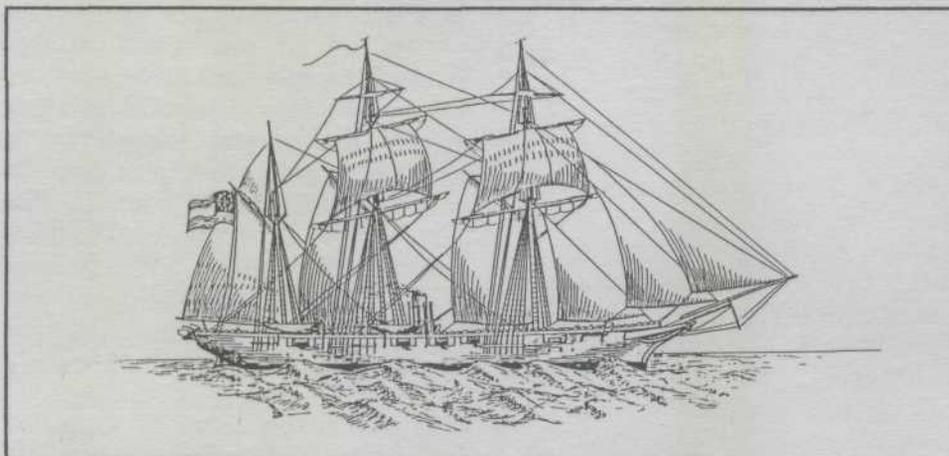


# THE CONFEDERATE NAVAL HISTORICAL SOCIETY NEWSLETTER

Issue Number Six -- February 1991

## U.S. COURT IN NEW JERSEY SEIZES BELL FROM THE C.S.S. ALABAMA

## Alabama Commission To Meet French; Dives Planned For Spring



On January 23rd, the Secretary of the Navy signed a letter authorizing the *C.S.S. Alabama* Commission and its board of expert advisors as outlined in the letter of accord between the U.S. and French governments of over a year ago.

The two U.S. representatives will be Dean Allard of the U.S. Naval Historical Center and Ed Bearss of the U.S. Department of Interior, who will have two French counterparts on the Commission.

The board of expert advisors to the Commission will include Dr. Paul Johnston, Director of Maritime History at the Smithsonian Institution, NOAA representative Ervan Garrison, National Park Service Maritime Historian James Delgado, NPS underwater archaeologist Dan Lenihan, and Naval Historical Center Senior Historian William Dudley.

The Commission expects to meet with its French counterparts sometime late in March, and it is projected that diving on the wreck of the *Alabama* will resume in May, this time as a joint measure between the two countries.

This marks a major step forward in what has been a long, complex, and often disputatious affair, involving interested governments and private parties in France, England, and the U.S., and hopefully will turn out to be a positive precedent for the cooperation of governments in determining ownership and jurisdiction of historical shipwrecks in foreign waters. As far as recovery and preservation of the ship itself, however, this is just the beginning.

At the request of the U.S. Navy, the Department of Justice recently brought suit in New Jersey to recover what is claimed to be the ship's bell of the *C.S.S. Alabama*.

The bell was put up for auction by a New York firm on behalf of collector Richard Steinmetz of Ft. Lee, N.J., who claims to have bought it for \$12,000 in 1979 in Hastings, England. The Navy claims it is government property of great historical interest to the people and improperly in private hands. The 12" tall brass bell, hand-inscribed with the ship's name, has been taken into custody by the Federal District Court at Newark, N.J., pending the outcome of the case.

The history of the bell to date, as Steinmetz relates it, is this:

In 1936, the bell was taken off the wreck by Guernsey salvage diver William Lawson, who subsequently traded it for drinks at a local Guernsey pub. There it remained until the pub suffered bomb destruction during World War II, after which it was taken to another pub in Hastings, where it was used to ring the pub closing

for many years. It was later secured by a London auction firm, from which Steinmetz purchased it for \$12,000 plus the trade of various other historical artifacts.

Subsequently, Steinmetz offered to sell it to the U.S. Naval Academy but was refused. Finally he put it up for auction late last year for a price of \$15,000, though there may have been later offers for as much as \$30,000.

After word of the auction reached William Dudley at the U.S. Naval Historical Center, the Navy asked the Federal Justice Department to halt the auction and seize the bell, based on the assertion that it, and all other Civil War naval vessels and their artifacts on both sides of the conflict, was U.S. Government property.

This follows in the wake of the F.B.I. seizures of artifacts of the *U.S.S. Cumberland* and *C.S.S. Florida* instigated by the CNHS and supported by the U.S. Naval Investigative Service and hopefully indicates a new policy on the part of the Navy to lay claim to sunken vessels of the period and grant them its protection.

