THE DAYBOOK
VOLUME 11 ISSUE 4

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Cover Illustration: Shown here is a watercolor of USS *Cumberland* in the James River by the Prince de Joinville, a French nobleman attached to General George B. McClellan's staff in 1862. Shortly after *Cumberland*'s sinking on March 8, 1862, many proposals came in to salvage her. The ship has taken a beating over the last 140 years due to a swift current and the occasional looting. Fortunately, U.S. Government agencies have since moved to protect and properly document the wreck.

HAMPTON ROADS NAVAL MUSEUM
Local History. World Events.

About The Daybook *and the Museum*

The Daybook is an authorized publication of the Hampton Roads Naval Museum (HRNM). Its contents do not necessarily reflect the official view of the U.S. Government, the Department of Defense, the U.S. Navy, or the U.S. Marine Corps and do not imply endorsement thereof. Book reviews are solely the opinion of the reviewer.

The HRNM reports to the Naval Historical Center's Museums Division. The museum is dedicated to the study of 225 years of naval history in the Hampton Roads region. It is also responsible for the historic interpretation of the battleship *Wisconsin*.

Call for information on the museum's and *Wisconsin*'s hours of operations. Admission to the museum and *Wisconsin* is free. *The Daybook*'s purpose is to educate and inform readers on historical topics and museum related events. It is written by the staff and volunteers of the museum.

Questions or comments can be directed to the Hampton Roads Naval Museum editor. *The Daybook* can be reached at 757-322-2993, by fax at 757-445-1867, e-mail at gordon.b.calhoun@navy.mil, or write *The Daybook*, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum can be found on the World Wide Web at http://www.hrnm.navy.mil.

The Daybook is published quarterly with a circulation of 1,600. Contact the editor for a free subscription.

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In Pursuit of Excellence

The Director's Column
by Becky Poulliot

This is an exciting time for the museum, as we pursue the accreditation process overseen by the American Association of Museums (AAM). Our staff has been working hard with Julie Boucek, Accreditation Coordinator, to complete the 100 pages of application. Accreditation is so much more than filling in the blanks on paper; it is more about filling in the blanks in terms of our approach to all aspects of the museum's operation. The central aspect of a professional museum is its mission. Everything that is done by staff and volunteers must relate directly to the mission.

For the past one and a half years, the museum staff and the board of the Hampton Roads Naval Historical Foundation have crunched numbers and reviewed institutional documents to create a master plan that encompasses broad vision and strategic planning, to specifics like what exhibit will open in 2011. Although it has proven to be a lot of work, it has also been a lot of fun. Along the way, we have discovered that our Hampton Roads Naval Museum has made the shift to a medium sized facility by all measures-budget, staffing and visitation. As of today, February 2, 2007, the application and all corresponding materials are enroute to the AAM committee for review. The next major step will be a peer review visit tentatively scheduled for September 2007.

Accreditation is our profession's seal of approval, but as we all know, the greatest accolades come from our customers. The Hampton Roads Naval Museum now has a new staff member tasked ensuring that our younger customers learn and enjoy regional Naval history. Welcome aboard to AW2 (AW/NAC) Erin McHale as an educator who reported this week. Erin joined the U.S. Navy in 2000 and has served the past three and a half years in Cornwall, England. She attended Boise State College before joining the U.S. Navy and has also served overseas in Yokosuka, Japan. Erin attended "A" school and Aircrew school in Pensacola, Florida; was P-3 Observer Qualified in Jacksonville, Florida; attended Anti-submarine Warfare schools in Norfolk and Dam Neck, Virginia, and SERE (survival training) school in Brunswick, Maine. Erin will conduct education programs for school children both on and off-site that comply with the State's Standards of Learning. She plans to continue the regular site visits to the Children's Hospital of the King's Daughters (C.H.K.D.) where our customers there always greet our staff with enthusiasm and smiles.

Erin and the rest of our educational staff need volunteers. If you are interested please contact our Volunteer Coordinator Tom Dandes at 757-322-3106.

Stay tuned to *The Daybook's* next issue, and for an update on our pursuit of excellence.

Becky

Cards Made at Museum For Deployed Sailors

A popular activity at the Hampton Roads Naval Museum is the production of holiday cards. During certain holidays throughout the year, the Museum's education department works with school age children visiting the Museum to produce cards for the appropriate holiday. During the months of November and December, children were asked to make cards for sailors deployed aboard the Norfolk-based aircraft carrier USS *Dwight D. Eisenhower* (CVN-69), which had been deployed to the Mediterranean and Middle East during the holiday season. The children made over 340 cards and they were sent to the aircraft carrier in mid-December. *Eisenhower*'s public affairs officer displayed many of them on the wardroom's Christmas Tree.

Free Enterprise Forever

Despite Calls for a History-based Fair, Commercialism Invades the Jamestown Exposition

by Gordon Calhoun

While the Jamestown Exposition was significantly different from other world's fairs, it was like them all in the respect that American capitalism was on full display. World's fairs were the ultimate trade shows.

Managers of the 1907 Fair did not originally envision it that way. Like everything else in the planning of the Jamestown Exposition, the decision to allow commercial exhibits was controversial. The primary opposition was that the Exposition was supposed to be "Historical, Educational, Military, and distinctly Non-Commercial." Secondly, even though the Civil War had been over for fifty-two years, most companies were located in Northern states and management was concerned that the companies would refuse to open up exhibits at a fair in the South. Thirdly, the Jamestown Exposition had a hard act to follow. The highly praised 1904 St. Louis Exposition gave away all of its exhibit space for free and some companies expected the same from Jamestown management.

At the 1907 Fair
The Jamestown Exposition
One Hundred Years Later

The Fair's managers debated throughout 1905 and into 1906 whether or not to have commercial exhibits. Eventually they decided late in the planning stages to add commercial exhibits. Furthermore, they decided to go big. They tasked builders to design six large brick buildings, four of which were over 100,000 square feet in size, exclusively for commercial exhibits and to place them in the center of the Exposition grounds. The decision, however, came at a cost. The managers decided not to follow St. Louis's lead and elected to make companies pay for space.

Management labeled the six buildings the "Palace of Manufacturers and Liberal Arts," the "Machinery and Transportation Building," the "Food Services Building," the "Mines and Metallurgy Building," the "Marine Appliances Building," and the "States Exhibit Palace," which largely housed agricultural displays. In addition to the large buildings, Exposition management offered land to companies to rent and build their own independent structures. While the buildings had specific names, exhibits in the buildings themselves did not always fit into the building's theme.

Proud employees of the Southern Cotton Oil Company, makers of the new "Snowdrift" brand of cooking oil (later renamed "Wesson" cooking oil after the product's inventor), pose around their exhibit inside the Jamestown Exposition's "Food Service Palace." Southern Cotton Oil was just one of 1,890 small and big companies that invaded Norfolk to promote their products on the national stage. (Photo from the Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

The manager of the commercial exhibits was Thomas S. Southgate, a prominent Norfolk food wholesaler and member of the Norfolk City Council. Of all the Exposition managers, he probably had the most difficult job. Originally, he had been placed in charge of marketing for the entire Jamestown Exposition. When the very belated decision was made in 1906 to have commercial

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The vast majority of buildings built for the Jamestown Exposition were used to promote commercial ventures or economic development. The Food Service Palace (show above) housed over 120,000 square feet of exhibits. Some companies, such as Baker's Chocolate, chose to build their own houses. (1907 postcards of the Jamestown Exposition)

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exhibits, he resigned his marketing position to focus solely on soliciting businesses. He had a job that no convention coordinator today would ever want. In ten months, he had to fill 550,000 square feet of floor space, convince companies to pay for the space, make sure the exhibits arrived on time, and return $275,000 to the Exposition's bank account by the end of 1907.

Southgate and his assistants set rental rates between $500 and $1,500 per space. Several of his assistants spent most of 1906 traveling around and out of the country to drum up support.

During the course of planning, however, Southgate encountered many headaches. Most frustrating to him was a decision by his supervisors to allow individual states to showcase home-based commercial enterprises within their own exhibits at no additional charge. Additionally, the local railroads experienced major congestion getting into Hampton Roads and delivered many of the corporate displays late. It was not until July 1907, three and half months into the Fair, that all the exhibits were finished. Some companies became so frustrated with the delays that they never showed up at the Fair and told Southgate to keep the money.

*The museum recently rediscovered this reproduction of the 1883 painting of "*La Belle Chocolatiere*" inside the Baker's Chocolate House at Naval Station Norfolk. Walter Baker and Company adopted* "La Belle" *as its corporate icon. It is considered to be the oldest product icon in the United States. (HRNM photo)*

Nonetheless, Southgate had much to be proud of as the marketing of the commercial exhibit spaces was highly successful. In the short amount of time given to him, Southgate's group successfully attracted over 1,800 companies to set up displays and had rented out eighty-five percent of the exhibit space. Companies from across the nation and the world signed up to push their products.

