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*The Goody Bag* - November 1993

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

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Divers Find Remains Of Vessel

by Carl Naylor

Sport divers Doug Boehme and Robert Bush were scouring the bottom of the small creek off the Cooper River recently when much to their surprise they discovered the remains of a large wooden vessel. Measurements taken by the two divers indicate a vessel more than sixty feet long and twelve feet wide.

The two divers contacted SCIAA staff about their find, and as a result, the vessel has been added to the South Carolina State Site Files, the official list of known archaeological sites in the state.

The site has been named the B & B Wreck and assigned the official designation 38BK1672.

SCIAA staff members are presently planning a visit to the site to take more detailed measurements of the vessel. Hopefully, with more information, the age and type of vessel can be more precisely determined. According to the two divers, the remains are partially buried in sand and a portion of the wreck is embedded in a mud bank. From their observations, about fifty sets of frames are still extant on the wreck and there is some evidence of burning, a common cause of sunken vessels.

Doug Boehme (hobby license #3042) has written articles on photography for *The Goody Bag*, and his finds have been featured several times in *The Goody Bag*, including in this issue. Both he and Robert Bush (license #2328) are graduates of SCIAA's Underwater Archaeology Field School.

The exact location of the site is being withheld pending visits to the site by SCIAA staff so that more information can be recorded. We will publish this information in the future.

Pee Dee Vessel Excavated & Recorded

Sport diver Miller Ingram (hobby license #2284) and SCIAA staff members spent a week in October excavating and recording the remains of a wooden vessel in the Pee Dee River near Cheraw as the result of a grant written by Dr. Suzanne Under and SCIAA.

Ingram, a Cheraw attorney, has been an avid sport diver for many years, spending as much of his spare time as possible exploring the headwaters of the Pee Dee River. His discoveries include Civil War munitions, the wreckage of a steamship thought to be the S.S. Robert Martin, and the wooden vessel remains. Much of the material he has recovered has been used to stock a small museum in Cheraw which serves to educate visitors about the heritage beneath the local waters.

The excavation project resulted from a visit in 1990 by SCIAA staff to Cheraw at Miller's invitation. The remains of the steamboat and the small wooden vessel were surveyed at that time and the sites were added to the state's site inventory.

(continued on page 3)
News From A-Broad

by Lynn Harris

Howdy y'all. I have to keep in practice somewhere...what with all the exotic accents and languages here. The South African chapter of the Sport Diver Archaeology Program is in the throes of being established under the auspices of the National Monuments Council (NMC). Meanwhile, I am sure the competent South African chapter of the Sport Diver SCIAA Program is thriving in the South Carolina Institute of Archaeology and Anthropology at the University of South Carolina.

The NMC is the equivalent of a federal agency responsible for the preservation of shipwrecks, terrestrial archaeological sites, buildings, and monuments. The head office is in Cape Town situated at the southernmost tip of Africa where the oceans meet. This means we have a daily choice of two oceans to dive—the Atlantic or the Indian. What a contrast to those murky South Carolina rivers! Here we worry about sharks, surf, and seaweed.

The shipwreck legislation in South Africa does not allow recreational collecting of artefacts—although this cannot be effectively enforced (that old problem again). Instead there are plenty of salvage permits for historic shipwrecks (older than fifty years) issued to commercial syndicates or companies by the NMC. A license from Customs and Excise department is also necessary. Afterall, artefacts from foreign shipwrecks are being brought into the country and must be taxed! Salvors have to work according to archaeological guidelines and collaborate with a local museum. We have a maritime museum in virtually every coastal town or city—Cape Town, Port Elizabeth, East London, and Durban.

My role here, in this very hectic year, is comprised of two parts. First, to set up workshops and fieldschools around the country for both sport divers and salvors. This educational program seems to be in great demand. I have even had a request from our neighbouring desert country, Namibia. The sport divers there are organizing an expedition to the restricted diamond mining area on the Skeleton Coast for the open water diving exercises. Any interested trained volunteers from South Carolina?

Second, my job involves setting up a computer database for shipwreck information. The program we are using is dbase-4 which is very user unfriendly. This also includes doing research in the library and photo-documentation of artefacts in museums and private homes. Ultimately, we hope this information (continued on page 3)

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 Field Office, 40 Patriots Point Rd., Mt. Pleasant, SC, 29464.

