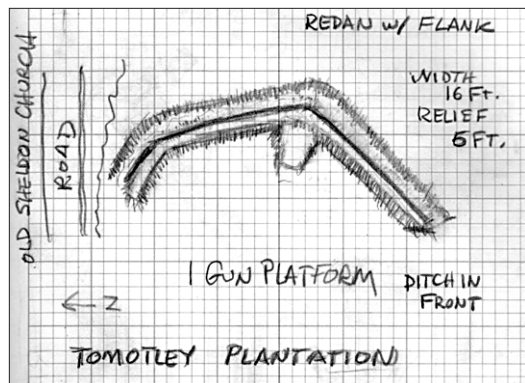


FORT WIMBERLY ▲

Wormsloe State Historic Site
 Class One river battery with communications features and internal works (Classes Five and Six).
 Two or three guns—I had originally thought 3 but now have doubts about the platform on the far right. The fort was sited on a navigable braid of Back River at a river bend to prevent the U.S. Navy from penetrating the southern approaches to Savannah. There was likely a landing for the plantation here or very nearby.

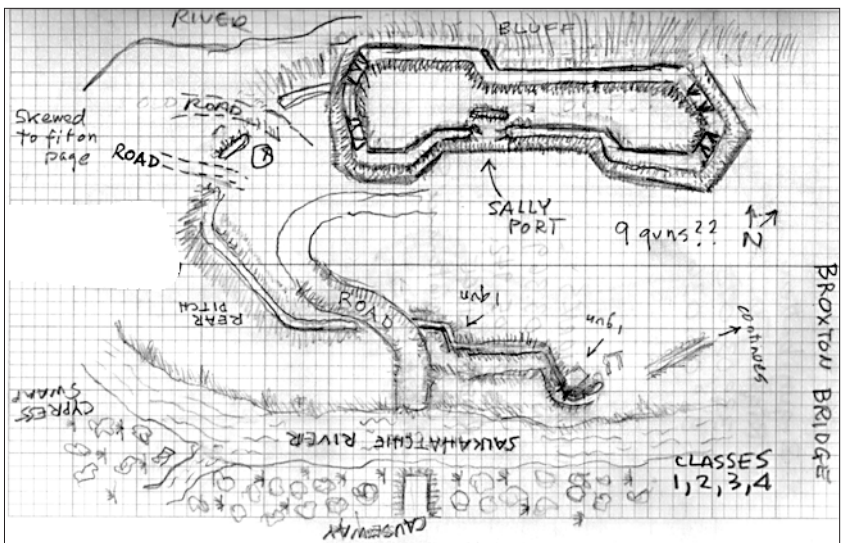
In structure the fort forms an arc 120-140 yards long, anchored on its left (downriver side) by a large traverse (1) of 20 ft. relief. A 25-yard segment of infantry parapet (with a discernible firing step) connects to another massive traverse (2), beyond which is a platform for a heavy field gun (20- 30-pounder?). Beyond this ramp and platform, another traverse (3), a segment of assumed infantry parapet, and a fourth traverse (4) protecting a large platform for a seacoast gun at the right of the fort. The work was excavated from the inside, leaving very deep borrow pits between traverses 1 & 2 and 3 & 4. After viewing the construction at Fort McAllister, it seems probable that traverses 2 & 4 have internal magazines. The battery proper is covered in the rear by two massive traverses (16-20 feet high). One or both of these traverses likely harbored bombproofs. The right traverse is of uniform height; the left has a low spot in the middle directly behind the gun platform. Considering that none of the traverses showed evidence of surface subsidence, it is possible that interior rooms remain intact—a job for an archeologist with a probe! The ground is much disturbed in the vicinity—evidence of structures, possibly winter huts or some such.

In January 1865, 100 men from the 63rd Illinois Infantry were detailed to "dismantle" Wimberly. As the fort is very much intact, this likely meant dismantling the seacoast guns and possibly filling the magazines with dirt. (Is the low spot in the rear traverse where they got the dirt to fill the magazines?) The Illinois boys were detailed on January 11 and returned to their camps on January 17. All seacoast guns from the various outlying forts were moved to Fort Pulaski. (OR Vol. 44: 749, 808; vol. 47, 1: 330.) I found no Confederate mentions of the fort in the OR.



