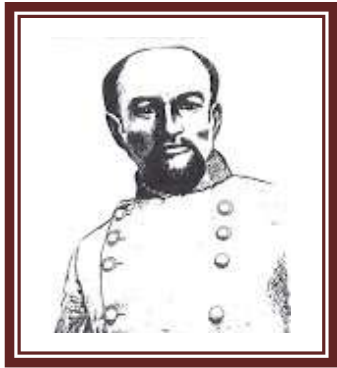


CALCASIEU GREYS

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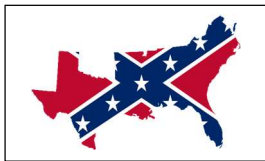
Captain James W. Bryan

NEXT MEETING

The next meeting of Capt. J.W. Bryan Camp 1390 will be from 6-8 p.m. Tuesday, Aug. 8, at Ryan's Buffet, 4051 Ryan St., Lake Charles, La. Our guest speaker will be Archie Toombs, who will give a report on the SCV's National Reunion recently held in Memphis, Tenn. Please come and enjoy great food and excellent Confederate fellowship.

GUN SHOW

Capt. J.W. Bryan Camp 1390 will have a table at the gun show Aug. 26-27 at the Lake Charles Civic Center. Please consider volunteering a few hours of your time some time during the weekend to help man the table.

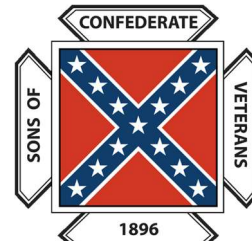


DUES REMINDER

If you haven't already sent in your annual dues, please do so as soon as possible. Attacks on our Confederate Heritage are continuing with fury and we need every current member & grow our ranks as much as possible.

Please send your annual dues of \$42 to Camp Adjutant Luke Darte, 908 Henning Road, Sulphur, La. 70665-7673. Thank you for your continued support.

The Louisiana Division SCV also encourages your consideration for the optional extra giving which are listed on your dues statement. Thank you.



SCV NEWS

By Mike Jones,
Camp editor/historian

It was recently reported that the equestrian statue of Gen. P.G.T. Beauregard will be moved to the Greenwood Cemetery in New Orleans. The legally vandalized statue is presently stored in a haphazardly built building in a city owned junk yard. Greenwood Cemetery is a historic cemetery and currently has a Confederate monument topped by a Confederate soldier statue. At the base are busts of generals Robert E. Lee, Albert Sidney Johnston and Leonidas Polk. There is a Confederate section in the cemetery with some hundreds of Confederate graves.

The monument, erected in 1874, was the first War for Southern Independence Memorial in New Orleans. It was erected through the efforts of the Ladies Benevolent Association of Louisiana. The ladies also gathered the remains of 600 Confederate soldiers for burial in the cemetery. The statue of a Confederate infantryman on the memorial was carved in Italy of Carrara marble, as were the busts of the Confederate generals. Architect Benjamin M. Harrod was the designer.

Anti-Confederate New Orleans city hall has not confirmed the report about the possible move of the Beauregard monument to Greenwood Cemetery. The monument should never have been moved and there are still petition drives going on in New Orleans to get the monuments of Gen. R.E. Lee, President Jefferson Davis, and the Liberty Place Monument, as well as that of Beauregard, restored to their original historic places of honor in the city.

The Beauregard Parish police jury has also requested the Beauregard statue be moved there, but thus far Anti-Confederate New Orleans city hall has not responded to news media inquiries. There have been demonstrations in Beauregard Parish both for and against the move.



Confederate Memorial, Greenwood Cemetery, N.O.
(Photo from Greenwood Cemetery web site)

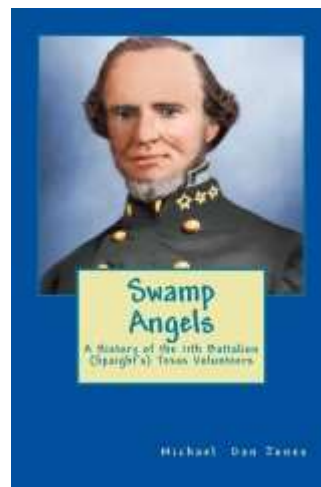
Champion Hill Battlefield Addition

The Civil War Trust recently announced the preservation of a 319-acre property associated with the 1863 Battle of Champion Hill. With this addition, the Trust has helped save almost 800 acres at Champion Hill, the site of the largest, bloodiest, and most consequential action of Gen. Ulysses S. Grant's Vicksburg Campaign. The decisive Union victory at Champion Hill was instrumental in forcing the Confederate Army into a doomed position inside the entrenched fortress of Vicksburg.

"Thanks to the generosity of our partners, land that played a crucial role in the Vicksburg Campaign and eventual Union control of the Mississippi River is now saved forever," said Trust President James Lighthizer. "The protection of these 319 acres guarantees that future generations of Americans will be able to walk in the footsteps of their ancestors and see the places where the issues of the American Civil War were decided."



