

United States Department of the Interior
National Park Service

190

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Fort Sumter, Fort Moultrie, U.S. Life-Saving Station

Other names/site number: Fort Sumter National Monument (preferred)

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 1214 Middle Street, Fort Sumter National Monument (FOSU)

City or town: Sullivan's Island State: SC County: Charleston

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 x national x statewide x local

Applicable National Register Criteria:

 x A B x C x D

<u>Ally FPO</u>	<u>3/3/2016</u>
Signature of certifying official/Title:	Date
<u>NPS</u>	
State or Federal agency/bureau or Tribal Government	

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In my opinion, the property meets does not meet the National Register criteria.

Elizabeth M. Johnson

1/13/2016

Signature of commenting official:

Date

Deputy SHPO

South Carolina Dept. of Archives and History

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:) _____

[Signature]
Signature of the Keeper

4/19/16
Date of Action

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

Category of Property

(Check only one box.)

Building(s)

District

Site

Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>6</u>	buildings
<u>9</u>	<u>0</u>	sites
<u>6</u>	<u>4</u>	structures
<u>2</u>	<u>2</u>	objects
<u>18</u>	<u>12</u>	Total

Number of contributing resources previously listed in the National Register 32

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6. Function or Use

Historic Functions

(Enter categories from instructions.)

DEFENSE: Fortification, Military Facility, Battle Site, Arms Storage, Coast Guard Facility

TRANSPORTATION: Water-related

LANDSCAPE: Park

RECREATION AND CULTURE: Monument/marker, Museum

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: Museum, Park

TRANSPORTATION: Water-related, pedestrian-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other: U.S. Second System Fort

Other: U.S. Third System Fort

LATE VICTORIAN: Stick/Eastlake influence

Other: No Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

STONE, BRICK, CONCRETE, EARTH, WOOD: weatherboard, shingle, shake, METAL:
aluminum

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Fort Sumter National Monument (FOSU), a unit of the National Park Service, is a discontinuous district located in Charleston County, South Carolina. The discontinuous district is composed of four parcels. The four parcels are: Fort Sumter, which rests on a man-made island at the mouth of Charleston Harbor; Fort Moultrie, located at the western end of Sullivan's Island; the Sullivan's Island Coast Guard district, located a mile east of Fort Moultrie; and Liberty Square, a non-historic visitor use area, located along the Cooper River on the Charleston peninsula. Currently, Fort Sumter National Monument encompasses approximately 170 acres in fee simple and 61 acres in scenic easements.

On April 21, 1948, a Congressional resolution transferred Fort Sumter from the Department of the Army to the National Park Service (NPS), as "a public national memorial commemorating historical events at or near the Fort." A week after its transfer, President Truman declared Fort Sumter a National Monument. Fort Moultrie was added to FOSU in 1960 under the authority of the Historic Sites Act. Construction 230 and Battery Jasper, adjacent to the east of Fort Moultrie, were added to the park in 1967. Fort Sumter National Monument was further enlarged with the acquisition of the Liberty Square facility in 1986, the United States Life-Saving Station (Sullivan's Island Coast Guard Station) in 1990, and the Sullivan's Island Lighthouse in 2008.

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With passage of the National Historic Preservation Act on October 15, 1966, all historic areas of the National Park System, including FOSU, were administratively listed in the National Register of Historic Places (36 CFR 60.1). National Register of Historic Places (NRHP) documentation for Fort Sumter and Fort Moultrie was accepted on August 1, 1978. The 1978 NRHP documentation for FOSU cited twenty-eight contributing resources. Fort Sumter and Battery Isaac Huger were listed as contributing resources. Others included the site of Fort Moultrie No. 1, described as three acres. The site of Fort Moultrie No. 2 was described as a significant feature comprising seven-tenths of an acre, although its exact location had not been determined. Fort Moultrie No. 3 and fifteen of its interior components were described as significant visible features. The extant interior components described in the nomination are the 1809 Powder Magazine, foundations of two barracks buildings, five 1870s magazines (South, Southwest, Principal, East, and Northeast Bastion), Sally Port Complex, Battery Bingham, Battery McCorkle, Harbor Entrance Control Post (HECP), Gun Position No. 1, Gun Position No. 2, and Position Finding Station. Other contributing resources at Fort Moultrie were Battery Jasper, Battery Jasper Reservoirs No. 1, No. 2, and No. 3, Battery Jasper Powerhouse, Construction 230, Osceola's Grave, Patapsco Monument, and Torpedo Storehouse. The Torpedo Storehouse at 1208 Middle Street is also listed as a contributing property ("Torpedo Shed") to the Moultrieville Historic District, which was listed in the NRHP on September 6, 2007.

The five-acre U.S. Coast Guard Historic District (Sullivan's Island Station) was listed in the NRHP on June 19, 1973. The nomination cited four historic properties as contributing to the significance of the district: Station House, Boat House, Garage, and Bunker/Sighting Station. The lighthouse on Sullivan's Island (Charleston Light) is within the boundaries of the district, and the keeper of the National Register determined the lighthouse eligible for listing in the NRHP on October 26, 2007.

This National Register Nomination Form for Fort Sumter National Monument (FOSU) provides updated documentation that records changes to the park's boundary and resources, considers new areas and periods of significance, and classifies resources per NRHP documentation standards.

In accordance with *NPS Director's Order 28: Cultural Resource Management Guideline, Appendix Q: Preparing National Register Forms*, all the historic resources in Fort Sumter National Monument are being documented in a single National Register form (as opposed to preparing separate forms for properties representing different aspects of the park's history). This approach is recommended because an all-inclusive National Register form is more efficient to prepare, will promote an integrated approach to evaluating the park's cultural resources, and will simplify locating information on the park in the National Register files.

Narrative Description

Fort Sumter National Monument is located in Charleston County, South Carolina. The settings of its four parcels vary. Fort Sumter stands on an artificial island at the mouth of Charleston Harbor; Fort Moultrie, the U.S. Coast Guard Historic District, and the Charleston Light are on Sullivan's Island overlooking the harbor; and Liberty Square occupies a tract alongside the Cooper River on the Charleston peninsula.

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The setting of all four parcels is dominated by the main ship channel between the Atlantic Ocean and Charleston Harbor. Beginning in 1670, this was the primary transportation and communication link between Charleston, the other Atlantic colonies, the West Indies, Europe, and Africa. Not only a trade route, the channel was also a passageway for sea-borne enemy forces targeting Charleston Harbor until World War II.

In 1674 Florence O'Sullivan was appointed to manage a signal cannon on Sullivan's Island. His appointment marked the beginning of the development of fortification systems to defend Charleston Harbor. Congress authorized Fort Johnson on James Island in 1708, construction of the first Fort Moultrie, on Sullivan's Island, began in 1776, and Fort Sumter's location was selected in 1826. Fort Sumter, located on the opposite side of the harbor channel from Fort Moultrie, was built as close to the mid-point between forts Moultrie and Johnson as was feasible. From Fort Moultrie there are clear views of Fort Sumter and downtown Charleston; from Fort Sumter there are views of Sullivan's Island, James Island, and Charleston.

Present Appearance

FORT SUMTER

Accessible only by boat, Fort Sumter is about 3.4 miles southeast of Charleston, 1.1 mile from Fort Moultrie, about one-third mile from Fort Johnson, and 3.2 miles from Patriots Point at the east side of Charleston Harbor in Mount Pleasant. Most visitors arrive from either Liberty Square or Patriots Point on ferries operated by an NPS concessionaire.

Fort Sumter was part of the Third System fortifications developed along the eastern seaboard in the first half of the nineteenth century. The underwater foundation was laid 1829-1834, and construction of the three-tier brick masonry fort took place between 1841 and 1860. During the Civil War, the fort was reduced almost to rubble from bombardment by both Confederate and Union forces. Repaired as one tier in height and modified for continued military use between 1872 and 1876, and again in 1891-1892, Fort Sumter was significantly altered with the construction of Battery Isaac Huger in 1898-1899.

Fort Sumter Historic Landscape

The name, Fort Sumter, refers not only to the fortification but to the historic landscape of the artificial island on which the fort sits. The fort's masonry walls enclose about 104,150 square feet (2.44 acres). Battery Isaac Huger and the East Field are inside the walls of the fort. Outside the fort walls are the esplanade, remnants of several historic piers or docks, riprap and grassed areas, and a concrete boat dock and pier. There is a series of footpaths outside and within the fort, historic commemorative pieces and museum objects on the parade ground and right field, and interpretive signage at several points. The brick structure and granite esplanade originally occupied all the island's high ground, but natural shoaling and artificial fill have expanded the

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island to the northwest (left) and rear outside the fort, areas totaling about 94,450 square feet (2.17 acres).

A portion of the granite-flagged Esplanade remains between the right gorge angle and the center of the gorge wall, where the original sally port was located. The esplanade and Fort Sumter's first granite wharf were constructed in 1841. When the fort was rebuilt in the 1870s, the replacement wharf was located off the left flank. During the early twentieth century, either the Army's Harbor Post Command or the Coast Guard installed a searchlight tower and wooden access catwalk off the gorge wall. These were removed by the NPS after 1949, but the catwalk's wooden pilings remain visible alongside some of the dislodged granite blocks of the esplanade. A modern concrete walkway has been laid as two lines of blocks parallel to the gorge wall.

Below the high-water mark outside the scarp walls is rock and rubble from several eras. Broken brick, granite, and concrete were dumped during Fort Sumter's repairs and rebuilding in the 1870s. Between 1900 and 1902, when the East Field was being filled between Battery Isaac Huger and the right scarp walls, concrete and artificial stone features from the 1870s were demolished and the material placed outside Fort Sumter's walls. Masonry and stone removed during other construction projects through the 1940s were probably also piled on the exterior. During the NPS excavations of the 1950s, refuse material was mostly dumped outside the right flank seaward wall. On three sides—right flank, right face, and left face—stone riprap added in 1970-1971 is visible.

The area of the island above the waterline has been extended beyond the gorge and left flank walls by grass-topped riprap and earthen fill. A retaining wall on the sally port side of the mining casemate supports the earthen fill that partially covers the embrasure of the casemate. In 1968, a septic tank and leach field were laid outside the left gorge angle. It was built up in 1971-1972, and a fieldstone and concrete retaining wall was added to support the leach field. Steps connect to a brick walkway that extends across the top of the fill south of the gorge wall.

Visible at low tide are supports remaining from two former piers off the left face. A ranger tower added by the Army's Harbor Post Command after 1931 extended from the second casemate above the shoulder angle. This open platform supported on metal legs atop wooden pilings was accessed by a short wooden pier. NPS removed the ranger tower and the pier's decking and rails, but the pier's supports remain as a double row of wood pilings. At the center of the left face are the concrete pilings of a timber pier, a long walkway with wood rails and heavy wood decking that led to Fort Sumter's dock. It was removed by the NPS in 1961.

The NPS built a new dock, pier, and entry walk in 1961. The concrete pier and boat landing are supported by wood pilings. The concrete deck of the pier leads to a short walkway at the level of the parade ground and parallel to the sally port at the left flank. This walkway accesses the paved patio area outside the sally port. The landing patio outside the sally port is extended by a modern poured concrete walk around the left gorge angle. A second, smaller dock attached to the pier and parallel to the main dock was added in 1991.

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Fort Sumter is part of the Third System fortifications developed along the eastern seaboard in the first half of the nineteenth century. The underwater foundation was laid 1829-1834, and construction of the three-tier brick masonry fort took place between 1841 and 1860. During the Civil War, the fort was reduced almost to rubble from bombardment by both Confederate and Union forces. Repaired as one tier in height and modified for continued military use between 1872 and 1876, and again in 1891-1892, Fort Sumter was significantly altered with construction of Battery Isaac Huger in 1898-1899.

Fort Sumter is the name given to the masonry fortification as well as to the artificial island that supports it. The visible components of Fort Sumter reflect its original construction, bombardment and repairs during the Civil War, 1870s rebuilding and modifications, late-nineteenth century addition of an Endicott battery, excavations and stabilization work by NPS during the 1950s, and construction of a visitor center in 1960. Originally designed as a five-sided brick fortification three tiers in height, Fort Sumter's imposing brick scarp walls (outer walls) were pierced at four sides by openings for the muzzles of cannon mounted in two levels of casemates (gun rooms). The gun rooms were connected to each other by arched openings; personnel accessed them from the interior of the fort. Parallel to the fort's two long sides were two-story barracks buildings, and along the rear gorge wall were officers' quarters, storerooms, magazines, and other service areas. The parade ground, a level sandy area, comprised most of the interior of the fort. Extending from the rear gorge wall was a stone wharf.

After the bombardments of the Civil War, the upper scarp walls had been brought down to one or two tiers in height. The barracks buildings were in ruins; construction rubble and scrap metal, as well as tons of sand hauled into the fort for defense and reinforcement, had spread from the outer walls across the parade. Fort Sumter was excavated, stabilized, and modernized during the 1870s. The exterior scarp was rebuilt at a height that retained only one tier of casemates, the gun rooms were backfilled with sand, and earthen ramparts filled all but the center section of the parade. Much of the 1870s interior configuration was changed again between 1898-1899 when Fort Sumter was reworked to support an Endicott-era emplacement, Battery Isaac Huger. This two-gun concrete battery extends across the parade from the rear gorge to the front salient angle. Two levels in height at the west side, Battery Isaac Huger is supported at its east (seaward) side by the East Field, earthen fill from the battery's roof to the top of the right flank scarp wall.

In 1948, the U.S. Department of the Army transferred title of Fort Sumter to the National Park Service. During the 1950s, the NPS excavated Fort Sumter's parade ground west of Battery Isaac Huger, restoring it to its original elevation. First-tier casemate gun rooms were restored along the right face wall and along the left flank wall at either side of the 1870s sally port, through which visitors enter the fort. Remnant walls of officers' quarters, magazines, and storerooms were stabilized, and the foundation of one barracks building was exposed and retained. In 1960, the NPS redeveloped Battery Isaac Huger as a visitor center and museum. Alterations since that time have

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been limited to repairs of historic fabric, upgrades to water, septic, and HVAC systems, and initiatives to enhance interpretation and accessibility. There have been no significant changes to extant features of the nineteenth century fortification (Fort Sumter and Battery Isaac Huger) since 1961.