TOMOTLEY REDAN ▲

CLASS ONE: Prepared Redan for one-gun (2 faces and a short flank)
 Front ditch, parapet width 16-17 feet, relief 5-6 feet, good condition. Gun ramp and platform in the salient angle. This redan covered a causeway (maybe the mill dam just north of the modern road?). I was impressed that the construction seemed so efficient and originally thought it late war, but looking at the map, it appears there was little danger from naval guns. It didn't need to be massive.
 Location: Beaufort County, Old Sheldon Church Road.

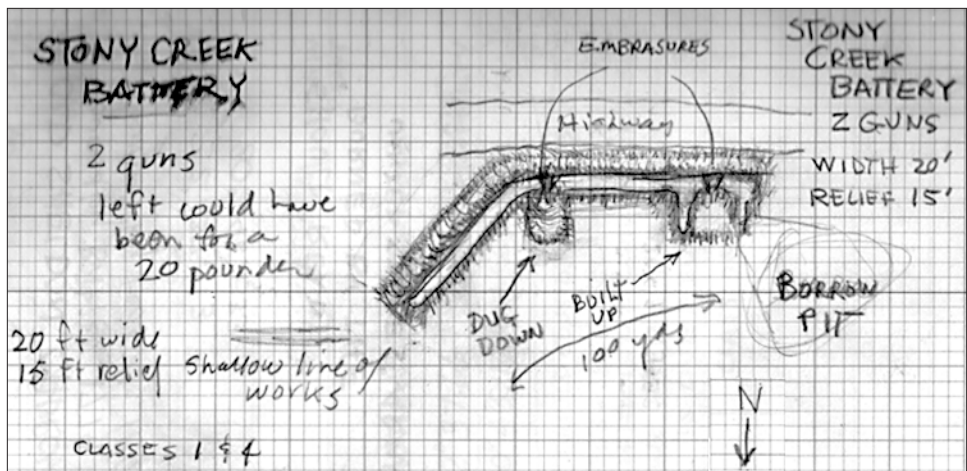


BROXTON'S BRIDGE ▲

A complex line of fortifications defending a causeway across Salkahatchie River and swamp. My sketch is skewed so that I could fit everything onto the page. The causeway defenses and the redoubt are in different scales.

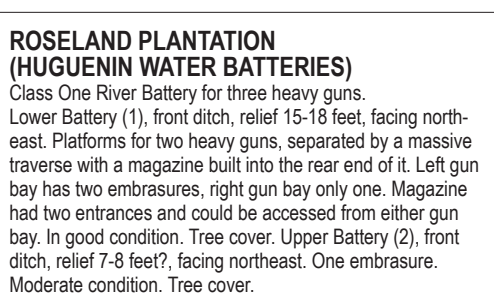
Causeway Defenses
 The old road cut winds its way down the bluff to the causeway. To the left of the road (east) an indented line, about 200 yards long, faces the river and brought two guns to bear on the causeway. Front-ditch, width 15-18 feet, relief 8? feet anchored on its left by an intact embrasured gun position with a hefty parapet. I believe a second gun was placed in the angle closest to the road because the portion of the parapet that survives resembled that of the left flank gun. The gun platform and much of the parapet here has been hauled away, and there is a borrow pit in front of the line. These are Class One and Two works. A Class Four rapid infantry trench extends off into the woods from the left flank. From the road, extending in the other direction, a rear ditch infantry trench (Class Four) wraps around the bluff. Relief about 3 feet. This line is pierced in two places by roads (postwar) leading down to the river.

Broxton's Fort
 This was indeed a surprise. The infantry trench connects to a Class One enclosed redoubt with two demi-bastions in the rear and embrasures for eight or nine field guns. Quite elaborate. The sally port is protected by an interior traverse. The fort commands any force debouching from the causeway to the south or approaching along the road from the north. Infantry fire is directed down the river bluff. The demi-bastions arranged for crossing fires to protect the sally port. Parapet width 15-17 feet, relief 6-8 feet. Length maybe 125 yards, width perhaps 40 yards. She's a beauty, boys. The suggestion that the cannons were hauled into the fort through a low place in the parapet (an eroded gun embrasure) is hokey. The internal traverse is right out of the textbook and most certainly was not a "magazine." From the strength of this position, it seems apparent why the Federal army moved on upstream to force a crossing at Rivers' Bridge.



