



**Volume 53, No. 3**  
**March, 2013**  
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# Battle Cry

Founded 1961,  
Newsletter of the Sacramento Civil War Round Table  
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## PRESIDENT'S MESSAGE:

Two Wednesdays past at our board breakfast the following items came up:

1. George presented us with our financial accounting for last year which showed us that we had pretty good assets.
2. Dennis suggested that we spend some of it to bring a speaker to Sacramento whom we had heard in Orange at their West coast Conference. The presenter had produced some very nice scale models of boats / ships from the Civil War which were on display. We all seemed to enjoy what he had produced, so I asked Dennis if he would follow-up with an invitation to put his show on the road with the objective of displaying it at Gibson Ranch.

I spoke with Doug Ose and got his approval to do this.

3. I plan on speaking with the Orange County Round Table to find out how their conference did financially.

The attendees at our breakfast seemed to support the Sacramento Sponsorship of the 2015 West Coast Conference. We need to discuss this and see if we can get the support of the club for such an effort. Some of this may depend on how well Fresno does on their West Coast conference cruise.

**Bob Hanley, President**

**MINUTES**  
**SACRAMENTO CIVIL WAR ROUND TABLE**  
**Wednesday, February 13, 2013**  
**HOF BRAU RESTAURANT, 2500 WATT AVENUE, SACRAMENTO**

**ATTENDANCE – 34**

**MEMBERS - 24**

Jim Armstrong  
Roy Bishop  
James Cress  
Jerry Cress  
George Foxworth (Treas),  
Monica Foxworth  
Bob Hanley (Pres)  
Don Hayden (IPP), Scottie  
Hayden  
Dennis Kohlmann, Lowell Lardie  
Anne Peasley (VP)  
Rick Peasley  
Horst Penning

Mark Penning  
John Rice  
Paul Ruud  
Nancy Samuelson  
Brad Schall  
Patty Schall  
Richard Sickert  
Roxanne Spizzirri, Maxine  
Wollen (Sec), John Zasso.

Max Hayden  
Sean Hayden  
Tammy Hayden  
Bob Hubbs  
Jim Lane  
Larry Spizzirri  
Richard Spizzirri  
Ray Valdez

**GUESTS - 10**

Esther Boeck  
Don Hayden, Jr.

1. The meeting was called to order at 7:00 pm by President, Bob Hanley.
2. The Pledge was led by Bob.
3. Bob introduced guests, and then the speaker, Bob Hubbs. Prior to the speaker's talk, Don Hayden presented a brief bio on him
4. When the speaker finished, Bob Hanley presented him with a bottle of wine.
5. John Zasso conducted the raffle.
6. The meeting was adjourned at 8:15, followed by a Board meeting.
7. **The Board meeting** was brief. George will have a sign-up sheet at the next meeting for volunteers for the May school event at Gibson Ranch. Progress is being made for the event; 1250-2000 kids are expected so far.

Bob's talk was about Grant , the Holly Springs campaign, and Grant's worst nightmare. He recommended reading Grant's autobiography. The nightmare was Holly Springs, which was a major turning point in Grant's life. Cavalry had come north, captured Holly Springs and burned all the supplies there. The supplies were needed for the Vicksburg campaign, plus his wife & son were in Holly Springs and there was fear that they would be captured. At that point, Grant abandoned the Valley campaign. He later admitted that it was a mistake and he should have pushed on.

**Treasurer's Report**-at the end of the meeting, the cash balance was \$2,985.68. Thanks to John Zasso, members & guests, the raffle brought in \$47.00  
George W. Foxworth, Treasurer

## BOOK REVIEW

**John D. Broadwater.** *USS Monitor; A Historic Ship Completes its Final Voyage.* Texas A&M University Press, College Station, TX (2012).

Although she had a career of less than one year, *USS Monitor* is arguably America's most famous warship. Furthermore, locating and recovering *Monitor* form one of the great stories of maritime archaeology of the past four decades. The author of this volume, John Broadwater, is well-qualified to tell this story because he worked on the *Monitor* project for decades.