Camp 1390 Cmdr. Michael Wayne Clanton and guest speaker Clyde Aucoin at the July meeting. (Photo by Kevin Guillotte)



Spaight's Battalion, Confederate Defenders of Texas and Louisiana

One of the military units directly defending Southeast Texas and Southwest Louisiana in the War Between the States is highlighted in a new book, *Swamp Angels: A History of the 11th Battalion (Spaight's) Texas Volunteers* by Michael Dan Jones.

The book covers the wide sweep the battalion's history, which spent all of its time in Southeast Texas and South Louisiana, guarding the coast and fighting in several battles, including both battles at Sabine Pass (Company B only) and the Battle of Calcasieu Pass.

The commander was Colonel Ashley Wood Spaight of Liberty Texas and second in command was Major Josephus S. Irvine, who was a veteran of the Texas Revolution and the Battle of San Jacinto.

Most of the enlisted men were farmers from throughout the region. Company E, commanded Captain George W. O'Bryan, was the specific unit that helped build the fortification at Niblett's Bluff, and lost a number of men there in a measles epidemic.

Company B was stationed at Sabine Pass throughout the war, manning heavy artillery pieces. Also guarded by the battalion were Houston, Galveston, Beaumont, and Orange in Texas; and Burr's Ferry, Niblett's Bluff, Calcasieu Pass, and Lake Charles in Louisiana.

Elements of the battalion took part in the First and Second battles of Sabine Pass, a sea battle off Sabine Pass in the Gulf of Mexico, the Battle of Fording Bayou, the Battle of Bayou Bourbeau, the Battle of Calcasieu Pass and a number of skirmishes with the federal blockade ships and landing parties along the coasts of Southeast Texas and Southwest Louisiana.

The history was compiled from letters and diaries of the soldiers, official records of the Union and Confederate armies and contemporary newspaper stories. There are also a number of photographs of soldiers who served in the unit. It also has an annotated roster of over 1,000 men who served in the battalion.

The book is published by CreateSpace.com of Charleston, S.C. and has 352 pages, photographs, maps, bibliography, and index (\$18.00, trade paperback).



New member David R. Frohn, center, was formally inducted into Camp 1390 at the July meeting by Camp Cmdr. Michael Wayne Clanton, left, and presented his membership certificate by Camp Adjutant Luke Dartez, right. (Photo by Kevin Guillotte)

RALLY FOR TEXAS CONFEDERATE MONUMENT

[Message from Compatriot Hank Van Slyke of Camp 1745]

Compatriots, many of you have heard about the recent attempts in San Antonio to get the Confederate Statue at Travis Park removed in San Antonio Texas. It was announced by the SCV Texas Division that on August 12th at 2:00pm, we will all gather at Travis Park to show our support to keep the Confederate Monument that stands there now. "This is a rally call for every member in the Texas Division (along with your friends) to stand up to radical groups demanding the removal of the monuments to our Confederate Dead and the heritage everyone in America shares. Travis Park is the scene of our next fight. We are working with other groups to include the Texas heritage and genealogy groups whose statues are already under attack (Sam Houston Statue in Hermann Park and The Alamo Cenotaph on the Alamo property in San Antonio). Each Brigade Commander has already established a heritage defense plan to include total numbers responding and has a plan to get the camps in San Antonio on August 12th, 2:00 with flags, signs, and banners. Remember to dress for the sweltering heat in San Antonio - we have been recording 100+ degree heat indexes for some time now with no signs of let up" - John McCammon, Texas Division 1st Lt. Commander. On July 4th Black Lives Matter and other activists demanded the statue be removed, they seem to have the support of the new San Antonio mayor along with many council members. We need as many members and compatriots as we can to help show our support. We will be having guest speakers as well. Please distribute the information to each of your members so that we can try and grow this event, make sure to inform your brigade commander on how many members of your camp will be attending.

Date: August 12th 2017

Time: 2:00pm

Location: Travis Park, San Antonio Texas.

Deo Vindice, and I hope to see you all there! We can carpool, and it would be a great family trip too. A visit to the Confederate Cemetery would be good. If you don't have a big straw hat, now would be a good time to get one. Farmers Mercantile in Orange have the really big really cool hats, and the ten-dollar gardener's hats at the home improvement stores will work too. Anything to keep the sun at bay.



Confederate Monument, Travis Park, San Antonio, Texas (Antique postcard, M.D. Jones Collection)

MORE HUNLEY TREASURES

[June 27, 2017, from www.hunley.org]

It is no secret the crew compartment of the *H. L. Hunley*, the world's first successful combat submarine, was small. Conservators working to save the pioneering vessel have a new understanding of just how cramped and intimidating it must have been for the eight-man crew in 1864 when they cranked the Hunley into world history. Working in the small confines of the roughly 4-foot tall hull, scientists are using drills and small hand tools to slowly break off the concretion—a layer of sand, sediment, shells and corrosion products—that built up slowly over time while she was lost at sea for over a century.

The concretion completely masked the original surface of one of maritime lore's greatest artifacts as well as many of its finer operational features.