STONY CREEK BATTERY ▲

CLASS ONE: Two-Gun Battery (right flank truncated)
 Front ditch, parapet width 20 feet, relief 15 ft. Left gun pit large enough for a 20-pounder with embrasure. Right gun platform flanked by traverses with embrasure. Ditch abutting highway partially filled. A portion of the far right traverse and more of the battery borrowed. The land contours would suggest that a considerable portion (right half?) of the battery was destroyed. This may originally have been a work for four guns. A large borrow pit to right and rear of the work.
 Location: Beaufort County, Highway 21N/Trask Parkway. Built on a tributary of Pocotaligo River. The battery could command a stretch of the Pocotaligo at a range of 1,800-2,000 yards.



ROSELAND PLANTATION (HUGUENIN WATER BATTERIES)

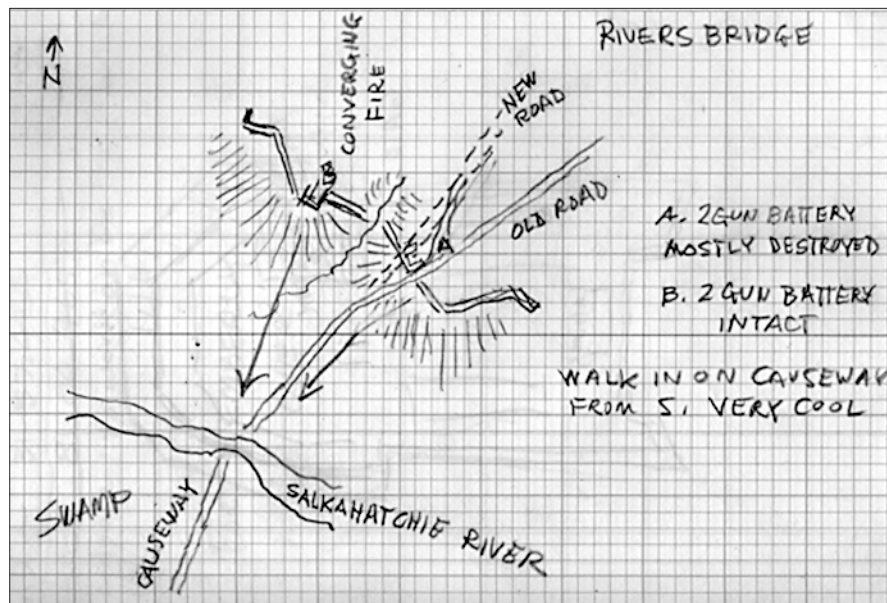
CLASS ONE River Battery for three heavy guns.
 Lower Battery (1), front ditch, relief 15-18 feet, facing northeast. Platforms for two heavy guns, separated by a massive traverse with a magazine built into the rear end of it. Left gun bay has two embrasures, right gun bay only one. Magazine had two entrances and could be accessed from either gun bay. In good condition. Tree cover. Upper Battery (2), front ditch, relief 7-8 feet?, facing northeast. One embrasure. Moderate condition. Tree cover.



Illustrations and Text:
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Class Seven: Personal Field Shelter
Discrete fox holes, picket or skirmish holes, command holes, slit trenches, rifle pits

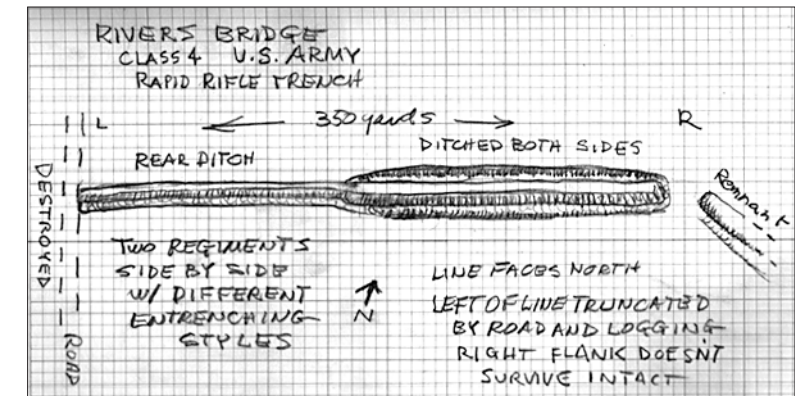
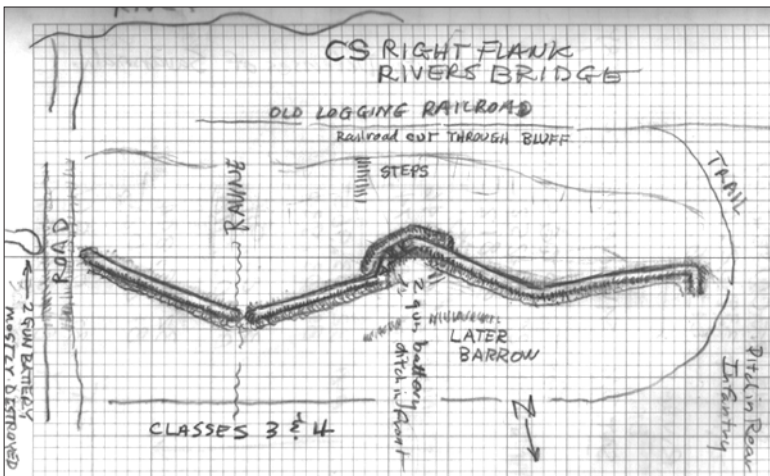
Class Eight: Defenses of Convenience
Stone walls, piled stone breastworks, sunken roads, railroad cuts/fills, often enhanced by digging