Visitors literally saw all that corporate America had to offer consumers. They found companies such as the Brown Shoe Company, the United States Tobacco Company, Tiffany Studios, and the Singer Sewing Machine Company. Southgate was particularly proud that his team signed up the British gun maker Vickers Sons and Maxim Company to display its complete line of machine guns and artillery cannons.

The British were not the only foreigners to come. Sixty Japanese companies formed an association and rented over 5,000 square feet of exhibit. Representatives from Mexico and Caribbean nations also showed up to promote their products.

Along with these lighter industries, heavy industry showed up in force as well. A young company by the name of General Electric built a working sub-station that supplied power to the Exposition grounds. The mighty Pennsylvania Railroad occupied a large section of the building and its display was a bold statement from the largest privately owned railroad in the world. The centerpiece of the exhibit was a sample of the steel ring being used for a railroad tunnel underneath the Hudson River. Called the Pennsylvania Tunnel, the it was completed in 1910 and is still used today by Amtrak.

Not to be outdone by its arch-rival, the Chesapeake and Ohio Railroad (now called CSX Transportation) assembled a life size reproduction of its famed "Fast Flying Virginian" train, complete with a locomotive and Pullman passenger cars that visitors could walk inside.

"Buster and Tige," the dog and young boy that served as corporate icons of the Brown Shoe Company, were live and in person at the Exposition to promote their company's products. (Photo from the Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

Smaller railroads, such as Seaboard Air Line, Atlantic Coast Line (both now a part of the CSX system), Norfolk and Western and Southern Railway (both now the Norfolk Southern Corporation) took a similar approach to their exhibits. They chose to demonstrate the usefulness of the railroads to farmers, merchants, and consumers rather than show off their corporate assets.

Along with the railroads, visitors to the Machinery and Transportation Building got a first hand look at the hot invention for the new century: the automobile. Many automobile manufacturers had incorporated around the turn of the century. Companies such as the Rapid Motor Vehicle Company (now known as GMC Trucks), the Studebaker Brother Company, and the REO Motor Car Company set up major displays to introduce consumers to a new mode of transportation.

To further bring attention to its company and to demonstrate reliability, REO had its test drivers drive the twenty horsepower "REO Car No. 33" from New York to Norfolk. For those not yet ready for the future, there were plenty of horse-drawn carriage companies for visitors to admire.

The exhibits at the Marine Appliances Building were somewhat more humble than their land counterparts, but no less important. Local shipbuilder Newport News Shipbuilding and Dry Dock Company displayed paintings and models of the warships it had recently constructed, along with a life-size display of a deck house. There

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The mighty Pennsylvania Railroad, one of the largest transportation companies in the world, vainly displayed its corporate power at the Machinery and Transportation Building. Central to the exhibit was a sample of the steel ring to be used in the company's future tunnel project underneath the Hudson River. (Photo from the Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

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were several other maritime contractors such as Babcock and Wilcox, Westinghouse, A. Scharder's and Son (a prominent maker of underwater salvage and repair gear), and the Coston Signal Company (inventor of signal flares for ships).

The agricultural exhibits were the displays that gave Southgate so much heartburn. Many of the state produce displays were shown free of charge by individual states in the States Exhibits Palace. Each state solicited cities and counties to send the best items grown at their farms. These items Southgate did not mind. He did object to "revenue producing" manufactured items such as textiles from North Carolina.

Southgate received help in soliciting food companies unexpectedly way from the U.S. Government. The Pure Food and Drug Act of 1906 required food processors and pharmaceutical companies to produce products that were honestly advertised and safe to consumers. A flurry of companies packed the Exposition's Food Products Palace in an attempt to show consumers that they complied with the law. Some of the companies were Quaker Oats, spice maker McCormick and Company, tea producer Thomas Lipton, the Southern Cotton Oil Company (maker of what is now known as the "Wesson" brand of cooking oil), the Egg-O-See Cereal Company, and the H.J. Heinz Company. As a food wholesaler, Southgate even built a display to promote products such as refined sugar from the B.H. Howell Company. Exhibitor also built small cafes for visitors to sample their products and listen to lecturers discuss product usage.

Six companies, the American Locomotive Works, the Walter Baker Chocolate Company, the Baldwin Locomotive Company, Canada's Grand Trunk Railway, the John Deere Company, and the Larkin Soap Company, signed contracts to rent land and construct their own buildings.

Most famous of these independent structures was the Baker's Chocolate House. The Chocolate House was an 18th century style New England home that still sits behind the Pennsylvania Building. Inside the house, visitors were greeted and served by female costumed interpreters. Dressed as "La Belle Chocolatiere," the company's world famous corporate icon, the interpreters served generous portions of hot chocolate and chocolate desserts to attendees while listening to cooking demonstrations.

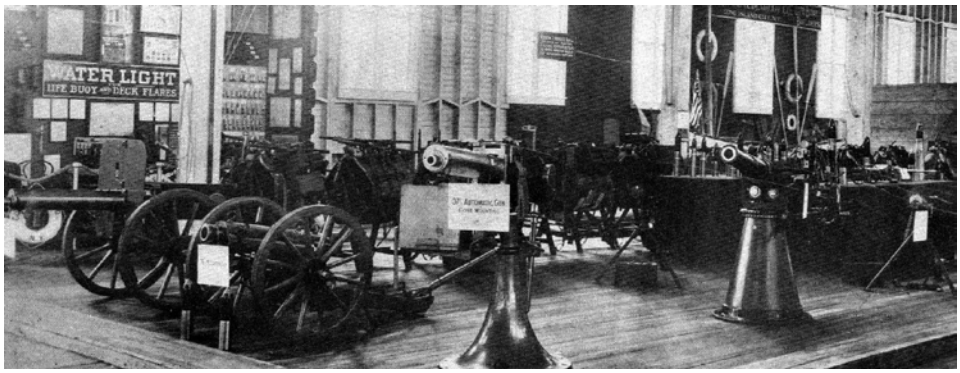
Also worthy of note was the Larkin Soap Company Building, designed by world famous architect and close friend of Larkin executive Darwin Martin, Frank Lloyd Wright. The building represented Wright's "modern internationalist" style that can be seen today in many buildings, particularly public schools.

The Exposition closed in late November 1907. For a "non-commercial" event, commercial exhibits occupied the most visible part of the 1907 Fair. If one considers that the state houses built along the waterfront were largely constructed to attract tourists and companies to their state, then commercialism occupied nearly half of the Fair.

Southgate took great pride in the fact that if the Jamestown Exposition was a failure, which he did not believe, then his department was certainly not to blame. His division brought in $220,000, $55,000 less than budgeted. But, like much of the Exposition's financial state, Southgate's bottom line was affected by the decision to offer some services for free. Southgate estimated he lost up to fifty to seventy-five paid spaces. At his rental rates, it means he missed out on about $70,000 in revenue.

Southgate was not entirely blame free for financial losses. John Wakefield, manager of the admissions and concessions department wrote a scathing criticism of Southgate. When Wakefield was absent from a Exposition board meeting, Southgate succeeded taking over control of some buildings outside his department and in lowering fees that exhibitors and concessions operators would have to pay the Exposition if they sold anything during the Fair. Southgate felt this was necessary to secure more exhibitors, particularly foreign ones (which led Wakefield to accuse Southgate of being an unpatriotic American). Wakefield estimated that because of Southgate's interference, the Exposition experienced an additional $61,000 in lost revenue.

Despite the financial losses, Southgate could take pride in the fact that he put together a magnificent trade show. The commercial exhibit demonstrated what the United States was slowly becoming: a world industrial and financial power and a nation of ever increasingly affluent consumers.



The Vickers Sons and Maxim company displayed its world famous (some would say infamous) line of machine-guns and light artillery guns at the Exposition. First invented in the 1890s, "Maxims," as they became to be known, were purchased by all the world's armies and navies. (Photo from the Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

The Flagship at Rest

Rediscovery and Recovery of USS *Cumberland*

by Gordon Calhoun

This is part nine of an ongoing series about the flagship and symbol for the Hampton Roads Naval Museum, the frigate/sloop-of-war USS Cumberland. *The museum is the official repository for artifacts from the ship, which was sunk by the ironclad CSS* Virginia *on March 8, 1862.*

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Part 5-Flagship of the Africa Squadron (Slave Trade Suppression Patrols)
Part 6-Rebuilding a Classic (Conversion to the Sloop-of-War)
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The public has long been fascinated with shipwrecks. The dream of discovering treasure from a long lost ship is a powerful force for the human imagination. Usually, the ship in the dream is a Spanish galleon loaded with gold and silver that wrecked in a storm somewhere in the Caribbean.

