

# The North Made New, The South Made Do

**Objectives:** Students will examine and study a range of primary and secondary documents. They will practice their reading skills. Elementary age students will select appropriate portions of the documents to use to write narratives. Middle and high school students will use the documents to support or refute case arguments they put forth in written form.

**Materials:** Copies of handouts (pages 3-17) for students to examine. (Consider making one or more group sets if it is too costly to make enough copies for each student.) Paper and pencils/pens for each student.

**Procedure:** Provide class with background information. Explain instructions (p.2). Distribute handouts. (Younger students can focus on reading age-appropriate handouts. When students have completed the assignment use the following class session to have students share their work. Discuss with class the various handouts and details about each.

## **Georgia Performance Standards:**

CCGPS ELACC4L1

CCPGS ELAGSE5W3a-e

CCGPS ELAGSE6W1 a-e

CCGPS ELAGSE8W1 a-e

CCPGS ELAGSE7W1 a-e

CCGPS ELACC9-10W1a-e

Social Studies Skills Matrices

Map and Globe Skills 7, 8, 12

Information Processing Skills 1, 5, 6, 11, 15

Reading Standards for Literacy in History/Social Studies

L6-8RHSS1

L6-8RHSS2

L6-8RHSS7

Writing Standards for Literacy in History/Social Studies, Science

L6-8WHST1 a-e

## **Background**

The CSS *Georgia* was an ironclad vessel constructed in Georgia by the Confederacy in 1862. Ironclads were sheathed in iron in an attempt to protect them from enemy vessels firing upon them. Ladies from across the state and the south raised money to fund its construction. The vessel was built of wood and iron railroad rails. This made it too heavy to be propelled by its engine, so the CSS *Georgia* sat in the Savannah River defending the city until December 1864 when Union Major General William T. Sherman took the town on his March to the Sea. Confederate troops sunk the vessel so Union troops would not get it. Several years after the Civil War, and several times during the 20<sup>th</sup> century, attempts were made to salvage parts of the wreck. During this time, the U.S. Army Corps of Engineers (USACE) dredged the river repeatedly to make the channel deeper. In 2015, the USACE hired underwater archaeologists to excavate the CSS *Georgia* wreck.

This was done so that the Savannah River channel could be dredged five feet deeper to allow larger ships coming through the Panama Canal to enter Savannah's port.

Historic archaeologists use a variety of primary and secondary documents to learn more about sites they are studying. Archaeologists working on the CSS *Georgia* examined nineteenth century newspapers, maps, images, and government records to learn more about the shipwreck, its construction, and details about who constructed it and why. Examples of some of these primary sources are included in this lesson plan.

# The North Made New, The South Made Do

Students use the handouts (pages 3-17) to complete the activities below. Grade levels are suggested next to each, but activities can be used by age and abilities as deemed appropriate by teachers.

## **4<sup>th</sup> Grade**

The local librarian has asked you to write a short story about the CSS Georgia ship that the library can display during History Month. The librarian wants three paragraphs, one for each chapter of the book. He wants you to write it from your point of view, in first person (using "I"). He also wants you to pretend that you are a time traveler. So Chapter 1 would tell about how you went back in time to when the CSS *Georgia* was being built and used. Chapter 2 would be the present tense and tell about how you are at the dive site learning what underwater archaeologists are doing. Chapter 3 would be about how you will travelling to the future to see the museum where the CSS *Georgia* artifacts will be exhibited and what scientists will have learned from the archaeology. Use the handouts to gather information for your story. Don't forget, the librarian will expect you to use good grammar, including pronouns, adjectives in proper order, correct prepositional phrases, complete sentences and correct spelling! He also wants you to write your story in cursive writing.

## **5<sup>th</sup> Grade**

5<sup>th</sup> Graders- Start with the 4<sup>th</sup> grade activity above. The Librarian knows that you are in 5<sup>th</sup> grade, however, so expects more of you. He wants your story to have dialogue and a few characters. He thinks you should add some juicy descriptions and details, along with concrete words and phrases. He also expects a good ending. And don't forget, your short story should have a main title and subheadings, as well as illustrations. What a great book that will be!

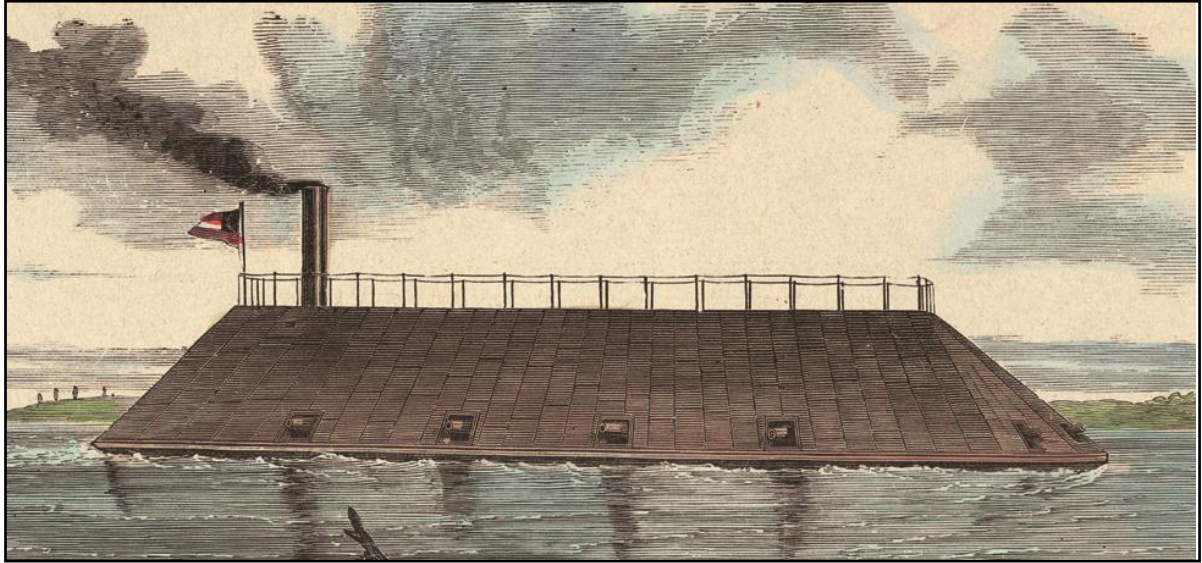
## **8<sup>th</sup>-10<sup>th</sup> Grade**