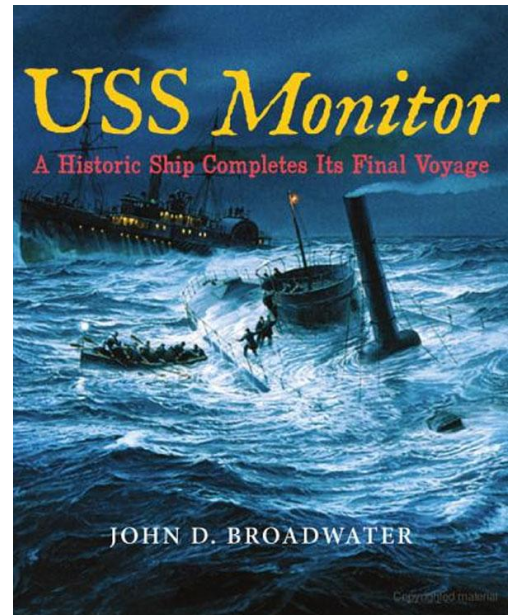
While providing a concise history, including its construction in just over 100 days, its legendary battle at Hampton Roads, and its tragic loss off Cape Hatteras, the bulk of the volume focuses on the four-decade project of finding and preserving *Monitor*.

As James P. Delgado indicates, "this ship, and its saga, are first and foremost a human story." (p. x) This personal account of Broadwater's experiences on the *Monitor* project stands as a case study about historic wrecks—how to locate, investigate, and protect/preserve/recover them.

Broadwater tells the story of *Monitor*'s active career in vivid detail and then provides the less well-known details of the vessel's final hours on 30/31 December 1862, when she sank en route to Beaufort, North Carolina. Broadwater's detailed account is riveting. Battling strong winds and high seas, *Monitor* lost her port towline and soon thereafter was fully loose. Broadwater provides stunning descriptions of *Monitor* riding one wave and then plunging under/through the next. By 10:30 p.m. *Monitor*'s officers had concluded that the ironclad could not be saved. At about 1:30 a.m., 31 December, *Monitor* sank. According to Paymaster William F. Keeler, "What the fire of the enemy failed to do, the elements have accomplished." (p. 13)

Attempts to locate *Monitor* began after World War II: first in May 1950, and then in July 1955. Finally, in August 1973 an expedition identified the upside down

wreck, identification that was formally announced in March 1974. By October 1974 mapping cruises had produced a remarkable photomosaic of the vessel. Broadwater describes these 1973/1974 expeditions in considerable detail, a step by step account whose slow pace reinforces the important point that this project did require slow and painstaking work.



Recovery of key artifacts—including the signal lantern, the anchor, the propeller, the steam engine, and finally the gigantic and iconic gun turret—was filled with drama and emotion, especially when the archaeologists discovered the skeletal remains of two crewmembers buried in the sediment of the turret. An equally important development was the creation in 1973 of NOAA's National Marine Sanctuary Program and the designation of *Monitor* as the first National Marine Sanctuary in 1975.

One of the fascinating dynamics of the recovery and preservation efforts was the cooperation of a wide range of government and private entities to accomplish their common goals. For example, the recovery of *Monitor*'s turret involved: NOAA's National Marine Sanctuary Program; the U.S. Navy's Supervisor of Salvage, Naval Sea Systems Command; the U.S. Navy Mobile Diving and Salvage Unit TWO; Phoenix International, Inc. (the Navy salvage contractor); The Mariners' Museum; Newport News Shipbuilding; and the U.S. Coast Guard.

Whether *Monitor* should be recovered was explored and debated extensively at an April 1978 conference. One proposal called for literally scooping the wreck and the surrounding seabed and raising it to the surface. Ultimately, however, a more middle of the road approach was adopted: careful examination, recovery of artifacts, and in situ preservation.

One argument against complete recovery claimed *Monitor* was too fragile and could best be preserved on the seabed. But another consideration—which Broadwater doesn't explore—must have been cost. Funding for recovery/preservation efforts was never a guarantee, and the groups often lived from grant to grant. For example, Congress ordered a *Monitor* Comprehensive Plan but failed to appropriate any funds to implement the plan. A question never addressed in the book is what the approximate cost of the four-decade project was. Surely it would be astonishingly high, and surely someone could do an estimate. Of course, should that be a factor in thinking about what was accomplished?

