8-1993

The Goody Bag - August 1993

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

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Where's Lynn?

Lynn Harris has taken a year out from her duties as manager of the Sport Diver Archaeology Program (SDAMP) to develop a sport diver archaeology program and to create a field course program, based on the model developed here, for the government of South Africa. Taking her place for the coming year will be Robin L. Denson, an underwater archaeologist from Florida and a Ph.D. candidate at St. Andrews University.

Robin will be visiting most, if not all, the dive shops in the state in the near future and will be based at the Charleston Field Office aboard the N.S. Savannah at Patriots Point Naval and Maritime Museum.

"I'm looking forward to learning about South Carolina archaeology and working with the sport diver community," Robin said. "Working with the Sport Diver Archaeology Program will be a rewarding and enlightening year for me,

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Portion Of Hobcaw Shipyard Site Excavated

An eighteenth-century shipyard site on Hobcaw Creek in Mt. Pleasant was the focus of a five-day excavation project in August by the staff of the underwater division of SCIAA. The site, known as Pritchard's Shipyard and established in 1753 by John Rose and James Stewart, is a National Register Property (See related story inside).

Volunteers from the Charleston Museum, surrounding property owners, and the Hernandez family (recent purchasers of the property) participated in the project along with staff members.

The excavation centered around the remains of a structure that now surround an oak tree. SCIAA was invited by the Hernandez family to undertake the excavation when they learned

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Digging Away

Volunteers and staff members excavate the remains of a structure at the site of an eighteenth-century shipyard on Hobcaw Creek.
**Funding Cut For Year**

**Site Verification Program Hits Snag**

by Robin L. Denson

In the May 1993 Goody Bag we announced the launching of a new program to inventory underwater sites reported by sport divers through the Sport Diver Archaeology Management Program. Due to fiscal constraints within the state, funding for the program has been cut for this fiscal year.

However, a scaled-down version of the project is underway with a view to further development and funding in future years. The primary objective of the program, called the Site Verification Program, is to locate sites using a Global Positioning System (GPS) and to gather further information about the sites using underwater survey techniques introduced in SCIAA/NAS field schools.

Under the scaled-down program, hobby divers and SCIAA staff members are currently working to identify and prioritize sites that require further investigation. Once that list is developed, we will need to identify volunteers to participate in low budget, low technology surveys to relocate and record these sites. A broad range of site types is expected to be inventoried during the program.

If you are interested in participating, please contact me at the Underwater Archaeology Division’s Charleston Field Office at (803) 881-8536. We are looking forward to getting this important program underway and developed for further funding in future years.

**Lynn**

especially since I come from a state where underwater artifact collecting is illegal and not much cooperation between sport divers and archaeologists exists.”

Robin said her current research interests are akin to South Carolina archaeology in that she stresses methodological approaches to geoarchaeological work in fluvial systems. (Huh?)

In the meantime, Lynn has promised to send us updates on her progress in South Africa to be printed in the Goody Bag as soon as she is settled. Anyone interested in diving and underwater archaeology in that part of the world should stay tuned for her reports.

**Hobcaw Site**

that the tree was slated for removal so that their house could be built on the site. Recording work will continue during the tree’s “deplanting” in September. The good news is that the fallen tree is scheduled to be used in the reconstruction program on the USS Constitution (Old Ironsides).

Look for a full report on the field team’s findings as well as a post fieldwork analysis in a future Goody Bag issue.
South Carolina Archaeology Week
Set For September 25 -- October 2

SCIAA staff will be taking part in the myriad activities scheduled for South Carolina Archaeology Week, September 25 through October 2, 1993. A wide range of activities promises something for everyone interested in South Carolina archaeology and history.

In addition to the Charleston Maritime Festival (see accompanying story), SCIAA staff will be taking part in the Sixth Annual Archaeology Field Day set for October 1 and 2 at Santee State Park.

Featured attractions at the Field Day include archaeology displays and exhibits, atlatl spear throwing, hide tanning, stone tool making, Catawba pottery firing, indigo dying, basket making, storytelling, mat weaving, a New World Food Festival, Indian dances, blow gun demonstrations, metal work, stone work, children's games, artifact identification, videos, and reenactments by the 54th Massachusetts Volunteer Colored Troop Reenactment Regiment (whew!).

Don't miss this. For further information and directions to Santee State Park see the flyer inserted in this edition of the Goody Bag, or contact Cindy Abrams, Field Day Coordinator, Archaeological Society of South Carolina, 1321 Pendleton St., Columbia, S.C. 29208, phone (803) 777-8170.