Fort Sumter Foundation and Exterior Walls

Fort Sumter is a brick masonry building above a granite underwater foundation that rests on an artificial island built on an underwater sand shoal. It is characterized by its five-sided design, with the salient angle projecting toward the main shipping channel between the Atlantic Ocean and Charleston Harbor. The fort is not oriented directly north to south, but with regard to shipping traffic. Therefore, the salient is the northeast angle of the fort. At each side, the left and right faces are the west and northeast segments of the pentangle. The right flank is the southeast (seaward) wall, and the long gorge (rear) wall is at the southwest side.

Fort Sumter's granite-block foundation rests on an underwater mole,¹ a circular stone construction which was laid on a submerged shoal or sandbar. Stone, mostly granite, for the mole, and granite blocks for the foundation were imported from northern states. The five-foot-thick exterior scarp walls and their supporting piers are solid masonry.

The foundation was laid between 1841 and 1845. Brick construction began about 1843 and continued until the mid-1850s. Walls and piers of the original fortification were specified as locally-made "Carolina grey" brick supplied by plantation brickyards along the Cooper River and its tributaries, notably the Wando River. Lime for concrete was made of local oyster shell, and cement was shipped from northern suppliers.

Originally built as three tiers, the existing scarp walls rise a few feet higher than the tops of the first-tier casemates.² The first-level ceiling arches were designed to support the second tier, but since the 1870s have served as roof systems. The 1870s reconstruction work can be seen throughout Fort Sumter. Salvaged brick was cleaned and reused for patching and new construction, or broken up for use as concrete aggregate. New brick was also introduced, and a new coping of "artificial" stone (cast stone formulated of Rosendale cement and sand) atop the scarp walls was anchored by lead sleeves set into the brick wall and into the cast stone.

At the left face, right face, and left flank, the brick masonry of the original scarp generally remains from the foundation to the top of the first-tier embrasures.³ Masonry above that level is from the 1870s rebuilding and repair. Between 1900 and 1902, the upper portion of the left face scarp was removed to accommodate Battery Isaac Huger's guns, and about 120 feet of the coping

¹ A mole is an underwater construction of stone laid on the seafloor as a foundation for the structure above.

² A casemate is a compartment or room within the walls of a fort. Those at Fort Sumter have arched ceilings and arched openings connecting them.

³ Embrasures are the openings in a scarp wall through which the gun in each casemate could be fired. At Fort Sumter, the embrasures are nearly square, wider on the inside of the wall than on the outside. They are reinforced on the exterior with concrete blocks and on the interior with sandstone blocks.

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was removed from the right and left faces. After 1931, a new upper parapet was added to the left face by the Army's Harbor Post Command. Cast-stone coping remains at the right face and the left flank, shoulder angle, and gorge angle.

The right flank and gorge wall were razed to the foundation and completely rebuilt in the 1870s. The new walls were constructed of brick with pockets of concrete rubble infill. Between 1898 and 1902, the coping of the right flank scarp was removed to accommodate Battery Isaac Huger's guns, and the height of the wall was increased to support the earth and rubble fill at the seaward side of the battery. Surplus coping material was placed outside the fort as riprap. At several places along the exterior fort walls, breaks were repaired by cutting out damaged sections of masonry and rebuilding with new brick and Portland cement. The portion of the gorge wall to the right (east) of Battery Isaac Huger is built of concrete and brick to the height of the battery's roof. The brick-faced section extending to the right gorge angle has brick coping. The portion of the gorge wall between Battery Isaac Huger and the left gorge angle is about six feet high. A wood-plank security wall was added atop this wall section in 1992.

Fort Sumter's exterior walls had several types of openings. Each casemate along the face and flank walls had an embrasure. The rear gorge wall featured the sally port⁴ at the center, and a series of vertical window openings. There were posterns⁵ between the gorge angle and flank wall at both sides. The right flank and gorge walls were rebuilt without openings in the 1870s. The sally port was not restored at the gorge wall. Instead, the center casemate on the left flank was altered to build the present sally port. The exterior of this opening is faced with granite blocks and surmounted by a granite pediment. The Confederate Garrison Plaque, an inscribed marble plaque, was embedded in the masonry of the exterior left flank wall north of the sally port in 1929. Modern removable wood doors and window blocks protect all exterior openings that are not infilled with masonry.

Fort Sumter Interior

Fort Sumter's original scarp walls enclose an area of about 106,369 square feet (2.44 acre). The interior of the fort reflects the significant periods of its development: construction of the brick fortification, 1843-1860; Civil War, 1861-1865; addition of Battery Isaac Huger, 1898-1902; and NPS excavations and remodeling of Battery Isaac Huger, 1951-1960. There are also modifications to individual features resulting from alterations and improvements by the Army Corps of Engineers, Coastal Artillery Corps, and U.S. Coast Guard.

The interior is divided by Battery Isaac Huger, which occupies a ninety-foot wide strip across the Parade from the gorge wall to within a few feet of the salient angle. In the area west of Battery Isaac Huger are the level ground of the Parade and the extant first tier casemates of the left flank, left face, and left side of the gorge wall. Between Battery Isaac Huger, the right flank, and the right half of the gorge wall is the East Field, the area filled with rubble and earth to Battery Isaac Huger. Views of

⁴ The sally port is a fort's main entrance.

⁵ A postern is a small or secondary entry into a fort.

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the extant first tier casemates of the right face and salient angle are obscured by Battery Isaac Huger.

When constructed, the interior of Fort Sumter's five scarp walls featured two levels of casemates and a terreplein.⁶ At the flanks and faces were two tiers of casemate gun rooms, whose roofs formed a terreplein for barbette gun emplacements.⁷ The right face and left face each had nine casemates; the left flank and right flank each had eight. There was a single casemate at the salient angle between the two faces, and at each shoulder angle.⁸ The left and right gorge angles both had two casemates. In all, there were forty-one casemate gun rooms at each tier. Casemates at the rear gorge wall provided space for officers' quarters, magazines and storerooms.

The barrel-arched roofs of the casemates were supported by inner piers at the scarp wall and freestanding outer piers. Arched buttresses further reinforced the outer piers at the faces and shoulder angles. Segmental-arched connecting openings between the gun casemates allowed communication and visibility, while the narrower walkway between the parade-side buttresses allowed foot traffic. The fort's five stair towers were set at the interior side of each pair of piers at the five angles. On the first level, between the gorge angles and flank walls, were posterns.

Parallel to both flank walls were three-story barracks buildings. Extending the length of six casemates and supported by the casemates' freestanding piers, the two brick buildings were open to the casemates at two levels, with a rear wall structure only at the third floor. Each barracks had two kitchens, one at each end, with fireplaces.

The upper levels of Fort Sumter's scarp walls were destroyed during the Civil War. Between August and December 1863, Union bombardments brought down most of the right flank and gorge walls along with their terrepleins, as well as the right face terreplein. After the bombardment ended, the Confederate magazine at the left gorge angle exploded, causing a fire that weakened the remaining interior structures. There was another prolonged Union bombardment during the summer of 1864. By the end of the war, Fort Sumter's right flank and much of the gorge were wrecked down to the foundation; they remained as sloping piles of brick, metal and masonry rubble, and earth. The first tiers and parts of the second-tier casemates at the left flank and left face remained standing.

Between 1872 and 1876, the Army Corps of Engineers rebuilt Fort Sumter's exterior walls. Building new right flank and gorge walls and removing upper sections of the other three walls, the Engineers leveled the scarp to a height above the level of the first tier casemates. They rebuilt the casemate arches that were salvageable, topped them with concrete stucco, and filled most of the gun rooms with sand. New concrete emplacements with concrete platforms for guns on depressing carriages were built atop the strengthened casemates, and protected with concrete parapet walls set

⁶ The terreplein is a platform at the upper level of a fort, usually protected by a parapet wall, where guns are mounted.

⁷ Barbette guns were mounted along the terreplein, only their barrels visible over the parapet wall.

⁸ Shoulder angles are the truncated corners between the face walls and flank walls.

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back from the brick scarp. The reconstruction included a new sally port in the left flank wall, magazines, quarters, and service buildings. Except the sally port and scarp walls, the 1870s works were altered or buried during construction of Battery Isaac Huger, or removed by the NPS during the 1950s.

Between 1951-1959, NPS excavated the left flank, left face, right face and the gorge wall west of Battery Isaac Huger. Contractors removed several feet of fill and features added during the 1870s and late 1890s, stabilized casemate roofing with stone salvaged on-site, and repointed the arches and interior walls.

Four casemates at the right face retain the full depth of Fort Sumter's original construction. Their roof surfaces extend to the line of the support buttresses. Three of the buttresses are exposed, and one is partially covered by the earthen fill of the East Field. Behind a brick retaining wall that supports the east field is the only remnant of the fort's five original stair towers. The granite-floored hallway is raised about two feet above the level of the casemate flooring, and entered by a narrow arched opening.

The right face casemates were less damaged during the Civil War than those at the left face. During the 1870s, the right face casemates were prepared as gun rooms for Parrott guns. The arches were rebuilt and their tops surfaced with concrete stucco and asphalt. During construction of Battery Isaac Huger, 1898-1899, five of the right face casemates were filled with sand. The embrasures were filled from the outside with concrete or brick, and sand was poured through holes drilled through the ceilings, burying the guns and carriages inside. In 1959, the NPS cleared out the sand, patched the roof holes with concrete, and cleaned the cannons, carriages, and chassis.

The first-tier ceiling arch structures remain at casemates along the left flank and left gorge angle. Because Confederate sandbagging had protected this area of the fort during the Civil War bombardments, the arches were salvageable and were rebuilt during the 1870s. The roofs of rebuilt casemates were surfaced with concrete stucco and asphalt. Some casemates were cleaned and altered as guard rooms; others were filled with sand. The casemate roof arches at the left face and shoulder angle were largely destroyed during the Civil War. Those areas were filled with sand and earth during the 1870s and covered by military support structures until after 1948. In the 1950s, the NPS restored the casemate gunrooms along the left gorge angle and left flank. One casemate north of the sally port, which was rebuilt as a concrete mining room that extends toward the parade beyond the line of the casemates, was retained in its 1892 configuration.

There are no casemate arch structures at the left shoulder angle or left face, but the lower portions of nine freestanding outer piers remain in place along the left shoulder angle and left face. The brick foundations of seven exterior buttresses are also visible.

During the 1950s, the NPS reopened most of the left face embrasures, but retained existing fill at the openings in other walls. The extant embrasures throughout Fort Sumter retain a variety of historic configurations. During the Civil War the Confederate defenders partly infilled most embrasures,

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leaving narrow loopholes for the guns. In the 1870s, some casemates were retained as gun rooms, their embrasures reworked with concrete fill to provide small firing openings. At the casemates that were filled with sand to support concrete batteries, embrasures were closed with concrete.

To serve as gunrooms, casemates required masonry flooring and iron traverse rails⁹ so crews could move the gun on its chassis. During the 1950s excavations, and with continuing preservation of Fort Sumter, NPS has generally retained the flooring as found in 1948, which reflects continuing military use into the twentieth century as well as original construction. Some of the pre-Civil War flagstone pavers and granite blocks for the traverse rails remain at the right face, as do replacement rails installed to fit Parrott guns. At the left shoulder angle and left face, bluestone pavers remain between the traverse rails and the scarp wall; there is dry-laid brick from the rails to the line of the pier supports. Flooring at the left flank and left gorge angle is smooth concrete (probably ca. 1931), and traverse rails remain at two casemates where cannon are mounted on modern wood carriages.

Fort Sumter's water supply relied on five cisterns completed in 1847. They were set below the center casemate of four walls, and at the parade side of the sally port in the gorge wall. Three of the cisterns remain, at the sally port, left face, and right face, where their concrete hatch covers are visible.

Inside the rear gorge wall were powder magazines, storehouses, and officers' quarters. NPS excavations in the 1950s uncovered two magazines at the west (left) side of the gorge wall area. They are essentially configured as they were originally constructed. On the parade ground side of the magazines are two storerooms and a wall connecting the eastern store room to the officers' quarters kitchen. Portions of several rooms—foundations, walls, and fireplaces—remain from one of the officers' quarters.

The NPS also excavated the left flank Barracks, uncovering remnant walls, portions of two fireplaces, and some brick flooring. A fireplace built into the casemate pier at the rear of the barracks building has yellow fire bricks and a concrete surface above the firebox. The fireplace at the north end wall is less complete, but the small feature is recognizable as a fireplace. At the south end of the barracks, bases of three parade-side piers remain. The interior area of the barracks is floored in salvage brick with edging of modern brick. The remaining brick wall between two of these piers has been capped with concrete to serve as visitors' seating. Benches for visitors are also installed within the south end of the barracks area.

The section of Fort Sumter's Parade Ground west of Battery Isaac Huger is generally at its historic elevation. In 1959, the NPS removed six feet of earth, sand, and rubble from the Parade, clearing it to the level of the floors of the first-tier casemates. The sandy ground is maintained in grass. The Union Garrison Monument stands near Battery Isaac Huger on the southeast side of the parade. The eight-foot-high granite tablet with its bronze plaque was originally erected on the fill above the Officers' Quarters in 1932. When the NPS excavated that area in 1959, the

⁹ Traverse rails are semicircular flat iron plates upon which the wheels of the gun's chassis could be moved.

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monument was moved, with its base and the flagstone pavers around the base, to its present location.

Battery Isaac Huger is a late-nineteenth century two-gun battery built of steel-reinforced concrete. By the end of 1899 Battery Isaac Huger was essentially complete with two emplacements, one 12" disappearing rifle and one 12" rifle placed *en barbette*.¹⁰ The battery extends on a north-south line across the interior of Fort Sumter, from the center of the rear gorge wall to within a few feet of the outer piers of the left and right faces. The west side presents three main levels: ground level, second level, and rooftop. Roof surfaces are tarred and painted. Window and entry openings, some featuring simple pediments, are irregularly spaced along the ground level. The gun emplacements were on the second level, protected behind the roof structure. At the north was the disappearing rifle, set in a six-foot depression; at the south was the barbette gun resting on its three-foot elevated platform. Shells hoisted to the second level from the ground-floor shot rooms were received in concrete sheds, one separating the gun emplacements and one at Battery Isaac Huger's north end. The roof of the ammunition shed that served the south gun extends west to form a roofed open deck at the center of the second level. Three heavy piers support the roof's extension over this area. Two observation posts, circular openings set into the west and north sides of the roof level, and a roofed observation tower near the south slope of the upper level, allowed personnel to watch the seaward approach to the harbor and the shipping channel south of Fort Sumter.