Imagine that you are an attorney in the year 1866. One morning Mrs. X asked to hire you to sue the Ladies Gunboat Association for damages saying the CSS *Georgia* was an overpriced failure. That afternoon, Mrs. Lamar with the Ladies Gunboat Association came to your office worried that the organization would be sued and asked if she could hire you to represent the group. You decide the only way to make a fair decision is to look at both sides of the case, to determine whether you should represent Mrs. X or the Ladies Gunboat Association. To do that, you will use the handouts to do the following:

Write a cohesive document introducing the claims and any opposing claims, establish evidence for the claims and counterclaims, maintain an appropriate style and objective tone, and provide a concluding statement or section that follows from and supports the argument presented.

Don't forget to cite the sources of your information!

# The North Made New, The South Made Do

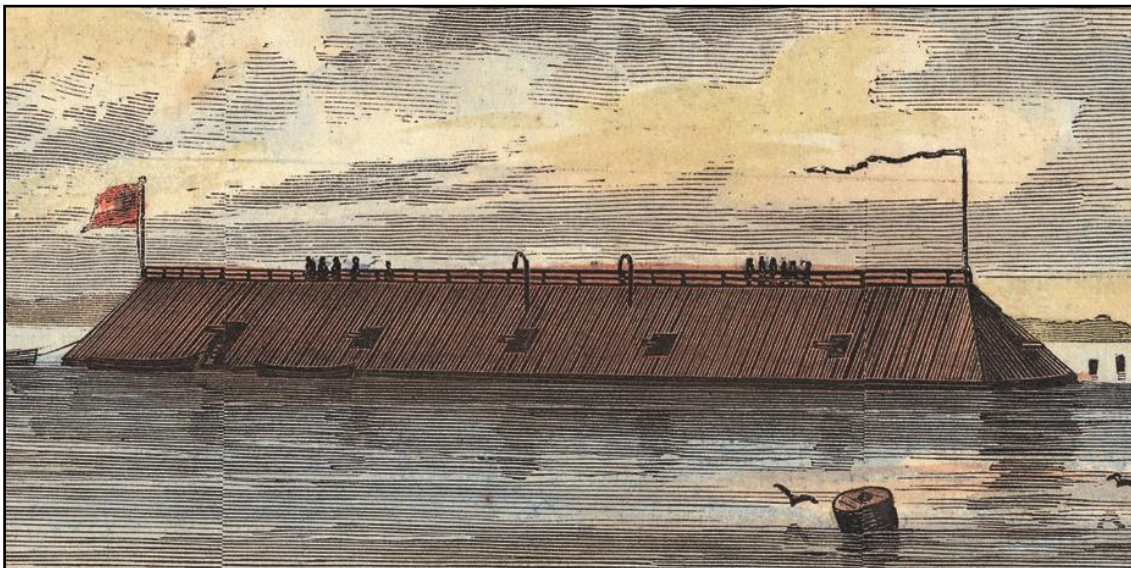


## What did the CSS Georgia *REALLY* look like?

The engraving above shows four guns near the water line on one side and at least two at the bow (at right end). But the iron plating on the sides is not the correct shape or dimensions to be the railroad rails that was used to sheath it (*Frank Leslie's Illustrated*, December 27, 1862).

The engraving below gives the ship five guns on one side and one at the stern. It does depict the iron as long railroad rails (*Harper's Illustrated*, February 14, 1863).

*Which engraving is correct? Is either one totally correct or totally wrong? Are primary documents always correct? How could you determine what the ship really looked like?*



# The North Made New, The South Made Do

## THE GEORGIA GUNBOAT FUND.

The suggestion that the ladies of Georgia contribute to build a gun boat is being responded to by the patriotic ladies of Augusta and its vicinity with characteristic promptness and zeal. The influence produced by the noble and untiring efforts of the ladies in this holy war for southern independence cannot well be over estimated, a cause so enthusiastically favored by them will never fail.

It must and will inevitably triumph.

Below are the subscriptions received at this office yesterday. Most of them are accompanied by the expression of a desire that the gunboat shall be named in honor of the veteran and gallant Tattall:

AUGUSTA, GA., March 10th, 1862.

