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Hunley Update

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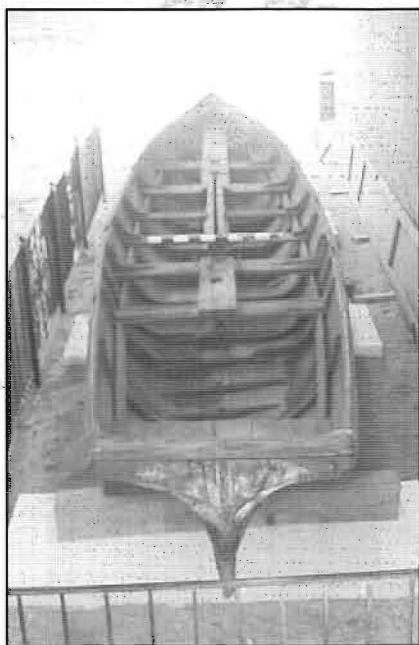
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Historic period sailing canoe, the *Accommodation* stored at Dill Sanctuary, owned by The Charleston Museum. (SCIAA photo)

exhibit evidence of gauge holes.

Twenty-three small framing and floor members 1 and a half to 2 inches in thickness run along the length of the vessel. Seven seating thwarts are located approximately 2 feet, 7 inches apart. The second seat from the bow has a hole in the middle which may have been utilized for a removable mast, awning pole, or cargo loading boom. Extra strakes were added above the logs to increase the free-board. Museum notes reveal that the *Accommodation* was used on the Waccamaw River and that W. G. Hinson, whose name is stenciled into the stern, paid \$150 for it in 1855.

Our SCIAA database lists a total of 19 canoes located underwater in local rivers like the east and west branches of the Cooper River, the Edisto, Waccamaw, Wateree, and Combahee rivers. Examples of a variety of canoes types can be viewed by the public at locations such as Santee Canal State Park, Middleton Place, the South Carolina State Museum in Columbia, the Charleston Museum, and the Horry County Museum.

Hunley Update

By Christopher F. Amer

"Moving forward on the Hunley" read the lead editorial in the November 3 edition of Charleston's *Post and Courier* newspaper. The South Carolina *Hunley* Commission met on October 30, 1997 in Charleston. The main item on the agenda was to establish an eleemosynary corporation called "Friends of the *Hunley*" that will oversee the raising of some \$10 million to fund and endow the project. Plans at present are to raise, conserve, and curate/exhibit the submarine. The Commission also discussed various possible locations for a permanent home for the *Hunley*. Experts agree that the vessel, when raised, should not be subjected to excessive transportation that may damage the hull and its contents. To date, both the Patriot's Point Maritime Museum, located in Mt. Pleasant, and the Charleston Museum have expressed interest in taking on the project. Once the Commission and US. Naval Historical Center agree on a site, the recommendation will be sent to the SC General Assembly for final approval. Senator Glenn McConnell, Chairman of the *Hunley* Commission, anticipates a decision in the legislature during the next session.

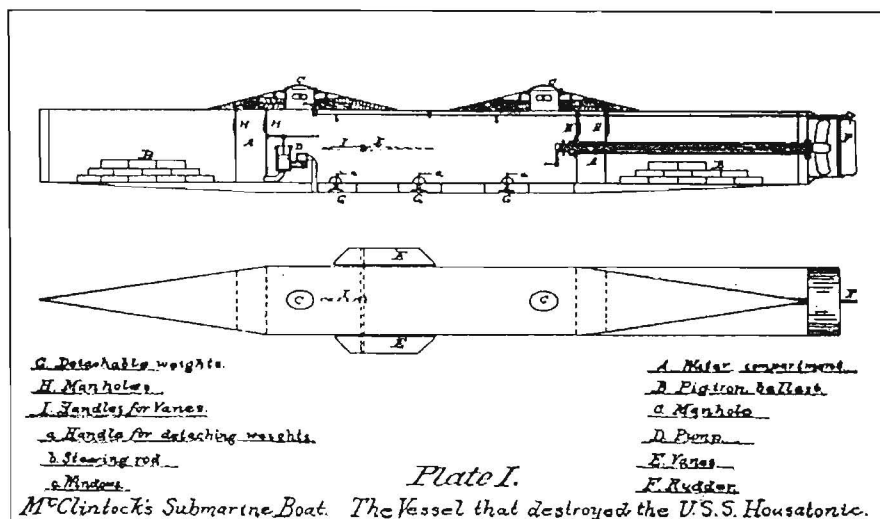
The US Naval Historical Center, the SC Institute of Archaeology and Anthropology, and the *Hunley* Commis-

sion are currently working on the scopes of work to set the standards and parameters of future work on the submarine. These documents cover the various stages of the project, and include the archaeology, lifting, and transport to a conservation facility, as well as requirements for the building of a conservation facility, excavation of the interior of the boat (remember, the *Hunley* appears to be filled with sand), conservation of the hull and contents, appropriate treatment of the remains of the crew, and exhibition and long-term curation of the boat. Requests for proposals will be published in the *Federal Register* and interested and qualified parties who desire to conduct work on the project may submit proposals.