Letter To The Editor

Dear Goody Bag

I, as well as several of my diving friends who receive The Goody Bag, have a BIG beef with your publication. It is NEVER received in time to take part in any of the events you advertise!!!

The latest issue, volume four, number three, was received three days after the kick-off celebration for the Archaeology Week, four days after the Charleston Maritime Festival, and three days late to register for the barbecue at the Archaeological Field Day!! We miss events that are featured in every issue because your staff can’t manage to get The Goody Bag mailed in time.

Please end the frustration. Either get your act together and mail it on time so we can participate or don’t bother to send it at all!!

Missed out again!!

Leigh Cooler
Pete McComas
Beaufort, S.C.

(Editor’s Note: Due to staff changes, work schedules, personal commitments, and bulk mailing requirements, the August issue of The Goody Bag was mailed late. Actually, the issue was sent to the post office on September 13th and from your letter we figure you got it on about the 28th or 29th. While all this is regrettable, and we will try to do better in the future, we are flattered that The Goody Bag is your source of information for events such as the Charleston Maritime Festival. And if you would like to volunteer to stick mailing labels on the hundreds of copies we send out and then help us sort all of them by zip code, we would sure welcome the help.)
Vessel  continued from page 1
be the first river vessel found in a headwaters context. Archaeologists have developed a good understanding of the form and function of such vessels in low country locations where they served plantations and communities, but little is known about how this same trade was conducted with fall line communities at navigable headwaters such as Cheraw on the Pee Dee.

At the time of the original survey, Dr. Suzanne Linder was completing a Ph.D at the USC Department of History and became aware of the finds. She collaborated with SCIAA’s Underwater Archaeology Division staffer Mark Newell to write a grant application for further study of the wooden vessel, and the grant was funded by the South Carolina Council for the Humanities.

The vessel lies upside down with a small section of the keel and bottom planking visible in sand and gravel. During the one-week project, the team excavated along the keel and planking to reveal a larger section of the flat-bottom vessel.

According to Deputy State Archaeologist Christopher Amer, the vessel was built entirely of Southern Yellow Pine and was likely between 45 to 50 feet in length and having a beam of approximately 14 feet. During the next few months, archaeologists will piece together the myriad of information recovered from the site (measurements, drawings, and photos) to reconstruct a view of this unique vessel.

A return visit to the site is planned.

News From A-Broad  continued from page 1

fishing, whaling, mining, and other growing industrial needs at the turn of the century. Enough to keep me very busy.

It must be nearing the end of your diving season by now, while mine is just starting. Can you believe our average summer Atlantic water temperature is 52 degrees fahrenheit and everybody always wears wetsuits (a very few even use BCs). It’s the tough African image, I think. The other answer is that diving equipment is very expensive here.

Kakuhle! (Xhose: Goodbye and go well).

Next: Travels around Southern Africa with scuba tanks, tape measures, and baseline stakes.

(Editor’s Note: For all you politically correct types who are jumping up and down over the title to this column, it was Lynn’s idea. Also, we left in her British spellings of words. Both seemed somehow appropriate.)
Part Three

S. C. Shipbuilding In The Age of Sail

(Editors' Note: In the first two installments of this article we discussed the beginnings of shipbuilding in colonial South Carolina, the spread of shipbuilding throughout the colony, and the types of vessels being built by South Carolina shipwrights. In this third and final segment, the materials used in wooden shipbuilding in South Carolina will be discussed.)

By Carl Naylor

The early boatbuilders as well as shipwrights found local woods to be excellent building materials. The massive, naturally-curved live oak for the vessel's main timbers and the tall, yellow pine for planking and deckging were as ideally suited for the small skiff as for the large three-masted ship.

Live Oak and Yellow Pine

The Gazette for 28 September 1765, after noting the vessels presently being built by Carolina shipwrights, claims that "as soon as the superiority of our Live-Oak Timber and Yellow Pine Plank, to the timber and plank of the Northern colonies, becomes more generally known, 'tis not to be doubted, that this province may vie with any of them in that valuable branch of business ..." And, six years later, the Gazette for 8 August 1771 reports that there had been several recent orders for Carolina-built ships from England as "Proof that the Goodness of Vessels built here, and the superior Quality of our Live-Oak Timber to any Wood in America for Ship-Building, is at length acknowledged." Of course, the Gazette's enthusiasm may have been somewhat of an eighteenth-century public relations effort, but there were others with no, or at least less visible, ulterior motives who praised Carolina-built vessels.