JAMES GARDNER, Esq., Editor—

Sir: I saw in your paper of the 9th inst. from the *Macon Telegraph*, that the ladies of Georgia contemplate raising a fund for the purpose of building a Gunboat for our gallant Commodore Tattall. I do not remember to have seen anything within the last six or seven months the perusal of which has afforded me such real pleasure. I herewith enclose twenty dollars (\$20) with a hearty prayer for the early and complete success of the project.

I am very respectfully &c.,  
Mrs. ROBERT H. MAY.

Handed in by Mr. Josiah Sibley.

JAMES GARDNER, Esq.:

Enclosed you will find \$20 (twenty dollars) for the Georgia Gunboat, which I hope will bear the name of our brave Tattall.

Augusta, March 10th, 1862.

Mrs. Dr. John Carter, \$5.00.  
Mrs. Dr. J. B. Walker, \$10.00.  
Miss Virginia L. Walker, \$5.00.  
Miss Mary E. Walker, \$5.00.  
Miss Lucy M. Walker, \$5.00.  
Mrs. James Gardner Jr., \$20.00.

AUGUSTA GA, March 10th, 1862.

COL. JAMES GARDNER—Sir: Enclosed you will please find five dollars (\$5.00) to aid in building the gunboat. I hope the ladies of Georgia will come forward in this, as they have in every instance when they have been called on.

Very respectfully yours, &c.,  
MR. J. W. MOORE.

AUGUSTA, GA, March 10th, 1862.

MR. JAMES GARDNER—Sir: Enclosed you will find \$200, to aid in building the gunboat.

Yours respectfully,  
MR. A. A. CALHOUN.

March 11, 1862 *Daily Constitutionalist*  
Augusta, Georgia

From the *Savannah Republican*, July 8.

## TO THE LADIES OF GEORGIA.

The Commissioners and Treasurers of the "Ladies' Association for the construction of a Gunboat" or an Iron-clad Floating Battery, for the defence of the harbor of Savannah, having completed the work entrusted to them, beg leave to make the following report:

They were induced to give the preference to a "Floating Battery with propellers," over a "Gunboat," as being more readily constructed with the means at their command, and also as being more efficient under the present condition of the river. The Floating Battery is now ready for any service that may be required, and it has been pronounced by military and naval men of intelligence as a complete success.

To your patriotic and noble efforts, Ladies of Georgia, is the port of the city of Savannah indebted for this powerful engine for its defence against the hateful foes who are committing depredations upon our defenceless coasts. Could it have been completed before the capture of Fort Pulaski, the loss of that fortress would not have occurred. We believe if the enemy should now attempt an attack by water, they will meet with such a reception from the powerful guns of "The Georgia Ladies' Iron-clad Battery" as will convince them that a country where the women are so decidedly intent upon resistance, cannot be conquered.

To the officers of the army, engineers, mechanics and other citizens, who have so faithfully superintended and labored, some of them gratuitously, to bring the Battery to its completion, we tender our thanks.

In transferring to the Navy Department the control of the Battery and appurtenances, the right was reserved by us to select a commander from the officers of the Confederate States Navy. Lieut. J. Pembroke Jones, of the State of Virginia, having been warmly recommended as possessing the requisite qualities for such a command, was selected, and immediately commissioned by the Navy Department.

The armament of the "Georgia" consists of ten guns of large calibre. It had been our wish to name each of these guns for a lady, and have the names painted thereon, but it was found so difficult to make selections where all were entitled to distinction for their devotion to the righteous cause in which we are engaged, it was, therefore, thought best to name the guns for the cities and counties of the State from whence the largest donations had been received. The names are as follows: Augusta, Savannah, Macon, Columbus, Athens, Griffin, Wilkes, Milledgeville, Thomasville, Sumter.

As soon as all the bills for the construction of the Battery shall have been settled and paid off, the Treasurers will furnish their account of the receipts and expenditures.

July 8 & 9, 1862, *Savannah Republican*  
Savannah, Georgia

# The North Made New, The South Made Do

## FOUNDING MEMBERS OF THE LADIES GUNBOAT ASSOCIATION

Mrs. Henrietta Y. Cohen	Wife of Octavus Cohen, <b>merchant</b> and factor
Miss R. Cohen	Probably Rachel Cohen, daughter of <b>merchant</b> Isaac Cohen and cousin of Virginia Sheftall (Cohen)
Mrs. Lamar (wife of Charles Lamar)	Caroline Lamar, wife of <b>merchant</b> Charles A.L. Lamar
Mrs. Fanny Y. Levy	Wife of Jacob C. Levy, <b>merchant</b>
Mrs. Frances S. Lewis	Wife of John N. Lewis, <b>merchant</b>
Mrs. Virginia Sheftall	Could be Virginia S(heftall?) Cohen, cousin of Rachel Cohen and wife of <b>merchant</b> Moses S. Cohen, partner of Isaac Cohen
Mrs. Ann L. Smith	Wife of William H. Smith, <b>cotton merchant</b>
Mrs. G. Wade	No "G." Wade is listed. However, could be wife of <b>merchant</b> E.C. Wade or <b>merchant</b> Seaborn H. Wade
Mrs. Eliza C. Wayne	Wife of Thomas Smythe Wayne, <b>merchant</b>
Mrs. Williamson	Possibly Julia C. Williamson, wife of <b>merchant</b> John Williamson
Mrs. Sara Anderson	Actually Sarah McQueen Williamson Anderson, wife of <b>Colonel</b> Edward C. Anderson <sup>16</sup>
Mrs. Gilmer	Louisa Fredericka Alexander Gilmer, wife of <b>General</b> Jeremy F. Gilmer <sup>17</sup>
Mrs. Mackall	Probably Amenta Elizabeth Douglas Sorrel Mackall, wife of an <b>army general</b> <sup>18</sup>
Mrs. Florida F. Fish	Wife of <b>Dr.</b> John D. Fish
Mrs. Jane Read	Wife of <b>Dr.</b> James B. Read
Mrs. Mary W. Lincoln	Wife of William W. Lincoln, <b>druggist</b>
Miss Elizabeth G. Basinger	Unmarried sister of <b>attorney</b> William S. Basinger
Mrs. M.L. Stoddard	Wife of John Stoddard, <b>planter</b>
Mrs. Louisa A. Walker	Wife of Robert D. Walker, <b>master marbler</b>
Miss Frances Minis	Unmarried
Mrs. Beale	Unidentifiable
Mrs. Parker	Unidentifiable

