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Flotsam and Jetsam - November 1996

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

Flotsam and Jetsam

SOUTH CAROLINA RECEIVES *H.L. HUNLEY* CUSTODY

By Christopher F. Amer

The U.S. Navy and the South Carolina *Hunley* Commission signed a Programmatic Agreement on August 6, 1996, which spells out the respective roles of the state and federal government in the management of the Confederate Submarine *H.L. Hunley*. The agreement states that the United States will retain title to the *Hunley* while the state of South Carolina will have custody, in perpetuity. The navy and the commission agreed to cooperate on a number of issues regarding the vessel's future treatment including site protection, archaeological investigation, conservation, and eventual display.

The *Hunley* Commission.

A *Hunley* Oversight Committee was also established to guide the agencies in the management of the vessel. The agreement clears the way far South Carolina and the navy ta begin planning the archaeological excavation, raising, and conservation of the *Hunley*. The formal signing ceremony in North Charleston, South Carolina, included Senator Strom Thurmond, State Senator Glen McConnell (Chairman of the *Hunley* Commission), Dr. William Dudley of the Naval Historical Center, myself, and a host of commission members and other officials, oll of whom spoke about the importance of the agreement and the remarkable cooperation between the state and federal government. In his remarks afterward, Dr. Dudley stressed that it would cost several millions of dollars to do it right, but that it would be worth it. After the ceremony, Jonathan Leader of SCIAA and I presented to the commission the preliminary findings of the joint National Park Service-SCIAA Assessment Project which was conducted in May of this year.

Blob Tops and Soda Water

By George Pledger, Hobby License #218

One of the pleasures of diving in South Carolina is the diversity of artifacts found in the area's rivers and streams. Many fellow divers have had their dives "made" by being presented with a fine example of an early soda water bottle in their collection bag.

Soda water bottles are often called "blob tops" by divers due to the sturdy construction of the tops of these bottles. It should be noted that there were many different methods of fashioning tops of bottles, but between 1840, and the advent of a reliable crown top around 1892, the blob top was the preferred method. The heavy construction of these bottles was required to handle the high pressures associated with soda water manufacture. The earliest of these bottles were blown into simple cup molds. Later, they were blown into more sophisticated two-piece molds. However, all can be classified as "blown in mold, applied lip," or BIMAL, which is a term used to distinguish this method from "free blown" or made in "automatic bottling machines," or ABM.

The soda water manufacturers required that bottles be returnable and reusable. The sealing method progressed from a pressed-in cork stopper found between 1840 and 1882-5. These were oversized stoppers and were pressed into the bottle with a lever and then wired down. Being under considerable pressure when the wire was removed, the bottles went "pop." Hence the name. Since these "pop bottles" did not travel very well until the invention of the crown top, the term was not common outside the coastal counties.

In 1882, the reusable, prewired "lightning stopper" was patented and appeared in local papers around 1885. This was truly a reusable stopper and was designed so the currently used blob tops could be back fitted. This kept the

This "CKL" bottle from 1870-80, when the Kornahrens company was being run by Carl L. Kornahrens, shows the typical "blob top." (Photo by George Pledger)

start-up cost low, as well as the recurring expense of corks and bottles being broken when the stoppers were pressed in.

Soda water manufacture started about 1840 in Charleston. One of the better known of these bottlers was the Kornahrens family.

In 1839, John L. Kornahrens emigrated from Germany with his family and started a grocery business at 24 Line Street in Charleston. In 1856, he went into the soda water business with Frederick Steinke, a baker at 43 Society Street. After the Steinke partnership dissolved in 1857, the Kornahrens family stayed involved in soda water manufacture and brewing.

No evidence of soda water manufacture by the Kornahrens family can be traced during the Civil War. However they did continue in the grocery business and did continue to brew beer, ale, and stout. In 1866, Carl L. Kornahrens started bottling beer and soda water at 40 Hasel Street in Charleston, and for the next fifty years the "CLK" trademark was common in coastal South Carolina.

Carl L. Kornahrens died on June 1, 1888, and the company continued under his wife, Johanna, and his son, Carl L. Jr., apparently going out of business in 1914.

Editor's Note: If anyone out there has an example or examples of Kornahrens bottles you would like to share with us, please contact George Pledger at (803) 747-6103, or (803) 744-7400.

Public Workshops and Training Courses offered by the Underwater Archaeology Division

By Lynn Harris

Divers learn how to use a grid for mapping a shipwreck in USC pool. (SCIAA Photo)

SCIAA's Sport Diver Archaeology Management Program (SDAMP) of the Underwater Archaeology Division recently offered several public workshops and the annual Underwater Archaeology Field Training Course. These events were held in Columbia, Charleston, and Hilton Head.