While she did not have Mayan treasures on board, the wreck of the sloop-of-war *Cumberland* has elicited an interest equal to the Spanish galleons. Unfortunately, the interest has also led some to unethical conduct and even illegal behavior that has caused permanent damage to the wreck.

At first look, *Cumberland* seemed like a worthy candidate of not only salvage, but also of raising. Many writers over the years have strongly implied that *Cumberland* was decimated by *Virginia*'s gunfire, but in reality, the ship's hull suffered little damage. Buchanan's decision to ram the sloop-of-war left *Cumberland* entirely in one piece. Furthermore, *Cumberland* sank in relatively shallow water. The masts of the ships were above the water and could be seen from shore.

Regional Union Army commander Brigadier General Joseph Mansfield provided the first reports about the sloop-of-war's state to the Navy. Just ten days after the Battle of Hampton Roads, he reported to Secretary of the Navy Gideon Welles that *Cumberland* was "perpendicular to the shore, 800 yards from my battery of four Columbiads, bow [is out of the water], the three masts [are] at an angle of 45 degrees to the south. This ship can be raised whole and taken into Fort Monore and her guns landed, and then taken into dock and repaired immediately."

Interest in the wreck began very shortly after the battle. The smoke from the March 1862 battles had barely cleared when salvage companies began bombarding the Navy with proposals. At least fifteen different outfits, such as the New York-based insurance company Johnson and Higgins, proposed a project to salvage U.S. Navy ships in Hampton Roads.

Of this group, Loring Bates from Cohasset, Massachusetts was the first to be taken seriously by the Navy. In April 1862, Bates shot off a slew of letters to Secretary of the Navy Gideon Wells about *Cumberland* and the all sail frigate *Congress*. At first his salvage plan seemed to be a simple straightforward project. For *Congress*, Bates simply proposed to raise the ship and hand it over to the Navy using his team of "expert submarine divers." He asked for a forty percent commission of the ship's appraised value for his trouble. As for *Cumberland*, Bates proposed to raise and deliver the sloop-of-war for a flat fee of $48,000.

Bates apparently then considered the complexity of the project and added more conditions. In other letters, he additionally proposed to inspect the ships' hulls, recover any human remains, and "take from her all of the moveable materials" such as the sails, chains, and ordnance. He agreed to do the inspection and recover human remains for free, but expected to be "justly compensated" for any material items brought to the surface.

Welles accepted Bates' proposal, but only partially. In a May 20, 1862 letter to

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Shortly after USS Cumberland*'s sinking on March 8, 1862, the public made the ship a martyr to the Union cause. As a result, anything remotely associated with the vessel took on an almost divine status. This 16-star flag is said to have been recovered by one of* Cumberland*'s sailors and has the words "Stand by the ship" written in small letters on one of the stars. It is currently at the Milwaukee Public Museum. (Photo by Al Muchka)*

Discussion on what to do with the sloop-of-war USS Cumberland *began shortly after the Battle of Hampton Roads ended on March 9, 1862. The Navy called in several private salvage firms to see if they could raise the ship. It was not until late 1864 that serious salvage work began and by that point it was too late to raise the vessel due to the amount of sand and dirt that had covered the ship. (1862 watercolor by the Prince de Joinville from* A Civil War Album of Paintings by the Prince de Joinville*)*

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Flag Officer Louis Goldsborough, Welles instructed the flag officer to allow Bates' outfit to conduct a preliminary inspection of *Cumberland* to determine her condition. Unfortunately, for Welles, this expedition did not seem to have achieved much. Goldsborough reported back to Welles in June that Bates came to him with an endorsed Navy letter with instructions to look at the wreck. Bates looked at the wreck and found *Cumberland* in "sixty six feet of water, deeply embedded in the mud." He concluded that *Cumberland* was a hopeless cause as it was "badly strained and hardly worth getting up." He was never heard from again.

The Navy then approached a second firm owned by Thomas Welles in New York City. In a June 23, 1862 letter, the Chief of the Bureau of Construction and Repair Captain John Lenthall awarded a contract to the firm to salvage *Cumberland*. For $8,000, the salvager was to raise the sloop-of-war in one piece and deliver her to the newly renamed Norfolk Navy Yard. After *Cumberland*, the Navy would assign him other ships to raise and pay the salvager forty-five percent of the assigned ship's worth for its efforts. Lenthall stated that the New York company would have to post a $50,000 bond before beginning work and would not be paid until *Cumberland* was raised. Furthermore, Lenthall made it clear that he could not claim the salvage rights to any ships, especially *Cumberland*.

The outcome was no different than the Bates expedition. Despite instructions to raise *Cumberland* first, the New York divers started at the Navy Yard and spent two days inspecting the ships that burned at the Yard in 1861. They informed the commandant of the Yard, Commodore John Livingston, that they would return soon. They were never heard from again. A subsequent 1863 expedition by a "Captain Holbrook" also did not seem to have achieved much despite the widely held belief that *Cumberland* and the frigate *Congress* would be easy to raise.

By 1864, Secretary Welles had apparently grown tired of the haphazard approach to regional salvage operations. While Hampton Roads had been secured as a working port for the U.S. Navy, it was becoming clear that for peak efficiency, all the shipwrecks would have to be removed. This included not only the wrecks in Hampton Roads proper, but also the ones burned and scuttled in the Elizabeth River during the various evacuations earlier in the war.

In February of that year, the Navy began a more formal process. In several

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Cumberland*'s forward pivot gun, a Dahlgren X-inch smoothbore, was recovered and donated to Michigan members of the Grand Army of the Republic in the 1870s. The Michigan veterans used the gun as a memorial at a veterans' cemetery in Battle Creek. It served in one last war when it was melted down for scrap in 1943. (Photo provided by the Sons of Union Veterans' Michigan Department)*

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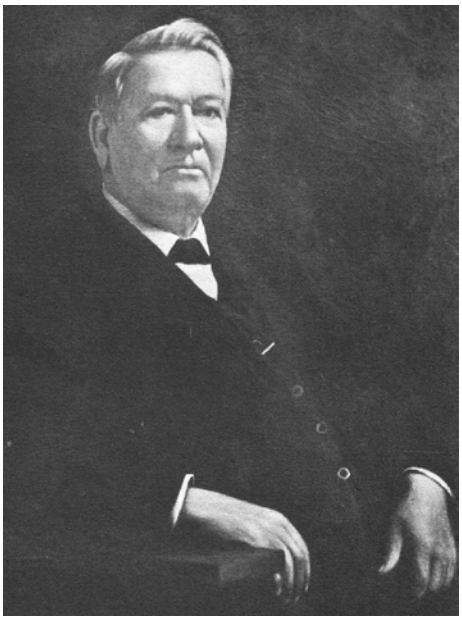
large city newspapers such as the *Philadelphia Inquirer* the Navy posted official notices that it would accept bids to clear the region's waterways of war wrecks. Along with *Cumberland* and *Congress*, the Navy wanted the contractors to salvage CSS *Virginia* near Craney Island (scuttled by her crew in May 1862), the gunboat USS *Whitehall* near Old Point Comfort (sank due to an accidental fire on March 10, 1862), and all of the wrecks scuttled at the Norfolk Navy Yard during the 1861 evacuation. This included *Cumberland*'s sister ships *Raritan* and *Columbia*, and the old ships-of-the-line *Delaware, Pennsylvania*, and *Columbus*.



Long time Newport News resident and successful banker George West worked with salvage companies on the Cumberland *wreck shortly after the war. Unfortunately, his writings about the work have led to many misguided speculations about treasure on board the ship. (Image from* When the Yankees Came. *Used with permission from the Dietz Press.)*

Like previous contracts, the proposal had its conditions. It made clear to all prospective bidders that any recovered items, especially ones taken off *Cumberland*, were to be transported to the Navy Yard and not to be sold off until all the ships were considered raised. The Navy had a very strict, one could even say impossible, definition of what it considered "raised." "No wreck will be considered removed while any portion of the keel or floor timbers remain," the proposal dictated.

The Navy awarded the contract to Underdown and Company. Despite calling for an expedited completion of the contract, Underdown did not begin work on *Cumberland* and *Congress* until the summer 1865. Divers wearing "submarine armor" (i.e. diving suits) commenced on *Congress* first, successfully salvaging the frigate's 32-pounder guns, her furniture, and various pieces of ship equipment. The company then built a cofferdam around the wreck and pumped the water out. The divers concluded that salvaging the ship whole was out of the question. The ship's powder magazine exploded on the morning of March 9, 1862 due to fires caused by hotshot fired from CSS *Virginia*'s guns. Underdown and his team were able to successfully raise part of the hull, along with several bushels of oysters that had made a home on the wreck.