▲ RIVERS BRIDGE ▼

Confederate River Line. The Confederate earthworks at Rivers Bridge were well designed but fairly rapidly constructed, so I would classify these as Class Three and Four. The line consisted of two two-gun batteries connected by two rear-ditched infantry faces about 75 yards long and slightly inclined to form a re-entrant angle. (There's a technical term for this that escapes me at the moment.) Average relief 2.5-3 feet. The right flank also consists of two inclined faces with a short section refused. As the battle played out, this section was not refused enough! The left flank of the line followed the brow of the bluff and provided protection for that flank. The present day road goes right through the left-hand battery and destroyed most of it. The historic road passed just to the left of the battery and its trace may still be seen. This battery was sited to fire directly down the road to the river. The right-hand battery, front-ditched and in decent condition, was sited along the causeway which takes a jog toward the east beyond the river. Evidently both batteries were embrasured. The left-hand battery, two smooth-bores for anti-personnel work. The right-hand battery, rifled guns for longer range fire. The field of fire in front of this line was recontoured for an old logging railroad so there was likely less defilade in front than as it currently appears.

Union Line
 A Class Four rapid infantry trench about 300 yards long, facing north. The right half of the line is double ditched, parapet about 15 feet thick with 3-4 feet relief. This joins directly into the left half which is rear-ditched, parapet about 12 feet thick, relief about 2 feet. The line is abruptly truncated at a logging road on the left and beyond there is the typical Craters of the Moon landscape left by mechanical logging. A shame. We rarely find an intact flank, where deployments tend to get interesting, as at Snake Creek Gap. What we have here are two regiments dug in side by side with entirely different entrenching styles, perhaps from different brigades? A shallow remnant continues for a ways from the right flank, disappears beneath a lawn, and does not reappear in the woods beyond the house.



CWFSG Earthworks Classification System

Class One: Prepared Artillery Fortifications
Forts, redoubts, bastions, lunettes, redans, batteries, blockhouses

Class Two: Prepared Infantry Fortifications
Seigeworks, main lines, parallels, connecting curtains, blockhouses

Class Three: Rapid Artillery Fortifications
Breastworks, minor artillery lunettes or demi-lunes

Class Four: Rapid Infantry Fortifications
Breastworks, rifle trenches

Class Five: Communication and Supply
Communication trenches, covered ways, entrenched military roads

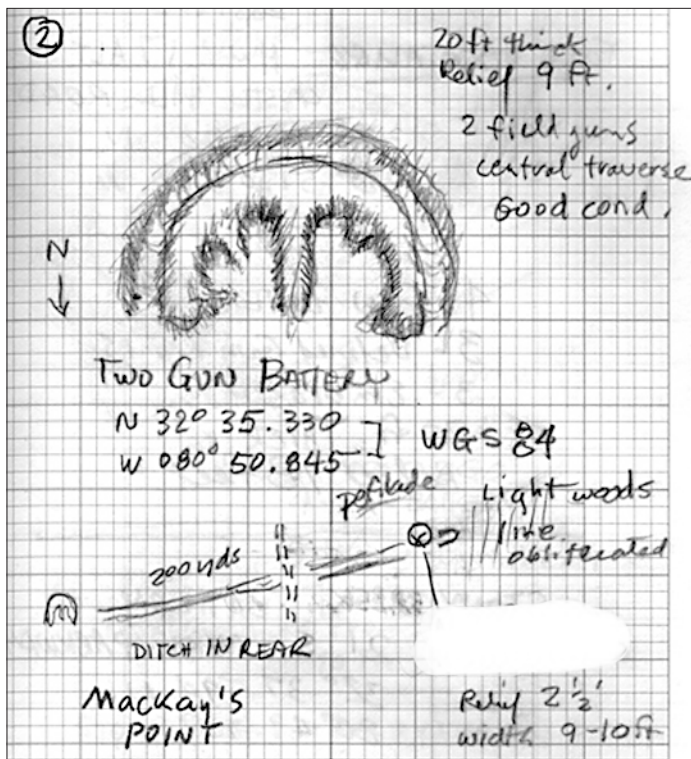
Class Six: Internal Works
Magazines, bombproofs, bunkers, traverses, associated with enclosed or semi-enclosed artillery fortifications