Battery Isaac Huger's east (seaward) side is obscured by the East Field, which rises to the level of the battery's roof. Between 1900 and 1902, the scarp walls of the right flank, right shoulder angle, and right section of the gorge wall were strengthened and raised in height. Earth and rubble fill was added to create a sloping field between the battery's roof and the scarp, and capped by a twenty-foot-wide concrete walkway poured along the edge of the right flank from the right shoulder angle to the right gorge angle. The East Field slopes steeply down to parade ground level at the right face. At the right shoulder is a brick retaining wall that also supports a ca. 1959 concrete stair between parade level and the concrete upper walkway. Between the scarp and Battery Isaac Huger, the East Field is maintained in grass.

Battery Isaac Huger's guns were removed in 1943. The NPS made major alterations to the battery when it was redeveloped as Fort Sumter's Visitor Center in 1960. The ground level was rehabilitated as offices, storage and utility areas, and public restrooms. The second level was remodeled and configured as museum display space and staff offices. To create the museum space, new exterior walls enclosed the area of the north gun emplacement, concrete slab flooring covered part of the rifle pit, and the open second-level deck was enclosed with aluminum-and-glass window walls. Rehabilitation in 1991 improved the Visitor Center by infilling the bands of windows in the museum's 1960 wall, and placing a bookstore in the second floor center deck. Museum roofing is modern composition shingle.

The Major Robert Anderson Flagpole and Base was erected in 1928. The granite flagpole on its

¹⁰ *En barbette* refers to the bristling appearance of guns above a parapet. *Barbed* is the French for beard.

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granite base was initially placed on the fill atop the left face casements, near the head of the dock, and moved to its present location on the East Field in 1959. On the west side of the flagpole base is a relief portrait of Robert Anderson; an inscription in block capitals is on the east side of the base. The Fort Sumter Flags, a group of five flagpoles east of the Anderson Flagpole, were erected in 1970 and then replaced with aluminum poles in 2006. Current park plans call for the Fort Sumter Flags to be removed. The park then plans to install four non-permanent flagpoles on the west parade ground to display the four flags that flew over Fort Sumter during the Civil War.

Fort Sumter's right shoulder angle, right flank, and right half of the gorge wall, and the area of the right flank barracks, are beneath the East Field. Their condition has not been cataloged or described.

Statement of Integrity

Historic integrity is defined as "the ability of a property to convey its significance." The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Fort Sumter retains a high degree of integrity of location and setting. From the fort, visitors see the city of Charleston, Fort Moultrie, and the islands and waterways that define the entrance to Charleston Harbor. These viewsheds dictated the location of the fort, and the setting remains a key feature of the historic property.

Fort Sumter retains minimal integrity of design, materials, workmanship, and feeling as a mid-nineteenth century coastal fortification, but a high degree of integrity as a stabilized ruin of the 1860-65 period maintained by the NPS in its present configuration since 1960. Fort Sumter also possesses a high degree of integrity of association with the outbreak of the Civil War. It is the place where the Confederate bombardment that started the Civil War occurred, and it is sufficiently intact to convey its association with that event to an observer. The gun rooms, parade, and remnant walls impart the recognizable feeling of a mid-nineteenth century fortification. Battery Isaac Huger reinforces Fort Sumter's feeling as a significant position from which to defend Charleston Harbor.

FORT MOULTRIE

Fort Moultrie is near the west end of Sullivan's Island, between Charleston Harbor to the south and Cove Inlet to the north. The setting provides views of Charleston Harbor's main shipping channel and Fort Sumter, which is one mile away by water. The setting's sense of time and place is strengthened by its location within the Fort Moultrie Military Reservation, which the United States Army established in 1896. In 1902, the Army took over much of the land between Stations 12 and 18.¹¹ At Station 18 is Fort Moultrie's rear entrance gate, two stuccoed square masonry posts flanking Middle Street, the island's principal east-west artery. Most visitors to Fort

¹¹ Most north-south streets on Sullivan's Island are named for stops on the trolley line that ran between 1898 and 1930.

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Moultrie drive along Middle Street, passing by Army officers' housing and other support facilities built from 1902 to ca. 1930.

The property that was added to Fort Sumter National Monument as "Fort Moultrie" in 1960 is about 14.3 acres. The parcel bounds south on the defined 1948 shoreline, and north on Cove Inlet, and is bisected by Middle Street. South of Middle Street are the sites of the first two Fort Moultrie's, Fort Moultrie No. 3,¹² the Osceola Grave, and the Patapsco Monument. The area north of Middle Street is known as Fort Moultrie Reservation. On this section of the property are the 1976 Visitor Center, Torpedo Storehouse, General Moultrie's Grave, parking area, and dock.

In 1967, a 14.69-acre parcel adjacent to the east of Fort Moultrie No. 3 was added to Fort Sumter National Monument. On this tract, which is separated from two blocks of private residences by Palmetto Street, Poe Avenue and Hennessey Street, are Battery Jasper and its associated structures and Construction 230. The NPS also owns two small separately-deeded parcels, totaling about 0.52 acre, inside the boundary of the parcel acquired in 1967. In all, Fort Moultrie comprises about 29.51 acres. Because Sullivan's Island is accreting on its south shore, NPS has obtained a scenic easement on 49.77 acres between the 1948 and 2000 shorelines.

Fort Moultrie Historic Landscape

Fort Moultrie is a designed landscape that extends from Charleston Harbor to Cove Inlet. Fort Moultrie's topography is fairly level, and maintained generally as grassy lawns except in the area north of the Visitor Center, where there are planted shade trees. A brick-paved walkway leads from Middle Street to Fort Moultrie's Sally Port entrance. A concrete-and-shell walkway extends east around the exterior of the fort, providing access to Battery Jasper, loops southeast to the locations of Fort Moultrie No. 1 and Fort Moultrie No. 2, and returns to the Postern entrance at the west side of the fort.

Fort Moultrie No. 1 was built in 1776. The square fortification, 500 feet at each side, had double walls of timber and palmetto logs, with sand filling the space between the walls. The fort was incomplete and unnamed on June 28, 1776, when Colonel William Moultrie and his soldiers held off a British naval attack. The month after the battle, the fort was named Fort Moultrie. Neglected after the Revolutionary War, Fort Moultrie was damaged by a hurricane in 1783. Private citizens dismantled it further to salvage the brick and timbers, and by 1791 it was effectively a wreck. Fort Moultrie No. 2 was begun in 1794, but only the foundation had been laid when work was suspended in 1795. The fort became a priority in mid-1798, and it was completed by November of that year as an enclosed five-sided earthwork surrounded by a ditch and glacis. Fort Moultrie No. 2 was damaged by a hurricane in 1803, and left in ruins by another storm in 1804.

¹² The historic fort is designated Fort Moultrie No. 3 because it is the third fort to have been built in this general area.

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A short concrete walk leads from the sidewalk toward the sally port to two features near the north scarp wall, Osceola's Grave and the Patapsco Monument. Osceola's Grave is inside an approximately four-by-six foot area enclosed by a cast-iron fence installed ca. 1885-1889. The fence is supported by four octagonal corner posts that historically featured iron finials, which are not extant. The date the fence was installed is not recorded. The Patapsco Monument is a granite obelisk, about seven feet six inches high, on a two-foot square granite base enclosed by an iron picket fence. The obelisk was erected between 1892 and 1918. The date the fence was installed is not recorded.

Osceola was a leader of the Seminole people during the Second Seminole War. Captured in Florida, he and several hundred other Seminoles were being held at Fort Moultrie when Osceola died on January 30, 1838. His body was interred at this site without his head, which had been taken by the attendant army physician. There was a reported attempt to steal Osceola's remains in 1966. In 1968, the NPS conducted an archeological excavation that demonstrated that the wooden coffin and the headless skeleton contained in it were still intact. A smaller box containing the remains of an infant was also found next to Osceola's coffin.

The ironclad *USS Patapsco* struck a mine and sank in Charleston Harbor on January 15, 1865. Sixty-two crewmen died. In 1873, the bones of five seamen were recovered from the wreck by Benjamin Maillefert, who was removing the wreck of the *Patapsco*. He sent the remains to Fort Moultrie, and they were buried next to Osceola's grave. The names of all the *Patapsco's* crewmen are engraved on the monument.

About 340 feet east of Fort Moultrie's southeast seafront wall is Battery Jasper. The multi-level four-gun battery extends along the south side of an unpaved road parallel to Poe Avenue. Built of concrete with a concrete-and-steel superstructure, it measures 683 feet by 125 feet. A concrete walkway connects Battery Jasper to the paved walk around Fort Moultrie. Battery Jasper originally mounted four 10" rifled cannon on disappearing carriages, each gun position with a sighting room, magazine, and ordnance storage deck. During World War II, the large guns were removed and replaced by 90mm anti-aircraft guns. Those guns were removed when the battery was deactivated in 1944. Military use of Battery Jasper was discontinued in 1948, but the interior was left generally intact. The NPS restored Battery Jasper in 1978, and in 2005 coated it with the same Acrymax membrane system that was applied to batteries McCorkle and Bingham.

The Battery Jasper Powerhouse was built in 1909 at the north side of the battery at its west end. A one-story brick building with a gabled roof, it housed electrical power equipment for Battery Jasper and Battery Logan (east of Battery Jasper, Battery Logan is owned by the NPS but is not part of Fort Sumter National Monument). The Powerhouse has two windows at each gable end, and a single entry at the north elevation. The openings have granite lintels and sills, and the interior has concrete flooring. The gasoline-powered generator and cooling fan remain in place. The NPS altered the Powerhouse in 2005 with the installation of corrugated metal roofing and rebuilt the wood window frames and wood sash. West of the Battery Jasper Powerhouse is a mine cable junction box built during WWII. The junction box is a concrete structure about five

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by eight feet set into the earth. Its above-ground height is from one to two feet. The box is covered with heavy sheet metal.

Battery Jasper was supplied with fresh water by three reinforced concrete cisterns. Near its west end, between the unpaved road and Poe Avenue, Battery Jasper Reservoir No. 1 and Battery Jasper Reservoir No. 2 were part of the original construction program in 1898. Each has a capacity of 30,000 gallons. Reservoir No. 1 is twenty-eight feet square and about five feet in height. The cap was removed in the 1950s, and the cistern was filled with earth with a grass turf surface. Reservoir No. 2 is slightly larger, about thirty-seven feet six inches by thirty-eight feet, but has a lower wall. With a concrete cap and modern brick pump sheds at its east and west ends, Reservoir No. 2 provides a source of water for irrigation at Fort Moultrie. Both cisterns were originally supplied with rainwater channeled through gutters atop Battery Jasper. To supplement the water supply, an artesian well was drilled between 1897 and 1898. The well head, a metal pipe about three feet high protected on two sides by low concrete walls, remains at the north side of Reservoir No. 1.

Battery Jasper Reservoir No. 3 was built in 1908 near the east end of Battery Jasper, south of the unpaved road. The reinforced concrete cistern, about twenty-eight feet six inches square, had a capacity of 10,000 gallons. The cap was removed in the 1950s, and the cistern was filled with earth with a grass turf surface. The standing wall is about two feet high.

Construction 230 is about 180 feet southeast of Battery Jasper. The only World War II battery at Fort Moultrie, Construction 230 was built 1943-1944 as a concrete and earthen battery. Below ground level were two magazines covered by an earthen mound about 150 feet across; concrete emplacements for two guns en barbette were set northeast and southeast of the mound. Construction of the battery was halted in 1944 before it was completed or named, and it was not placed into service. In 1971, the U.S. Navy built a two-story brick building atop the earth mound, which remains in use as a Shipboard Electronics System Evaluation Facility.

The gun emplacements, Gun Positions #1 and #2, remain in their original locations at Construction 230. Three reinforced concrete entries into the magazine area are set into the mound, and a single large entry at the southwest side. The shell magazine and delivery areas are used only for storage. The building on top of the mound is accessed by a paved driveway up the mound from northeast to southwest. All of Construction 230, the gun positions, mound, and building, are surrounded by a modern chain-link fence. The unpaved road along the north side of Battery Jasper extends between Battery Jasper and Construction 230, accentuating the separation of the active facility from the publicly-accessible areas of Fort Moultrie.

The visual setting of Fort Moultrie includes Battery Logan, a two-gun concrete battery constructed 1898-1899. At the south side of Poe Avenue east of Construction 230, Battery Logan and a parcel to its south, 4.11 acre in all, were conveyed to the NPS by the Township of Sullivan's Island, but are not part of Fort Sumter NM.

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North of Middle Street, Fort Moultrie fills most of the area between Station 12 and Station 13 to the edge of Cove Inlet. Visitor services, staff offices, parking for cars and busses, and a dock for staff boats are located north of Middle Street.

The Torpedo Storehouse at the north side of Middle Street is immediately west of the Visitor Center. Built in 1902 as a storage structure for torpedoes and other equipment, the one-story brick building has a gabled roof and entries at both north and south gable ends. The Torpedo Storehouse was remodeled as Administrative Offices for Fort Sumter National Monument in 1978-1979. The interior was reworked, and a gabled portico was added at the street side front entry.

The 1976 Visitor Center adjacent to the Torpedo Storehouse is on line with Fort Moultrie's Sally Port. The brick building stands on a raised earth berm that elevates its foundation above the level of the Torpedo Storehouse. The principal entry at the north side has a brick-paved patio accessed by steps or ramps from a paved parking area for visitors and staff vehicles. A short driveway along the east side of the building connects to Middle Street. The street entry is accessed by a brick ramp. Because it is less than fifty years old, the Visitor Center is not a contributing building.

North of the Visitor Center is a paved parking area for staff and visitors. A paved walkway along the west side of the parking lot leads to the pier and dock on Cove Inlet. The T-shaped Pier was completed in 1976. The pier has a concrete bed supported by concrete pilings and wood handrails. The long walkway extends to a lateral section with a floating dock at its east end to serve NPS staff boats.

The location chosen for the Visitor Center was also the location of an archaeological site, Moultrie Hospital. The two-story frame building was constructed in 1902, enlarged in the 1930s, and razed after Fort Moultrie was deactivated. The site was investigated and is now sealed beneath the Visitor Center.

The Fort Moultrie Cemetery lies beneath the parking area. Within the parking area, an unpaved median is maintained where undisturbed graves—coffin burials—are known to exist. Palmetto and live oak trees have been planted in this grassed median and along the sides of the parking area, which is bounded by a tidal creek at the west and residential properties at the east. North of the parking area, separating it from Cove Inlet, is a level grass field used for picnics and presentations.