## Editorial:

# Likely Hopes, Unlikely Tales

This year sees what we hope will be a major new trend affecting Confederate naval ships and their remains, and a lot of other important historical naval treasures. It began last year when the F.B.I. declared the willingness to seize artifacts taken from historic shipwrecks (the *U.S.S. Cumberland* and the *C.S.S. Florida*) and present the case to the Norfolk Federal Prosecutor. The case is still pending at this time, subject to a final F.B.I. wrapup. It has continued by the Naval Historical Center asking the Federal Justice Department to reclaim the bell of the *C.S.S. Alabama* recently put on private auction. This case is also pending.

The trend, of course, has been for the Federal government to actively step in and take responsibility for protecting treasures of the national heritage that lie on the bottom, both known and as yet undiscovered. This has been further forwarded by the creation of the American Battlefield Protection Program last August which seeks to intercede where sites are threatened and work out compromises where all can benefit and there is a minimum of impingement upon private enterprise and individual rights.

It may seem a simple and obvious thing to do that should have been done long ago, but it is not. The laws and customs surrounding underwater wrecks and private salvage rights concerning historical sites on land and sea have been long-entrenched in favor of the careless interloper who wants (and feels he has a right to) a piece of the action, whatever the consequence. Private lobby groups, from treasure hunters, to collectors, to divers, to salvors, and even to watermen are hard for government bureaucracies to buck, and we feel that it has been courageous

indeed of both the Navy and the Department of Interior to enter these shark-infested waters. Our congratulations and support go out especially to Naval Historical Center Senior Historian William Dudley and Secretary of the Interior Manuel Lujan for being willing to boldly go where others in their place have never gone before. It will be a long road yet, with a lot of court actions, to define what really belongs to the people as a whole in these areas as opposed to those individuals who would personally profit from the people's loss. The officers, associates, and advisors of the CNHS are proud to have been in at the beginning of all this and to have helped start the ball rolling. We hope to remain in close support in the coming years.

We relay the wonderful story of the "Confederate rocket" on the next page not only as an intriguing feature item, but also to point up a moral: there is a great deal remaining to be found out about America's greatest armed conflict, not the least of it technological. How were these ships built? What new inventions were necessary along the way? If mines, submarines, and ironclads, as well as a host of other more or less successful infernal machines were spawned by the War, why not rockets? Or something even more strange, though perhaps less sensational?

It is the record of human ingenuity in the face of adversity that needs to be preserved, both as a lesson and inspiration to ourselves and our children. It can only be preserved by our taking responsibility for it in an organized and authoritative fashion, which we hope the government is now attempting to do. Otherwise the sometimes darkly entropic influence of our sacred personal freedoms may reduce our national treasures into forgettable marketplace trinkets.

## SHA Features WBTS Papers, Special Forum

The Society for Historical Archaeology and the Advisory Council for Underwater Archaeology held their annual conference in Richmond, Va., on January 9-13. Over 300 papers were presented, with a special emphasis on Civil War archaeology and naval archaeology of the Civil War.

The list of presenters was a Who's Who of reknowned archaeologists, historians, museum professionals, and preservationists many of whose specialties impact directly on Confederate naval history. Papers ranged from archaeological surveys and site descriptions to considerations of the economic and political aspects of the managing of shipwrecks, their sites, and their artifacts.

The final day featured a special "Mini-plenary" devoted to Civil War subjects covering a wide-ranging variety of topics before a capacity audience at the Richmond Marriot Hotel.

The presentations were too diverse to even touch on here, but the Civil War material will be published by University of Tennessee Press later this year, and we will let you know when it is available and how to get a copy when it comes out.

This newsletter is published quarterly by The Confederate Naval Historical Society, Inc., the non-profit corporation for the preservation of the maritime history of the Confederacy, for distribution to its Associates. All material ©copyright 1991 by The Confederate Naval Historical Society, Inc. Back issues are \$3 ppd to Associates only. Associate membership in the CNHS is available at the following ranks: Lieutenant (\$20), Captain (\$50), Commodore (\$1000+), and Rear Admiral (\$10,000+). All associates receive a 15"x18" CSN Commission for their ranks, Capt. and above receive special presentations commensurate with their stations. All contributions are tax deductible. CNHS, 710 Ocean Road, White Stone, VA 22578, U.S.A. Phone: (804) 435-0014. Editor: John Townley.

Now It can Be Told!

# THE CURIOUS CASE OF THE CONFEDERATE NAVAL MISSILE

The following seemingly unlikely story came to our attention a few months ago. It originally appeared in the Spartanburg, S.C. Herald-Journal, in 1989 and is here reproduced by permission of its writer, Jerry Williams:

A two-stage rocket during the Civil War? Yes, it's true.

As a last ditch effort to turn the outcome of the war from defeat to victory, the Confederate government hired the world's best physicist and scientist to design such a weapon.