Historians looked in the 1860 Federal Census and the Savannah City Directory and found the names of all but two of the women above. They discovered that all 20 ladies they found in the records who were founders of the Ladies Gunboat Association, were members of Savannah's upper class or professional class. Half of them were wives or daughters of Savannah merchants, who depended on keeping the city's port open for trade. Three women were married to local Confederate officers, two were married to doctors, and one to a druggist. One was married to a planter and one to a master marbler. One woman's brother was an attorney. ---Jordan 2006:13-15.

# The North Made New, The South Made Do

**BY TELEGRAPH.**

**Official from Secretary Stanton.**

**Glorious News from Sherman.**

**SAVANNAH CAPTURED**

**The City Occupied on the 21st.**

**150 Heavy Guns Captured.**

**33,000 Bales of Cotton, 13 Locomotives, and nearly 200 Cars  
Among the Trophies.**

**Gen. Hardee With Part of his  
Army Escapes.**

**Dispatches from Gens. Sherman  
and Foster.**

**A Christmas Present for the  
President.**

WAR DEPARTMENT, }  
WASHINGTON, Dec. 25—3 p. m. }  
*Maj. Gen. Dix :*

A dispatch has been received this evening by the President from Gen. Sherman. It is dated at Savannah on Thursday, the 22d instant, and announces his occupation of the city of Savannah and the capture of one hundred and fifty heavy guns, plenty of ammunition, and about 25,000 bales of cotton. No other particulars are given.

An official dispatch from Gen. Foster to Gen. Grant, dated on the 23d instant, at 7 p. m., states that the city of Savannah was occupied by Gen. Sherman on the morning of the 21st, and that on the preceding afternoon and night Hardee escaped with the main body of his infantry and light artillery, blowing up the iron-clads and navy yard.

Dec. 27, 1864, *Providence Evening Press*  
Providence, Rhode Island

He enumerated as captured, eight hundred prisoners, one hundred and fifty guns, thirteen locomotives in good order, one hundred and ninety cars, a large supply of ammunition and materials of war, three steamers, and thirty-three thousand bales of cotton. No mention is made of the present position of Hardee's force, which had been estimated at 15,000.

The despatches of General Sherman and General Foster are as follows:

SAVANNAH, Dec. 22, 1864.

*To His Excellency President Lincoln :*

I beg leave to present to you as a Christmas gift the city of Savannah with one hundred and fifty heavy guns and plenty of ammunition, and also about 25,000 bales of cotton.

[Signed] W. T. SHERMAN, Maj. Gen.

STEAMER GOLDEN GATE, }  
Savannah River, Dec. 22. }

*To Lieut. Gen. U. S. Grant and Major Gen. P. W. Halleck :*

I have the honor to report that I have just returned from Gen. Sherman's headquarters in Savannah, and send Major Gray of my staff as bearer of despatches from Gen. Sherman to you, and also a messenger to the President. The city of Savannah was occupied on the morning of the 21st. Gen. Hardee, anticipating the contemplated assault, escaped with the main body of his infantry and light artillery on the afternoon of the night of the 20th, by crossing the river to the Union causeway opposite the city. The rebel iron-clads were blown up and the navy yard burned. All the rest of the city is intact, and contains 20,000 citizens, quiet and well disposed. The captures include eight hundred prisoners, one hundred and fifty guns, thirteen locomotives in good order, one hundred and ninety cars, a large supply of ammunition and materials of war, three steamers, and thirty-three thousand bales of cotton safely stored in warehouses. All these valuable fruits of an almost bloodless victory have been, like Atlanta, fairly won. I opened communication with the city with my steamers to-day, taking up what torpedoes we could see and passing safely over others. Arrangements are made to clear the channel of all obstructions.

Yours, &c.,  
[Signed] J. G. FOSTER, Maj. Gen.

# The North Made New, The South Made Do

In Savannah River the rebels have laid down live oak logs and timber from Thunderbolt battery to Warsaw Sound. At a place called the "Sisters" (three little islands below Turner's Rock, in the middle of the river) the rebels have sunk *thirty-two* torpedoes, extending from Wilmington Island to the "Sisters," and thence to Skiddeaway battery. They are a little larger than lager beer barrels and are charged with powder and fulminate, and will explode on slight pressure. The *Tribune's* correspondent gives the following table of prices:

April 21, 1864 *Plain Dealer*  
Cleveland, Ohio

In Charleston, and all through the South, flour is selling at \$125 per sack (98 lbs); bacon \$3 per lb; hams and shoulders \$3 and \$4 per lb; beef \$3 per lb (scarce at that); boots from \$120 to \$200 per pair; shoes, leather, \$50 to \$80; canvass shoes \$40; chickens \$10 and \$12 a pair; rum \$3 a drink (carefully measured in a wine glass) made out of molasses.