But consider the expense—in actual payment or in “time spent”: some 45 expeditions from 1973 to 2009; in 2000 over 300 Navy and NOAA divers logging some 160 hours on the bottom; and the 2002 turret recovery involving 142 Navy divers logging 928 hours on the bottom. In addition, over the years, operations required a vast fleet of specialized vessels and equipment, some designed specifically for this project. The general public might be surprised and might raise a collective eyebrow and grumble about “government waste.” But consider what we have learned. The sheer scale of artifacts recovered from *Monitor*, and insights into John Ericsson's technological innovations, the events leading up to the sinking, and how the seamen died, all put the cost into a different perspective. Consider simply the turret. Over 400 objects were uncovered once the turret had been brought to the land—including a ring, comb, boot, lantern, silverware, buttons—and even more moving and important, the remains of two seamen. In all, over 100 tons of material were recovered from the *Monitor*—impressive statistics. But what it all meant to those working on the project, the emotions that everyone felt, is equally evident in Broadwater's narrative. When *Monitor*'s turret made its last voyage, to the Mariners' Museum, team member Jeff Johnston

exclaimed, “She's home now. She's really home.” (189)

This book is a visual feast, with a rich selection of contemporary images and diagrams, and numerous first-rate illustrations—including maps, historic photos, diagrams, dramatic underwater photographs, images of the ships and equipment used during the project, and the restoration efforts. But this reviewer does have a few gripes. Sometimes the narrative gets repetitive and overly detailed and would have benefitted from occasional judicious pruning. In addition, a copy editor should have caught a number of typographical errors and, significantly, footnotes for the book's Epilogue have been omitted.

Quibbles aside, this is a remarkable book that provides a broader and deeper appreciation for the greatness of John Ericsson's *Monitor* and for the work of nautical archaeologists who retrieve and preserve our maritime legacy. Anyone interested in Civil War naval history, *Monitor* specifically, or the work of nautical archaeologists, should own *USS Monitor: A Historic Ship Completes Its Final Voyage*.

*Dr. Blume is a Professor of History with the Dept. of Humanities and Communication at the Albany College of Pharmacy and Health Sciences*



*Battle between the Monitor and Merrimac--fought March 9th 1862 at Hampton Roads, near Norfolk, Va.*

## A LOOK BACK IN TIME

# The New York Times

April 6, 1862

**OUR WASHINGTON CORRESPONDENCE.;  
THE IMPENDING BATTLE BETWEEN THE  
MERRIMAC AND MONITOR THE  
SUPERIORITY OF THE MERRIMAC THE  
RESULT DOUBTFUL THE WISDOM OF RED  
TAPE.**

WASHINGTON, D.C., Friday, April 4, 1862.

The air was full of rumors, yesterday, of a pending sea-fight, in Hampton Roads, between the Merrimac and the Union fleet. The rumors were, of course, groundless, for there was no communication with Fortress Monroe after the arrival of the Old Point boat at Baltimore, in the morning, and she brought no such news. But the shrewd public knew better. It was sure a telegraphic wire was working directly between Old Point and Washington, but that the Government was keeping the matter entirely secret. So, many credulous patriots went to bed, quite fixed in the belief that Government officials knew more than they would tell of what was doing near Fortress Monroe.

The prevalence of such rumors is an indication of the current of public feeling. The whole country hangs in anxious expectation of the reappearance of the Merrimac, and of a second fight between that monster and the Monitor. Some of our officials are hopeful. Others are not. The result cannot but be considered doubtful. It is not pleasant to come to such conclusion; but the facts are implacable and unyielding.

The Monitor's arrival in Hampton Roads, some weeks ago, seemed a direct intervention of Providence. She stopped the Merrimac in her career of destruction, and was, consequently hailed as a national deliverer. The slow Departments of the Government fell down and worshiped her, for her prowess, luckily, saved them from an ignominious niche in history. Immediately they all went Monitor-mad, and set themselves about

building several other Monitors; and no idea will be entertained of naval defence, unless there is a revolving turret and two guns in the case. The Monitor fought the Merrimac well. It is the first instance in the world's history of a battle between iron-clad ships, and yet the Navy Department thinks all experience exhausted in that one combat, and improvement impossible in naval warfare!