Currently, the Commission anticipates raising the *Hunley* at the turn of the millennium. Many factors will come into play to determine when the raising will be undertaken, not the least of which is having the necessary funding available and a conservation facility built and operational prior to the hull being removed from its protected location.



Top view of snorkel box and stub of the port snorkel. (Photo by Christopher F. Amer)



Drawing erroneously labeled the *Hunley*, but is actually the *American Diver*, McClintock's second submarine. (Courtesy of the US Naval Institute; researched by Mark Ragan)

The Institute has been working with a naval architect to anticipate necessary requirements to safely lift the hull without sustaining damage to either the structure or interior of the boat. Calculations of the combined weight of hull and contents, including the wet sand, range from approximately 21-25 long tons. The low number is based on a 1/4-inch hull plate thickness traditionally used in descriptions of the *Hunley*. The 25 ton figure takes into account a 5/8th-inch thickness of plate. After the Civil War, James McClintock wrote to captains in the Royal Navy in Halifax detailing the measurements and features of his three submarines, the *Pioneer*, *American Diver*, and the *H. L. Hunley*. Evidently McClintock's intent was to garner interest in his work from that quarter. In that letter McClintock states:

"I modeled her [*Hunley*], and built Expressly for hand Power. This Boat was of an Elliptical (sic) Shape, with modeled ends. And looked similar to Surf, or Whale Boats, placed one on top of the other. She was Built of Iron 5/8 inch thick, 40 feet long top and bottom, 42 inches wide in the middle, & 48 inches high, fitted with Cranks

Geared to her Propeller, and turned by 8 persons inside of her. And although she was a beautiful Model Boat, and worked to perfection. Yet like her Predecessors, the Power was too uncertain to admit of her Venturing far from Shore. This Boat was taken to Charleston, SC, and destroyed the Sloop-of-war *Housatonic*, Myself nor the Sub Marine's Gallant Commander, who lost his life in demonstrating... considered there was any danger in going out and destroying any vessel. But the danger was in having sufficient Power to bring the Boat Back. I would here state I do not believe the Sub Marine Boat was lost in the operation of destroying the *Housatonic*, But was lost in a storm which occurred a few hours after. I am aware the Federals has made diligent Search for her, And have made three different reports of having found her. Yet no descriptions that I have ever read are correct." [brackets added] (ADM 1/ 6236, Public Records Office, British Admiralty, Surrey, England)

Note—A transcription of the complete text of McClintock's letter will appear in a later update.

OPPORTUNITIES TO GET INVOLVED IN UNDERWATER ARCHAEOLOGY PROJECTS

By Lynn Harris

Are you SCIAA Underwater Archaeology Field Training certified, and do you feel comfortable working in low visibility riverine conditions? Do you have underwater photography and videography skills? If you do, you might be interested in participating in some upcoming projects in the Lowcountry. The SCIAA Underwater Archaeology Division has recently received a grant from the South Carolina Humanities Council to start a photographic inventory of a diverse selection of shipwreck sites in Charleston, Dorchester, and Berkeley counties which will be used as visual aids as part of a State Maritime Web page. The virtual diving experience will also benefit those non-divers who have never had the pleasure of wallowing in our murky river waters and experiencing history on a first-hand basis. In addition, we hope to have links to lists of literature references, historical scenes, and technical drawings which will serve as a South Carolina bibliography for maritime archaeology and history scholars.

An Underwater Heritage Trail Project in the West Branch of the Cooper River has received financial assistance from the National Recreational Trails Grant Program in cooperation with the SC Department of Parks, Recreation, and Tourism and Federal Highway Administration of the US Department of Transportation. A submerged plantation watercraft and dock structure, a sea-going sailing craft, a Revolutionary War shipwreck, a postbellum towing barge are the types of underwater resources included on the trail. Steps will be taken to enhance safety, accessibility, and public educational potential of these sites. For example, it will entail installing permanent mooring buoys near each structure, publishing brochures with information about the trail, and preparing laminated underwater maps that will be used to orient scuba diving visitors to the site. Public volunteers, we hope, will play an active role in assisting SCIAA in creating the trail and in continued routine maintenance.

Please contact Lynn Harris in Charleston at (803) 762-6105 or Jim Spirek in Columbia at (803) 777-8170, if you are interested in working with us on either of these projects.