April 21, 1864 *Plain Dealer*  
Cleveland, Ohio

## The Main Ship Channel at Savannah Open.

The Savannah Republican of January 23d says:—"The most delightful piece of local information we can furnish our readers with this morning is the news of the opening of the Main Ship Channel. Captain Bennett, agent of the new board of underwriters, has been laboring incessantly and assiduously with a small gang of divers, and a limited supply of submarine apparatus, endeavoring to clear the channel for navigation, and to his indomitable energy and Yankee perseverance we are at last indebted for the removal of the obstructions. The rebels expended a great deal of labor and time in erecting these obstructions, which were of the strongest kind and exceedingly difficult to remove. Huge pens, formed of piles driven into the bed of the river and interlaced with the heaviest kind of iron chains, were filled with paving stones and rocks of all kinds, the whole cemented with vast quantities of clay. The wreck of the rebel gunboat Georgia, built from the contributions of Georgia ladies, is still in the river opposite Fort Jackson." The Republican also says that the remains of the ram launched a few weeks before the capture of the city, and which was burnt and scuttled to prevent her falling into our hands, still lie at the wharf. Besides these, the wreck of the dry dock, two brigs, a schooner and one or two small vessels, with a few pilot-boats, still blockade some portions of the river. Capt. Bennett is anxiously awaiting the arrival from the North of suitable machinery, heavy derricks, chains and other material requisite for the removal of these obstructions; and as soon as they reach there the Savannah River will once more be free for rapid navigation. The day before the steamships Oriental and Ajax—the former drawing fourteen feet and the latter fifteen feet—passed through the obstructions without the slightest difficulty, landing below the bluff safe and sound. A passage of one hundred feet has now been cleared, and steamers of the heaviest draft which have been obliged to enter Warsaw Sound and thence pass up the Warsaw River to Thunderbolt, and through St. Augustine Creek, will now be able to obviate all this circumlocution and come directly to the city.

1865 *Boston Daily Advertiser*  
Boston, Massachusetts

# The North Made New, The South Made Do



Civil War Union soldier Robert Sneden was a prisoner in Confederate Georgia when he went to Savannah in November of 1864. He was on parole in Savannah when he started this map and finished it later after the war ended, using his memory, notes he made, and later maps (Bryan Jr. et al 2001:229). Can you find the ram CSS *Georgia*, Fort Jackson, Confederate earthworks, and Union troops? Do you think this map is accurate, inaccurate, or both? Why do you think this?



# The North Made New, The South Made Do

*“Who can picture what glorious achievements may be performed when the bright galaxy of gunboats now in contemplation by the noble women of the Confederate States shall make its appearance in southern waters!”-*

*--Savannah, Georgia woman writing to newspaper, March 1862, Savannah Republican*

“I see by the newspapers that a call is made upon the women of Augusta to contribute towards the construction of gun-boats. If this is allowed, the next call, of course, will be upon the women to man them. Have we no men left, that this thing should be tolerated? It is well enough to ask the aid of women in their proper sphere of usefulness (and God bless them, they have done a great deal for our glorious cause), but the idea that great, whiskered men should ask them for help to build a few gunboats too, is, to say the least, shameful. Why not call upon the men? Have they done too much, or is their patriotism already exhausted?”—Male reader writing to newspaper, March 1862, *Augusta Chronicle & Sentinel*, Augusta, Georgia

“There is not time to be lost. Twenty-four hours may save or lose us Savannah.”

—Writer for the *Augusta Constitutionalist*, April 10, 1862

“On April 18 [1862] the Gunboat Association acknowledged a \$5.00 contribution from the ‘Col’d people of Roswell [Georgia]’ . . .” - Jordan, 2006:22.

“I am a little girl seven years old. I enclose herein One Dollar as my mite\* for the Georgia Gunboat fund.” —Kate Ann McGinnis, *Augusta Constitutionalist*, March 20, 1862

By October 1862, the Ladies Gunboat Association had collected donations worth \$115,208 (in 1862 dollars). - Jordan, 2006:22.

# The North Made New, The South Made Do

*“...the floating battery made a trial trip yesterday afternoon, but I believe it was not very satisfactory.”*

--William Daniel Dixon, Republican Blues militia unit, May 29, 1862 (in Jordan 2006:30).

“the Georgia has so little power of locomotion by reason of her defective and powerless machinery that one assistant engineer and four firemen will be sufficient number in the engineer department of that vessel.” – Savannah Confederate Naval Squadron Commander, 1862 (in Jordan 2006:31).

*“Our floating battery is a splendid failure. She has been taken down between the forts and they are obliged to keep her engines at work the whole time to prevent her sinking, she leaks so badly...During the long storm last week she leaked also from the roof, so that there was not a dry spot for the men or anything else in the vessel, even their beds were wet...”*

–Mrs. Edward F. Neufville, September 2, 1862 (in Jordan 2006:31).