This story is woven around a secret which only recently came to light.

In 1864, Matthew Fontaine Maury, an American scientist noted for his invention of the electrical torpedo and guidance system, was sent to England as a special envoy. Maury, under the cover of his government status, visited the best scientists and physicists of Europe. Time was of the essence. The war was almost lost. These scientist would have to drop everything they were working on and turn their efforts to this project.

Lord William Kelvin of England, an electrical engineer, was given the task of liquefying oxygen. He invented a process so that the liquid oxygen, under pressure, would burn fuel hotter and faster, giving more thrust to the rocket's power plant. But it would take months to produce enough liquid oxygen for the rocket.

Maury then went to Vienna, Austria to meet Dr. Ernest Mach, a noted physicist. Mach liked the idea. He put every man he had into the project.

Maury, having overcome all obstacles in completing his mission, began the task of the guidance system. Such a system had never been attempted before; the odds were great for its failure.

While the best physicists and engineers were hard at work in Europe, the best engineers in America were working equally hard in a shed on the bank of the James River in Virginia.

In March 1865, the rocket, bound for the launch pad on the James River, was pulled through the streets of Richmond. The launch pad had been prepared months earlier. Men from the Torpedo Bureau had dug a deep hole in the ground at the launch site. The hole was fitted with barrels from naval guns. A powder charge was placed in the bottom of the barrels. Everything was ready and waiting for the steel rocket.

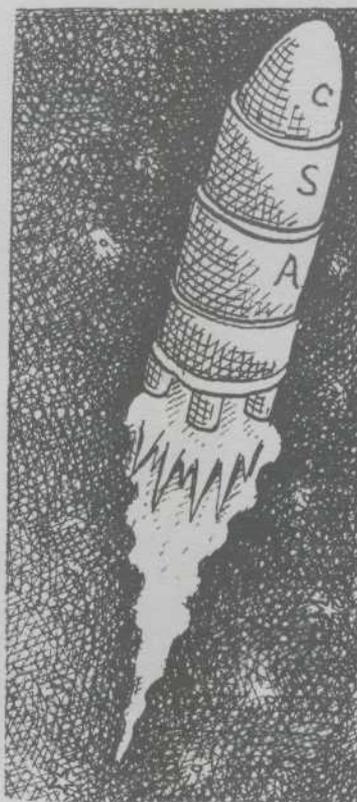
The fuel and turbine arrived on time. The ship which carried them had to slip into the James

River at night to evade the federal ships which blocked the ports.

After a few minor difficulties, the rocket was ready. The day of the launching came.

President Jefferson Davis and other Confederate government officials signed their names on the nose cone. The cone was also engraved with the initials C.S.A.

Before the firing of the rocket, scouts were placed 100 miles alongside a line from the launch pad to



Washington, D.C. -- the first rocket-tracking stations on record. Each scout was equipped with a telescope, compass, and map.

The moment of truth came when the switch was thrown. After the initial blast, from powder deep in the ground, the rocket rose. The turbine, fed with fuel and liquid oxygen, ignited. At about 500 feet the first stage broke loose and fell toward earth. The rocket soon disappeared in a northwesterly direction.

It had worked.

The first stage was returned to the launch site. It would be used to send another rocket into the heavens, if the war continued long enough.

The engineers waited for the scouts to report. All that day no word was heard. The next morning one of the scouts came to inquire about the rocket. "Has

it been fired?" he asked.

Over the next three days scouts came to the launch site. No one had seen the rocket pass, and it had not reached its target.

What happened? No one really knows. The rocket was never found. Wherever it is, it would be quite valuable.

It would, indeed. If this sounds like a blend of Jules Verne and the *National Enquirer*, it probably is. Yet, as often with embellished unlikely stories, there may be a kernel of truth.

One is immediately put off by a variety of gross impossibilities, which may have been introduced by the author to make a good story out of sparse information. Oxygen, for instance, was not liquified until 1877, and then in only miniscule amounts. Torpedoes (in the Civil War sense) didn't have guidance systems, since they were floating mines, nor did the CSN have anything called a "Torpedo Bureau." Gas turbines, oddly enough, had been around as an experiment since 1791, though not developed enough for use until the 1870's. And, of course, not even Wilkinson or Maffit could have run the solid blockade of Union ships (not to mention Confederate obstructions) in the James River in 1865.

Nevertheless, Maury was in Europe at the time, and Kelvin and Mach would have been the right folks to speak to about the project. Perhaps a project akin to this really was attempted. Williams says he got the story through a letter from Germany by a descendant of one of Mach's assistants on the project. Further inquiry at Tredegar Iron Works, where the device was assembled, revealed that such a story had been common among the archive people there, but there was no way to confirm it, as the relevant records had been lost in a fire in the 1930's. Williams says the U.S. Jet Propulsion Laboratory showed interest in the story and is investigating it. We would like to hear more -- stranger things were known to happen during the recent misunderstanding...