West of the sidewalk between the Visitor Center and pier is the burial site of General William Moultrie. This archaeological resource consists of the reinterred skeletal remains of William Moultrie (after whom Fort Moultrie was named), who died and was buried in 1805 at Windsor Hill Plantation, and was exhumed and reburied at Fort Moultrie in 1978. The grave marker is a flat granite slab protected by an iron enclosure, in a dry-laid brick patio about twelve by fifteen feet.

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Fort Moultrie No. 3

Fort Moultrie No. 3's Scarp Wall, the masonry outer perimeter wall, was constructed between 1807-1809. The fort is oriented generally north-south, its south wall facing Charleston Harbor and the north wall parallel to Middle Street. The plan is an irregular hexagon with three long seafront walls (south, southeast, southwest), side walls indented behind truncated salient angles, and rear wall recessed between bastions at the northeast and northwest corners. The scarp is constructed of brick laid up in Flemish bond, its height ranging from nine to fourteen feet. About 450 linear feet around, it encloses an area of about one and one-half acre. The wall was altered during repairs between 1872-1876, and again in 1943-1944, when the Harbor Entrance Control Post was built above the east salient. Coping of several types is found along the top of the scarp. At the north face and northeast bastion the coping is concrete or cast-stone with a deep drip, added during the 1870s. The scarp wall at the northwest bastion has sandstone coping, and the west salient and three seafront walls have brick coping repaired and repointed during the 1975 reconstruction.

The only openings in the historic scarp are two entrances, the Sally Port, the principal entry centered in the north wall, and the smaller Postern entrance into the northwest bastion. Two other infilled entries, at the southeast and southwest seafronts, mark the locations of caponnières, two-sided structures exterior to the fort where defensive cannon could be mounted. Beside the infilled entries are brick patches where the caponnière walls tied into the scarp at the angles of the south seafront. The caponnières were constructed in 1860, and removed in the 1870s.

Extant features inside Fort Moultrie's scarp reflect several significant periods of construction and reconstruction: original construction, repairs and rebuilding in the early 1870s, the Endicott era of 1898-1901, World War II defensive construction, 1942-44, and NPS excavation and construction, 1974-76. The interior was originally an open parade with a freestanding powder magazine. Three barracks buildings were erected between 1821-1822 and destroyed during the Civil War. During the 1870s six new magazines and a sally port complex with connecting bombproof were constructed, and new guns mounted. These were replaced by three new batteries built between 1898-1903. The NPS undertook a general restoration project in 1975-1976. There have not been significant changes since that time; maintenance work is carried out regularly.

Magazines, gun positions and batteries constructed in the 1870s and 1898-1903 were reinforced and protected by earth mounds that dominated Fort Moultrie's interior until the 1970s restoration. The World War II-era Harbor Entrance Command Post (HECP) was also built above a large earthen foundation. During the 1975-1976 restoration, the Barracks Foundation, Enlisted Men's Barracks Foundation, Powder Magazine, and Traverse were excavated to the level of the 1809 Parade Ground. The historic Parade Walls at the west salient and northwest bastion are extant, and support the 1975 reconstructed terreplein at the height of the original terreplein. The

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north-south wall has three openings, the Postern and two barrel-vaulted storage cellars or closets. A larger storage cellar is set into the wall east of the Traverse.

The Postern is an entrance passageway built between 1872 and 1875. Its exterior entry is in the west scarp wall just north of the salient. The rounded-arched opening is set in a surround of granite blocks and is covered by a heavy vertical-board door. The barrel-vaulted brick passageway is about five feet wide and thirty-six feet long, with wider antechambers at each end. The rounded-arched parade-side opening is flush with the parade wall. The level of the Postern's brick flooring is slightly below the level of the interior parade, and a modern threshold and steps have been installed.

Except the area around these features, the fort's interior landscape is characterized by earthen mounds maintained with grass cover, modern concrete walkways, and above-ground brick and concrete features of the fort's defensive systems.

The Sally Port Complex, a series of interconnected barrel-vaulted brick corridors and passages, was built in 1874. The exterior sally port entrance is a rectangular opening with cut-granite surround. The granite upper lintel, about ten feet long, is continuous with the coping of the fort's scarp wall. The surround is extended by granite quoins and granite surrounds at two small windows flanking the opening. Two iron doors were attached to the granite doorframe in 1903. Two openings at each side of the main sally port connect parallel aisles used as guard rooms that extend from the two north windows to short lateral passages that access storage areas parallel to the guard rooms. A barrel-arched corridor running north-south through the bombproof structure connects the main sally port to the parade-side entry, on line with the main entrance. It is plainly finished without a surround and has a metal double door. The exterior entry has a sandstone pediment with the dates "1776 1876" written in relief.

The sally port is covered by an earthen mound with grassed sides and a pyramidal roof with composition roofing above the corridor. Concrete retaining walls support the mound on the interior side. At the east side of the parade-side entry are concrete steps to the top of the mound that covers the sally port. At the entry's west side is the modern flagpole, a wood pole accessed by brick steps.

Flooring in the Sally Port Complex is concrete poured in 1898, and the brick walls and ceiling are plastered and painted. South of the main sally port is the east-west wall of the bombproof areas. The West Bombproof or ordnance storeroom is a single chamber with heavy wood-and-glass double doors that were installed in the 1970s. The East Bombproof is a barrel-vaulted corridor without openings that intersects a narrower corridor to the opening of the Principal Magazine. From the Principal Magazine, another bombproof corridor extends to the East Service Magazine. (The magazines are discussed below as contributing structures.)

The interior of the fort's three seawalls were the locations of the guns and service magazines. At the south seafront were batteries McCorkle (east) and Lord (west) with the South Service

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Magazine between them. Battery Bingham was at the southeast seafront; at the southwest seafront and west salient were Gun Positions Number 9, 10 and 11.

Battery Bingham, inside the southeast seafront wall, was built in 1898. The reinforced concrete battery, about sixty-five by eighty-five feet, has a concrete substructure and two gun positions. The foundation is below parade-ground level, and the service magazine between the gun positions is below their foundation level. Two flights of concrete steps lead down to the magazine's entry, which has steel doors and an iron gate. Modern wood steps access the north gun position from the concrete walk. Battery McCorkle, inside the south seafront wall, was built between 1899 and 1901. The concrete substructure supports the reinforced concrete battery, approximately 125 by fifty-eight feet, which has three gun positions and three magazines. Concrete steps between the magazines lead from foundation level to the gun positions. Battery McCorkle is connected to Battery Bingham by a herringbone brick walk at foundation level. Their continuous flat upper surfaces are at the height of the scarp wall. In 2005, the historic coal tar coating and later bituminous sealants were removed and an Acrymax membrane system was applied to batteries McCorkle and Bingham.

The Principal Service Magazine is below an earthen mound that extends west from the angle formed by batteries Bingham and McCorkle. The magazine was built in 1873, and remodeled in 1898 when Battery Bingham was completed. Accessed from the East Bombproof corridor, the magazine comprises two brick chambers, each about fifteen by twenty-four feet, open to each other. From the inner (south) chamber, a narrow vaulted passage leads to Battery Bingham's service magazine. The magazine and communicating passages have concrete flooring, brick walls, and barrel-vaulted brick ceilings. Walls and ceilings are plastered. The East Service Magazine was built in 1873. The rectangular brick structure with concrete flooring has an eight-by-sixteen foot magazine chamber and anteroom. The magazine is set below an earthen mound. It is accessed from the East Bombproof corridor and, from the north, through an exterior entry several feet above the floor level of the magazine and corridor. There are six brick steps down from the exterior entry. The recessed exterior entry at the north side has a sandstone pediment above a heavy sandstone lintel, and the retaining walls have sandstone coping.

Above the Principal Service Magazine and East Service Magazine is the Position Finding Station Foundation, a fifteen-foot high concrete wall, originally a rectangular enclosure with an extension along the top of the East Service Magazine. Within the enclosed area is an earthen mound supporting two hexagonal concrete instrument pedestals. The Position Finding Station was built in 1905, altered in 1960, and substantially altered after ca. 1975 with the removal of two walls of the enclosure (north and west).

West of Battery McCorkle, the South Service Magazine was built 1872-1876 near the center of the south wall to service four seafront cannon. Its function was replaced by new magazines built for the Endicott-era batteries, but it was not removed from the fort. The magazine is covered by a thirty-foot-high earthen mound, higher than the top of Battery McCorkle, that extends to the scarp wall. At the parade side, the below-grade entry is a rounded-arched opening recessed

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behind retaining walls with sandstone coping. The entry has a heavy sandstone lintel with a sandstone pediment and a 1970s wood door. The plastered interior of the magazine—anteroom, passageway, eight-by-eighteen-foot magazine chamber—has a barrel-vaulted ceiling and concrete flooring.

The 1870s Battery Reconstruction was built by the NPS in 1975 to replace Battery Lord (ca. 1903) at the west side of Fort Moultrie's south seafront wall. The two-gun emplacement with its brick revetment is set on a level earthen platform lower than the mounds of the South Service Magazine and Southwest Service Magazine at either side. The carriage of each Rodman cannon stands on a concrete half-circle with iron traverse rail.

The Southwest Service Magazine was built 1872-76 and altered ca. 1940, when the brick structure was covered with earth. The condition of the magazine chamber has not been determined. During the 1975 reconstruction, the earthen mound above the magazine was raised to an approximate height of thirty feet, burying the concrete-and-sandstone exterior entryway. Only a portion of the sandstone pediment above the entry remains visible. The concrete base of a ca. 1902 Position Finding Station that stood atop the service magazine mound was also covered during the 1975 reconstruction and remains under the earth fill.

The present configuration of Fort Moultrie's southwest seafront, west salient, and northwest bastion was constructed by the NPS in 1974-1975. Three 1874 gun positions, Numbers 9, 10, and 11, that had been covered by earth in the 1940s were not restored. Instead, reproductions of Civil War-era gun positions were constructed at the level of the terreplein, which is supported by the parade wall that runs north-south from the northwest bastion into the base of the Southwest Service Magazine.

West of the Southwest Service Magazine, a thirty-foot wide area was excavated to a level about ten feet below the top of the mound, which was revetted with brick, paved with bluestone, and restored as Civil War-period Gun Position No. 16. The bluestone pavers continue as a walkway around the brick-revetted base of the remnant of Southwest Service Magazine mound west of Gun Position No. 16 to the bluestone pavement of Gun Positions No. 14, 12, 11, 10, and 9. No. 14 is at the southwest seafront, No. 12 at the angle of seafront and west salient, and 11, 10 and 9 around the west salient. The inside wall is painted at its lower section, and there are brick bases at Positions 12 and 11. A level grass area the height of the top of the parade wall (about fifteen feet high) extends between the paved gun positions and wall.

The reconstructed Civil-War era terreplein at the level of the top of the parade wall continues around the northwest bastion, but is maintained in grass, with a concrete-paved footpath. It wraps around the three sides of the bastion to the ca. 1809 parade wall south of the Powder Magazine, where a flight of modern wood steps leads down to the parade ground. Gun Positions No. 8, 7, 6, 5, and 4 along the west side of the terreplein have brick bases for gun carriages and iron traverse rails set in concrete. Position No. 3 at the north wall and No. 2 and 1 at the east wall of the bastion have iron pintles on brick bases. Gun positions in the northwest bastion are not

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immediately against the scarp wall, but along the nineteenth century Terreplein, an elevated earthen platform constructed between 1872 and 1875 inside the three scarp walls of the northwest bastion. Rising to a level just below the coping of the scarp, the grass surface of the terreplein is supported by an eight-foot-high brick retaining wall. This wall is capped with wood shingles first installed in 1975 and replaced in 2002. The Terreplein is interrupted by a Sentry Box, part of the scarp wall, that projects at the northwest corner of the northwest bastion. The arrow-shaped box, about fifteen feet long and ten feet at its widest point, has brick flooring.

The northwest bastion inside the parade wall was excavated to the level of the original parade ground in 1975, exposing the Postern and the 1809 Powder Magazine. The magazine, a free-standing brick structure, is oriented north-south and enclosed on three sides by the original parade wall, and on the south by an extension of the wall that has a single arched opening. The rectangular magazine has brick walls laid in Flemish bond and buttressed with brick at the side walls, a gabled roof that rises above the height of the fort's scarp wall, and a barrel-vaulted interior. There are two openings, an arched doorway at the south gable end and a rectangular doorway at the north gable end. The magazine was covered with earth during the Civil War, uncovered and altered as a torpedo magazine between 1872 and 1874, and reinforced with a two-foot thick concrete roof in 1876. The NPS restored the Powder Magazine in 1975. It retains the roof tiles, heavy wood doors, and interior wood plank flooring, walls, and ceiling added by the NPS.

The Traverse is set about twenty feet south of the magazine, outside the enclosure formed by the west-east parade wall. Oriented east to west, the Traverse is a rectangular solid brick structure, approximately twenty by nine feet and twenty feet high, with a barrel-vaulted roof. It was built in 1820 to protect the Powder Magazine from incoming fire. The Traverse stands just inside the Postern's opening to the parade.

The 1975 reconstruction of Fort Moultrie exposed the foundations of two barracks buildings as well as a portion of the parade ground between the barracks and the raised brick walkway from the Sally Port.

The Enlisted Men's Barracks Foundation is the one-to-two-foot high stuccoed brick foundation of the perimeter wall of Fort Moultrie's 1821-1822 enlisted men's barracks building, which was destroyed in 1863. The area of the barrack's interior is maintained in turf. Measuring twenty by seventy-seven feet, the site is oriented north-south and partially covered at the south end by the earthen mound above the Southwest Service Magazine. The other three sides are bounded by brick pavers found on-site supplemented by modern brick. Sandstone blocks are set into the brick at the locations of the original barracks entries, and along the edge of the parade ground are the footings of the posts that supported the two-tiered gallery along the east elevation of the barracks. The Fort Moultrie Barracks Foundation is the one-to-two-foot high stuccoed brick foundation of the perimeter wall of Fort Moultrie's 1821-1822 barracks building, which was destroyed in 1863. It is set at right angles to the Enlisted Men's Barracks Foundation, and exposed at west, south and north sides. The east section of the foundation is covered by the

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mound above the Sally Port Complex. The above-ground wall section is about twenty by nineteen feet, with its slightly raised interior maintained in turf.

