field Office for use by our staff and student interns. Please feel free to come in and utilize our library. We can also provide information about obtaining copies, if you are interested. All our reference library material must remain in the office while being used.

U. S. Army Corps of Engineers. **Archival Research, Archaeological Survey, and Site Monitoring. Back River, Chatham County, Georgia, and Jasper County, South Carolina.** U.S. Corps of Engineers, Savannah District, August 1994.

Archival research, shoreline recording and documentation, and diver investigations on archaeological sites likely to be impacted by the New Cut Closure Project on the Back River in Georgia and South Carolina are discussed in this report. A historical context was developed by the authors for eighteenth, nineteenth, and early twentieth century Savannah River rice plantations and vessels associated with rice industry. Fifteen sites in total were investigated. These include water control structures like rice gates, docks, wharfs, mills, barges, flats, canoes, and poleboats. This report is filled with excellent line drawings, black and white photographs, and references to primary historical sources—especially local Savannah newspapers. (LH)

Amer, Christopher, et al. **The Malcolm Boat (38CH803): Discovery, Stabilization, and Preservation of an Historic Sea Going Small Craft in the Ashley River, Charleston County, South Carolina.** South Carolina Institute of Archaeology and Anthropology and the South Carolina Department of Archives and History. Research Manuscript No. 217. 1993.

A detailed account of the investigation of the remains of a small historic sailing craft discovered in the Ashley River, South Carolina. Archaeological evidence combined with historical research revealed that the vessel had an ocean-going hull design dating to the last quarter of the eighteenth century and first quarter of the nineteenth century. The hypotheses presented speculate about the vessel's age, method of construction, and function as a coastal or possibly inter-island trader, thereby placing the

vessel within a regional maritime historical context. Historical context is provided in the form of background history of shipbuilding in South Carolina and a preliminary typology of smallcraft. Archaeological information about methods of site stabilization for intertidal zone sites is discussed with recommendations for future work. This is an ideal reference for anybody considering undertaking or participating in a marsh archaeology project or interested in gaining some insight into aspects of South Carolina's local maritime heritage. (LH)

Cooper, David J. **By Fire, Storm and Ice: Underwater Archaeological Investigations in the Apostle Islands.** State Historical Society of Wisconsin, 1991.

Anyone interested in shipwrecks in the Great Lakes should obtain a copy of this publication for their library. It is a report detailing a joint project between the State Historical Society of Wisconsin, East Carolina University, UW Sea Grant Institute, UW Marine Studies Center, and the National Park Service undertaken on Lake Superior. The objective of the project was two-fold. First, to inventory two known shipwrecks within the boundaries of the Apostle Islands National Lakeshore for the purposes of developing a management plan. Second, to conduct surveys of submerged sites outside park boundaries, especially those heavily utilized by sport divers which were threatened by artifact collecting. The report contains a historical overview of the development of local maritime industries and lake shipping, descriptions of magnetometer surveys, and management recommendations for the National Park Service. The bulk of the information presented consists of an inventory of historical and archaeological data on a number of schooners, steamers, tugs, and barges surveyed during the project. Unbelievably detailed site plans of the shipwrecks and interesting historical photographs contribute further to making this a high quality reference. (LH)

Simmons III, Joe J. and Mark M. Newell. **The Santee Canal Sanctuary, Part 1. Preliminary Archaeological Surveys of a Portion of the Old Santee Canal, The Biggin Creek Vessel and the Mouth of Biggin Creek, Berkeley County, South Carolina.** The Underwater Antiquities Management Program of the South Carolina Institute of Archaeology and Anthropology, University of South Carolina. Columbia, 1989.

This report documents the preliminary archaeological survey of a proposed recreational and environmental/historical interpretive park located along the west side of

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# Lock

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than it should be for a rock of that size. I noticed that when held near my compass, the needle would swing. Knowing it was metal, I decided to take it with me

and conserve it using electrolysis.

I set up a small electrolysis unit using a small battery charger and rheostat that would provide me with a 1/2 amp of current at 12 volts, a stainless steel spoon, and a baking soda solution. Each week I would buff the residue from the object with a toothbrush and dental pick. Three weeks into the process, I discovered the object was a padlock. After nine weeks, I had removed all the encrustation and was amazed that, although the outside had rusted through in some areas, the internal parts seemed to be in decent shape.

Recently, I began dating an emergency room nurse who thought that she could get the lock X-rayed when they calibrated the X-ray machine. I was amazed to find that even the small springs used in the lock were still in place and quite visible in the exposure. It is interesting to see the workmanship and design work that went into the lock's construction.

# Conference

*Continued from page 2*

Nautical Archaeology Society (NAS) and the Maritime Archaeological and Historical Society (MAHS) gave presentations on their respective public education/certification programs and projects. Public archaeology education sessions also included papers on some innovative programs in museums and for school children.

Apart from the lecture sessions, the conference participants attended receptions, banquets, dances, roundtable lunches and breakfasts, and were provided opportunities for touring museums around D.C.

# BookLocker

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the Tailrace Canal, extending between U.S. route 52 and Stoney Landing in Berkeley County. This survey contained several archaeological sites such as: the remains of a double-ended sailing vessel that possibly may have been abandoned during the last quarter of the nineteenth century, a flatboat fashioned after a design typical to South Carolina, a section of the abandoned Santee Canal (which is the oldest summit-level, or cross-country, canal in the United States), an artifact scatter, and two terrestrial structures. Although this is a report of the preliminary archaeological survey conducted on this site, it also contains other useful information such as some of the factors that led to the construction of the Santee Canal, who was involved, and other problems facing the inhabitants of the Charleston area during this time frame. (RC)

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