Cumberland was more complicated. While the sloop-of-war did sink in one piece, she sank in one of the main channels where the current is quite swift (over two knots). After sitting in the riverbed for over two years, an enormous of amount of sand had filled the hull. Underdown ruled out raising the vessel.

A partial salvage, however, was possible, and the company did recover some items. The ship's weapons were among the bigger items recovered. The X-inch Dahlgren, the 70-pounder rifle, and the ship's broadside battery were recovered along with the ship's anchor. A specific list of smaller items salvaged is not known. However local newspapers mentioned salvaged items from time to time.

Recovered items from this salvage became victims of a common public trend. Throughout the latter 19th century, the public had an insatiable appetite for Civil War artifacts and gathered up all pieces thought to be linked to a Civil War event. The looting of the McClean House at Appomattox Court House is among the better known cases documenting this phenomenon.

As the public made *Cumberland* a martyr to the Union cause, anything said to be connected to the ship was instantly famous. In Philadelphia, a carving knife made from a cutlass off of *Cumberland* was presented to the Union Volunteer Refreshment Saloon. In Massachusetts, a cane made from wood off the *Cumberland* was sold at auction in 1865. Some of the IX-inch Dahlgrens were melted down and sold. One section of the metal was melted down again and forged into a statue of Abraham Lincoln by veterans of the 1st West Virginia Infantry. Members subsequently raffled the statute off at a reunion of the regiment.

The X-inch Dahlgren had a somewhat more dignified end. The Navy gifted it to Michigan members of the Grand Army of the Republic. The veterans placed the cannon at their official cemetery in Battle Creek where it stood until 1943. It and several other cannons throughout the United States

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In 1909, the British steamship Queen Wilhelmina *snagged her anchor on* Cumberland*'s anchor chain. A local salvage company brought the 1,080 foot chain to the surface and donated it to the Museum of the Confederacy in Richmond, VA. A small section of the chain (shown at left) is on display outside the museum. The rest of the chain (shown at right) was dumped about a mile away at the Tredegar Iron Works. (Photos by Gordon Calhoun)*

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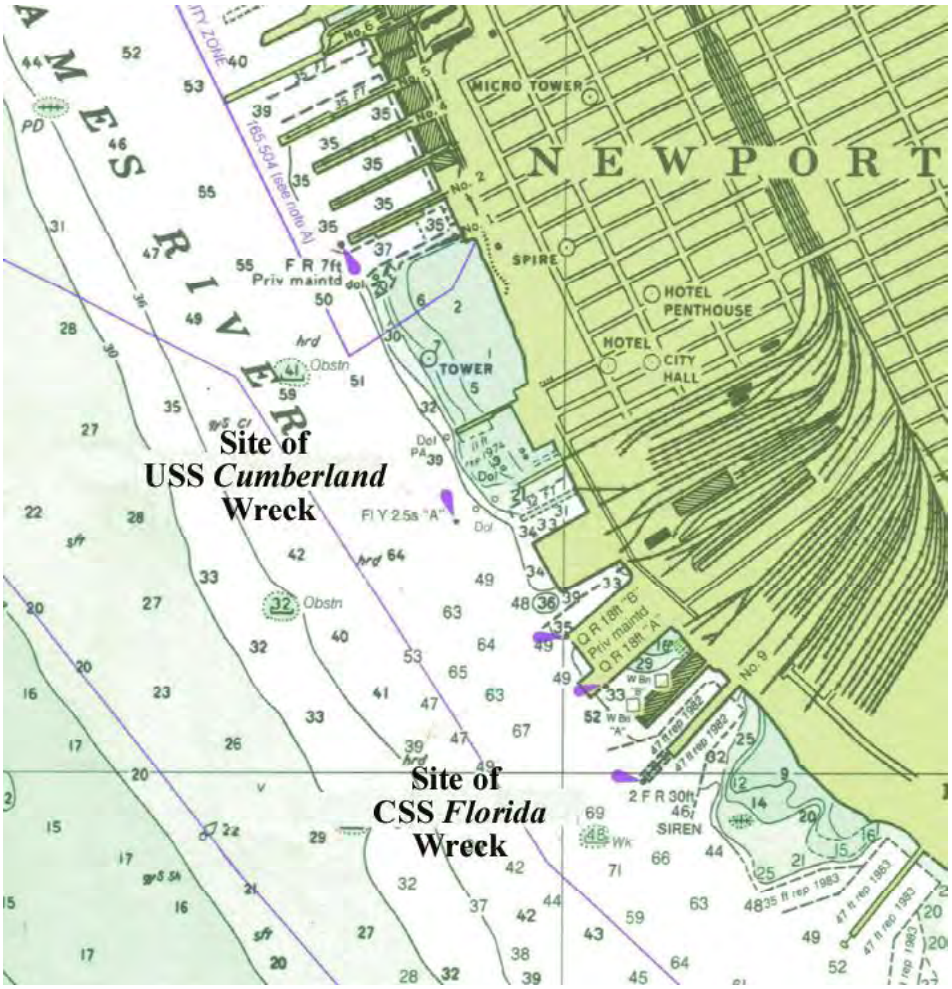
were melted down for war materials.

The ship's flag magically appeared in 1880 in Fort Smith, Arkansas. The *Fort Smith New Era*, a Republican-leaning newspaper, raised a flag with James Garfield's and Chester Arthur's (the Republican 1880 Presidential ticket) names on it. They claimed it was the flag used on *Cumberland* the day she was sunk. The last confirmed sighting of the flag was in March 1862 when Thomas Selfridge, *Cumberland*'s second officer, said it was stolen from his tent in Newport News.



This is a NOAA navigation map showing the general locations of the wrecks of USS Cumberland *and the Confederate cruiser CSS* Florida. *(Map provided by NOAA)*

A newspaper account in 1885 stated that *Cumberland's* anchor ended up in Camden, Maine, a town known for its anchor manufacturing. The owner of one of the forges, one Mr. Alden, is said to have seen the three-ton anchor for sale in Boston and originally purchased it for the scrap iron. He had the anchor sent back to Camden and prepared to have it melted down. However, the owner of a merchant ship saw the anchor and purchased it. The merchant ship owner needed an anchor for one of his newest ships. Before shipping it to the new ship, Alden removed the anchor's stock and saved the wood for his own collection in his office. Looters frequently raided his office and eventually made off with most of the wood.

Among the more curious artifacts was the strongbox belonging to *Cumberland*'s paymaster Cramer Burt. Just like the 16th century Spanish galleon, SS *Central America,* or countless other shipwrecks, *Cumberland* had her own treasure chest legend. Specifically, treasure hunters were looking at recovering $40,000 in gold from *Cumberland's* paymaster's vault that allegedly went down with the ship when *Virginia* rammed her.

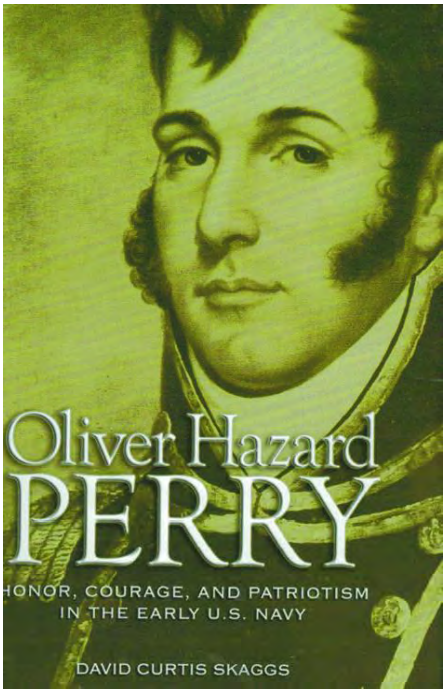
Treasure hunters began looting the wreck after the war in a desperate search for the lost gold. Newport News resident George West recalled in his memoir *When the Yankees Came* that he worked on

***Cumberland* continued on page 13**

Book Reviews

Oliver Hazard Perry: Honor, Courage, and Patriotism in the Early U.S. Navy

By David Curtis Skaggs
Reviewed by Joe Mosier



The most remarkable thing about Oliver Hazard Perry's career prior to his collision with fame during the War of 1812 was how completely unremarkable it was. Author David Curtis Skaggs has done a commendable job of showing how one moment in time was sufficient to establish the naval officer's place in American history. Perry came into the Navy during the Quasi-War with France in 1799 as a thirteen-year-old midshipman aboard his father's frigate *General Greene*.