Fort Moultrie's northeast bastion is the location of Gun Position No. 1 and the Northeast Bastion Service Magazine. Gun Position No. 1 was built in 1874. Raised on earthen fill, the position has a quarter-round concrete pad for one 15" Rodman gun, and brick parapet walls with sandstone coping at three sides. It is entered only from the 1873 Northeast Bastion Service Magazine, a barrel-vaulted brick chamber with plastered interior walls and concrete flooring accessed from a north-south passage about fifty feet long. The south entry to the magazine passage has a sandstone pediment and sandstone-coped retaining walls. At its north end, the passage has a landing and brick steps east to the opening to Gun Position No. 1. This opening also features a sandstone pediment. The service magazine and passage are covered by an earthen mound about thirty feet above parade ground level.

Just south of the northeast bastion, Gun Position No. 2 occupies a level area between the exterior entrances to the Northeast Bastion Service Magazine and the East Service Magazine. The position is a concrete pad with iron traverse rail, built in 1874 for a 15" Rodman gun (which was not mounted) directed eastward. Gun Position No. 2 was altered when the Harbor Entrance Command Post (HECP) was constructed in 1943. The built-up earthen foundation of the HECP rises east of the gun position, shutting off its firing line. In 1975, the NPS replaced a wooden stair between the gun position and the HECP with the shorter flight that connects to the paved walkways east to HECP and south to Battery Bingham. A second wood stair connects Gun Position No. 2 to the paved walk between the entries to the Northeast Bastion Service Magazine and East Service Magazine.

The Harbor Entrance Command Post (HECP) was constructed outside the line of the scarp wall's east salient between 1943 and 1944. It was deactivated after World War II, then used by the US Navy as a Test and Calibration Facility from 1953-1971. The HECP is a three-story reinforced concrete building set on an earthen mound that rises above the first floor level, extending west inside the fort as far as Gun Position No. 2 and east to the paved walkway around the fort. The brick scarp wall runs inside the mound at its south side; at the north side of the HECP, the south wall of the northeast bastion was cut off a few feet north of the HECP mound. The recessed entry has concrete retaining walls. The first level of the HECP has radio, plotting, and boiler rooms. The two-story above-ground section housed observation and signal equipment. There are exterior stairs to the upper floor and roof level. Along the west elevation of the upper story is an observation deck, and the roof is a flag platform with steel guardrails. The boiler's brick chimney north of the HECP rises above the roof height, and five concrete vents and vent stack bases are set around the level top of the mound. In the winter of 1962, while the NPS was preparing to open Fort Moultrie to the public, a six-foot chain-link fence was erected to prevent unauthorized access to the facility from within the fort. A section of the fence remains, extending along the east and north sides of the mound, with a double gate outside the grade-level entry to the HECP. In 1981, NPS restored the HECP and opened it to visitors.

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Statement of Integrity

Fort Moultrie is near the west end of Sullivan's Island, between Charleston Harbor to the south and Cove Inlet to the north. The setting provides views of Charleston Harbor's main shipping channel and Fort Sumter, which is one mile away by water. The setting, feeling, and association are strengthened by Fort Moultrie's location within the Fort Moultrie Military Reservation, which the United States Army established in 1896. In 1902, the Army took over much of the land between Stations 12 and 18.¹³ At Station 18 is Fort Moultrie's rear entrance gate, two stuccoed square masonry posts flanking Middle Street, the island's principal east-west artery. Most visitors to Fort Moultrie drive along Middle Street, passing by Army officers' housing and other support facilities built from 1902 to ca. 1930.

Historic integrity is defined as "the ability of a property to convey its significance." The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Fort Moultrie retains integrity of location intact. Its position overlooking the shipping channel into Charleston Harbor directed the location of three successive fortifications. Integrity of setting has been compromised by neighboring buildings and roads, but views to the south and southwest over the harbor and Fort Sumter are unimpeded. The setting includes the grassed areas and vegetative buffers to the west, east, and south, as well as Battery Logan, a two-gun Endicott era battery east of Construction 230.

Fort Moultrie No. 3 was modified during several significant periods of construction and reconstruction, and extant features retain integrity of design, materials, and workmanship to various eras of the period of significance (1776-1948). The exterior scarp wall remains on the lines of the 1809 fortification except at the east salient, where the HECF was constructed during World War II; the sally port and postern possess integrity to the 1870s. The extant interior earthworks retain moderate integrity to the 1870s; batteries at the south and southeast seafront were built between 1898 and 1903, and retain moderate integrity to the Endicott era. The interior of the southwest seafront was reconstructed by the NPS in 1976-76 and does not retain integrity; excavated features at the west side of Fort Moultrie—the parade and its walls, the 1809 powder magazine and the 1820 traverse—possess high integrity of design, materials, and workmanship. The Fort Moultrie complex between Middle Street and Cove Inlet does not retain integrity of design, materials, or workmanship.

Fort Moultrie also retains integrity of feeling and association to various eras of the period of significance (1776-1948). Fort Moultrie is directly associated with important historic events, and it retains physical features sufficient to convey its historic character.

¹³ Most north-south streets on Sullivan's Island are named for stops on the trolley line that ran between 1898 and 1930.

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UNITED STATES COAST GUARD STATION HISTORIC DISTRICT

The United States Coast Guard Historic District (Sullivan's Island Station) is a five-acre parcel at the south side of I'On Avenue. The complex was originally built near the high tide line. As the island has accreted, ground has built up seaward of the nineteenth-century complex. The Sullivan's Island Lighthouse (Charleston Light) stands on accreted ground south of the original complex. It remains in use as a navigation aid and is not open for public visitation.

The United States Life-Saving Service built the first life-saving station for Charleston Harbor ca. 1882 on Morris Island. The service relocated the station to a five-acre parcel on Sullivan's Island in the early 1890s, and ca. 1894 completed the first buildings, a Station House and Boat House. When Endicott-era fortifications were constructed at Fort Moultrie and other locations on Sullivan's Island, a Bunker/Sighting Station was built on the Life-Saving Service property in 1898. In 1915, when the Life-Saving Service became part of the Coast Guard, the land and buildings were transferred to the U.S. Coast Guard. The Bunker was improved ca. 1919 for the U.S. Army Coast Artillery, and the Coast Guard built a new Garage and Signal Tower ca. 1938. In 1962, the Coast Guard built a new Charleston Main Light (Sullivan's Island Lighthouse) south of the life-saving complex. The Coast Guard deactivated its Sullivan's Island observation/life-saving station in 1973, and the NPS began to occupy the buildings and grounds under permit from the Coast Guard. In 1990, the Coast Guard transferred title to the NPS of a one-acre tract that includes the Station House, Boat House, Bunker/Sighting Station, Garage, and Signal Tower. In 2008, the Coast Guard transferred title to the rest of the property, including the Lighthouse, to the NPS.

U.S. Coast Guard Historic District Historic Landscape

The U.S. Coast Guard Historic District and Sullivan's Island Lighthouse comprise a historic landscape characterized by the flat natural terrain with sandy soil typical of the island. The level ground has one artificial feature, the built-up earthen mound of the Bunker/Sighting Station. The nineteenth-century Station House and Boat House buildings are set close to I'On Avenue, an orientation that is consistent with the historic residential surroundings. The orthogonal pattern was continued when the Garage was added to the property in 1938. A paved drive from I'On Avenue extends southward along the west side of the Boat House to the parking and work area east of the Garage, and continues to the Lighthouse. Mature native palmetto trees stand north and east of the Station House, and several native live oaks have been planted near the Station House and Garage. The grounds are maintained in turf grass without ornamental plantings. A six-foot chain link fence built after 1962 encloses the area of the Lighthouse and Generator Building, and there is modern chain-link security fencing around the parking area east of the Garage.

Northwest of the U.S. Coast Guard Historic District is the Sullivan's Island Historic District, which was listed in the National Register of Historic Places on September 6, 2007. Most of the contributing resources in the Sullivan's Island Historic District are residential properties.

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U.S. Coast Guard Historic District Contributing Resources

The United States Coast Guard Historic District (Sullivan's Island Station) was listed in the National Register of Historic Places in 1973. The NR nomination cited four historic properties as contributing to the significance of the five-acre district: administration building (Station House), Boat House, Garage, and Bunker/Sighting Station, and also cited the Sullivan's Island Light as a modern building. The Signal Tower beside the Garage was not described in the NR nomination.

The Station House and Boat House were built ca. 1894 according to designs of U.S. Life-Saving Service architect Albert B. Bibb, whose prototype plans such as the "Marquette" and "Fort Point" types were used for a number of Life-Saving Service stations. The late-Victorian Stick/Eastlake influence is evident in his designs. The Sullivan's Island Station House, 1815 I'On Avenue, is one of thirteen Marquette-type houses known to have been built. The frame building has a lateral gabled roof with a gabled portico at the front (north façade) and a shed porch across the south façade. There are gabled projections centered at the north and south roof slopes; rising above them is a hipped-roofed cupola with double windows at all four elevations and a flat lookout deck with iron railing. This cupola served as a lookout tower, so that unlike most Marquette station houses, the Sullivan's Island station did not have a separate lookout tower. The building is a typical Marquette design in other respects: the lower level is clad in weatherboard siding, with fishscale shingle siding used at the gable ends and cupola base. There is simple decorative cross-bracing at the gable ends. The building's openings are a mix of single and double windows and single entries. The interior plan features a center through-hall with principal ground-floor rooms at either side.

The Station House has been altered and remodeled several times, but the cumulative effect of the alterations is not overwhelming. Two shed dormers were added to the north and south slopes of the roof in the early twentieth century (first shown on 1916 photograph), and the upper level was remodeled. During 1938-1939, the Coast Guard raised the level of the lookout tower, opened the enclosed entry projection at the north elevation and replaced it with an open portico, and added a shed-roofed kitchen wing at the east elevation. Two internal chimneys were removed, and a brick kitchen flue added. Interior partitions were reorganized, and mechanical and plumbing systems updated. The cupola's roof was replaced with a flat system in the early 1970s. Hurricane Hugo (1989) damaged the Station House, especially the roof; unrepaired leaks caused significant deterioration of interior fabric. Between 1993-1995, NPS repaired the damage, installed a new cupola roof designed to match the original, and modified the interior again. In 2006, NPS replaced modern concrete shingle roofing with new wood-shingle roofing throughout. This roofing is compatible with the building's historic appearance.

The Coast Guard remodeled the interior in the 1970s. The ground floor was redesigned to provide common rooms (kitchen, living room) and one bedroom, with a second bedroom in the shed wing. The second level is configured dormitory-style with four bedrooms.

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The design of the Boat House is Albert Bibb's Fort Point type. The ca. 1894 frame building is set on a foundation of brick piers, and has a steep hipped roof with flared eaves that is capped by a conical cupola with a wind vane. Both roof structures are covered with wood shingles. The two large boat openings at the south (waterside) elevation both have double wood doors, and a loading ramp leads down from the openings to ground level. Small windows are set in the side elevations, and the north (I'On Avenue) side has a single entry door and a double window with solid wood shutters. Exterior siding is board-and-batten, and there is no decorative detail except the fanciful cupola. Exterior alterations have been limited to wood lattice around the foundation and modern steps to the I'On Avenue entry.

The ground floor interior of the Boat House is essentially unaltered, a single room with wood flooring and beaded-board wall and ceiling finishes. NPS uses the building as a carpentry workshop. A straight-run open stair accesses the open attic hatch. The unfinished attic level is used for light storage.

The Garage was built ca. 1938 to unattributed Coast Guard architectural plans. It is a side-gabled frame building with four oversized openings along the east elevation and four single windows at the west elevation. Each roof slope has four gabled dormers with rounded-arched window openings that are a good example of the Colonial-Revival sensibility of the late 1930s. The building is clad in weatherboard siding and has operable louvered shutters at the windows. Roofing is wood shingle, a recent replacement for the documented historic roofing. The building has been altered with modern retractable garage doors and a metal exterior fire stair at the south elevation, added ca. 1996.

The open ground floor interior has concrete slab flooring. A simple stair to the second level rises along the side of a small office or storage room partitioned in the southwest corner. Two steel posts support a steel hoist beam running north-south at ceiling level. The NPS replaced ca. 1970 asbestos wall finishes with smooth drywall finishes ca. 1993. NPS uses the Garage for vehicle maintenance, and there are 1970s partitions for offices and storage space at the upper level.

The Signal Tower at the southeast side of the Garage was built ca. 1938. It is a pyramidal, open-truss steel structure with six cross-braces, about forty-five feet high and nine and one-half feet square at the base. At the top of the tower are a steel cross-bar and flag mast.

The Endicott-period Bunker/Sighting Station was built in 1898. The two-level concrete bunker is set in an earthen mound about eighty feet in diameter and seventeen feet high which is maintained in turf. At the north side are two retaining walls supporting the mound in front of the recessed face of the concrete structure. The exterior north wall has two ground-level openings, a single entry and a small window, and an open concrete stair with metal guardrail to the inset upper entry. In 1919, a sighting station was placed at the top of the mound, south of the rear wall of the bunker. It is still in use by the U.S. Coast Guard, which maintains the modern communications antenna and modern wood fencing around it. The interior of the Bunker is

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smooth-finished painted concrete. The lower level is used by the NPS to store flammable material, and the upper level houses navigational and communications equipment.

The Sullivan's Island Lighthouse was designed by the Coast Guard's Engineering Division and constructed between 1961 and 1962. The 140-foot tall lighthouse is a triangular concrete-and-steel building with an aluminum exterior skin, its south point facing Charleston Harbor and the sea. The tower is set on a two-story hexagonal base, with a rectangular upper lantern room topped by a hipped roof with metal roofing. The tower rises twelve levels between base and lantern room, and its paint scheme of white at the lower levels (base and six levels of tower) and black at the upper six levels of tower and the lantern level. The paint scheme allows the Lighthouse to serve as a day marker.

Wider than the tower, the base has a ground-level entry at its northwest side, and windows at the upper level of each face. There are casement windows at the north side of the tower's twelve levels except the lowest, which has an entry from the flat roof of the two-story base. The two upper levels of the tower, just below the lantern room, have an extended bay cantilevered at the north side. There are large windows at each of the lantern room's walls. An exterior catwalk with metal flooring and iron handrails wraps around the west, south, and east sides of the lantern room; the southwest and northwest corners are cut away to accommodate the catwalk and entry doors.

The interior of the tower has an elevator that rises twelve levels. A vertical ladder in the cantilevered upper levels continues to the lantern room. The Coast Guard maintains the unmanned light, which was automated in 1975.