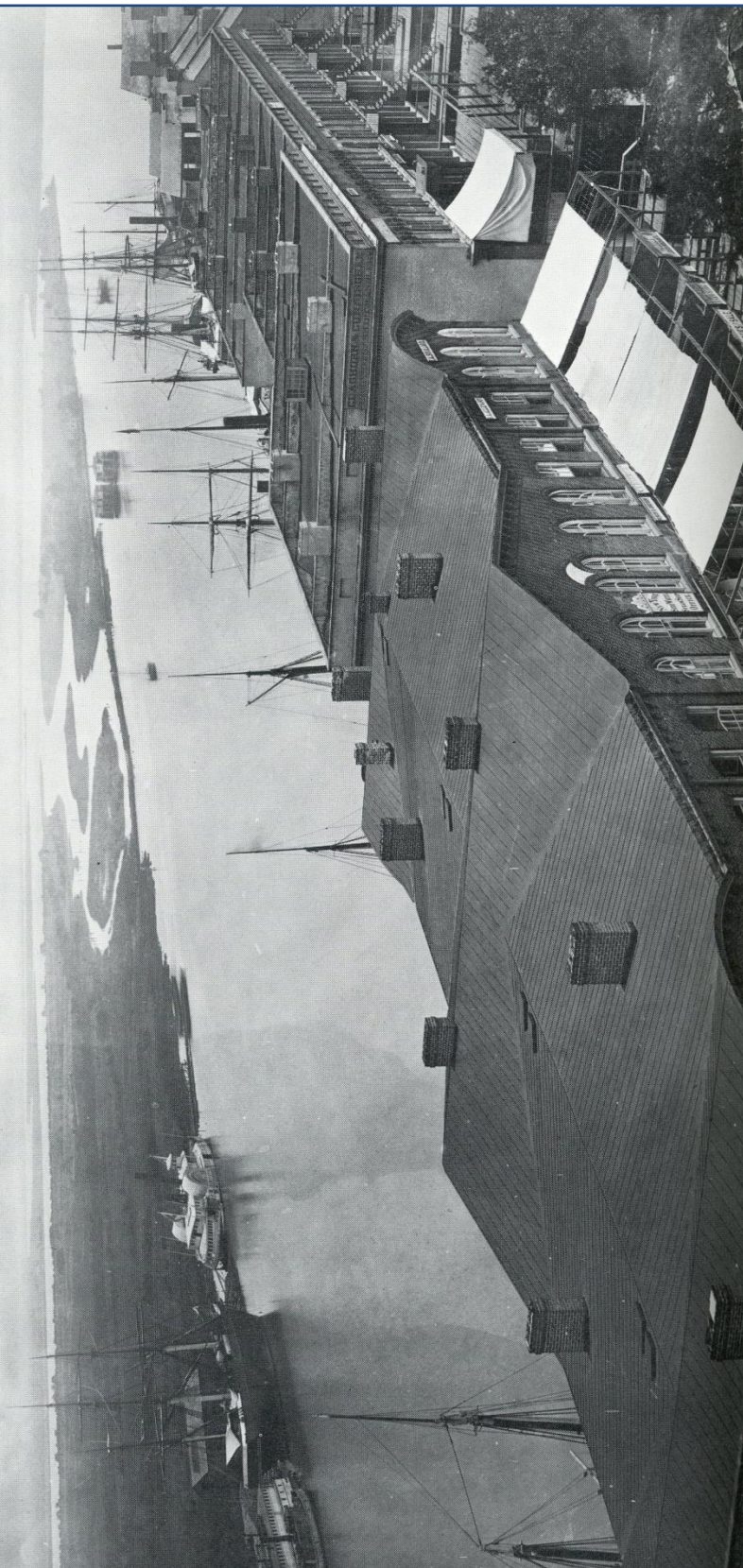
“...Being shut up here in these swamps, in an iron box (for she is not a vessel) is horrible” –CSS *Georgia* officer, (in Jordan 2006:31).

“...the public must bear in mind that the choice...was restricted by lack of materials to this, or something not so good. The Committee felt no doubt as to the pecuniary resources (though they have not been up to their expectations), but materials were not to be had, and the time was also pressing – for we hoped then to save the Fort (Pulaski) –Member of the Ladies Gunboat Association, April 28, 1862, *Savannah Daily Morning News*.

“We came in sight of the obstructions by which the rebels have attempted to bar our way up to Savannah; ... apparently close to them, lay a nondescript marine monster, which is the iron clad battery *Georgia*. She lies there, moored with her broadside down the river, prepared to defend the narrow passage.... We steamed up steadily and ever nearer and nearer to the enemy, till at last an angry flash from the broadside of the *Georgia*, and presently after a sharp report from her, warned us that we were far enough....the *Georgia* was “covered with long slabs or strips of railroad iron...sides and ends sloping to the water at an angle of, I should think, 45 degrees” --Charles Nordoff, *Harper’s Weekly*, June 1863.

# The North Made New, The South Made Do

This photograph was taken in December 1864 or January 1865, after Major General William Sherman's troops reached Savannah on his "March to the Sea". After destroying Atlanta, Sherman led 60,000 Union troops on a march to Savannah, during which time his "scorched earth" policy encouraged soldiers to pillage, take, and destroy anything in their paths. The nearly 300 mile trek took five weeks, with soldiers marching on average, 15 miles a day. To the right is a view downstream on the Savannah River, where the CSS Georgia was anchored and sunk. The photographer is standing near Bay Street in the middle of Savannah. The warehouses here are idle because Union ships blocked Savannah and other ports, keeping ships with goods from passing in and out. Photo Barnard 1977. (Photographer George Barnard was trained by Matthew Brady.)