David Curtis Skaggs. *Oliver Hazard Perry: Honor, Courage, and Patriotism*. Annapolis: Naval Institute Press, 2006. ISBN 1-59114-792-1. $34.95

His father, Christopher Raymond Perry, was one of a group commissioned directly to the rank of captain without prior service in the Continental Navy. Like others in that group, e.g. Thomas Williams of Norfolk, the senior Perry did not perform particularly well and was out of the service in short order. His son was fortunate enough to be retained in a navy that was drastically reduced in the first years of the new Jefferson administration.

Although Perry made two cruises to the Mediterranean during the Barbary Wars, in each case the trip proved uneventful. He was counted among "Prebble's Boys", that group of junior officers from which so many of America's early naval heroes were to come. He was finally given his first command in 1810, but found himself ashore in Rhode Island after losing the *Revenge* by running her aground.

For the first seven months of the war, Perry repeatedly pleaded with the Navy Secretary for a chance to distinguish himself. Finally in February 1813, newly promoted Master Commandant Oliver Hazard Perry was ordered to the Great Lakes under Commodore Isaac Chauncey. While not the high visibility combat arena Perry had hoped for, the lakes were important to one of America's strategic aims, the capture of Canada. Perry found himself in charge of building a working flotilla at Presque Isle (now Erie), Pennsylvania. To assist Perry, Commodore Chauncey ordered his flag captain, Master Commandant Jesse D. Elliott, to the Lake Erie squadron.

At this point of the war, Elliott's fame exceeded that of Perry as the former had led an amphibious raid that burned the Canadian facilities at York (now Toronto) and had received a sword from Congress by way of thanks. A more unfortunate pairing of commander and second could not have existed.

When battle was finally joined between the American and British squadrons on 10 September 1813, Perry commanded the brig *Lawrence* while Elliott had the brig *Niagara*. Elliott seemed to hold back while *Lawrence* was battered by three British vessels. The tide turned in the Americans' favor when Perry had himself rowed over to *Niagara*, took command of her and defeated Royal Navy Commander Robert Barclay's flagship *Detroit*. This led to Perry's famous message, "We have met the enemy and they are ours".

In the warm afterglow of victory, Perry was willing to be magnanimous and wrote of Elliott's conduct with effusive if vague praise. As time went on, the question of just what had caused Elliott to be so slow in joining the fight began to tarnish the laurels that had been shared by all of the squadron's officers. Perry and Elliott grew more heated and personal in defending their own conduct and criticizing that of the other.

After the close of the War of 1812, Perry, now promoted to captain and given command of the frigate *Java,* made a cruise to Mediterranean waters. In June 1819, Oliver Hazard Perry could officially fly his own broad pennant as commodore of a squadron sent to the Caribbean to try to control the actions of privateers flying the flags of the many states fighting for their independence from Spain. Perry had been directed by Secretary of State John Q. Adams to negotiate with Venezuelan authorities at Angostura to restrict their free use of privateer licensing. While there, Perry contracted yellow fever, died aboard the *Nonsuch* and was interred at Trinidad.

The Perry – Elliott controversy did not end with the former's death however. Perry's cousin forwarded to Stephen Decatur the paperwork Perry had prepared for instigating a court-martial against Elliott. Perhaps to preempt action by Decatur, Elliott fomented the duel between Decatur and James Barron that led to the former's death. The controversy became a literary one as well as James Fenimore Cooper and Alexander Slidell Mackenzie traded bad blood and worse reviews in writing on the subject.

Professor Skaggs is particularly thorough in detailing the ebb and flow of this controversy. He has written a competent and precise biography. From a researcher's viewpoint this is a robust work with thirty-four pages of notes and an extensive bibliography. He paints a complete portrait of a courageous man with the strong sense of personal honor that permeated the U.S. Navy's officer corps. Perry gained everlasting fame for one day's action on Lake Erie and the well-crafted message he had sent to report the event. We should all do so well.

No Higher Honor: Saving the USS Samuel B. Roberts in the Persian Gulf

By Bradley Peniston
Reviewed by Kathryn Shaffner

While many quip that the best defense is a good offense, the sailors of the USS *Samuel B. Roberts* may have argued otherwise when they found themselves floating in a minefield in the Persian Gulf on April 14 1988. That afternoon, the frigate, one of the most offensively advanced warships of its day, fell victim to the most primitive weapon in the naval arsenal, a mine.

No Higher Honor: Saving the USS Samuel B. Roberts *in the Persian Gulf* by Bradley Peniston tells the harrowing tale of the frigate and her crew's unrelenting efforts to save her in the aftermath of a crippling mine hit. At the height of the Iran-Iraq War, the newly commissioned *Roberts* under the command of CDR Paul X. Rinn had been sent to the Gulf to escort re-flagged tankers. Months of arduous training, combat exercises and repetitive drills had made the *Roberts'* crew one of the most prepared in the fleet.

Bradley Peniston. *No Higher Honor: Saving the USS* Samuel B. Roberts *in the Persian Gulf*. Annapolis: Naval Institute Press, 2006. ISBN 1-59114-661-5, $29.95.

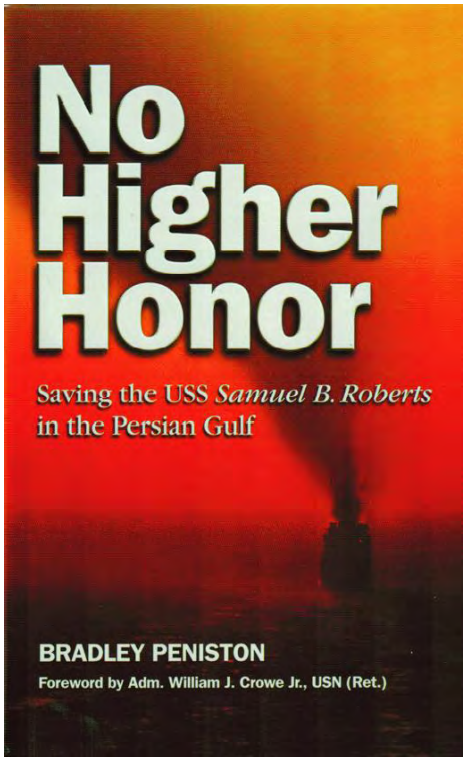
Yet the Navy's defensive minesweeping efforts, described by Peniston as "unglamorous," flagged. Though Rinn had not received word of CIA-reported minelaying activity in the area, he ran a tight ship and enforced disciplined watches. After an astute seaman spotted a lone mine floating a short distance forward of the ship, Rinn decided against sitting helplessly in a combat zone and instead opted to back the frigate out in its own wake. While attempting this, *Roberts* took a mine hit just aft of midships, a hit that crippled engineering spaces and disabled vital emergency information systems. Fires raged in the belly of the ship while flooding water rushed in through gaping holes threatening to sink the vessel. Her crew, who days earlier had groaned at the thought of another damage control drill, sprang into action. For more than four hours they battled to save the ship, succeeding without a single fatality.

No Higher Honor is a truly gripping tale that engages the reader in a way that makes him hope for a better ending than history provided. The story is written in language technical enough to satisfy the maritime savvy though sufficiently explanatory for the casual reader. Peniston's brief history of the naval mine, for example (designed in 1908 for Tsar Nicholas II) was instructive. The more technical minded will benefit from the series of detailed computer simulated drawings of the explosion and the decks and spaces that suffered damage.

Yet the language is also flowery enough to make the serious historian suspicious. Though this reviewer is not suggesting that "serious" histories must be boring, the drama Peniston creates feels more like a novel than a history. "The *Samuel B. Roberts* was flooding, on fire, surrounded by sharks and sea snakes, alone in a minefield at sea in a war," he summarizes for effect. Though Peniston's research is thorough, drawing primarily from interviews with crew members and confirmed by a handful of official documents, it is clear that the author is writing an inspiring story of valor rather than an official history.

Peniston also deviates from standard history-writing practice by hammering home two main morals of the story. The first is that strong leadership, discipline, and repeated practice do indeed make perfect, and that without Rinn's constant emphasis on readiness and damage control training, the *Roberts* would likely have not survived.

The second is the irony of the technologically superior American war-



fighting machine that is repeatedly crippled by decidedly low-tech weapons. In the fifty years after World War II, Peniston notes, eighteen U.S. ships were damaged in hostile action, fourteen of which hit mines. He also draws parallels to the destruction inflicted on the USS *Cole* (DDG-67) by suicide bombers in an explosives-laden raft in a Yemeni port in 2000, and the number of casualties U.S. forces in Iraq today suffer as a result of improvised explosive devices.