## Where They Lie:

# C.S.S. Tallahassee

By Kevin Foster

The middle of the 19th century was a time of tremendous advancement in science and technology. Some of the greatest advances were made in marine propulsion. The most innovative propulsion system of the 1860's utilized independent twin-screw propellers. The leaders of twin-screw technology were John and William Dudgeon. They established the Sun Iron Works, a marine engineering firm at Millwall, London, in the 1850's. The Dudgeon brothers established a reputation for constructing advanced engines, and in 1862 they constructed a shipyard to build hulls as well. The yard was on the Isle of Dogs across from the present National Maritime Museum at Greenwich. Their first ship was the 150-foot long, independent twin-screw *Flora*, designed as a China Sea opium clipper-steamer. While she was being built, a more lucrative trade appeared. *Flora's* owners sent her to run the American blockade rather than to the China coast. Thus *Flora* became the first twin-screw steamer to cross the Atlantic Ocean.

*Flora* ran the blockade at least eight times and received a great deal of attention following her successes in running the blockade. She was 150 feet long in keel and forerake, 161.3 feet "aloft" or overall, 22.5 feet in beam, 12.4 feet in

depth of hold, and had a 9 foot draft. A Royal Navy admiral said *Flora* "laughed at her adversaries; all the craft that have chased her on the American coast have been left behind." The Dudgeons quickly received orders for seven more sisters to *Flora*. They were faster, more maneuverable, and more economical than similarly-sized sidewheel blockade runners. For instance, *Kate*, the second Dudgeon twin-



screw, burned only eleven tons of coal in 24 hours, much less than most sidewheelers which required thirty tons a day.

The Dudgeons followed *Flora* and her sisters with larger twin-screws. The largest of the early twin screw blockade runners was named *Atalanta* after the fleet-footed princess of Greek mythology. She was similar to the *Flora* class, but longer, with more powerful engines and a plain vertical stem. Her powerful boilers required two funnels rather than the single funnel of earlier Dudgeon vessels.

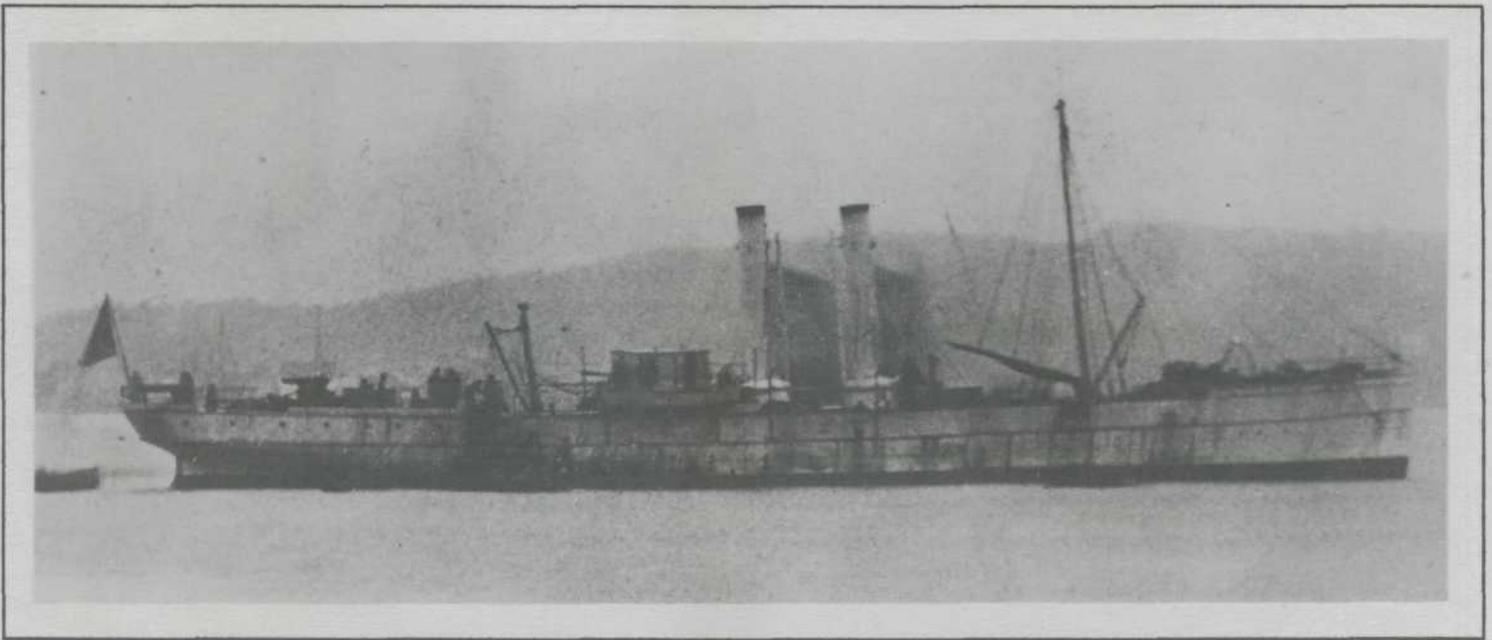
Like her legendary namesake, *Atalanta* was able to outrun any pursuer. By July 1864 she had run the American blockade eight times. The Confederate Navy department purchased *Atalanta* after she proved herself in commercial service. The Navy then converted her into the 2nd class gunboat C.S.S. *Tallahassee*. She was armed with a 100-pounder rifle, a 32-pounder rifle, a 30-pounder Parrot rifle, and a brass howitzer.