# The North Made New, The South Made Do

## Preparations under way to survey sunken warship

by William E. Shulz

SAVANNAH, Ga. (AP) – The first lines are in place in what eventually will become a map of the wreck of the CSS Georgia, an ironclad Confederate warship preserved since the Civil War in the Savannah River mud.

Tantalizingly close to the surface-only 35 feet down-the Georgia is shielded by strong tidal currents and water so muddy that divers can barely see their hands in front of their faces.

But on Sunday they succeeded in taking television pictures and laying a transect line, a rope across the wreck, which will be the base line of a grid overlying the ironclad warship.

Divers then will systematically scan by hand and with television cameras each section of the grid to determine how much is left of the 1,000 ton vessel.

“Eventually we will have an accurate survey of the Georgia, enough to know exactly where every piece lies,” said Dr. Ervan Garrison, a research scientist with Texas A&M and one of the leaders of a team of archeologists and biologists working on the first steps of what may be a plan to raise the Georgia.

“There are some huge pieces down there,” Garrison said. “We fell into holes which were definitely gun ports.”

But divers did not find any cannons or live ammunition believed to be aboard.

The weekend diving was part of a preliminary study by the U.S. Army Corps of Engineers to find out how large the wreck is, how badly damaged it is, and the possibility of raising it.” said Rick Anuskiewitz, archeologist with the Corps’ Savannah office.

August 22, 1979 *The Advocate*,  
Stamford, Connecticut.

## Sunken ship is registered as historic

SAVANNAH, Ga. (AP)

The CSS Georgia, a 10-gun ironclad that helped guard Savannah from the Union Navy, has been added to the National Register of Historic Places even though the vessel lies in the mud off Fort Jackson.

“The Georgia is one of the few underwater resources placed on the register,” said Scott W. Smith, head of Georgia’s Coastal Heritage Society, which is seeking to save at least part of the Civil War ship.

The Georgia was financed by the people of Savannah and presented to the Confederate Navy. It was scuttled in the Savannah River in 1864 when Gen. William T. Sherman’s troops captured Savannah, ending their march across Georgia.

The listing came Feb. 10, after two decades of work by the Savannah District of the Army Corps of Engineers and local preservationists.

Getting the Georgia included was difficult because guidelines for the register are designed to list buildings, which have specific dimensions and locations, and can be photographed.

The Georgia is about 30 feet deep in water so muddy that divers working on the wreck can’t see their hands six inches from their face masks. The vessel’s dimensions aren’t known and there are no photographs, only sketches made during the Civil War.

It is on the edge of the shipping channel. Its ironclad casement has been severely damaged and has collapsed, but the hull is believed to be intact.

A volunteer group meets once a month to work on various problems involving salvaging the Georgia.

“We’re asking people to look at what they have, and if it bears on Savannah at all, we would be interested in copying it,” he said. “We don’t want to own it.”

April 22, 1987 *Plain Dealer*,  
Cleveland, Ohio.

# The North Made New, The South Made Do

## Civil War wreck in Ga. port project's way

by Russ Bynum - May. 5, 2012 09:18 AM Associated Press

SAVANNAH, Ga. -- Before government engineers can deepen one of the busiest U.S. seaports to accommodate future trade, they first need to remove a \$14 million obstacle from the past – a Confederate warship rotting on the Savannah River bottom since the American Civil War nearly 150 years ago. Confederate troops scuttled the ironclad CSS Georgia to prevent its capture by Gen. William T. Sherman when his Union troops took Savannah in December 1864. It's been on the river bottom ever since. Now, the Civil War shipwreck sits in the way of a government agency's \$653 million plan to deepen the waterway that links the nation's fourth-busiest container port to the Atlantic Ocean. The ship's remains are considered so historically significant that dredging the river is prohibited within 50 feet (15 meters) of the wreckage. So the Army Corps of Engineers plans to raise and preserve what's left of the CSS Georgia. The agency's final report on the project last month estimated the cost to taxpayers at \$14 million. The work could start next year on what's sure to be a painstaking effort.

And leaving the shipwreck in place is not an option: Officials say the harbor must be deepened to accommodate supersize cargo ships coming through an expanded Panama Canal in 2014 -- ships that will bring valuable revenue to the state and would otherwise go to other ports. Underwater surveys show two large chunks of the ship's iron-armored siding have survived, the largest being 68 feet (21 meters) long and 24 feet (7.3 meters) tall. Raising them intact will be a priority. Researchers also spotted three cannons on the riverbed, an intact propeller and other pieces of the warship's steam engines. And there's smaller debris scattered across the site that could yield unexpected treasures, requiring careful sifting beneath 40 feet (12 meters) of water. "We don't really have an idea of what's in the debris field," said Julie Morgan, a government archaeologist with the Army Corps. "There could be some personal items. People left the ship in a big hurry. Who's to say what was on board when the Georgia went down." Also likely to slow the job: finding and gently removing cannonballs and other explosive projectiles that, according to Army Corps experts, could still potentially detonate.