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"The work can be exhausting, but I love this job. I get to watch the submarine come out of its shell and be one of the first people to actually see the crew compartment in over a century. It is really very exciting," said Clemson University's Warren Lasch Conservation Center's Associate Director and Senior Conservator Liisa Nasanen.

A Look Inside the Crew Compartment

The delicate effort to clean the crew compartment has already yielded some interesting finds:

Human Remains Found: A tooth was found in the concretion on crank position number 3, where it is believed crew member Frank Collins sat. His remains were buried in 2004 alongside his crewmates and others that lost their lives in the testing and development of the Hunley. At the time of his burial, several teeth were missing from his cranium. Forensic analysis of the skull indicated the teeth were lost after his death from decomposition, meaning the discovery of more human remains was not a totally unanticipated find.

Operational Discoveries: Cleaning the inside is slowly offering a greater understanding of the vessel's overall operation. A complex series of features are emerging showing the Hunley's design was more sophisticated and dynamic than originally thought. The flywheel that powered the propeller can now be seen as a clever piece of engineering. It has a system of different size gears that provided a positive torque ratio to turning the propeller. In other words, the complex gear system helped enhance the output of the crank-generated power, helping maximize the impact of the crew's hard work.

Practical Design: The iron crank system was designed to address the vigorous challenges of cranking. Cranking for the length of time needed to reach the enemy target ship was strenuous work and no doubt caused muscle fatigue with blisters and sores. It appears a thin metal tube wrapped loosely around the crank allowed for easier work. The tube was then covered in a cloth material, likely meant to soften and alleviate the rub on the hands.

The Deconcretion Project

Until recently, the concretion completely covered the vessel both inside and out. It is being removed so a conservation treatment can be completed to ensure the submarine is preserved for our generation and the ones to come. It has been a multi-year process with several different phases.

First, the exterior of the submarine was cleaned of this encrustation. Then, in 2016, scientists moved their work to clearing it off the interior. They have started in the forward and aft sections of the submarine. These are the more complicated areas, holding the Captain's station and key navigational tools such as the tiller, gears and levers that controlled the rudder and dive planes.

Clemson University conservators have been chiseling away this encrustation, collecting samples along the way. They are hoping once the submarine is completely uncovered it will help offer a better understanding of the events that led to the disappearance of the submarine and

her eight-man crew.

"We are finally getting to see many previously hidden details of both the hull and the mechanisms the crew used to operate the submarine the night of the attack. These new clues will likely prove essential to our investigation to understand what really happened to the Hunley," said Clemson Archaeologist Michael Scafuri.

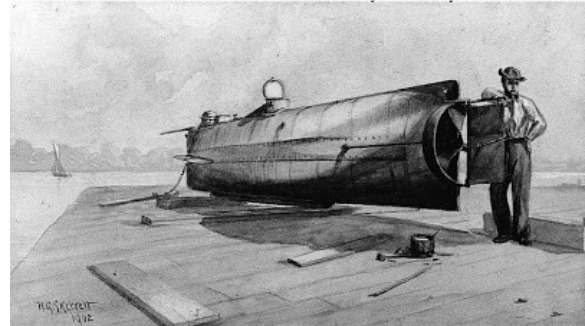
Safety First

Given the extreme cramped confines of their workspace and other challenging logistics, the deconcretion effort has not been going as quickly as once hoped. Scientists follow a sequence that starts with draining the 75,000-gallon conservation tank which holds the submarine. Once the chemical solution is out of the tank, the Hunley must be covered inch-to-inch with a plastic wrap to keep it from drying out and rusting while scientists work. Before entering the tank, the team must gear up with protective body suits, gloves, goggles and respirators to protect them from dust and chemical residue.

This entire preparation process takes approximately an hour before they can even begin to get down to the work at hand. From there, they lower themselves into the submarine wearing a body harness connected to an overhead crane for safety. Then they must stay curled up on their knees or stay in other awkward positions for hours working in the small crew compartment.

The work is physically and mentally exhausting. The focus required to use pneumatic chisels and small hand tools to remove the concretion can be quite stressful. One drop of a tool or slip-of-the-hand or other mistake could cause permanent damage to the fragile, irreplaceable artifact. Clemson University Conservator and Collections Manager Johanna Rivera-Diaz, "We are moving slowly, but we are moving. The extent of the site preparation and then limited time windows to work on the sub can be frustrating at times. Still, at the end of the day, safety for the team and the submarine must always come first."

Photo # NH 999 Confederate submarine H.L. Hunley. Artwork by R.G. Skerrett



The *CSS Hunley* carried out the first successful submarine attack by sinking the *USS Housatonic* on Feb. 17, 1864 off Charleston Harbor, South Carolina. The volunteer crew consisted of Lt. George E. Dixon, commander; and crewmen Arnold Becker, Cpl. J.F. Carlsen, Frank Collins, C. Lumpkin, ____ Miller; James A Wicks and Joseph Ridgaway. They all went down with the submarine after the attack.