*Tallahassee's* commander was Lt. John Taylor Wood, CSN. He led her on a very successful raid on coastal shipping along the New England coast. On her first cruise in August 1864, she captured and destroyed 26 vessels ranging from a pilot schooner to a full-rigged down-easter. Wood also allowed five prizes to go free on bond, carrying the officers and crew of sunken ves-

sels.

The cruise took *Tallahassee* the length of the United States Atlantic coast and thoroughly panicked Northern shipowners and coastal residents. A large fleet of hastily chartered vessels was unable to locate the troublesome raider. She lingered briefly on the doorsteps of New York and Boston before heading to Halifax, Nova Scotia for coal. Wood was forced to return directly because the ship had only enough coal to reach Wilmington.

When *Tallahassee* returned to Wilmington her name was changed to C.S.S. *Olustee* and her first lieu-



*C.S.S. Tallahassee* at Halifax, Nova Scotia -- photo taken August 18, 1864.

tenant, William H. Ward, succeeded to command. Ward captured six more large vessels on a cruise in early November 1864. He attempted to attack transports at the mouth of the Chesapeake but was spotted by *U.S.S. Sassacus*, a double-ended gunboat. *Olustee* managed to lose *Sassacus*, only to be spotted by *Margaret and Jessie*, *Lilian*, and *Banshee*, three swift Union cruisers

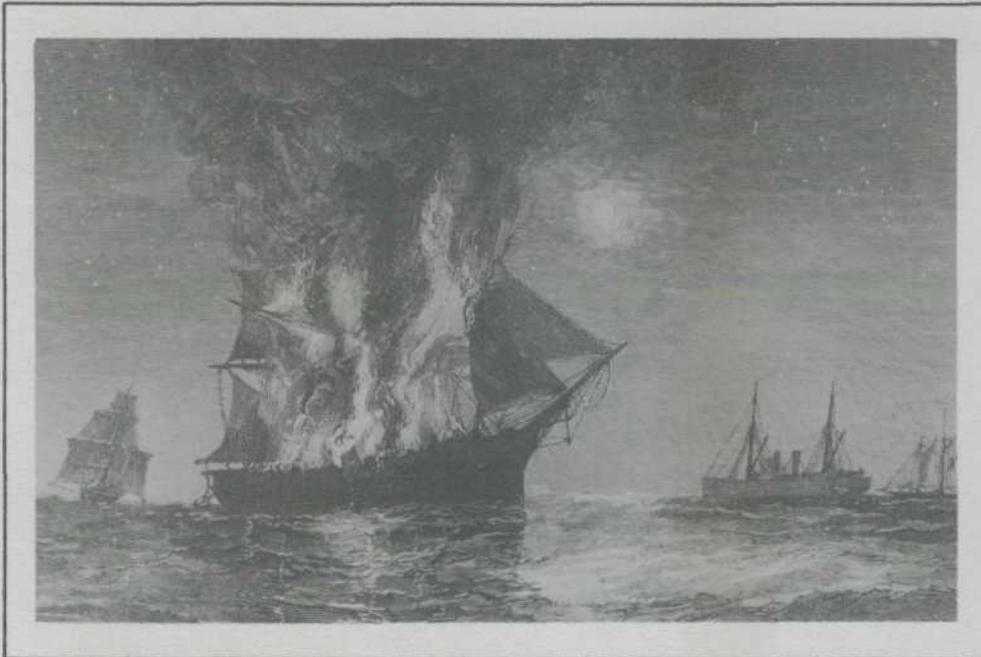
made from captured blockade runners. The chase lasted until *Olustee* was safe under the guns of Fort Fisher at the entrance to Wilmington.