The kick-off celebration for the Archaeology Week will take place Monday, September 27, from 11 a.m. to 1 p.m. at the state capitol grounds. Activities will include the governor's proclamation, exhibits, and a welcome by Dr. Bruce Rippeteau, SCIAA Director and State Archaeologist. During the week, exhibits and activities pertaining to archaeology will be held at the the following:

State Parks: Hampton Plantation State Park, Andrew Jackson State Park, Old Dorchester State Park, Table Rock State Park, Kings Mountain State Park,

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PROCLAMATION BY
GOVERNOR CARROLL A. CAMPBELL, JR.
ON
SOUTH CAROLINA ARCHAEOLOGY WEEK

WHEREAS, South Carolina's cultural development throughout prehistory and history has been rich and diverse, as represented by the numerous archaeological and historical sites that have been discovered and recorded throughout our state; and

WHEREAS, protection and preservation of these sites and artifacts provide educational, scientific and economic benefits for all citizens; and

WHEREAS, archaeological sites are unique and irreplaceable remains that represent 14,000 years of occupation in South Carolina, and we must encourage responsible growth and development to ensure that these special cultural resources on land and under state waters are not damaged or destroyed; and

WHEREAS, the avocational and professional archaeological community combine efforts to effectively preserve, study, and protect South Carolina's unique archaeological and historical resources; and

WHEREAS, the South Carolina Institute of Archaeology and Anthropology, Office of the State Archaeologist, has joined with the Archaeological Society of South Carolina, government agencies and other organizations, professional and avocational archaeologists, and private citizens to stimulate a sense of pride in protecting our state's rich cultural heritage and archaeological sites.

NOW, THEREFORE, I, Carroll A. Campbell, Jr., Governor of the state of South Carolina, do hereby proclaim September 25 - October 2, 1993 as

SOUTH CAROLINA ARCHAEOLOGY WEEK

in South Carolina and encourage our citizens to learn more about the archaeology of the Palmetto State and to protect and preserve this important part of South Carolina's rich cultural heritage.

Carroll A. Campbell, Jr.
Governor
State of South Carolina
Office of the Governor
South Carolina Shipbuilding...

How did the vessels built by South Carolina shipwrights compare with those being built elsewhere? It would be hard to imagine that local shipwrights and boatbuilders weren't being influenced by local conditions and preferences and modifying the basic designs so that their vessels accommodated the needs of their customers.

For evidence of this we turn again to the available ship registers. They show that the Carolina-built, ship-rigged (three masted) vessel was, in general, of moderate size, yet larger than ships being built in the other shipbuilding colonies. South Carolina shipwrights were certainly able to build large ocean-going ships. The 280-ton ship Queen Charlotte, built in 1764 by John Emrie, and the 260-ton ship Atlantic, built at Port Royal in 1773, are two examples. However, ship-rigged vessels built in South Carolina during this time averaged 180 tons. A ship in the 150- to 200-ton range seems almost the unanimous choice of Carolina shipowners, with more than half of those built in South Carolina in that range. While these ships were of rather moderate size, it may come as a surprise that Carolina shipwrights turned out ships that were on the average forty percent larger than those being produced in other colonies. From available port records we find that ships built in the other colonies averaged only about 130 tons burthen.

Perhaps the epitome of the South Carolina-built ship was the Heart of Oak, built at the Hobcaw yard of John Rose in 1763. Not only did its 180-ton size prove of an easy draught.” An “easy draught” in 1763 could be considerable. Lloyd's Register for 1764 lists her as having a draught of fourteen feet when fully loaded. During the colonial period it was generally accepted that at low tide only twelve feet of water covered the deepest channel through the offshore bar, and in 1748, Governor James Glen noted that “Charles-Town Harbour is fit for all Vessels which do not exceed fifteen feet draught.”

This meant that the Heart of Oak, with its “easy draught,” had to be careful indeed when it crossed the bar fully loaded. Rose was a passenger on the Heart of Oak’s maiden voyage when it sailed for Cowes on 22 June 1763. He was travelling to England in an attempt to recruit shipwrights to come to Carolina. There can be little doubt that he used the Heart of Oak as an example of the excellent shipbuilding materials and craftsmanship available in Carolina. He returned in the Heart of Oak in February 1764. His efforts were considered a failure. In April 1763, when the Heart of Oak was registered, John Rose listed...
... In The Age Of Sail - Part Two

himself as sole owner, however, by June of that year one fourth of the ship was owned by Henry Laurens who, in 1766, valued his one-quarter interest in the Heart of Oak at £4,000. This sum can perhaps be put into perspective by noting that at the same time he valued Mepkin Plantation, his 3,000 acre property on the Cooper River, at £7,000.