Henry Laurens, the owner of many vessels built both in South Carolina and elsewhere, was one who promoted the superiority of the Carolina vessels and the skill of local shipwrights. In 1765 while discussing the cost of shipbuilding in Carolina with William Fisher, a Philadelphia shipowner, he notes that "The difference in the Cost of our Carolina built Vessels is not the great objection to building here. That is made up in the different qualities of the Vessels when built or some people think so." He adds that a vessel built in Philadelphia "would not be worth half as much (the hull of her) as one built of our Live Oak & Pine ..." Writing to his brother James from England in 1774 in reference to acting as an agent in having a ship made in Carolina for a Bristol merchantile firm, he admits his hope that a Carolina-built ship on the Thames would assure that "our Ships built of Live Oak & Pine will acquire the Character & Credit which they truly Merit."

Live oak and pine construction, along with the other popular shipbuilding timbers, were frequent advertising points in a vessel's sale. On 21 May 1754 the South Carolina Gazette ran a typical ad of this sort. It was for the sale of a schooner that would carry 95 to 100 barrels of rice. The ad notes that the vessel is "extraordinary well built, live oak and red cedar timber, with two streaks of white oak plank under her bends, the rest yellow pine."

Live oak was an obvious and common choice for shipbuilding, yet cedar, although immensely less abundant, was also a favorite shipbuilding material due to its ability to resist the infamous teredo worm, also known as the shipworm. In 1779 when the new state sought to have a 42-foot pilot boat made the specifications recommended that "the whole of the frame Except the flore [floor] Timbers be of Cedar."

These woods also made for vessels with long lives. At a time when the average life expectancy of a wooden vessel was about fifteen years, Carolina-built ships boasted usual lives of twenty to thirty years. Once again, we turn to the colonial ship registers for evidence. In 1766, the 20-ton schooner Queenley was registered to trade between Carolina and Georgia. The Queenley was built in 1739 in South Carolina, twenty-seven years earlier. When the 15-ton schooner Friendship was registered for trade in 1773, it was already twenty-eight years old, having been built at Hobcaw in 1745.

For additional evidence we turn to other sources. The South Carolina Gazette ran a story in 1773 that the aptly named 125-ton ship, Live Oak was "constantly employed in the Trade between this Port and Europe." The Live Oak had been built on James Island twenty-four years earlier.

This quality of Southern timber even reached the ears of Alexander Hamilton who wrote in his Federalist Papers that "The difference in the duration of the ships of which the navy might be composed, if chiefly constructed of Southern wood, would be of signal importance ..."

USS John Adams

The high point of South Carolina wooden shipbuilding occurred on 5 June 1799 with the launching of the 550-ton frigate John Adams at the Paul Pritchard Shipyards on Shipyard Creek. The Adams carried twenty-six 12-pound cannons and six 24-pound carronades making her the first U.S. Navy vessel to be armed with carronades.

She was built with a variety of native South Carolina woods. The floor timbers and futtocks were of live oak, the upper timbers were of cedar, the keel and keelson were of Carolina pine, the masts and spars were of long-leaf pine, and the deck beams were hewn from yellow pine logs cut along the Edisto River.

In 1803 she saw action off Tripoli against the Barbary Powers. During the War of 1812 she spent most of her time blockaded in New York harbor. In 1863, at the age of sixty-four, she was ordered (continued on page 8)
Francis Marion's Camp Sought

by Robin Denson

This October, SCIAA began a systematic survey of both the land and rivers surrounding Snow Island in search of Francis Marion's encampment.

Francis Marion used Snow Island in Florence County as a base camp for his partisan band fighting for independence during the American Revolution. From around December 1780 to April 1781, this camp and its surrounding rivers and swamp afforded his troops a safe haven from which to organize raids against British forces occupying South Carolina.

In late March of 1781, a detachment of British soldiers were able to find and destroy the camp while Marion was successfully checking the advance of another British detachment. A contemporary account states that when Colonel Doyle raided the camp, Marion's "stores and plunder" were thrown into Lynches River.

Although Snow's Island has been recognized as a place of historic importance, the exact location of the camp has since been lost. Members of the Underwater Archaeology Division, led by Chris Amer, assisted by surveying the shallow, tree-infested Lynches River where Marion's "stores and plunder" were alleged to have been thrown. No such evidence was found although the divers did find several barrel staves, remains of an old railway line, and a small wooden river craft dating from the turn of the

(continued on page 8)

Training Courses Scheduled For 1994

by Robin Denson

During the first weeks of my temporary appointment as head of the Sport Diver Archaeology Management Program, one thing concerning training and education has become clear—there is a need to offer more training courses at regularly scheduled intervals throughout the year.