HARDEE CEMETERY

The enclosed earthwork that contains the neglected Hardee Cemetery is very large (est. about 10 acres), wooded, and very overgrown. It was built adjacent to the road and would have commanded it fully. Ditched front and rear with a relief of about ten feet (or more?). Width? Ditch (mysteriously) is deeper inside in places than outside as though these folks were more concerned with keeping something inside rather than keeping attackers out. Sally port formed in southern face by overlapping parapets. Too overgrown to explore for interior features. While constructed on the scale of a Class One artillery fortification, this may be an unprecedented Class Five Communication and Supply. It is located at the head of the Union Causeway, the principal northern land route out of Savannah. Speculation was that it may have served as a command/control/logistical base for the far-flung picket posts north of the Savannah River. Other hypotheses welcomed. The historic map (OR Atlas) shows this work and appears to show the Hardee House on the opposite side of the road rather than inside the redoubt as I was trying to imagine it. Brick cemetery wall in disrepair and numerous tombstones, many overthrown, some dating from 1830.

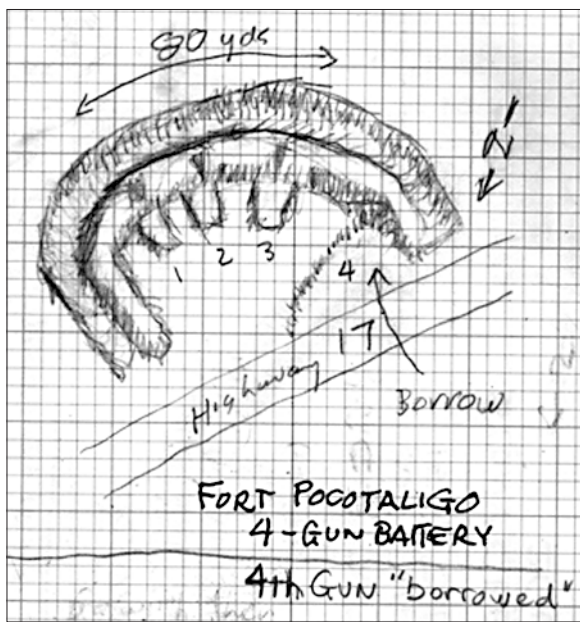
DELTA PLANTATION

The earthwork on Delta Plantation is a Class Two prepared infantry parapet with a relief of 6-7 feet? It is a simple straight parapet perhaps 100-120 meters? in length. Ditch presumably in front if assumed northerly facing is correct. Forest cover. Good condition. This parapet may have covered a camp, though there is little evidence to go on.



MACKEYS POINT EARTHWORKS ▲

CLASS ONE Two-Gun Battery
 Parapet 20 ft. thick, 9 ft. relief, good condition. Two gun platforms and ramps separated by a central traverse. The infantry line (Class Four) extended northeast and southwest of this battery, relief 2-3 feet. We followed the line toward the southwest 300 yards or so until it truncated in a marshy woodland after which we thrashed around in vain.



FORT POCOTALIGO ▲

CLASS ONE: Four-Gun Battery, about 80 yards end to end. Basically a lunette trace, front-ditch, parapet 20+ feet thick, relief 15-18 feet. Three intact gun platforms with ramps, embrasures. Fourth gun ramp and platform destroyed due to borrowing of earth. Infantry parapet extends for a distance from the work's left flank. This was part of a complex that extended from the Pocotaligo River to the northeast. The Smith map (3.1) show other fragments of the line surviving.
 Location: East side of Castle Hill Road (21/17A), N. of Pocotaligo, Beaufort County, SC.