One thing is certain, Carolinians had a preference for schooners. South Carolina shipwrights built more schooners than all other types of vessels put together. The ship registers indicate that the two-masted fore-and-aft-rigged schooner, ideal for coastal trading vessels, averaged about twenty tons burthen and accounted for about eighty percent of the registered South Carolina-built vessels. This appears somewhat astonishing, especially when compared to records from the other colonies where the schooner accounted for only about twenty-five percent of the vessels built.

Elsewhere in the American colonies, the one-masted sloop rig was the most popular rig, accounting for roughly one-third of all vessels registered in the colonies.

This penchant for schooners is perhaps a result of the coastal trade which formed a large part of the commerce in and out of Charleston. In addition to a lively Atlantic and Caribbean trade, Carolinians carried on an extensive and active coastal trade. Rice, indigo, lumber, naval stores, and the other products of the coastal plantations and settlements had departures for a one year period from June 1765 to June 1766, we find the majority of cruises for schooners involved short coastal runs while sloops were being used for short ocean cruises, such as those to the Caribbean and Bermuda.

As the colonists spread out along the waterways so did the shipbuilding efforts. The registers list construction sites along most of South Carolina's rivers — at places such as Pon Pon, Dorchester, Bull's Island, Dewees Island, Wadmalaw, Combahee, and Pocotaligo. But the major shipbuilding areas centered around Charleston, Beaufort, and Georgetown.

Most shipbuilding in Charleston took place outside the city proper. The three areas near town that became shipbuilding centers were James Island, Shipyard Creek, and Hobcaw.

Although no shipyard sites have been located on James Island, the colonial ship registers indicate a good amount of shipbuilding on the island. Between 1735 and 1772 more than thirty vessels list James Island as their...
Archaeology Week

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Libraries: the Nancy Carson Library in North Augusta, the Aiken County Public Library, the Florence County Public Library,

Others: the SRARP-SCIAA Savannah River Site, the Santee Cooper State Bank in Elloree, the Santee Cooper State Bank in San tee, the Mann-Simons Cottage in Columbia, the National Park Service Southeast Archaeological Center, the State Historic Preservation Office, Historic Brattonsville, University of South Carolina-Aiken, and Coastal Carolina University.

For more information contact either Nena Powell or Cindy Abrams at (803) 777-8170 or (803) 734-0567.

Charleston Maritime Festival Set

Several SCIAA staff members and sport divers will be giving talks at the upcoming Charleston Maritime Festival, scheduled for September 24-26, 1993.

In addition to the lectures, the festival will feature a variety of events, including exhibits with more than 200 exhibitors, an art show, a regatta, a seafood festival, and a wooden boat exhibit. There will also be a visit from the schooner Alexandria.

The talks by SCIAA staff members kick off at 1:30 p.m. Friday, September 24, when Dr. Bruce Rippeteau, Director of SCIAA and State Archaeologist, and Christopher Amer, Deputy State Archaeologist for Underwater, present an overview of SCIAA's role in South Carolina's management and protection of cultural resources on land and underwater. At 2 p.m. Mark Newell of SCIAA will give a lecture and slide presentation titled "From Flats to Schooners: South Carolina's Historic Small Craft Tradition." At 3 p.m. Christopher Amer will give a lecture and slide presentation on the Malcolm Boat, a vessel which was recently excavated by SCIAA staff in the Ashley River.

The lecture series will continue on Saturday, September 25, at 1 p.m. when Christopher Amer will give a talk and slide show titled "The Hunting Island Vessel: Study of a Remnant of South Carolina's vanished Mosquito Fleet Tradition. At 2 p.m. Mark Newell will give a talk and slide show titled "The Juliana: Construction of an 1850s Rice Plantation Barge at Magnolia Plantation."

On Sunday, September 26, the series will again begin at 1 p.m. with a discussion on—here's where it gets good—"Public Involvement in Maritime History," given by Robin Denson, the archaeologist in charge of the Sport Diver Archaeological Management Program until Lynn Harris returns (see related story elsewhere in this issue), and sport divers Hampton Shuping and

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Underwater Archaeology Division Planning Hobby Diver Conference

by Robin L. Denson

The Underwater Archaeology Division of SCIAA, in conjunction with the hobby diver community, is in the process of organizing an archaeological hobby divers conference similar to the one held in Conway, S.C. in 1991. The purpose of the conference will be for the hobby diver community to meet and discuss their underwater archaeological diving activities and interests. The conference is planned for sometime between late March and mid-April 1994.