While it is good to be a believer in the power of pride in Naval heritage, it is also refreshing to read of a captain who drew his crew's strength from knowledge of and pride in *Samuel B. Roberts'* history. The heroism of both the man Samuel B. Roberts, a WWII sailor who sacrificed his life distracting Japanese troops from a Marine contingent, and the first USS *Roberts*, a WWII destroyer escort whose selfless mission against the *Yamato* helped turn the tide at Leyte Gulf, provided inspiration to the sailors of FFG-58. In fact Rinn pulled his ship's slogan from the 1944 after action report of the first *Roberts'* commanding officer, "no higher honor could be conceived than to command such a group of men."

One can take issue with the historical objectivity of Peniston's account, which omits any context of the wider Cold War conflict of the time, but as an inspiring tale of heroism and courage. It is recommended for sailors and civilians alike.

The 1907 ~~Jamestown~~ Exposition

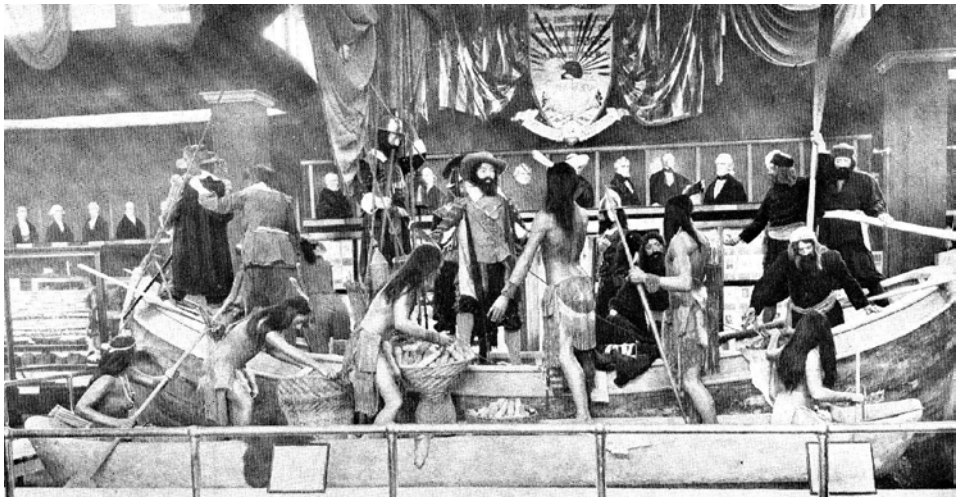
The 1907 Jamestown Exposition was built around three major "isms": commercialism, militarism, and progressivism. The commercial aspect of the fair was evident in the hundreds of businesses and governments that set up displays to promote their products or locality. Militarism was seen in the grand international naval review and the many Army and National Guard units who set up camp. Progressivism was highlighted in t he different displays and buildings illustrating social progress, such as the Negro Building, or social problems, such as

The Museum Sage

the use of child labor in coal mines.

Notice something missing? How about anything to do with Jamestown? You know, that settlement on the James River that was the first permanent English settlement in the Western Hemisphere that led to the founding of our glorious nation? One would be hard pressed to find anything about the actual Jamestown settlement at the Exposition. There was Pocahontas Street, but nothing about Pocahontas herself.

One could find two pieces about the settlement at the Exposition. Most visible was the Smithsonian Institution's static display that showed life size mannequins of John Smith trading with Native Americans. The second was the "Colonial Virginia" building in the Warpath section. It promised patrons "a faithful and dramatic burning of Jamestown." Additionally, souvenir hunters could find images of John Smith and Pocahontas on beautiful sets of dinner china, jewelry, ceramic statues and silver toast cups. That was about it: a bunch of mannequins, a painting showing Francis



If it was not for the Smithsonian Institution, a visitor would be hard press to find a single historical display about the Jamestown colony at the Jamestown Exposition. The Smithsonian used this display of John Smith trading with Powhatan's men at their Museum of American History for many years after the Exposition. (Photo from the Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

Bacon burning down Jamestown, and a whole lot of souvenirs.

This oversight was certainly not due to the fact that the Exposition was run by a group of unlearned people. In charge of history, education, and social economy displays was Julian Chandler, president of the College of William and Mary. The Exposition's administration gave Chandler a building for history displays that would make any museum director green with envy. The Palace of History was a 27,000 square foot fireproof building (now Building N-24, the main gym for Naval Station Norfolk.)

The palace was not enough. Chandler complained about the lack of money, construction delays, and the lack of enthusiasm of Exposition management towards history. Nonetheless, for all his complaining, even Chandler seemed to have forgotten about the Jamestown settlement as none of his displays mentioned it.

This lack of attention to the actual event which the Exposition was allegedly celebrating was not limited to the Norfolk commemoration. Most of the world's fairs during this time period were built around some event of national historic importance. The 1893 Columbian Exposition was suppose to celebrate the 400th anniversary of Columbus' arrival in the Western Hemisphere, the 1904 St. Louis Exposition allegedly commemorated the 100th anniversary of the Louisiana Purchase, and the 1915 Pan-Pacific Exposition in San Francisco marked opening of the Panama Canal and supposedly the 400th Anniversary of the "discovery" of the Pacific Ocean by the Spanish explorer Balboa. All three of these major expositions were beautifully constructed and attended by millions of people. However, they all seemed to have forgotten to properly commemorate their particular event.

Part of the problem could have been the fact that few historical facts were actually known about the Jamestown colony in 1907. The public memory of the colony was mostly folklore mixed in with a few key dates. The archaeological work that is ongoing today did not get started until the 1950s. The bigger phenomenon, however, was the fundamental nature of world's fairs and expositions. They were fueled by a desire by local businessmen and politicians to make money, or at the very least, bring economic attention to the region. The historical event was used mainly as a teaser, not as a means to enlighten the masses.

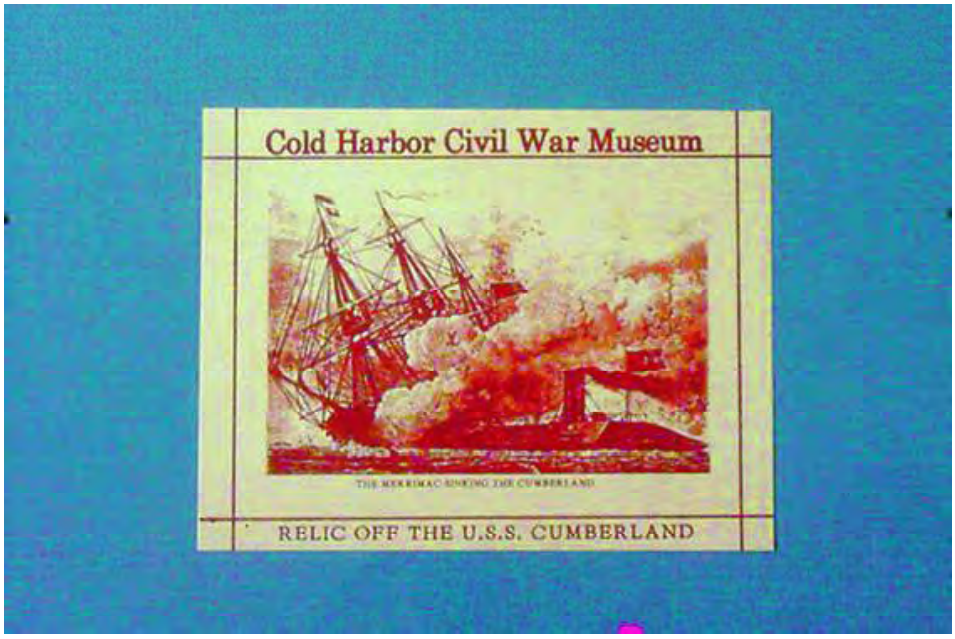
For local businessmen, they partially succeed in their goal. Overall, the Jamestown Exposition Company lost a lot of money. But for one bright shining summer, the giant Pennsylvania Railroad advertised Norfolk as a primary vacation destination for its thousands of riders alongside Atlantic City, Saratoga Springs, New York City, Los Angeles, and Philadelphia. Norfolk was officially on the map. Unfortunately, Jamestown itself would have to wait.

***Cumberland* continued from page 9**

salvage boats with a German salvage diver (who, by chance, was also named West). West and others were under the impression that there was still a chest full of gold to be found. "The paymaster, I understand, had $40,000 in gold with which to pay off the fleet," West wrote. The German salvager claimed to have bought *Cumberland* from the Navy, though no records existed verifying his ownership. He was so confident that there was gold on the ship, that he publicly claimed that the Government would owe him $40,000 if he found an empty chest.

He made several unsuccessful dives on the ship and had trouble locating anything in the murky waters of the James River. He risked his life for the gold. West noted that on several occasions, he pulled the German up out of the water in an unconscious state.