After the coastal raids, *Olusae* was kept bottled up at Wilmington. The presence of *Olustee* in the river at Wilmington attracted so many additional blockading vessels that raiding was discontinued. *C.S.S.*

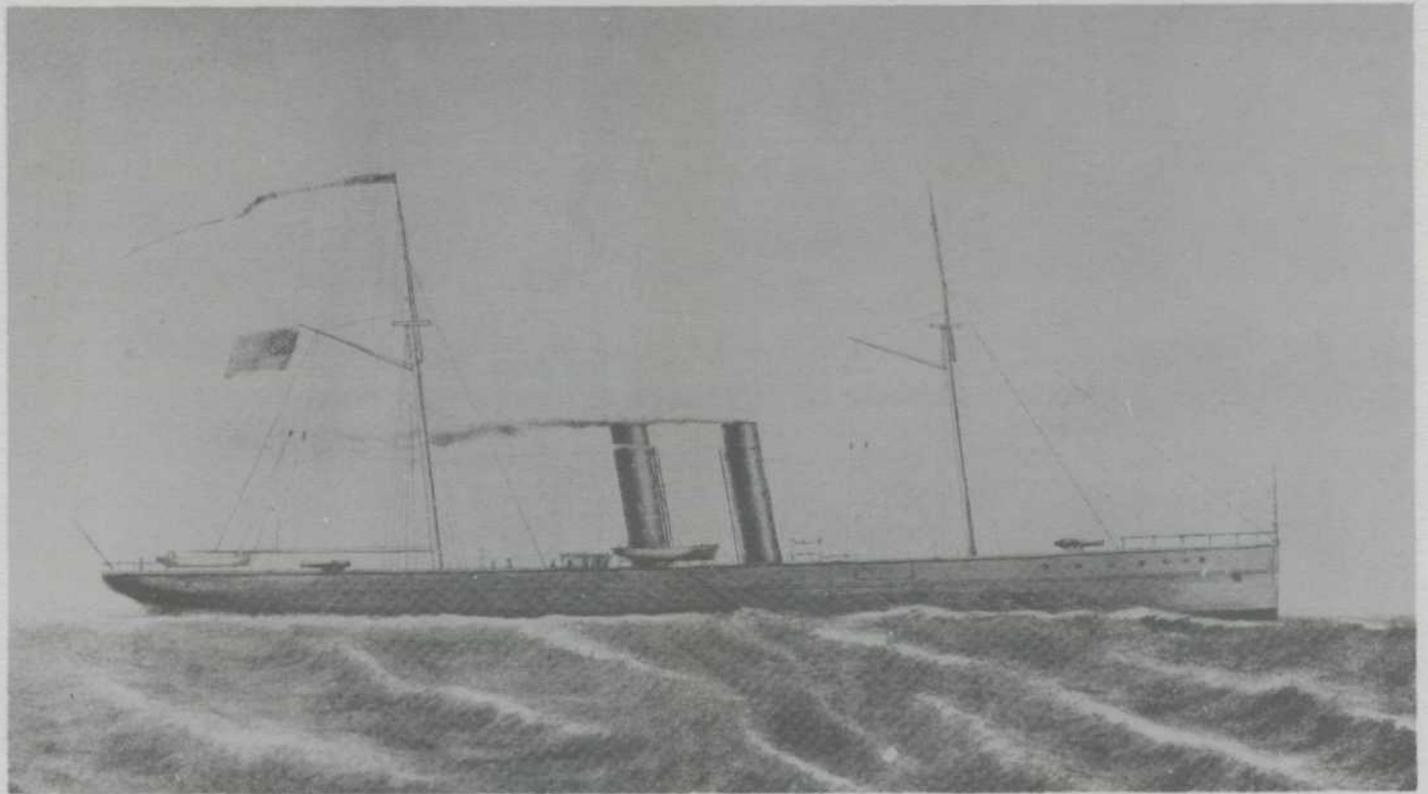
*Olustee* was converted back to "peaceful" blockade running to ease the pressure on the other blockade runners created by the increased blockade fleet. Her papers were "whitewashed" to allow the vessel to sail as a merchant ship. As a born-again blockade runner her name was changed again, aptly to *Chameleon*.

The Dudgeons closely followed news of the career of *Atalanta*. They described her construction and career in 1867:

"The *Atalanta* was designed for a blockade runner. She was 546 tons and 200 horsepower, a very long vessel, and had very fine lines. On her trial trip she made 15 knots, the engines indicating 1,220 horsepower (attained by four cylinders 34-inch diameter by 21-inch stroke; steam 29 lbs.; vacuum 25 1/2 inches; revolutions 120). The midship section was 160 square feet, the displacement 510 tons, and the consumption 26 cst. per hour. Later there was a race between her and the *Queen*, one of the Dover Railway Company's boats, and she beat her adversary by half an hour on the short run from Calais to Dover, taking only 77 minutes, while the *Queen* took 107 minutes. She run



The *Tallahassee* burns a prize -- from a contemporary newspaper.