Graduates of the Field Training Course held in Charleston during April include: Julius Duke, William Tillman, Aaron Chisholm, Charles Bailey, Russell Cain, Michelle Mantooth, Ann Gabrielson, Frederick Brand, Tim Wells, Darrel and Steve Taylor, Tedd Gragg, Minta Bolton, Anna and Gray Davis, Bob George, Ron Glock, Debbie Wysner, James Wasson, Ron Glock, Beverly Baker, Jerry Barham, Tom Pledger, and Tim Kottyan. Richard Warner and Ronnie Rogers from the Georgia State Historic Preservation Office attended the course to gain some new ideas on submerged cultural resource management in their own state. Debbie Wysner, a USC anthropology student, took the course to complement her background in terrestrial work. Ron Glock, James Wasson, and Tedd Gregg are part of a group who have an Intensive Survey license issued by SCIAA to work on a site on the Pee Dee River and needed the training to fulfill the license requirements. The classes are composed mainly of sport divers who are interested in learning more about underwater archaeology and how to collect responsibly with a

SCIAA archaeologists and trained volunteers work on the site of the "Malcolm Boat." (SCIAA photo)

Divers record measurements on an underwater slate during a SCIAA field training course. (SCIAA photo)

SCIAA hobby license. Non-divers also attend and have plenty of opportunities to volunteer on projects on tidally exposed shipwrecks and lab work like artifact sorting, drawing, photography, and report compilation.

The SDAMP education program is comprised of four courses, or levels. Course 1 requires attendance at the annual Underwater Archaeology Field Training Course. This course introduces concepts and principles in archaeology, underwater antiquities legislation, pre-disturbance surveying methods, and artifact and site types in South Carolina. The course takes place over two weekends during the summer months and includes classroom and swimming pool sessions. A certificate from SCIAA is awarded to participants upon completion of Course 1 along with a logbook for filling in future experiences. The next Course 1 will be offered on February 1-2, with another set for May of 1997.

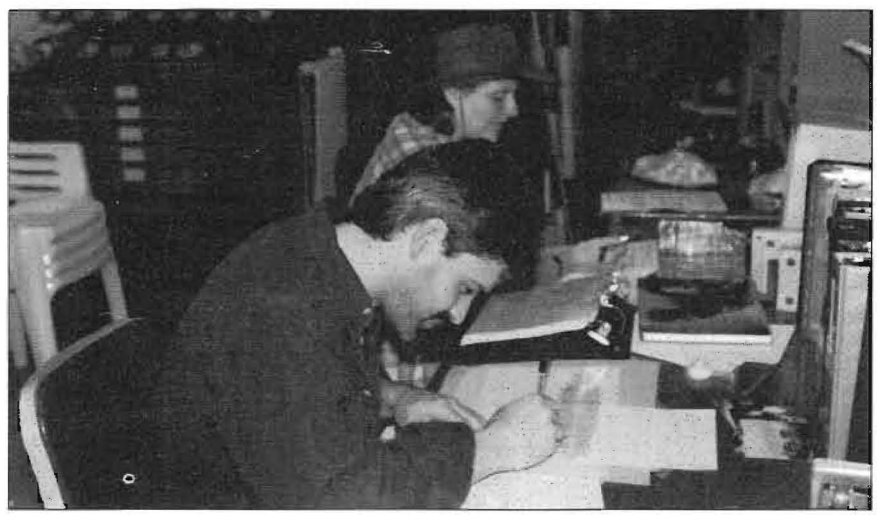
Tommy Charles teaches a prehistoric artifact workshop in Columbia. (Photo by Dee Boehme)

Course 2 requires continued involvement in projects, meetings, and workshops. To obtain Course 2 certification, attendance of three artifact specialty workshops, three skills sessions, and two meetings (or one conference) is necessary. The submission of two successful site reports or site updates to the SCIAA Information Management Division is also required. Artifact workshops are usually one-day "hands-on" events where participants learn how to look for clues to date and identify artifacts. Artifact photography and drawing are often included in these courses. Skills entail tasks such as using a grid to map a site, taking waterlines from a wreck, excavation or dredge operation, or pre-disturbance mapping.

Course 3 requires continued involvement in projects, meetings, and workshops. To obtain Course 3 certification, attendance of six artifact specialty workshops, five skills sessions, and four meetings (or two major conferences) is necessary. Course 3 also requires one week or a total of seven days doing archaeological fieldwork with SCIAA or under the guidance of a SCIAA Research Associate. Local meetings include those of the various ASSC (Archaeological Society of South Carolina) chapters and the Maritime Archaeology Conference hosted by SCIAA in September. Another major conference, which the more advanced enthusiasts might attend, is the annual Conference in Underwater Archaeology, coordinated by the Society for Historical Archaeology (SHA) at different venues around the country. The next SHA conference will be held in early January 1997 in Corpus Cristi, Texas.