The German West sold his "claim" to a Detroit-based salvage company that attempted to get to the paymaster's stateroom by drilling down through the decks. This attempt also failed to retrieve any items. A third person, a Mr. Smith, hired the German West as his diver and took a more direct approach: explosive charges. Using underwater explosives to clear out parts of *Cumberland*'s hull, Smith's plan was to blast his way to riches. He claimed to have retrieved the strongbox. Even author George West, however, believed at the time that Smith was nothing more than a show off and a fraud. West commented that Smith liked to set off underwater charges near *Cumberland* to impress the ladies. As for the strongbox, West believed that Smith simply threw an iron safe over the side and ordered his divers to retrieve it.



In 1989, looters raided Cumberland *and CSS* Florida. *The looters sold the items to dealers who displayed the items at their "Cold Harbor Civil War Museum." Many of the items were seriously damaged through improper conservation and care. The looters and dealers were arrested by the FBI and prosecuted by the Department of Justice. (HRNM photo)*

This is a diagram showing the results from a 1987 magnetic survey of Cumberland. *The dark black lines represent magnetic contacts (*Cumberland*'s hull is in the center) and the thinner line represents the contour of the floor of the James River. (U.S. Navy photo)*

The problem with the legend is that there may never have been any treasure. An 1864 audit by the Department of the Treasury strongly implied that much of the money advanced to *Cumberland*'s accounts had been spent on pay, ship's stores, and uniforms. The audit came about because U.S. Government regulations held military paymasters personally liable for all money advanced to them by the Treasury. Any money that could not be accounted for in cash or receipts was to be made up by the paymaster's own salary.

After *Cumberland*'s sinking, Treasury auditors began asking for the money back. Specifically, auditors wanted $45,914.12 (paymasters made about $2,000 a year) in cash or receipts. They wanted the money either from Burt, his predecessor William DeBree (who resigned his commission and went South in 1861) or by Garrett Barry, a local paymaster who guaranteed Burt and DeBree's honesty. It took literally an act of Congress to state the obvious: that all the records went down with the ship and no one should be held liable.

Even if there had been gold on the wreck, it was probably removed in 1865. According to newspaper accounts, the

***Cumberland* continued on page 14**

***Cumberland* continued from page 13**

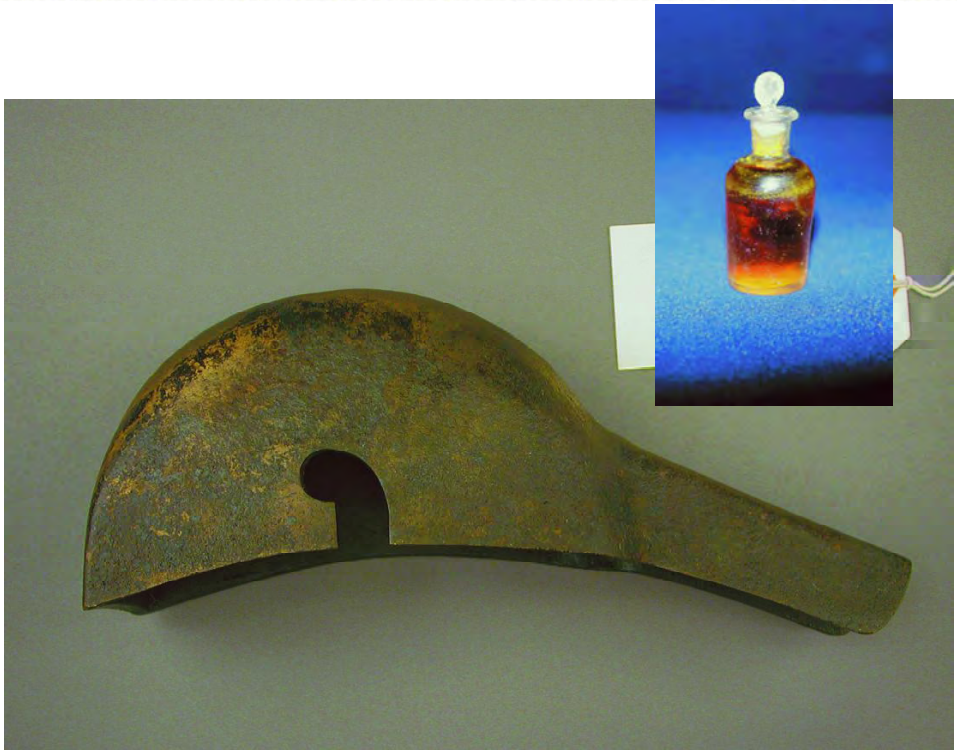
Underwood expedition recovered the strongbox in June 1865. It would be logical to assume that Treasury auditors received any contents, as according to the terms of the contract, Underwood would have no claim to the money. Apparently, word about the recovery was not widely spread. Interest in the strongbox continued well into the 20th century. As late as the 1970s, the National Archives received letters from curious treasure hunters seeking documentation.

Other than the prospect of recovering sunken treasure, interest in *Cumberland* waned over the years and eventually the wreck was forgotten. Occasionally, an artifact would be found on shore. For example, while seeking items from the Spanish-American War at the Norfolk Navy Yard in 1899, curators from the Smithsonian Institution came across some of *Cumberland*'s gun ports.

In 1909, the British steamship *Queen Wilhelmina* dropped anchor in Hampton Roads, unaware of the shipwrecks underneath her. *Wihelmina's* anchor fouled on something on the riverbed. A local salvage company was called in to assist and noticed that the anchor was caught on an old anchor chain. The company brought up over 1,000 feet of iron-linked chain in two parts to the surface and handed it over to the Museum of the Confederacy in Richmond. Upon further research, the chain was determined to have come from the *Cumberland*.

One section serves as a war trophy, marking the Confederacy's greatest naval victory over the U.S. Navy. The chain is decoratively fastened on a concrete wall outside the entrance to the Museum of the Confederacy. The rest of the recovered chain was dumped in a field at the Tredegar Iron Works where it rests today.

Cumberland went undisturbed and unnoticed for the next seventy years. During this time period, there was a renewed interest in the United States to protect its historic resources. The Constitution states that "Congress shall have powers to dispose of and make all needful Rules and Regulations respecting the Territory or other Property belonging to the United Sates." This has become known as the "territorial clause" of the Constitution and it gives the Federal Government exclusive right to its own property.



Shown here is a gun site cover for a IX-Inch Dahlgren smoothbore and a medicine bottle. Both were found near where the site CSS Virginia *was thought to have rammed* Cumberland*. The gun site cover was one of many recovered items that proved* Cumberland*'s location. (HRNM photos)*

Additionally, Congress passed a series of laws aimed at protecting both private and public property. These laws included the Antiquities Act of 1906, the Historic Sites Act of 1935, the Historic Preservation Act of 1966, and the Archaeological Resources Protection Act of 1979. All of these laws sought to protect cultural resources such as historic sites and buildings from theft and improper destruction.

For its part, the Navy specifically renewed its official claim on all of its ship and airplane wrecks no matter where they may have gone down in the world. Using the "territorial clause" and precedents set by previous administrations, the Navy continued to hold the opinion that Government title to a wreck can only be removed by law and not because of alleged neglect. This legal opinion superseded traditional admiralty law, a principal that essentially gave title and salvage rights to the first person willing to find and salvage a sunken vessel.

In the 1980s and 90s, some salvagers challenged the Navy's claim to their wrecks in court. Two high profile cases involved the gunboat USS *Hatteras*, which sunk in the waters of Texas by the cruiser CSS *Alabama*, and *Alabama* herself, sank off the coast of France in 1864. In both cases, salvagers claimed that since the U.S. Government had shown little interest in the wrecks, they had effectively been abandoned. Courts, however, disagreed and sided with the Government's argument that only when and if the Government decides to give up title is a wreck considered abandoned.

Best selling author Clive Cussler took a particular interest in 1982 to locate *Cumberland*. In a joint venture with the Virginia Research Center for Archaeology and later the Underwater Archaeological Joint Ventures, Cussler's National Underwater and Maritime Agency (NUMA) started an expedition after receiving a permit from Virginia's Department for Historic Resources. The team conducted a series of marine magnetometer surveys and sent divers into the waters near Pier C at Newport News in a search for *Cumberland* and the Confederate cruiser CSS *Florida*, which sank in late 1864 just a few hundred yards away. The NUMA expedition successfully found both wrecks off of Pier C. This first expedition asserted that *Cumberland* rested at a 35-degree angle. They located several large artifacts including the shaft of an anchor and a long section of the bilge pump.