If you or anyone you know has been working on an interesting archaeological diving project and would like to share the findings with the hobby diving community of South Carolina, please provide a brief synopsis of your project to Robin Denson or Carl Naylor at 40 Patriots Point Rd., Mount Pleasant, S.C., 29464, or call (803) 881-8536.

We will be happy to speak with you about any ideas for papers or discussions that you might like to have. We are also entertaining the idea of inviting avocational archaeological divers from other states to participate as guests and speakers. Please call with your ideas... we cannot organize a conference unless those of you doing the diving come forward with your ideas.
Shipbuilding

place of construction in the ship registers. This includes the 130-ton ship *Charming Nancy*, built in 1752 for Charleston merchants Thomas Smith Sr. and Ben Smith.

Shipyard Creek, now part of the naval base near Charleston, was another shipbuilding site during the colonial period. Many of the ships listing Charleston as their place of construction in the ship registers were probably built on Shipyard Creek.

During the last half of the eighteenth century Hobcaw Creek off the Wando River became the colony's largest shipbuilding center, boasting as many as three commercial shipyards in the immediate vicinity. The largest shipyard in the Hobcaw area, indeed in all of colonial South Carolina, was the one started on the south side of the creek in 1753 by Scottish shipwrights John Rose and James Stewart. After making a considerable fortune, Rose sold the yard in 1769 to two other Scottish shipwrights, William Begbie and Daniel Manson. In 1778, Paul Pritchard bought the property and changed its name to Pritchard's Shipyard. During the Revolution the South Carolina Navy Board bought control of the yard and used it to refit vessels of the South Carolina Navy. After the Revolution ownership of the yard reverted to Pritchard and the property stayed in the Pritchard family until 1831.

Another shipwright who owned a yard in the vicinity of Hobcaw Creek during South Carolina's colonial period was Capt. Clement Lempriere. The exact location of his yard is unknown, but in all likelihood it was near or at Remly Point. And, a 1786 plat of the Hobcaw Creek area reveals the site of the shipyard of David Linn located on the north side of the creek. Linn had been a shipbuilder in Charleston as early as 1744 and purchased the Hobcaw property in 1759.

Georgetown and Beaufort also developed shipbuilding industries during the colonial period. The South Carolina ship registers indicate Georgetown had a thriving shipbuilding industry from 1740 to about 1760. More than thirty vessels list Georgetown as the site of construction during this period including the 180-ton ship *Francis*, built in 1751. The *Francis* was probably built by Benjamin Darling since his was the largest shipyard in Georgetown during this period.

The South Carolina Gazette for 28 September 1765 notes that "within a month past, no less than three scooners [sic] have been launch'd at and near the town of Beaufort, one built by Mr. Watts, one by Mr. Stone, and one by Mr. Lawrence; besides which, a pink stern ship, built by Mr. Black, will be ready to launch there next Monday, and very soon after, another scooner, built by Mr. Taylor, one by Mr. Miller, and one by Mr. Topping; there is also on the stocks, and in great forwardness, a ship of three hundred tons, building by Mr. Emrie; and the following contracted for, to be built at the same place, viz, a ship of 250 tons, and a large scooner, by Mr. Black; another large ship and a scooner by Mr. Watts; two large scooners, by Mr. Lawrence, and on by Mr. Stone." The ship registers verify this abundance of shipbuilding and indicate a proliferation of construction activity between 1765 and 1774.

It would be wrong to assume that all this shipbuilding was taking place at large commercial shipyards. Shipyards during this period ranged from the well-established yard such as John Rose's on Hobcaw, employing perhaps twenty persons, to the "shade tree" variety were one or two persons built small sloops and schooners without any help and worked elsewhere between construction jobs. And this doesn't include the handyman who built a canoe or small sailing skiff for his own personal use.

While specific records concerning small boat building do not exist, the newspapers of the time are filled with advertisements indicating a wide variety of locally-made watercraft for sale. These small craft virtually littered the local waterways. In 1751, Gov. James Glen noted that "Cooper River appears sometimes a kind of floating market, and we have numbers of canoes, boats and pettiaguas that ply incessantly, bringing down the country produce to town, and returning with such necessary as are wanted by the planters."