Many of you have come forward asking about courses, when and where the next one will run and yet, historically when a course is scheduled, it is often not filled. In an attempt to make scheduling courses easier for you and more economical for us, the following program of training is proposed for next year (1994):

(1) Field Training Schools—a two-and-a-half day course will be offered on the last weekend of every odd numbered month (January 28-30, March 25-27, May 27-29). This course will include the lecture series and pool practical training exercises consistent with the content of the first weekend of previous fieldschools. Participants will be asked to attend a Friday evening lecture, an all day Saturday session, and a somewhat shorter Sunday session ending around 2:00 pm. All successful participants will receive a certificate of attendance from SCIAA and an NAS Part One (optional).

(2) Field Training Projects—On the last weekend of the even numbered months beginning in April 1994, a field project will be undertaken by the SDAMP staff to record and place (on paper) a previously unrecorded site in to the South Carolina State Site Files.

Only Field Training School graduates will be invited to attend, but participation is optional. Participants in the Field Training Projects will be awarded a certificate of completion equivalent to the previous fieldschool certificate and will go away with the knowledge that they have helped to contribute to the management of South Carolina's submerged cultural heritage (the purpose of the S.C. State Site Files).

This is a trial run and if successful, we will continue to schedule courses in this fashion. It is my opinion that participation in training courses can improve the quality of data received from sport divers via the much-dreaded quarterly report. Likewise, the courses will assist you with learning techniques in archaeological recovery and identification of finds.

Courses will be filled on a first come, first serve basis. Each class requires a minimum of twelve and a maximum of twenty participants with sixteen being an optimal number. If you are planning to attend any one of these courses, please send checks made payable to SCIAA for $70.00 and an additional $50.00 payable to NAS (optional) along with the attached form to: Elizabeth Collins, South Carolina Institute of Archaeology and Anthropology, 1321 Pendleton St., Columbia, S.C. 29208.

Field Training Course Registration Form

Name:__________________________

Address:__________________________________________

Telephone:________________________________________

I want to be signed up to attend the SCIAA Underwater Archaeology Division's Field Training Course dated (Circle one)

January 28-30  March 25-27  May 27-29

5
License Check Held On Cooper River

On Sunday, September 12, 1993, staff members of the Underwater Division of SCIAA conducted a sport diver license check on the Cooper River. Nineteen divers were encountered during the day. Fourteen of these were in one group diving with an instructor and collecting under an instructional license. The others were in three groups. Of these other divers only two divers held a current sport diver license, one had an expired license, and two had no licenses at all. The divers with no licenses we shot on the spot. The one with an expired licenses we hung back at the boat landing. (Just kidding). Actually, the names and addresses of those without current license were taken, application forms were handed out, and they were reminded that under the law their finds could be confiscated.

Section 54-7-800-D of the South Carolina Underwater Antiquities Act of 1991 states that “The institute (SCIAA)...

(continued on page 8)

SCIAAA Staff Attends Festival

by Robin Denson

On September 24 - 26, representatives from SCIAA's Underwater Division and members of the SDAMP attended the Charleston Maritime Festival which boasted an attendance of 8,000 to 10,000 persons.

The highlight of SCIAA’s display was Billy Judd’s working models of rice gates and barges which he so expertly manned and operated relentlessly over the tiring three day period. He was assisted by Christine Newell who also manned the display while Chris Amer, Mark Newell, and Bill Barr gave lectures on water craft and ferry landings from South Carolina. The hobby license program was represented through a tag-team lecture presented by Hamp Shuping, Darryl Boyd, and myself that looked at the history of the program, the development of project-based activities and illustrated some examples of projects being undertaken in South Carolina by sport divers. The high quality input and participation offered to SCIAA by Billy Judd, Hamp Shuping, and Darryl Boyd at the Charleston Maritime Festival went a long way towards making our presentations there so successful and rewarding for other members of the public.

Colonoware Being Found

by Carl Naylor

Many divers have been finding a crude form of unglazed earthenware pottery known as colonoware. Just what the heck is colonoware, and who on earth made the stuff?