Course 4 entails completion of all skills and specialty courses described in a SCIAA logbook. It requires directing a local underwater archaeology project for at least two weeks or a total or fourteen days. Alternatively, doing fieldwork under the guidance of a SCIAA Research Associate is acceptable. The final products of Course 4 should include a written project report, lecture at a meeting or conference, and an artifact or photographic exhibit.

This education program is designed to be flexible enough to



Volunteer Helen Boehme and College of Charleston student Eddie Weatherbee assisting the Charleston office staff with report compilation. (Photo by Dee Boehme)

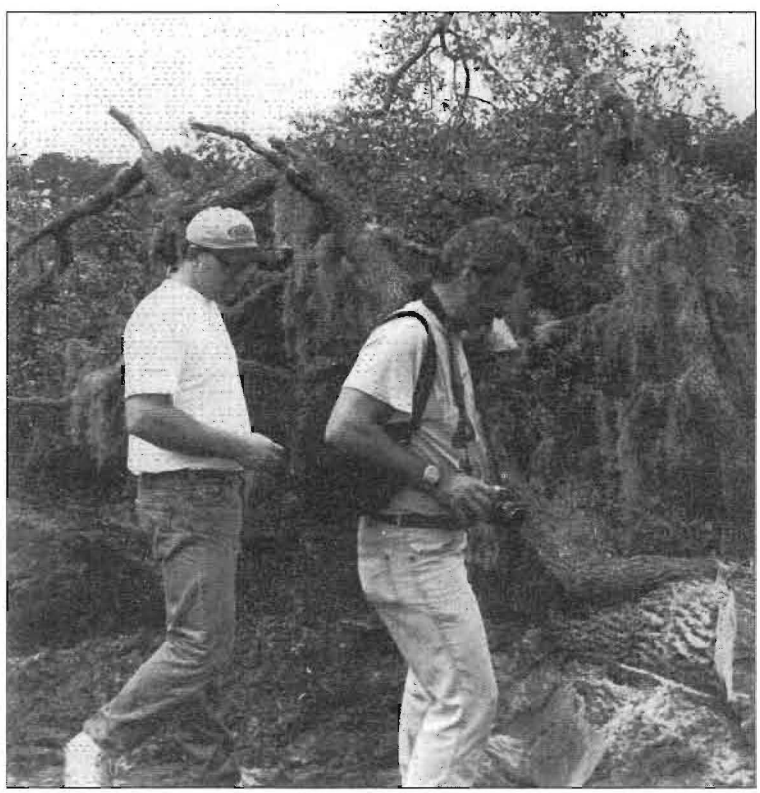
accommodate the different needs of students in underwater archaeology, either as an avocational activity or professional sideline. It allows the participants to become involved according to their own time schedule and interest level. To date, we have had a very interesting assortment of students including museum curators, lawyers, judges, environmentalists, firefighters, boaters, sea scouts, law enforcement officers, scuba diving instructors, historians, archaeologists, anthropologists, executives, technicians, engineers, school teachers, high school students, and many others with an interest in maritime preservation. The courses will not make you an "instant" archaeologist or provide university credits. This requires full-time commitment at a graduate program in underwater archaeology, such as those offered by East Carolina University in North Carolina or at Texas A & M University.

Michelle Mantooth (left) and Kim Solomon (right) examine bottles during the bottle and ceramic workshop on Hilton Head Island. (Photo by Dee Boehme)

South Carolina Live Oaks Saved for Historic Shipbuilding

By Christopher F. Amer and Nena Powell Rice

The Historic Ships Supply Program was started in 1993 by the South Carolina Institute of Archaeology and Anthropology at USC when researchers learned of the need for live oak timbers for the restoration of the USS *Constitution*. A partnership was developed with the South Carolina Department of Transportation with the result that large live oak trees slated for unavoidable destruction as a result of bridge and road construction were saved for use in the USS *Constitution* restoration project. With the major assistance of the U.S. Marine Corps at Beaufort, more than nine tons of live oak lumber were shipped to the Charlestown Navy Yard near Boston.



In late July, Chris Amer, James Spirek, and Joe Beatty of SCIAA and former DOT employee, Dave Waltman analyzed the oaks to determine which parts of the trees could be used for the *Amistad* project. (SC Department of Transportation photo)

Since 1993, the program has been expanded to gather live oak from private residences and commercial development projects. The wood is also made available to other historic ship projects in addition to the USS *Constitution*.