Permit me to suggest that this may be a fatal mistake, and that the nation is at this moment in extremest peril. The Monitor is not the equal of the Merrimac; and nothing but what infidels would call "good luck," and what Christians would call God's favor, will save the Union from the annihilating blows of the Merrimac. Why is not the Monitor equal to the Merrimac? Because she has not her speed nor power; she has not an equal armament, and she is liable to be hopelessly disabled by a single accident, than which nothing is more likely to happen when she goes into battle. Suppose the Merrimac to come out to-morrow, as she may do, and that she engages the Monitor; and that in the beginning of the battle the Monitor bursts a gun. Do you not perceive that our navy is annihilated in Hampton Roads, in the Chesapeake, and wherever else the Merrimac may be able to go? The Monitor has only two guns, and in a turret. Her men work the guns in that turret, and an explosion in that iron drum necessarily kills every man there, and if it does not likewise split the turret, the shattered pieces of the enormous gun will so incumber the narrow inclosure that the working of the only remaining gun will be impossible. Upon this thread then hangs the fate of the most gigantic campaign of modern times, the safety of each of the Monitor's guns from a frequent accident of warfare. Upon our Western gunboats already two rifled cannot have been burst, killing an aggregate of twenty men. Let one like accident happen to the Monitor, and all our hopes of immediate success in this war will in the deep bosom of the ocean be buried. And then, the god we now worship, the turreted Monitor, will be the treacherous devil that lured us to destruction.

While all men, who are capable of reason admit that an explosion of a gun in a turreted boat like the Monitor will be fatal, and take it out of action, there is no desire evinced by any one, in Cabinet or Congress, to favor any plan of an iron-clad boat that shall be free from so alarming a defect. The Stevens Battery, which is to carry seven guns, which can shield each

one independently as perfectly as the Monitor shields her guns; which fights all her men under a plated deck, and apart from the guns; which can suffer the explosion of six guns out of seven, if such extraordinary ill luck should occur, and still fight the last gun without impediment, and without having suffered injury to a man -- this great vessel is in no favor with the Navy Department because she is not turreted like the Monitor! She ought to have a man-trap, wherein the explosion of a single gun will kill all her gunners, and disable every other piece of ordnance she may carry.

Nevertheless, well knowing the infatuation of the Department in favor of Monitors, and the consequent antipathy to anything different, (or better,) the United States Senate has refused to allow the Stevens Battery to be completed except in accordance with the "opinion" of Secretary WELLES -- the very man of the Government, above all others, that the Senate have helped to breed distrust of. If the House has no more breadth of wisdom--no astuter perception of palpable truths in regard to turreted boats like the Monitor, then may the country despair of help, in case the Monitor shall burst a gun in her next engagement with the Merrimac, or the Merrimac, by a lucky shell, burst one for her.

In the meantime, we only live in hope that no such casualty may befall the Monitor; for in the perfect exemption not only of one, but of both her guns, from defect, does the fate of this nation, absolutely depend. There is no assurance of safety to our fleet in Hampton Roads; and hence, while all men hope, they do also fear. When we have lost all, then, perhaps, the Navy Department will learn. YORK.

<http://www.nytimes.com/1862/04/06/news/our-washington-correspondence-impending-battle-between-merrimac-monitor.html>



## DID YOU KNOW?

That the origin of the word "deadline" was what prisoners called the perimeter of Andersonville. Any prisoner crossing that line would risk being shot. Like many military phrases, American business has adapted the term to mean the time limit to complete a job-often at the risk of being shot if that limit is crossed!

<http://civilwarstudies.org/trivia.shtm#03>



## UPCOMING SCWRT EVENTS

- March 13: "Women Spies in the Civil War" by Silver Williams
- April 10: "Elimira Prison" by Tad Smith
- May 8: "TBA" by Sherri Patton
- June 12: "Attack on the CSS Albemarle", by Tim & Ginny Karlberg
- July 10: "TBA", by Ted Savas,
- Aug 14: "The Capture of New Orleans", by Paul Ruud
- September: "George Custer", by Joe Maxwell
- October: "California Railroads and the Civil War", by William Burg
- November: "The Gettysburg of the West: The 1862 Confederate Invasion of New Mexico" by Don Hayden
- December: "TBA" by Anne Peasley