A painting of the *Tallahassee* under full steam.

[sic] the blockade a great many times, but was taken possession of by the Confederate Government and transformed into the cruiser *Tallahassee*, and did good service as such. She is still in existence."

*Chameleon* attempted the blockade twice under Captain John Wilkinson, CSN, an experienced blockade runner. *Chameleon's* last blockade running voyage began on January 19, 1865, from Bermuda with a load of provisions for the armies in Virginia. When she arrived within the Wilmington bar after passing the blockade fleet, *Chameleon* signalled the shore, only to discover that the fort had been captured by Union forces. Wilkinson immediately turned her about and steamed back out through the Union blockading fleet. *Chameleon* reached Nassau critically short of coal but with desperately needed cargo. Wilkinson immediately coaled ship and headed for Charleston with his cargo of foodstuffs.

There he found that most of the Wilmington blockading fleet had been added to that previously guarding Charleston. Once again, *Chameleon* was prevented from landing her cargo and forced to return to Nassau.

The captures of Wilmington and Charleston put a large fleet of blockade runners out of business immediately. Ships under the Confederate flag, such as *Chameleon*, would soon be without a country. Some runners at Nassau headed for the Gulf of Mexico for a last desperate attempt to run the blockade there. Others, drawing too much water to be useful in the Gulf, steamed for Great Britain. *Chameleon* landed her cargo of provisions at Nassau and sailed for Bermuda on March 22nd, arriving on the 24th. She coaled and sailed the same day for Liverpool.

When she arrived in Britain, *Chameleon* was seized by the British government. She was re-

registered under her original name *Atalanta* and sold at auction. Her new owners renamed her *Amelia*. The United States Consul sued for possession and the ship was turned over to the United States government as successor to the Confederate government and property. The United States government then auctioned her off at Liverpool. In September 1866, Prioleau, the Liverpool agent for Fraser, Trenholm and Co., the ostensible owners, sued to have *Tallahassee* returned to the company but lost the case. The sale was allowed.

A Far-Eastern steamship company bought her and renamed her once again. She was rigged as a brig and sent to the Japanese coast in March 1867. As *Haya Maru*, Japanese for "fast ship," the former *Tallahassee* sailed along the Japanese coast carrying passengers and cargo. On June 17, 1869, *Haya Maru* wrecked on the coast of Hon-

shu while on passage between Yokahama and Hioga. She tore out her bottom on a steep underwater pinnacle ironically named Plymouth Rock. Twenty-two lives were lost including that of the captain. It is not believed that the wreck has been located and explored. Inquires to several Japanese maritime historians have not yet yielded answers. Any further information as to her present condition is eagerly sought from CNHS associates.

*Atalanta* was a successful blockade runner, passing between Wilmington and Bermuda eight times. As *Tallahassee* her short career as a commerce raider was also very successful. She ranks second only to *Alabama* in number of ships taken and fourth in tonnage among the Confederate cruisers. She captured thirty-four vessels and bonded five.

### THREE NEW BOARD MEMBERS JOIN CNHS; TWO FOUNDERS AWARDED LIFETIME STATUS

The Board of Directors of the CNHS has acquired three new members as of its meeting February 24, 1991. All three were already close associates on its Board of Advisors. They are Dr. Paul F. Johnston, Curator of Maritime History at the Smithsonian Institution, William S. Dudley, Senior Historian at the U.S. Naval Historical Center, and Dr. William N. Still, Jr., Director of the Program in Maritime History and Underwater Research at East Carolina University. All will serve as Vice-presidents, along with current members John Townley (Pres.), Kevin Foster (VP) and Christine Townley (Sec-Treas).

Leaving the Board were founding members Michael Higgins and Roger DeMik, who were made Lifetime Associates for their invaluable contributions to the Society and their tireless work on behalf of the C.S.S. *Alabama* and its international position as a U.S. historical treasure.

## Research, Requests, & Comments...

Dear Sirs:

You are absolutely right when you say that the Civil War was not fought solely to free the slave. However, it was fought *because* of the slave. [see last issue's editorial]

The schism between North and South began to open in 1819, when New York Congressman James Tallmadge attached an anti-slavery amendment to a Missouri statehood bill. "You have kindled a fire which all the waters of the ocean cannot put out," Howell Cobb of Georgia told Tallmadge, "which only seas of blood can extinguish." The amendment was defeated in the Southern-controlled Senate, and the Missouri Compromise was born. But the fire did not go out.

During the Mexican War, a war fought by a Southern president to obtain Southern (slave) territory, North and South became more estranged. Pennsylvania Congressman David Wilmot attached an amendment to an appropriations bill that would have excluded slavery from any territory acquired as a result of the war with Mexico. This amendment was also defeated, but the Wilmot Proviso would become the basis for the formation of the Republican Party.