(The concluding part of this series will be run in the next Goody Bag.)
Tank Warning Issued By DOT

Following the rupture of an aluminum scuba tank while being filled at a dive shop near Savannah, resulting in serious injuries (one critical) to several employees of the shop, the federal Department of Transportation (DOT) has issued a “safety advisory notice” to all divers.

According to DOT’s Research and Special Programs Administration, the tank that ruptured was falsely marked with DOT permit number SP 6498, and with the testing facility number B 4 8 7.

The cause of the cylinder rupture has not been determined, but it appears that this tank, while stamped SP 6498, was not made under that special permit since the tank was marked as being manufactured in 1968, which was three years before the issuance of the SP 6498 permit.

If you have a tank with these markings or with markings you think may be improper, you are advised to immediately drain the tank and take it to a DOT-authorized cylinder retest facility for visual inspection and hydrostatic retesting.

It is also recommended that anyone with one of these tanks should contact Irving R. Abis of DOT’s Office of Hazardous Materials Enforcement at (202) 366-4700.

Festival

Darryl Boyd. At 2 p.m. Bill Barr and Mark Newell will give a lecture and slide presentation titled “The role of Ferry Crossings and Canals in the Maritime Trade of Charleston.”

Concurrent with the three days of talks will be displays on flats (barges) and floodgates, and will feature museum quality models of rice culture barges and floodgate structures by SCIAA Research Associate William R. Judd. (This you shouldn’t miss). Also on hand will be a SCIAA booktable where SCIAA publications related to underwater archaeology research will be on display and for sale.

The site of the lecture series will be the Omni Hotel in Charleston. In addition to the talks, the Omni Hotel ballroom will feature original paintings, sculpture, prints, carvings, model ships, and related artisans, while the Gaillard Auditorium will house maritime gifts, collectibles, and other items.

South Carolina Institute of Archaeology and Anthropology
University of South Carolina
1321 Pendleton Street
Columbia, SC 29208

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The 6th Annual Archaeology Field Day is scheduled to take place on Saturday, October 2, 1993, at Santee State Park on the beautiful shores of Lake Marion. People are encouraged to arrive on Friday night and are welcome to stay through Sunday morning. Saturday will feature numerous outdoor activities such as atlatl spear throwing, hide tanning, blow gun demonstrations, Indian dances, stone tool making, firing of Catawba pottery, indigo dying, African American basketmaking, storytelling, metal working, stone work, mat weaving, games designed for children, artifact identification, and two reenactment groups including the 54th Massachusetts Volunteer Colored Reenactment Regiment. There will be numerous archaeological exhibits on display as well as archaeological publications and t-shirts for sale. In the afternoon, Dr. David G. Anderson, archaeologist with the Interagency Archaeological Services Division, National Park Service, Atlanta, will give a lecture at the Santee Indian Mound. In the early evening, Sammy Lee will serve the best old fashion barbeque you have ever tasted while you listen to old time music. The day long event will end with dancers from the Edisto Indian Council. Admission is $5/adult, $2/child, $1/school and scout groups. Pay at the gate and pick up a schedule of events at the information booth. Evening BBQ meal tickets are $7/adult, $3/child. (Admission and barbeque FREE for children under 6.)

Please start putting aside items to be auctioned during the Field Day Auction, an entertaining, but integral part of the Field Day activities. Please contact Nena Powell of any items that you plan to bring to the auction so they can be recorded beforehand.

DON'T MISS THIS OUTSTANDING ANNUAL EVENT!

MARK YOUR CALENDARS NOW!!
REGISTRATION FOR ARCHAEOLOGY FIELD DAY BARBECUE

REGISTRATION FOR BARBECUE
($7.00 12 years and older, $3.00 ages 6-12, under 6 free)

Print Name(s) and Address


PLEASE MAIL WITH CHECK PAYABLE TO “ASSC”
BY SEPTEMBER 27, 1993:

TO: Al Goodyear ASSC
SC Institute of Archaeology and Anthropology
University of South Carolina
1321 Pendleton Street
Columbia, SC 29208

(803) 777-8170

DIRECTIONS TO SANTEE STATE PARK

From Columbia

Take I-26 south to I-95 east. Take the first exit to Santee, SC. Go through town on Hwy 6 for 2 miles and look for the sign on the right to Santee State Park. Follow the signs to ARCHAEOLOGY FIELD DAY.

MACK POINT T-SHIRT COMING SOON!