The Lighthouse was significantly altered soon after the 1962 construction. The original exterior coloring, white lower levels and red-orange upper levels, was replaced by the present white-and-black pattern. Other alterations have been functional modernizations and improvements. In January 1970, the original twenty-eight million candlepower optic was reduced to 3.5 million candlepower with the discontinuation of 1,000-watt high intensity bulbs. The light now relies on two DCB-24 beacons, which have a twenty-six mile range. The light is visible from 360°, with higher intensity from 217° to 071°. The rotation of the lenses causes two white flashes every thirty seconds.

U.S. Coast Guard Historic District Non-Contributing Resources

The Generator Building was built in the mid-1960s (it is not shown in a 1962 photo, but is known to have been completed by early 1966). The CMU building is rectangular, with a flat roof that slopes from west to east. There are no openings except at the west side, where there is a steel double door. A short paved walkway connects the entry to the paved drive between I'On Avenue and the Lighthouse. The Generator Building was built to house an emergency diesel generator for the Lighthouse. A small bricked enclosure just north of the fence that surrounds the

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Lighthouse and Generator Building was constructed in the 1990s to contain potential leakage from the fuel cube used for vehicle maintenance.

Statement of Integrity

Historic integrity is defined as “the ability of a property to convey its significance.” The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. The U.S. Coast Guard Historic District retains a high degree of integrity in all aspects except setting. Its location is unchanged, but because Sullivan’s Island has accreted south of the district, the ocean has retreated away from the Life-Saving Service/ Coast Guard buildings, altering their relationship. The setting has also been altered by the addition of a ca. 1965 Generator House and more recent chainlink fencing, but these small-scale elements do not overwhelm the district or its setting.

In design, materials, and workmanship, the Station House, Boat House, Garage, Signal Tower, Bunker/Sighting Station, and Sullivan’s Island Light retain a high level of integrity. The addition of dormers and a kitchen wing to the Station House, and the rehabilitation of its interior, have not overwhelmed its architectural style as expressed by massing, proportion, materials, and ornamentation. Likewise, the 1996 addition of retractable garage doors and a fire escape have not overwhelmed the Colonial Revival architectural design of the Garage. The Boat House, Signal Tower, and Lighthouse are essentially unaltered. Modern wood fencing and a communications antenna have been installed on the roof of the Bunker/Sighting Station, but it retains its characteristic concrete construction set in a grassy earthen mound

LIBERTY SQUARE

Liberty Square is a parcel of land on the Cooper River waterfront in Charleston. It comprises 8.8 acres, 4.88 acres of high land and 4.07 acres of submerged land. NPS acquired the land in 1986 and developed it as a Visitor Education Center. Construction was completed in 2001. Liberty Square’s designed landscape is a linear plan, with a bluestone-paved walkway leading through cast-iron gates past two gable-roofed open brick sheds to the river’s edge. The Visitor Education Center is a two-story gable-roofed brick masonry building. The open ground floor features segmental-arched arcades along both side elevations. At the rear (waterfront) of the building is an open concrete deck with stairs and a ramp for exiting visitors to board the ferry at ground level and a broad concrete pier dock frontage for two ferries. All resources within the Liberty Square parcel are non-contributing.

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Contributing Resources

RESOURCE NAME	LCS ¹⁴	ASMIS ¹⁵	DATE	PARK AREA
BUILDINGS = 9				
Fort Sumter	000394	FOSU00002.001	1841-1960	Ft Sumter
Fort Moultrie No. 3	000393	FOSU00001.001	1776, 1809, 1960, 1967, 1974	Ft Moultrie
1809 Powder Magazine	012144	FOSU00001.002	1809, 1872-76, 1975	Ft Moultrie
Harbor Entrance Command Post (HECP)	012156	FOSU00001.007	1943-1944	Ft Moultrie
Battery Jasper Powerhouse	012160	FOSU00006.002	1909, 2005	Ft Moultrie
Torpedo Storehouse	012161	FOSU00009.003	1902, 1978-1979	Ft Moultrie
Station House	013034	FOSU00003.005	1894	USCG Station
Boat House	013035	FOSU00003.003	1894	USCG Station
Garage	013033	FOSU00003.002	ca. 1938	USCG Station
STRUCTURES = 24				
Battery Isaac Huger	000391	FOSU00002.002	1898-1902	Ft Sumter
Fort Sumter Esplanade	090261	none	1841	Ft Sumter
Sally Port Complex	012150	FOSU00001.011	1874	Ft Moultrie
Battery McCorkle	012154	FOSU00001.006	1899-1901	Ft Moultrie
Battery Bingham	012153	FOSU00001.003	1898	Ft Moultrie
Principal Service Magazine	012147	FOSU00001.010	1873, 1898	Ft Moultrie
East Service Magazine	012148	FOSU00001.008	1873	Ft Moultrie

¹⁴ LCS is the List of Classified Structures. It is the NPS' database of resources that are listed in the National Register, eligible to the National Register, or ineligible but managed as cultural resources.

¹⁵ ASMIS is the NPS Archaeological Sites Management Information System.

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Northeast Bastion Service Magazine	012149	FOSU00001.009	1873	Ft Moultrie
South Service Magazine	012145	FOSU00001.012	1872-1876	Ft Moultrie
Southwest Service Magazine	012145	FOSU00001.013	1872-76, ca. 1940, 1975	Ft Moultrie
Terreplein	090258	none	1872-1876	Ft Moultrie
Traverse	090253	FOSU00001.023	1820	Ft Moultrie
Postern	090255	none	1872-1875	Ft Moultrie
Gun Position No. 1	012151	FOSU00001.004	1874	Ft Moultrie
Gun Position No. 2	012152	FOSU00001.005	1874, 1943	Ft Moultrie
Position Finding Station	012155	FOSU00001.015	1905, 1960, 1976	Ft Moultrie
Battery Jasper	000392	FOSU00006.001	1898, 1943-1944	Ft Moultrie
Battery Jasper Reservoir No. 1	012157	FOSU00006.003	1898, 1950s	Ft Moultrie
Battery Jasper Reservoir No. 2	012158	FOSU00006.004	1898	Ft Moultrie
Battery Jasper Reservoir No. 3	012159	FOSU00006.005	1908, 1950s	Ft Moultrie
Construction 230	000394	FOSU00008.000	1943-1944, 1971	Ft Moultrie
Sullivan's Island Lighthouse	924510	FOSU00003.001	1961-1962	USCG Station
Signal Tower	090234	FOSU00003.006	ca. 1938	USCG Station
Bunker/Sighting Station	013031	FOSU00003.004	1898, 1919	USCG Station
OBJECTS = 3				
Union Garrison Monument	090260	none	1932, moved 1959	Ft Sumter
Major Robert Anderson Flagpole and Base	090259	none	1928, moved 1959	Ft Sumter
Patapsco Monument	012164	FOSU00001.028	ca. 1892-1918	Ft Moultrie

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SITES = 14				
Fort Sumter Historic Landscape (CLI 550052)	none	none	1829-1960	Ft Sumter
	<i>Historic Associated Features of Landscape include:</i> Flagstones and granite blocks for traverse rails, cast-iron traverse rails, rip-rap at base of fort, brick pavers behind the casemates, brick walkway in front of officers' quarters, views from Fort Sumter to the rim of Charleston Harbor			
Fort Sumter Parade Ground	none	none	1829-1960	Ft Sumter
Fort Moultrie Historic Landscape (CLI 550053)	none	none	1829-1960	Ft Sumter
	<i>Historic Associated Features of Landscape include:</i> remnants of historic circulation patterns, open space south of the fort and associated vegetation pattern, views from Fort Moultrie to Charleston Harbor and other fortifications in the system			
Fort Moultrie Parade Ground and Walls	090254	none	Parade: 1809, 1976; Walls: 1807-1809	Ft Moultrie
Enlisted Men's Barracks Foundation	090256	none	1821-1822, 1863, 1975	Ft Moultrie
Barracks Foundation	090263	FOSU00001.022	1821-1822, 1863, 1975	Ft Moultrie
Fort Moultrie No. 1	000076	FOSU00001.016	1776, 1783	Ft Moultrie
Fort Moultrie No. 2	000077	FOSU00001.017	1794, 1798, 1804	Ft Moultrie
Osceola's Grave	090262	FOSU00001.014	1838, 1885-1889	Ft Moultrie
Moultrie Cemetery	none	FOSU00009.001	19 th century	Ft Moultrie
Moultrie Hospital	none	FOSU00009.002	19 th century	Ft Moultrie
General William Moultrie's Grave	none	FOSU00010.000	1805, 1978	Ft Moultrie
Patapsco Seamen's Graves	none	none	1873	Ft Moultrie
U.S. Coast Guard Historic	none	none	1894, 1938,	USCG Station

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District Historic Landscape (CLI 550054)			1961	
	<i>Historic Associated Features of Landscape include:</i> primary dunes between the Coast Guard Station and the Atlantic Ocean			
TOTAL CONTRIBUTING RESOURCES = 50				

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Non-Contributing Resources

RESOURCE NAME	LCS	ASMIS	NR PROPERTY TYPE	DATE	PARK AREA
Dock	none	none	Structure	1991	Ft Sumter
Stone Riprap	none	none	Object	1970-1971	Ft Sumter
Fort Sumter Flags (5)	none	none	Object	1970	Ft Sumter
1870s Battery Reconstruction	090257	none	Structure	1975	Ft Moultrie
Visitor Center	none	none	Building	1976	Ft Moultrie
Dock and Pier	none	none	Structure	1976	Ft Moultrie
Generator House	none	FOSU00009.002	Building	ca. 1965	USCG Station
Waste Fuel Enclosure	none	none	Structure	ca. 1990	USCG Station
Visitor Center	none	none	Building	2001	Liberty Square
Brick Shed	none	none	Building	2001	Liberty Square
Brick Shed	none	none	Building	2001	Liberty Square
Dock and Pier	none	none	Building	2001	Liberty Square

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Military History

Social History

Maritime History

Architecture

Archaeology

Period of Significance

1776-1948: Military History

1777- 1965: Social History

1894- 1965: Maritime History

1894, ca. 1938, 1962: Architecture

Significant Dates

1776: construction of Fort Moultrie No. 1; Battle of Sullivan's Island

1776-1780: American Revolution

1798: construction of Fort Moultrie No. 2

1809: completion of Fort Moultrie No. 3

1829-1860: construction of Fort Sumter

1841: marble slab laid at Osceola's Grave (Fort Moultrie)

1861-1865: Civil War

1861: first excursion tours to Fort Sumter

1865: Anderson Flag raised over Fort Sumter

1865-1942: personnel at forts Sumter and Moultrie accommodated civilian tourists

1894: construction of US Life-Saving Service Station House and Boat House

1894-1965: US Life-Saving Service/Coast Guard Station active

1898: construction of Battery Jasper (Fort Moultrie) and Bunker (US Coast Guard Historic District)

1899: construction of Battery Isaac Huger (Fort Sumter)

1915: US Coast Guard organized; Sullivan's Island Life-Saving Station transferred to USCG

1928, 1929, 1932: three memorials placed at Fort Sumter

1938-1939: modernization of Coast Guard Life-Saving Station

1941-1944: World War II

1945-1948: civilian visits to forts Sumter and Moultrie increased

1948: US Army transferred Fort Sumter to NPS and Fort Moultrie to the State of SC

1960: NPS completed Fort Sumter Visitor Center; Fort Moultrie transferred to NPS

1962: completion of Sullivan's Island Lighthouse

1963: NPS opened Fort Moultrie to public

1965: fifty years before this revised National Register nomination was prepared

Significant Person

(Complete only if Criterion B is marked above.)

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Cultural Affiliation Architect/Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Fort Sumter National Monument comprises four discontinuous parcels: Fort Sumter, Fort Moultrie, U.S. Coast Guard Station Historic District, and Liberty Square. Fort Sumter and Fort Moultrie are significant at the national level under Criterion A in the area of Military History during two wars, the American Revolution and the Civil War. Also under Criterion A, Fort Sumter and Fort Moultrie are significant in the area of Social History. Fort Sumter is significant at the national level for its role in the commemoration and memorialization of the Civil War and Fort Moultrie is significant at the local level for its role in the commemoration and memorialization of the American Revolutionary War. The U.S. Coast Guard Historic District is significant at the state level under Criterion A in the area of Maritime History as the only federal Life-Saving Station in South Carolina, and for the Sullivan's Island Lighthouse, which was the last lighthouse built by the United States government. The U.S. Coast Guard Historic District is also significant at the state level under Criterion C in the area of Architecture. The buildings in the district are excellent examples of federal maritime design.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

CRITERION A – MILITARY HISTORY, 1776-1948

Fort Sumter and Fort Moultrie are significant at the national level under Criterion A in the area of Military History.¹

Fort Moultrie is significant at the national level as the location of the Battle of Sullivan's Island, June 28, 1776. The Battle of Sullivan's Island was the first decisive victory for colonial forces over the British Royal Navy. The victory emboldened the patriots to continue the fight for independence and postponed the capture of Charleston for four years.

Fort Moultrie is significant as the location of the Battle of Sullivan's Island, June 28, 1776, the British navy's first action during the American Revolution, and a decisive American victory. Troops at Fort Moultrie No. 1 held off nine British warships, and after a day-long battle, the British fleet sailed out of range of the fort. The withdrawal of the powerful British navy from Charleston Harbor was an immediate boost for patriotic fervor in South Carolina. After the

¹ In accordance with *Management Policies 2006, The Guide to Managing the National Park System*, "Historic and cultural units of the national park system are nationally significant by virtue of their authorizing legislation or presidential proclamation."

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revolution, two more forts were built at the same location, which was the strongest position from which to guard the approaches to Charleston Harbor. Fort Moultrie No. 3, the extant fort, was completed in 1809. Claimed for the State of South Carolina in 1860, Fort Moultrie's guns were turned against federal troops inside Fort Sumter on April 12, 1861. Fort Moultrie remained in Confederate hands until the end of the Civil War.

After the Civil War, Fort Moultrie remained a vital component of American coastal defenses. National programs of the 1870s, 1890s, and World War II each brought new types of defensive construction to strategically-important installations. With the end of World War II, Fort Moultrie was gradually deactivated. It was turned over to the State of South Carolina in 1948.