By 1853, over 300,000 copies of *Uncle Tom's Cabin* had been sold. This book, whose author Lincoln called, "the little lady who made this big war," vitalized Northern abolitionism. By the end of the decade, Northerners generally found slavery to be repulsive and completely unacceptable -- anywhere.

In 1854, the Kansas-Nebraska Act nullified the Missouri Compromise and brought popular sovereignty to Kansas. Blood began to flow as pro- and anti-slavery forces rushed to Kansas and clashed. The entire nation was horrified, while each side blamed the other. The murders of five pro-slavery men at Pottawatomie Creek marked the emergence of John Brown.

In 1859, John Brown led an attack on Harper's Ferry, Virginia, in hopes of starting a slave rebellion. Brown's capture and execution pleased the South, but the Northern response was different. Many Northerners considered Brown a martyr. The South was appalled that such a bloody killer could be canonized so.

By Lincoln's election in 1860, the fire of which Howell Cobb had spoken more than forty years earlier was a full-fledged conflagration.

Slavery was the cause of each of these crises and it was *the* cause of the Civil War. The war was not fought for reasons of unequal political power between North and South. The South had always had tremendous political power even when it did not control the houses of Congress. For decades before the War the South used the threat of secession in order to obtain what it wanted.

The Civil War produced many great Southern men and women. It is not necessary to deny secession's basis in slavery in order to admire the South's history of courage, valor and devotion to cause.

--Stephen M. Maloney  
Captain, CNHS

*Your points are well-taken, but I would phrase it perhaps a little differently: slavery was perhaps more excuse than cause of a war between two cultures that had been in conflict in society and on the battlefield for many hundreds of years previous in Britain. The similarity of the Battle of Gettysburg to the Battle of Culloden (and many more before it) may run more than tactics deep. I highly recommend Professor Gerald McWhiney's Cracker Culture for excellent and rigorous elucidation on the background of these matters.*

*The issues over which wars are fought are often not their true causes, which is what makes them so*

## Research, Requests, & Comments(cont'd)...

*hard to avoid. It is very likely that slavery, as in the rest of the world, would have died out within a generation in the South -- so if that was the true cause of the War, then the War was indeed fought in vain, as its aftermath condemned former slaves and their descendents to the worst social and political situation of any country that abolished slavery by any means.*

*I believe that the conflict had far deeper roots, and but for the overwhelming of our original cultural polarity by the subsequent immigration of a wide variety of other cultures, we might still be fighting that sad stand-off today... -- J.T.*

Dear CNHS,

Would you consider placing the following in the newsletter, when space is available:

"LOUISIANA STATE NAVY -- require information for upcoming study of this service -- LaSN uniform, organization, documents, sources, etc. Also the service career of Beverly Kennon, L.S.N., and a photo/sketch and service of Lt. Alexander H. Warley, CSN (Manassas, New Orleans, 1862.

--Trevor J. Vaughan-Williams,

Lieutenant, CNHS  
15 County St., HILLCREST, South  
Australia 5086, Australia, (08) 261-  
4331.

Gentlemen,

I'm seeking information on a Norwegian by the name of Steeson, who served aboard the *C.S.S. Alabama* and fought at Cherbourg. He is alleged to have been among those picked up by the *Deerhound* and probably joined from a captured prize crew. Can you (or any of your members) confirm this, and possibly furnish additional details about this Steeson?

Also, if you happen to come across references to a Norwegian in the Confederate Navy (some are reported to have served aboard the *C.S.S. Morgan*, for instance), I would appreciate any information you can provide.

--Lars Gjertveit

N-4692 Rysstad, Norway

*Sinclair, in his crew list in "Two Years Aboard the Alabama" does not list a Steeson, though there is a Charles Stetson that came aboard in November 1862, nor does the ORN's crew list of the Morgan offer any immediately Norwegian-sounding names. Hope someone writes you with more helpful information...*

Dear Folks,

Here's my membership renewal - I find the newsletter very education and interesting but dislike the barbs continually thrown at amateur archaeologists and/or collectors. Yes, there are many cases of destruction of valuable sites, etc. by them, but with the slow speed with which professional archaeologists move and the general lack of funds to support their work I'm not so sure the amateurs haven't added more to our knowledge of the period.

There's no question that the educational literature that serious collectors have generated far outnumbers the output of the professionals. The point I'm trying to make is there is a place for all of us in the study and preservation of history and the artifacts generated by its participants, so let's all try to put aside our prejudice and communicate together and the end product will be the better for it as each group had a lot to offer to the others if they will just open their minds and accept it.

-- Lewis Leigh, Jr.

*Communication is the keyword, as was expressed so well in archaeologist Lynn Harris's excellent piece in newsletter #4...*

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