



UNIVERSITY OF SOUTH CAROLINA

SOUTH CAROLINA INSTITUTE OF ARCHAEOLOGY AND ANTHROPOLOGY

2 November 2012

CDR Gary M. Thomas, USCG (Retired)
Executive Director
Foundation For Coast Guard History

Dear CDR Thomas,

Please find enclosed a proposal to search for the wreck of the revenue cutter *Gallatin* that exploded in Charleston Harbor in 1813. The proposal seeks \$1,400.00 in funds to launch a week of marine remote sensing survey at the suspected location of the wreck in the harbor. The proposal contains a brief historical and archaeological narrative of the shipwreck and the method to locate the shipwreck. A budget narrative describes the funding needs to undertake the endeavor. If you have any questions, comments, etc. or need additional information please contact me. Thanks again for your interest in this project to uncover the maritime archaeological legacy in South Carolina.

Sincerely,

James D. Spirek
State Underwater Archaeologist
Maritime Research Division

Encls: 1

USS *Gallatin* Search Proposal

By Maritime Research Division,
South Carolina Institute of Archaeology and Anthropology,
University of South Carolina Columbia

Submitted to Foundation For Coast Guard History

Project Narrative:

On 1 April 1813, the revenue cutter USS *Gallatin* exploded off Blake's Wharf in Charleston Harbor. Attempts were reportedly made to salvage the guns from the shipwreck using a diving bell, but apparently these and other salvage efforts were abandoned. Since that time the vessel has presumably lain undisturbed on the harbor floor. For more historical information about USS *Gallatin* please refer to the US Coast Guard's webpage: <http://www.uscg.mil/history/webcutters/Gallatin1807.pdf>.

In 2011, Dr. William Thiesen, historian with the US Coast Guard, contacted the Maritime Research Division to obtain additional historical and archaeological information about the wreck of *Gallatin*. The request for information was related to the USCG's efforts to highlight the cutter's role during the War of 1812. The MRD was familiar with the *Gallatin* shipwreck having obtained historical information about this wreck and many others during a grant awarded in 1998 by the Department of Defense Legacy Resource Management program administered by the Department of the Navy's Naval History and Heritage Command. As the shipwreck was a non-US naval vessel, there was no archaeological work undertaken during the project to determine a location for the shipwreck in Charleston Harbor. Dr. Thiesen requested assistance in determining the location of Blake's Wharf, the historically documented location of where the sinking of *Gallatin* occurred. With help from historians and archaeologists at the Charleston Museum, the location of Blake's Wharf was documented at the southwestern tip of Charleston, adjacent to White Point Park. A 1788 map also pinpoints the location of Blake's Wharf at this location. Additionally, USCG history intern, Christopher Allen-Shinn, undertook a research foray at various Charleston archives in a quest for supplementary historical documents that uncovered several maps of the city from that time period that confirmed the wharf's location.

Having ascertained the location of Blake's Wharf in Charleston Harbor, one potential factor complicates the search for the remains of *Gallatin*. The area of Blake's Wharf has since been completely filled in with various fill material and currently is the site of private homes and Murray Boulevard. The historical information recorded in the newspapers is not specific to the exact location of where the revenue cutter sank other than a general statement of yards off Blake's Wharf. The newspaper accounts also mention that a diving bell was constructed about a year after the incident in an attempt to recover the guns of *Gallatin*. This seems to imply that the vessel sank in deep water. If that is the case, there is a good chance that the wreck lies somewhere off the old site of Blake's Wharf in deeper water and therefore is detectable by the electronic suite of remote sensing instruments possessed by the MRD.

The MRD proposes to spend a week conducting remote sensing operations using our survey vessel equipped with a cesium magnetometer (to locate ferrous-magnetic materials, e.g., cannons and anchors), side scan sonar (to locate acoustic anomalies bearing potential historical/archaeological significance), fathometer, and DGPS. The MRD will then post-process and prioritize any anomalies for further analysis, including deploying a sub-bottom profiler for buried objects likely to reflect the remains of the revenue cutter. A report documenting the project research and findings will be prepared and submitted to the Foundation For Coast Guard

History and the US Coast Guard. The report will also include recommendations for additional archaeological research efforts, e.g., ground-truthing operations to determine the source of potential magnetic or acoustic anomalies possibly related to the remains of *Gallatin*. Please see the accompanying budget to accomplish the tasks.

Proposed *Gallatin* Project Budget

<u>Budget Items:</u>	<u>Cost:</u>
Per diem (2 pers. X \$25.00 per day X 5 days)	\$250.00
Lodging (1 pers. X \$80.00 per room X 1 room X 5 days)	\$400.00
Boat and Generator Fuel	\$500.00
Boat and Generator Oil	\$20.00
Supplies (steering fluid, boat cleaning, data storage, etc.)	\$130.00
Report (preparation & printing)	\$100.00
Total:	<u>\$1,400.00</u>

Budget Justifications:

The budget amount includes per diem and lodging rates for MRD staff based in Columbia to stay in Charleston during the project. Two other MRD staff are based in Charleston requiring no additional meal or lodging allowances, with one Columbia staff member staying with a Charleston staff member to reduce lodging expenses. The estimated boat and generator fuel and oil cost will suffice for covering the survey area off the city in the harbor. Additionally, the category of miscellaneous items includes funds to cover the purchase of boat supplies, i.e., steering fluid, cleaning supplies, and computer cleaning and data storage, i.e., cleaner wipes, CDs, etc. Three spiral-bound reports will document the project's findings and proposed recommendations for additional work if warranted.