Fort Sumter is significant at the national level of significance for the attack that initiated the American Civil War, and for its nearly four-year defense by Confederate troops. The Civil War began on April 12, 1861, with the Confederate bombardment against the fortification and the United States Army troops inside. The federal troops evacuated Fort Sumter on April 14, and it was quickly occupied by Confederate forces. Fort Sumter was key to the protection of Charleston Harbor and the city, and the Confederacy was determined to hold it. The Union was equally determined to take the island fortification, and Fort Sumter became the object of the war's longest siege. Over the 587-day siege, from July 1863 to February 1865, a series of bombardments from Union ships and positions on Morris Island reduced Fort Sumter's masonry walls to a fraction of their original three-story height, but the Confederate defenders maintained their hold. On February 17, 1865, with federal forces in command of Savannah, Georgia, and General W. T. Sherman's troops in Columbia, South Carolina, Confederate forces evacuated Fort Sumter, the city of Charleston, and other fortifications in Charleston Harbor. On February 18th, the United States flag was once more raised over Fort Sumter.

Because of its location guarding the entrance to Charleston Harbor, Fort Sumter remained a significant component of American coastal defenses after the Civil War. National programs of the 1870s, 1890s, and World War II each brought new types of defensive construction to strategically-important installations. With the end of World War II, Fort Sumter was gradually deactivated. It was turned over to the Department of the Interior in 1948.

Defense of Charleston Harbor, 1674-1948

South Carolina was settled as a British colony in 1670, and remained Great Britain's southernmost North American colony until the establishment of Georgia in 1732. Settlers contended with fears of and threats from not only Native Americans, but also from French and Spanish forces bringing intra-European conflicts across the Atlantic Ocean. On May 30, 1674, Captain Florence O'Sullivan was given responsibility for a signal cannon to be placed "near the river's mouth" on the island that came to be known as Sullivan's Island. This cannon was to be fired as a warning to Charles Towne, then located upriver at Albemarle Point, upon the approach of ships into the harbor. O'Sullivan's post established the island as an important component of Charleston harbor's defenses, a role it retained until after World War II.

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The strategic value of the southern tip of Sullivan's Island was proved in the American Revolution's first major naval engagement. The colonial fortress was a square fort with 500-foot long double walls built of timber and palmetto logs, and filled with sand. The fort was incomplete and unnamed on June 28, 1776, when Colonel William Moultrie and about 400 Continental soldiers repulsed nine British warships mounting nearly 270 guns. After a ten-hour battle, Commodore Sir Peter Parker's men-of-war retired, and British forces left lowcountry South Carolina a few weeks later. Their attempt to take Sullivan's Island to use it as a base for capturing Charleston Harbor and the city had failed. The fort was named in honor of William Moultrie a month after his victory. As the first fortification in a location that was fortified twice more, it is now referred to as Fort Moultrie No. 1.²

After the British defeat at Fort Moultrie, Charleston enjoyed two years of relative calm until the autumn of 1778. Then, after the British captured Savannah, they made a series of attacks, mostly successful, against American forces south of Charleston. Toward the end of 1779, Maj. Gen. Benjamin Lincoln, the American commander responsible for the defense of the Charleston area, began planning for the inevitable British attack. In January, 1780, the 6th South Carolina regiment garrisoned Fort Moultrie.

British General Sir Henry Clinton planned to approach Charleston by land, disembarking on John's Island, crossing James Island to march north along the west bank of the Ashley River, then, after crossing the river, south down the peninsula to Charleston. At the same time, Vice Adm. Marriott Arbuthnot's ships were moving toward Fort Moultrie and Charleston Harbor. Gen. Lincoln ordered the 1st South Carolina regiment to Sullivan's Island in preparation for the attack. In early April, after Arbuthnot's fleet had fought its way past Fort Moultrie and anchored just outside the harbor, many of the American troops returned to Charleston, leaving just over 150 men at Fort Moultrie.

British cannon began firing on American ships on the Ashley River side of Charleston Harbor on March 12, and the siege continued for two months. On May 3, 1780, Capt. Charles Hudson of the British frigate *Richmond* landed at the east end of Sullivan's Island, and moved toward Fort Moultrie with a force of 200 sailors and mariners. On May 7, Lt. Col. William Scott surrendered his garrison to the British captain.³ The city held out a few days longer, but on May 11, 1780, Gen. Benjamin Lincoln surrendered Charleston. The next morning, General Moultrie's troops marched out of the city, which remained under British occupation until December 14, 1782.

The occupying British also took over American fortifications. In the summer of 1781, Lt. Col. James Moncreif broke ground for a new defensive work to replace "Fort Arbuthnot" (Fort Moultrie No. 1), which he described as being in a ruinous state. Located near Fort Moultrie No. 1, and to its east, Moncreif's fort was incomplete when the British evacuated the Charleston area

² Edwin C. Bearss, *The First Two Fort Moultries – A Structural History* (National Park Service, June 1968).

³ Edwin C. Bearss, *The First Two Fort Moultries – A Structural History* (National Park Service, June 1968).

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at the end of 1782.⁴ The Americans reoccupied Fort Moultrie, but the new United States government did not make serious efforts to build or repair defensive works for at least a decade. Fort Moultrie was not repaired after being severely damaged by a hurricane in 1783. Private citizens dismantled it further to salvage the brick and timbers, and by 1791 it was effectively a wreck.⁵

After war between Great Britain and France erupted in 1793, the British began capturing American vessels engaged in trade with French interests. Concerned that the situation would escalate to war between the United States and Great Britain, in early 1794 Congress appropriated funds for coastal defenses. This was the first coordinated program of national defensive construction, and later became known as the First System. Charleston was one of sixteen ports to be put into a state of defense, with fortifications and arms that would make it, after New York, the most heavily-fortified harbor in America.⁶

French-born military engineer Paul Hyacinthe Perrault was assigned to design and construct the works at Charleston. Arriving in May 1794, Perrault determined that four fortifications could protect Charleston Harbor. Fort Moultrie and Fort Johnson (James Island) were to prevent the enemy from gaining access to Charleston Harbor; should the enemy get past the outer defenses, a new work at the southeast tip of Shute's Folly (a small island in the Cooper River), and a battery on Charleston's waterfront, which was named Fort Mechanic when completed, would defend the city itself.

The second Fort Moultrie was begun in 1794, but only the foundation had been laid when work was suspended. Hostilities between the United States and Great Britain were settled when George Washington ratified the Jay Treaty in mid-1795, and the federal government suspended military construction. Only one of Charleston's new defenses had been completed, Fort Mechanic, because much of the work there was done without charge by the carpenters ("mechanics") of the city.⁷

Tensions between the United States and Great Britain had eased, but relations between the U.S. and the revolutionary government in France were deteriorating. In 1798, the War Department recommended several steps to protect American trade and to oppose French aggression on the high seas. These included adding men and fortifications at principal ports. Congress passed an appropriations bill, President John Adams signed it in May, and before the end of the year 1798, substantial progress was made toward fortifying Charleston Harbor.

Highest priority was given to completing Fort Moultrie and beginning a new fortification at Shute's Folly. By September 1798, the work at Shute's Folly, named Fort Pinckney, had

⁴ John E. Ehrenhard and Dick Ping Hsu, "Archeological Investigations at Fort Moultrie, Sullivan's Island, South Carolina (Preliminary Report)." FOSU – SEAC – 00446, 1977.

⁵ Bearss, *The First Two Fort Moultries*. FOOTNOTES TO BE CORRECTED ("ibid" etc.) FOR FINAL.

⁶ Bearss, *The First Two Fort Moultries*.

⁷ Bearss, *The First Two Fort Moultries*.

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progressed enough for it to receive its battery. Fort Moultrie No. 2, the second fort on its site, was completed in early November 1798, and its guns emplaced in December.⁸ Typical of First System fortifications, it was an enclosed five-sided earthwork surrounded by a ditch and glacis.⁹

France had already asked to renew negotiations and normalize relations with the United States. Once a peace treaty was signed in September 1800, American defense spending came to a halt. A hurricane in October 1803 severely damaged Fort Moultrie No. 2. Without repairs or reinforcements, the fort was unprepared for the next storm in September 1804. Fort Moultrie No. 2 was reduced to ruins, as were Forts Johnson and Pinckney. There was still no funding for repairs or maintenance; between 1800 and 1805, federal expenditures on Charleston's harbor defenses totaled \$48.38.¹⁰

Second System Masonry Forts, 1807-1815

Although the United States was neutral during the Napoleonic Wars, with the expiration of the Jay Treaty in 1806, the British again harassed American shipping traffic. In response, the federal government authorized the "Second System" of coastal defenses. Fortifications of the Second System were constructed between 1807 and 1815.¹¹

The Second System defenses of Charleston Harbor relied on the same locations as the earlier defensive network: James Island (Fort Johnson), Shute's Folly (Fort Pinckney), peninsular Charleston (Fort Mechanic), and Sullivan's Island (Fort Moultrie). South Carolina ceded three of the sites to the Army Engineers; however, Fort Mechanic's ownership was more complicated and its title was never clearly conveyed to the state or federal governments.

Colonel Jonathan Williams of the Army Engineers inspected the ruins of Fort Moultrie in April 1807. He reported it as "only heaps of rubbish, of no other value than the brick which might come in use again, except the barracks, in the rear and without the fort, which might be put in good repair."¹² Although Fort Moultrie No. 2 had stood well inland, erosion had claimed much of the seafront and the ruins were now washed by tides. Nevertheless, it was a commanding location—ships in the channel passed within 100 yards—and Williams recommended a new fort on or near the site of the old.

In November 1807, Congress authorized construction funds for the Second System fortifications, with appropriations over the next five years. Forts Johnson and Mechanic were complete by August 1808. Castle Pinckney, the new fortification on Shute's Folly was completed 1809-1810.

⁸ Bearss, *The First Two Fort Moultries*.

⁹ A glacis is a slope extended in front of a fort. It allowed defensive guns to fire on approaching attackers.

¹⁰ Bearss, *The First Two Fort Moultries*.

¹¹ Edwin C. Bearss, *Fort Moultrie, No. 3. Fort Sumter National Monument, Sullivan's Island, South Carolina* (National Park Service, December 30, 1968).

¹² Bearss, *Fort Moultrie, No. 3*.

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By June 1808, Major Alexander Macomb of the Army Engineers had completed a design for Fort Moultrie No. 3, a brick structure with three sides facing the main shipping channel to be armed with guns mounted *en barbette*.¹³ The reservation for Fort Moultrie was five acres, “including the old Walls and Works of Fort Moultrie ... which said five acres of land are divided into several parts or parcels being intersected by the public Street” (today’s Middle Street).¹⁴ The remnant barracks, officers’ quarters, and bake house of the old fort were razed for salvage material, and the new fort was set behind the old, its southwest and south fronts to the rear of the ditch that had protected the rear of the ruined construction. The exterior Scarp Wall was complete in January 1809. Inside the fort, the parade, powder magazine, and barracks buildings were completed before the end of the year. On December 19, 1809, two infantry companies arrived from North Carolina and Major Macomb turned Fort Moultrie over to them.

Nineteenth Century Activities at Fort Moultrie

Fort Moultrie was not directly affected by the War of 1812 (1812-1814). The British blockaded Charleston Harbor, but did not attack fortifications in the area. Several years after the war, Fort Moultrie was improved in 1820 with a solid brick Traverse built to protect the powder magazine from incoming fire.

During the Nullification Crisis of 1832, Alexander Macomb, now commander of the Army, alerted Charleston’s garrisons of a potential effort by rebellious South Carolinians to seize federal fortifications. Maj. Gen. Winfield Scott and several companies of artillery were ordered to Charleston. By the end of 1832, nine artillery companies were garrisoned at Fort Moultrie. Reductions in the garrison began the next year, as sectional tensions calmed.¹⁵

Between 1836 and 1847, Fort Moultrie was often unmanned. In January 1836, the garrison transferred to Florida, where the Second Seminole War (1835-1842), part of a long conflict between the U.S. government and Native Americans of Florida, known as the Seminole people, was escalating. The first Seminole War was fought after Andrew Jackson invaded Florida in 1818. Although the Seminole were the objects of Jackson’s attacks, his invasion had its roots in territorial disagreements with Spain, and in the perception that Spanish Florida allowed Seminoles to raid properties in the U.S., and supported fugitive slaves. The war interrupted negotiations over ownership of Florida, but there was eventually agreement, and the U.S. took possession of Florida in 1821.

The population of enslaved people in west Florida increased along with the white population. There was ongoing pressure to send the Seminoles further west, not only to make land available, but also because they were perceived as potential allies of escaping slaves. A treaty negotiated in 1832 called for the Seminoles to relocate to a reservation west of the Mississippi, but in 1835, amid disagreements about the treaty’s terms, the Seminoles refused the order to move. Wiley

¹³ Guns mounted *en barbette* are positioned on the upper level of a fort, protected only by a parapet wall.

¹⁴ Bearss, *Fort Moultrie, No. 3*.

¹⁵ Jim Stokely, *Fort Moultrie: Constant Defender* (US Department of the Interior, 1985), pp. 35-36.

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Thompson, the American Seminole agent, threatened military force, and several chiefs agreed to leave Florida. However, five of the most important chiefs, including Osceola, would not consent. White Florida mobilized a volunteer militia, and the Seminoles organized war parties. On December 28, 1835, Osceola and his men shot Wiley Thompson and six others. There were several other skirmishes, and the Seminoles attacked white settlers at their homes. The U.S. response was swift. Congress appropriated funds for war, and volunteer companies began forming in Alabama, Georgia, and South Carolina.

American troops were hampered by strange territory and poor communications when they reached Florida in early 1836, and they did not engage the Seminole in any significant numbers. Instead, the Seminoles carried out a series of attacks against American forts. A militia campaign later in the year met with a series of mishaps, and ended without a decisive victory against the Seminoles. The Navy and the U.S. Revenue Cutter Service then sent forces to assist the U.S. Army and volunteers, badly outnumbering the Seminoles. In March 1837, a number of chiefs capitulated, and agreed to move west. Osceola and another strong chief, Sam Jones, again refused to consent to relocation. The two chiefs led a war party into the Army's Fort Brooke and took away hundreds of Seminoles who were held awaiting transfer to the Indian Territory. After months of sporadic fighting, Osceola and another chief arranged a meeting with the General Thomas S. Jesup, the American commander. Arriving with a flag of truce on October 21, 1837, they were arrested.

After the last Army troops left Fort Moultrie in January 1836 it was under the management of the Charleston Quartermaster. Osceola's arrest resulted in an Army detachment arriving at Fort Moultrie in 1838.¹⁶ Osceola and more than eighty of his people had been confined in Fort Marion¹⁷, at St. Augustine, after his arrest. Many escaped, and General Thomas S. Jesup directed that the Seminoles should be sent to an unfamiliar area to be held until they could be sent west. Fort Moultrie was selected for their detention site. A guard detachment was assigned, and more than 200 Seminoles were taken aboard ship. They were landed at Sullivan's Island on January 1, 1838.