Southern live oak has been used in ship construction since the 18th century. Carolina-built vessels were famed for their strength and durability, which were qualities derived from the use of live oak for internal timbers used in the framework of the ships—called knees, floors, and frames.

The most recent project involves live oak trees being removed from Hilton Head Island, for a new highway on the island. The oak timbers are being used to reconstruct the historical schooner, *Amistad*, at Mystic Seaport in Connecticut, the nation's leading maritime museum. *Amistad* Director, Quentin T. Snediker, is very grateful for the contribution of live oak timber for this historic project.

The coastal ship earned a place in history after a slave revolt off Cuba. The dramatic *Amistad* story begins in 1839 when 53 Africans—49 men, 3 girls, and 1 boy—were kidnapped from their homes in Western Africa to

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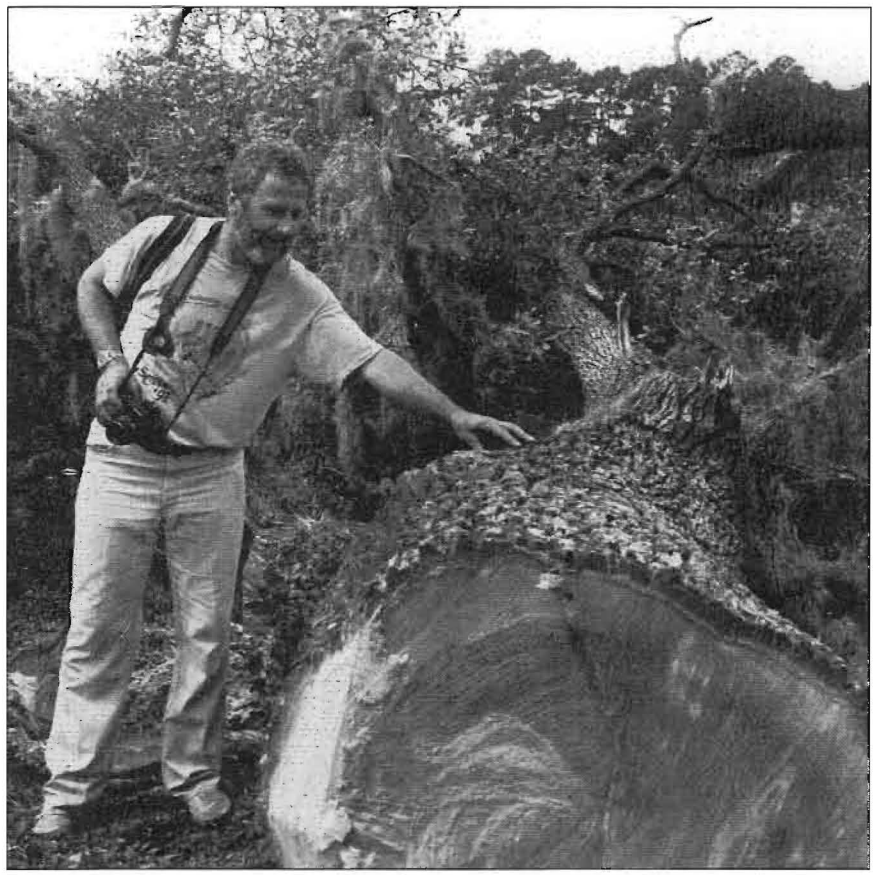
be smuggled into Cuba and sold as slaves. Forced aboard the cargo ship, *Amistad*, the Africans were bound for a plantation in eastern Cuba when they revolted and attempted to sail for their homeland.

After drifting in the Atlantic Ocean for two months, the ship was discovered by the US Navy off Montauk Point, New York, and towed to New London, Connecticut. A federal trial followed, drawing international attention to the slaves' plight. Federal District Judge Andrew T. Judson declared the Africans "free people," but President Martin Van Buren quickly ordered an appeal of the decision.

For preservation shipbuilding, live oak is ideal. Approximately 25 trees from Hilton Head Island, estimated to be 100-200 years old, will be used to reconstruct the *Amistad*. Construction of the vessel, scheduled to begin in the summer of 1997 at Mystic Seaport's Henry B. DuPont Preservation Shipyard, is expected to cost $2.5 million. Now, more than 150 years later, the *Amistad* will sail again. The ship will be used to foster cooperation and leadership among America's youth.



Christopher Amer analyzes live oak timbers on Hilton Head Island, SC. (SC Department of Transportation photo)

EDITOR'S NOTE: An update of the Amistad project will continue in the next issue of Legacy.

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