That's a massive effort for a warship that went down in Civil War history as an ironclad flop. The Civil War pitted the secessionist confederacy of pro-slavery southern states against the pro-Union northern states. The Civil War ushered in the era of armored warships. In Savannah, a Ladies Gunboat Association raised \$115,000 to build such a ship to protect the city. The 120-foot (36-meter)-long CSS Georgia had armor forged from railroad iron, but its engines proved too weak to propel the ship's 1,200-ton frame against river currents. The ship was anchored on the riverside at Fort Jackson as a floating gun battery. Ultimately the Georgia was scuttled by its own crew without having ever fired a shot in combat. "I would say it was an utter failure," said Ken Johnston, executive director of the National Civil War Naval Museum in Columbus, Georgia, who says the shipwreck nonetheless has great historical value. "It has very clearly become a symbol for why things went wrong for the Confederate naval effort." As a homespun war machine assembled by workers who likely had never built a ship before, the CSS Georgia represents the South's lack of an industrial base, Johnston said. The North, by contrast, was teeming with both factories and laborers skilled at shipbuilding. They churned out a superior naval fleet that enabled the Union to successfully cut off waterways used to supply Confederate forces. Despite its functional failures, the shipwreck's historical significance was cemented in 1987 when it won a place on the National Register of Historic Places, the official listing of treasured sites and buildings from America's past. That gave the Georgia a measure of protection -- dredging near the shipwreck was prohibited. Still, a great deal of damage

**(Continued on next page)**

# The North Made New, The South Made Do

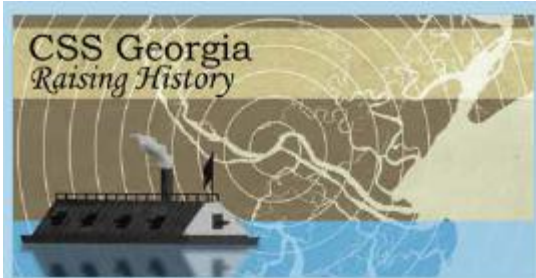
## **Civil War wreck in Ga. port project's way**

by **Russ Bynum** – (continued from previous page)

had already been done. The last detailed survey of the ship in 2003 found it in pieces and its hull The last detailed survey of the ship in 2003 found it in pieces and its hull apparently disintegrated. Erosion had taken a large toll, and telltale marks showed dredging machinery had already chewed into the wreckage. Salvaging the remains will likely move slowly. Divers will need to divide the site into a grid to search for artifacts and record the locations of what they find. The large sections or armored siding will likely need to be cradled gently by a web of metal beams to raise them to the surface intact, said Gordon Watts, an underwater archaeologist who helped lead the 2003 survey of the shipwreck.

The Army Corps' report also notes special care will be needed to find and dispose of any cannonballs and other explosive projectiles remaining on the riverbed. "If there is black powder that's 150 years old, and if it is dry, then the stability of it has deteriorated," Watts said. "You'd want to be as careful as humanly possible in recovering the stuff." Once the remains of the Georgia are removed from the river and preserved by experts, the Army Corps will have to decide who gets the spoils. Morgan said ultimately the plan is to put the warship's artifacts on public display. But which museum or agency will get custody of them has yet to be determined. Right now the Confederate shipwreck legally belongs to the U.S. Navy. More than 150 years after the Civil War began, the CSS Georgia is still officially classified as a captured enemy vessel.

# The North Made New, The South Made Do



At the time of construction, the CSS Georgia was 1 of 5 ironclad vessels developed as "cutting edge weapons" during the American Civil War.

In 1862 the Ladies Gunboat Association in Savannah held local fundraisers and received state-wide donations totaling \$115,200 for vessel construction.

Unique vessel design made the CSS Georgia a floating battery that defended Savannah rather than an offensive weapon for the Confederacy.

Confederate troops scuttled the CSS Georgia in 1864 in advance of Union Major General William T. Sherman's "March to the Sea" and taking of Savannah.

The shipwreck lay on the bottom of the river channel until 2015 when underwater archaeologists recovered it.



US Army Corps  
of Engineers  
Savannah District



The CSS Georgia recovery project is the largest and most complex underwater archaeology project in Georgia to date.

From 1868 through the early 1970s the wreck was seen as a nuisance to navigation and channel dredging.

New laws in the late 1970s established protections for the wreck. For the next four decades the U.S. Army Corps of Engineers oversaw archaeological assessments and a recovery plan.

In 2015 underwater archaeologists began the complex mapping and recovery of the CSS Georgia. They used multibeam sonar, GIS, GPS, and an underwater positioning system to map, record, and recover the wreck and its artifacts.

It will take years to conserve the artifacts and recovered portions of the wreck that have been submerged for over 150 years.

## Learn about the CSS Georgia project:

CSS Georgia Webpage: <http://1.usa.gov/1G6S2Hn>

SHEP Webpage: <http://1.usa.gov/1fhPEb3>

Museum of Underwater Archaeology  
Webpage:\*\*\*\*\*



US Army Corps  
of Engineers  
Savannah District

# The North Made New, The South Made Do



The project was complicated and involved underwater archaeologists, U.S. Navy divers, U.S. Navy explosive ordnance disposal experts, engineers, and many others. The field work excavation and recovery of the wreck took many months to carry out, but years and years to plan. Conservation of the rusty iron artifacts and other artifacts will take years to complete.



# The North Made New, The South Made Do

## Resources

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Jordan, Michael

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Museum of Underwater Archaeology

CSS Georgia <http://www.themua.org/cssgeorgia> launched April 5, 2016 with new additions to follow.