USC professor of anthropology Leland Ferguson, in Studies in South Carolina Archaeology (SCIAA 1989), notes that colonoware is a broad-based category of pottery, like “British ceramics,” made during the eighteenth and early nineteenth century, mostly by Afro American slaves for their own use on plantations. Colonoware can be distinguished from other forms of prehistoric indian pottery by its smoothed or polished surface and general lack of any decoration.

Recently a type of colonoware has been identified that is believed to have been made by the Catawba Indians living in free indian villages rather than on plantations. This is based on the fact that the Catawba were known to have traveled to the coastal plain to sell pottery in the nineteenth century, and that this form is similar to pottery known to have been made by the Catawba. However, since this connections is somewhat tenuous, Professor Ferguson has suggested this type of colonoware be called “River Burnished” pottery.

The River Burnished differs from the slave-made colonoware in that it is more regular and even in thickness, usually highly polished on the interior and exterior, burnished with a tool that leaves horizontal marks approximately an eighth-inch wide, and sometimes decorated with red painted lines or dots. Also, bowls often flare out at the top (see accompanying photo), and the lips of bowls are usually decorated with small facets or flat areas.

Colonoware Bowl

This colonoware bowl was found recently by diver Jimmy Moss (Photo by Jimmy Moss).
Call For Papers

What: South Carolina Underwater Discoveries '94

When: April 16 & 17, 1994

Where: Litchfield Beach Convention Center (Tentative)

Costs: To be determined and announced in the next Goody Bag

Why: The purpose of this conference is to encourage communication among archaeological divers within South Carolina regarding their activities and projects. Avocational archaeological divers from surrounding states are also invited to present papers.

The tentative conference schedule is as follows: On Saturday, a series of 20-minute papers will be presented by avocational archaeologists and hobby divers (get your papers in now) with a few presentations from state officials. This will be followed by dinner and a keynote speaker to be announced. Sunday sessions will be workshop-oriented with specific topics presented by SCIAA staff and others. Conservation techniques, how to complete site reporting forms, and a series of artifact information workshops will be followed by a final session titled "Beyond Collecting: An Introduction to Project Development."

If you or anyone you know would like to participate by giving a 20-minute presentation at this conference—topics can include project work, specific skills, or any other activities related to responsible collecting—please fill out and return the form below.

South Carolina Underwater Discoveries '94

Name: _____________________________________________

Address: ___________________________________________

Phone: _____________________________________________

TITLE and Brief Paragraph:

__________________________________________________________________________

__________________________________________________________________________

Mail on or before December 31st to: Robin L. Denson, SCIAA's Underwater Archaeology Division's Sport Diver Archaeology Management Program, 40 Patriots Point Road, Mount Pleasant, S.C. 29464 or call (803) 881-8536 for further information.
License Checks

or anyone authorized by the institute may appropriate any artifacts and data that have been collected or recovered as a result of a violation of this article.” SCIAA staff members have never resorted to this type of punitive action and hope it can be avoided in the future through diver cooperation with the requirements of the law.

It had been hoped that more license checks could be performed this year, however, due to personnel changes and other project schedules, this turned out to be the only license check for 1993. Because the divers that have been encountered, both those with and without current licenses, expressed their desire to see us more active in cruising the rivers to check licenses and help identify their finds, next year a series of license checks is planned not only for the Cooper River but also for major rivers in the Beaufort and Georgetown areas.

Marion

continued from page5

nineteenth century. Likewise, the terrestrial survey team found no evidence for a military camp but did manage to locate a colonial site contemporaneous with Marion’s occupation.

Funding for the project was provided by the landowner, Sonoco Products Company, and led by the Cultural Resources Consulting Division of SCIAA under Steven D. Smith. For further information about the project and its findings, please contact Mr. Smith at the Columbia office.

Shipbuilding

continued from page4

continued from page 6

to join the South Atlantic Blockading Squadron off South Carolina. Her long and illustrious career ended in 1867 when she was sold out of the Navy and sent to the breaker’s yard.

Decline of Wooden Ships

The wooden shipbuilding industry declined during the first half of the nineteenth century. This was due to a general economic decline in the state and, of course, the development of steamships and steel-hulled vessels. However, small wooden vessels—yachts, fishing boats, pilot boats, barges, canoes, skiffs, launches, dugouts, batteaux, etc.—were still being constructed and used on the river and coastal waterways of the state. This small boat industry continued into the twentieth century.