The Hampton Roads Naval Museum and two Navy salvage units, Service Squadron Eight and Salvage Unit Two,

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The remains of an oyster sticking out of a pipe from the Cumberland/Florida *collection. During the 1865 salvage effort, divers helped themselves to several bushels of oysters that had taken up residence on the wrecks. (HRNM photo)*

***Cumberland* continued from page 16**

conducted a three-day survey of the same sites in 1983. Like the divers in the 1860s and 1870s, the divers in the 1983 expedition were limited to a short amount of time in the water due to the harsh environmental conditions. This expedition covered a somewhat larger area and looked at a debris field of wood as well as the two wrecks initially found by NUMA. Divers discovered a wooden wall rising about five feet off the river floor. Divers retrieved four artifacts including a breech vent from a IX-inch Dahlgren. This particular artifact confirmed that the wreck was *Cumberland* as IX-inch Dahlgrens made up the main battery of the ship.

Navy sponsored expeditions from 1985 through 1987 followed up on the earlier surveys and included dives and the extensive use of marine technologies such as side scanning sonar, magnetometer readings, and a sub-bottom profiler (a type of sonar that shows terrain below the surface). The magnetometer picked up several metal contacts assumed to be ordnance, anchors, and hull fasteners. The profiler determined that at least half of *Cumberland*'s hull lay underneath the riverbed.

After the official expeditions were concluded, *Cumberland* became the latest victim of underwater theft. Looters raided *Cumberland* and *Florida* in 1989. Instead of using high technology detection equipment and diving gear, the looters trawled the wreck with rakes, buckets, and clam diggers for items from the wreck. The looters subsequently sold the artifacts to antique dealers. The dealers attempted to conserve the items using off the shelf chemical products such as polyurethane. Some of the metal artifacts were melted down into belt buckles and arranged into shadow boxes for sale. Some of the artifacts went on display at a building called the "Cold Harbor Civil War Museum" at the Pottery Factory in Lightfoot, Virginia.

Fortunately, the Confederate Naval Historical Society noticed the stolen artifacts on display and alerted Federal authorities. Agents from the FBI confiscated many of the artifacts, which led to a criminal investigation by the Department of Justice and the Navy Criminal Investigative Service. The looters later pled guilty to violating the Archaeological Resources Protection Act and turned over the remaining artifacts.

As part of the plea agreement, the looted artifacts were returned to the Navy. The Director of Naval History identified the Hampton Roads Naval Museum as the Navy's repository for the artifacts and museum personnel took possession of the items from the looters.

The 1989 looting brought a sense of urgency to properly document *Cumberland* and *Florida*. In the 1990s, the Hampton Roads Naval Museum hired Pan-American Consultants to document the looting and the exact location and nature of the wrecks. As for the looted artifacts, R. Christopher Goodwin and Associates was hired to properly identify and document the items. Many of the artifacts were found to be seriously damaged due the amateur nature of the conservation. Other artifacts were misidentified and it became unclear from which ship the items were taken from.

In 2005, Navy organizations including the Naval Historical Center, the Museum, and the National Oceanographic and Atmospheric Administration conducted two more surveys using the latest in sub-bottom sensing and sonar technologies. The latest expeditions provided detailed images of the status of *Cumberland*. The images showed that the wreck was in remarkably good shape considering the damage caused by looting, improper salvaging techniques, and sediment pushed on to the ship by channel dredging.

Some of the artifacts recovered from legal and illegal salvage operations are currently on display at the Hampton Roads Naval Museum. Cumberland*'s bell is among the bigger items. (Photo by Gordon Calhoun)*

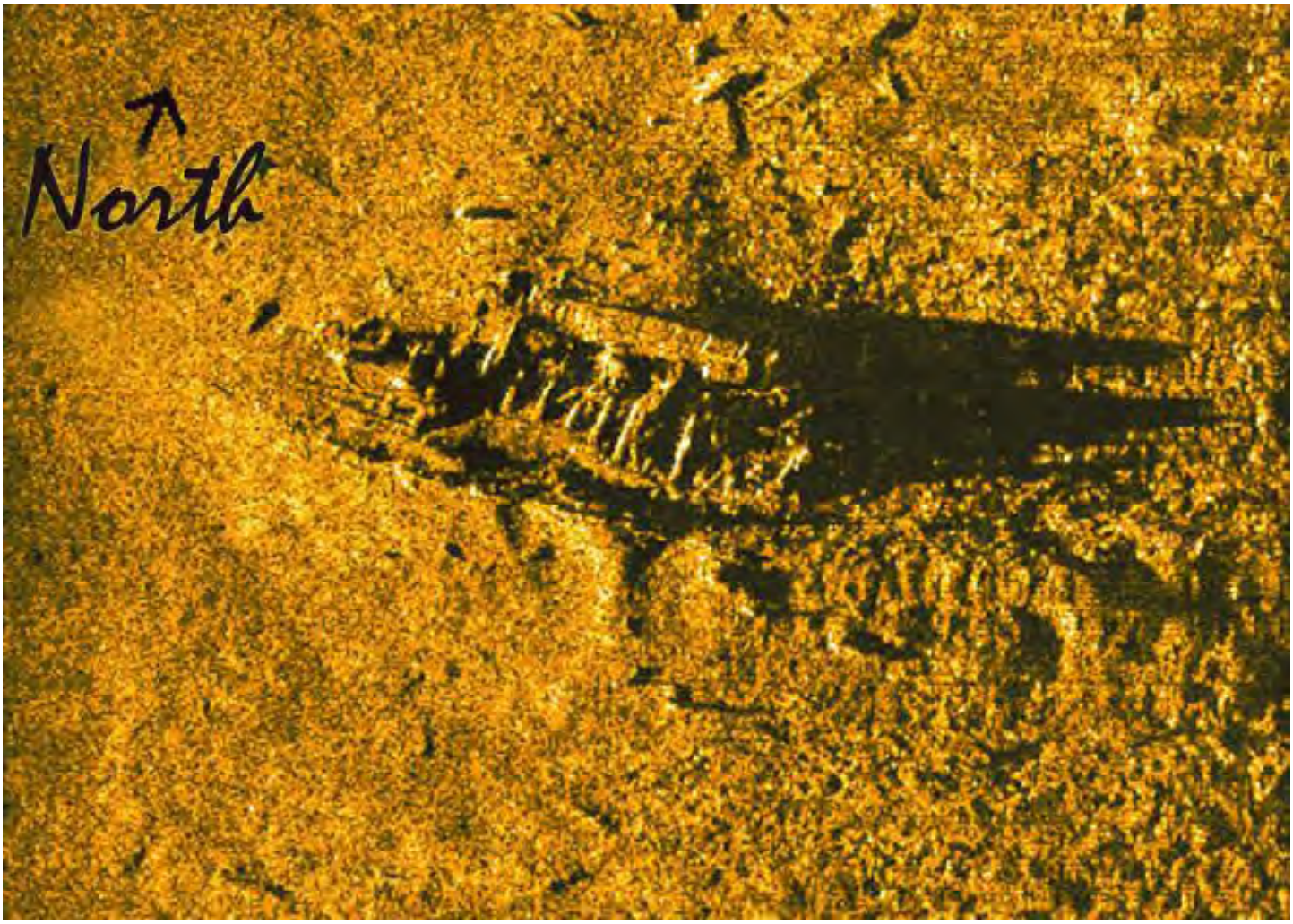
Cumberland continues to rest quietly at the bottom of the James River. There are still questions to be answered, such as the possible location of *Virginia*'s ram. Further expeditions may occur.

Since the 1980s, Congress has passed laws geared specifically towards shipwrecks. The Abandoned Shipwreck Act of 1987 granted the U.S. Government title to any shipwreck, not just Government ones, within its waters. More recently, Congress passed the Sunken Military Craft law as part of the 2005 National Defense Authorization Act, bringing Federal law in line with court decisions and foreign treaties.

The history of the salvage efforts on *Cumberland* and the laws protecting the wreck have proven a few key points. The most important point is *Cumberland* is not RMS *Titanic*. The ship does not belong to the first organization or person who has the resources to get to it. Despite what a few have attempted to claim over the years, there is no evidence that the U.S. Government or the Navy ever gave up rights to the ship.

Furthermore, the Navy's stand on *Cumberland* makes clear to the public that the ship is a war grave to the men who gave their lives in service to their country. In the same respect as Arlington National Cemetery ground is sacred, the Navy respects her ship.

The Flagship Today



This is what USS *Cumberland* looks like today. This image is a February 2006 composite sonar image taken by the NOAA survey vessel *Bay Hyrdographer* during a joint NOAA/U.S. Navy expedition. It shows the vessel facing west to east at the bottom of Hampton Roads. (Image provided by NOAA)

In Our Next Issue...

-Going to the Fair: A Day at the Jamestown Exposition

-New Exhibit on the Steel Navy

-Book Reviews: *Fortnight of Infamy: The Collapse of Allied Power West of Pearl Harbor, December 1941* and *The Pearl Harbor: Rethinking the Unthinkable*