Most of the Seminoles remained healthy while at Fort Moultrie, but Osceola died on January 30, 1838. The attending surgeon, Dr. F. Weedon of St. Augustine, was a civilian physician who had accompanied the Seminoles from Florida under contract with the Army. Weedon, whose brother-in-law Wiley Thompson had been killed by Osceola, cut off the chief's head after he was placed in his coffin. The decapitated body was interred north of Fort Moultrie. Between February 21 and 23, 1838, the remaining Seminoles were shipped to New Orleans then taken to Indian Territory. Dr. Weedon went back to St. Augustine with Osceola's head.¹⁸

¹⁶ Edwin C. Bearss, *Osceola At Fort Moultrie*, (National Park Service, June 15, 1968).

¹⁷ Fort Marion is now known by its original name, Castillo de San Marcos and is a unit of the National Park Service.

¹⁸ Osceola's head was later placed in a collection at the New York Academy of Medicine, and evidently destroyed by fire in 1866. The Seminoles lost a large proportion of their population as the war continued for four more years. Most of the survivors gradually surrendered and agreed to be transported west. In August, 1842, the American commander in Florida met with the Seminole chiefs, verbally ceded them an informal reservation in southern

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The U.S. Army Corps of Engineers took charge of Fort Moultrie in 1839, repaired the fort, jetties and breakwater, then returned it to the Charleston Quartermaster. In 1842, the War Department redeployed men from Florida back to Georgia and the Carolinas. Over the next few years, buildings at Fort Moultrie were modified and improved for six companies of the 3rd United States Artillery garrisoned between June 1842 and February 1847.

After the United States annexed Texas in 1845, tense relations between the U.S. and Mexico caused most Army units to be withdrawn from Atlantic Coast defenses. Many of the troops were sent to the Corpus Christie area. After February 1847, Fort Moultrie housed only volunteer units awaiting transport to Texas. The Mexican-American War ended on February 2, 1848, with the Treaty of Guadalupe Hidalgo. Regular troops returned to Fort Moultrie that October.

Third System Masonry Forts, 1820s-1840s, and Construction of Fort Sumter

During the War of 1812 (June 1812-December 1814), American coastal defenses were tested and found inadequate. In response, President James Madison directed the organization of a board to draw up a new system of harbor defenses. Fortifications were an essential component of the program, which is known as the Third System. Building the system during peacetime, with professional engineers overseeing design and construction, allowed a fairly high level of standardization in planning and design.

French military engineer Simon Bernard came to the United States to serve as president of the new Board on Fortifications. In 1821, Congress reviewed the board's prioritized list of about forty coastal locations where new fortifications were proposed. Originally among the secondary priority locations, Charleston Harbor was placed in the first order of more than eighty fortifications listed in the board's 1826 "Revised Report."

By 1826, Charleston Harbor had been surveyed and plans were underway for a new fortification on a shallow underwater shoal opposite Fort Moultrie. A fort on this sandbar would create an interlocking field of fire with Fort Moultrie, and command all channels into the harbor. Preparatory plans for a "Casemated Battery designed for the shoal opposite Fort Moultrie, Charleston Harbour, S. C." were drawn up, and, in 1827, Secretary of War John C. Calhoun approved the construction of the Charleston Harbor fort, a pentagonal, three-tiered, masonry structure.

Congress made the first appropriations for the Charleston fort's construction in 1828. With no natural stone in coastal South Carolina, rock for the foundation would be imported, while the five-foot thick walls were specified as locally-made "Carolina grey" brick. The Secretary of War informed Congress that construction would await the end of the northern building season, when an engineer would be reassigned to Charleston. Lieutenant Henry Brewerton, a 27-year-old West

Florida, and declared the war at an end. Tensions between Seminoles and whites continued to simmer, erupting into war again between 1855 and 1858.

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Point graduate, was appointed supervisory engineer for Fort Sumter's construction. Upon his arrival, Brewerton established Corps of Engineers headquarters at Fort Johnson on James Island.

Between 1829 and 1831, Brewerton negotiated with northern suppliers for delivery of the tons of stone required for the fort's foundation "mole," a circular construction laid on the sandbar. Large quantities began arriving in 1832, and by the end of 1833, 38,500 tons of stone, mostly granite, had been laid. The mole had been raised to about two feet above low water by late autumn 1834, when work was suspended because of the claim of a private citizen, William Laval, to ownership of the shoal where the fort was being built. After five years of legal investigations, Laval's claim was found invalid, and the state of South Carolina conveyed the 125-acre tract, most of it underwater, to the federal government.

Capt. A. H. Bowman took charge of operations in January 1841, and began constructing a stone wharf and the foundation of the walls. Work continued on Fort Sumter through the decade of the 1840s. After completion of the granite and masonry foundation, the interior parade was raised above high water with sand and shell fill, and brick cisterns placed regularly around the five sides. As the walls and support piers rose steadily, casemates¹⁹ and embrasures²⁰ began to take shape. The first-tier embrasures and traverse circles²¹ were finally complete in 1851, and construction began on a subsurface concrete foundation for the outside walls. This foundation took nearly three years to build; by the time it was completed, two sally port gates had been hung, the parapet was at full height around much of the fort, and two barracks buildings were under construction.

By the end of 1860, Fort Sumter was almost complete and the barracks were habitable. Not all the floors had been flagged, and the second-tier embrasures were unfinished, some openings closed with brick or boards, some half-closed with brick, some entirely open. Only fifteen of 135 guns were mounted, eleven of them on the first tier.²²

Events of the Civil War, 1860-1865

The Confederate bombardment of Fort Sumter on April 12, 1861, marks the outbreak of the Civil War. Local and national events had been leading toward an impasse for more than a year; the underlying sectional disagreements, particularly regarding slavery, were much older.

Key political events leading to war took place in Charleston, where the national Democratic Party met in April 1860 to select a presidential nominee. Sen. Stephen A. Douglas of Illinois, the favored candidate of northern delegates, was unacceptable to southern delegates because he endorsed limiting slavery in the western territories. Delegations from ten southern states walked

¹⁹ Casemates are the protected compartments or rooms within the walls of a fort.

²⁰ Embrasures are the openings in a scarp wall through which the gun in each casemate could be fired.

²¹ Traverse circles are iron tracks for rotating the chassis wheels of heavy guns.

²² Heath L. Pemberton, Jr. "Fort Sumter: Chronological Construction History with Architectural Detail" (Charleston: Fort Sumter National Monument, September 1959). Frank Barnes, "Fort Sumter, December 26, 1860" (Charleston: Fort Sumter National Monument, February 21, 1950).

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out on April 30, and the divided convention adjourned to reconvene in Baltimore six weeks later. There Douglas was nominated as the Democratic Party's presidential candidate. The southern delegates, however, assembled in Richmond and chose a different Democratic candidate, John C. Breckinridge. The Republicans had already selected Abraham Lincoln as their candidate, and with the Democrats bitterly divided, he won the national election.

Upon Lincoln's election, leading federal officials in Charleston resigned their positions. A large public meeting in Charleston on November 9 was dominated by calls for secession, and the next day the state's General Assembly enacted a bill calling for a secession convention. The convention first met in Columbia on December 17, but adjourned because of a smallpox epidemic in that city. The meeting reconvened in Charleston on December 18. On December 20, 1860, the State of South Carolina voted to secede from the United States, and delegates signed the Ordinance of Secession that evening. The Charleston *Mercury* celebrated with an extra edition bearing the proud headline "The Union is Dissolved!"

The only United States troops in Charleston Harbor during the summer of 1860 were two companies posted at Fort Moultrie. Although in early September there was not yet open discussion of secession, much less Civil War, Col. Joseph Totten, chief U.S. Engineer, directed that Fort Moultrie and the other harbor defenses "be put in perfect order." He sent Capt. John G. Foster of the Army Corps of Engineers and his men to Fort Moultrie. Foster hired additional carpenters and laborers locally, and in November brought in 150 masons from Baltimore.²³

U.S. Army Maj. Robert Anderson was placed in command of Fort Moultrie on November 15, 1860. On November 21, even before the Ordinance of Secession was signed, he was ordered to hold all the federal fortifications in Charleston and Charleston Harbor. Besides Anderson's men, there were a few U.S. soldiers at Castle Pinckney, Fort Sumter, and the U.S. Arsenal on the Charleston peninsula. There were also 137 men of the Army Engineers at work securing Fort Moultrie's curtain walls. Fort Sumter was still a construction site under Capt. Foster's command.

Anderson believed he would be unable to hold Fort Moultrie if attacked, so on the night of December 26 he quietly pulled out his garrison and moved to Fort Sumter. His order to destroy the gun carriages in Fort Moultrie's southwest angle, which bore directly on Fort Sumter, was carried out the next day. Three of the eight guns were spiked²⁴ and the flagstaff cut down. That evening, December 27, a battalion of Charleston Artillery and thirty riflemen took over Fort Moultrie, claiming it for the State of South Carolina.²⁵

Governor Francis W. Pickens had ordered all Federal positions except Fort Sumter to be seized for the state, so a detachment of South Carolina Militia took a small steamboat from Charleston to Castle Pinckney. The federal working party there made no resistance, and departed to join

²³ Bearss, *Fort Moultrie*, No. 3.

²⁴ Guns were made inoperable by spiking, driving an iron spike into the touch hole or vent through which the charge was ignited.

²⁵ Bearss, *Fort Moultrie*, No. 3.

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Anderson's men at Fort Sumter.²⁶ State troops also captured Fort Johnson on James Island and the U.S. Arsenal on the Charleston peninsula, but Anderson's occupancy of Fort Sumter was not directly challenged.

When Maj. Anderson moved his forces to Fort Sumter in December, there were fifteen guns mounted. Anderson suspended all construction not directly related to the fort's defense. Workmen covered or infilled the incomplete embrasures and those without guns, fortifying casemates with bluestone stockpiled for flagging. They sealed windows and ventilators along the rear gorge wall with masonry, encased the sally port in brick and stone, installed two double wooden gates there, and enlarged one first-tier embrasure on the left flank wall to receive supplies. By April 12, 1861, sixty guns were mounted: twenty-five in the first-tier casemates, twenty-seven *en barbette*, five on the parade, two on the esplanade, and one in the sally port.²⁷

Major Anderson remained in Fort Sumter while Gov. Pickens negotiated with federal authorities regarding the disposition of forts Sumter, Moultrie, Pinckney, and Johnson, as well as the federal Arsenal. On January 9, 1861, *Star of the West*, a merchant steamship hired by the United States War Department to transport troops and supplies to Fort Sumter, approached Charleston Harbor. South Carolinians fired on the unarmed ship from a battery on Morris Island, her captain abandoned the mission, and the vessel returned to New York.

South Carolina militia officers in possession of Fort Moultrie, like Maj. Anderson, considered it dangerously vulnerable to a naval attack. In January 1861, Lt. Col. Roswell Ripley of the South Carolina Artillery Battalion put slaves to work erecting traverses²⁸ to protect the officers' quarters, the seafront guns, and the guns on the southwest front. They also built an earth parapet in front of the southwest scarp wall.²⁹

In February 1861, before Abraham Lincoln's March 4 inauguration, delegations from seven southern states met in Montgomery and established the Confederate States of America. They elected Jefferson Davis president.³⁰

After a series of communications, in April 1861, President Lincoln notified Gov. Pickens of his intention to re-supply the Union garrison at Fort Sumter. Brig. Gen. P. G. T. Beauregard, in command of the provisional Confederate forces at Charleston, was directed to prevent

²⁶ Roger W. Young, "Castle Pinckney, Silent Sentinel of Charleston Harbor" *The South Carolina Historical and Genealogical Magazine*. Vol. XXXIX, No. 2 (April 1938).

²⁷ James N. Ferguson, *An Overview of the Events at Fort Sumter, 1829-1991* (Historic American Buildings Survey, 1991).

²⁸ Traverses are defensive barriers of earth or masonry that protect gun positions, magazines, and other structures.

²⁹ Bearss, *Fort Moultrie*, No. 3.

³⁰ The Confederacy included the states of Texas, Arkansas, Louisiana, Tennessee, Mississippi, Alabama, Georgia, Florida, South Carolina, North Carolina and Virginia. Maryland, Delaware, West Virginia, Kentucky and Missouri were called Border States.

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reinforcements from reaching Anderson.³¹ On April 11, Beauregard sent Anderson a final message to evacuate the fort. This was refused, and before dawn on April 12, Confederates opened fire on Fort Sumter from Fort Johnson. Guns on Morris Island, Fort Moultrie, and other installations on Sullivan's Island soon began firing as civilians watched from Charleston's rooftops. The bombardment lasted about thirty-four hours.

Confederate Lt. Col. Roswell Ripley was in command at Fort Moultrie during the bombardment of Fort Sumter. Although a number of guns had been transferred to other works, thirty were in place, eleven of them directed at Fort Sumter. Fort Sumter's return fire on Fort Moultrie damaged the hot-shot furnace,³² and almost wrecked the barracks and officers' quarters buildings.³³

On April 13, the Fort Sumter officers' quarters erupted into flame. The blaze spread to the barracks, and the powder magazines were at risk of explosion. By noon the fort was almost uninhabitable. Maj. Anderson finally capitulated in the early afternoon of April 13, on condition that he and his men be evacuated, taking company property and their own private property, with a proper gun salute to the U.S. flag as it was lowered. On Sunday, April 14, after a brief ceremony marred by the premature discharge of a cannon that killed a Union artilleryman, Anderson and his garrison marched out of the fort and joined the Federal fleet outside Charleston Harbor.³⁴

Fort Sumter's walls had been heavily damaged. The main gate was ruined. Fire had weakened or destroyed the roofs of both barracks; the interior of the officers' quarters was "riddled down to the first story," and the barbette gun carriages burned.³⁵ Confederate engineers began repairs and alterations immediately.

Repairs and modifications to Fort Sumter carried out by the Confederates between April 1861 and April 1863 are not well documented. The officers' quarters were partially rebuilt, with gutted outer rooms retained as galleries, and casemated sections "made tenable again." The barracks were also rebuilt, with new brick roofs lower in height than the original barracks roofs. Casemates were rebuilt, some of them bricked in for use as quarters and storerooms. Laborers built a traverse faced with brick to protect the right face barbette guns, and buttressed the first-tier magazines with thick stone "counterforts." The hot-shot furnaces on the parade ground were restored, and new conveniences were added: a shoe factory, gasworks, bakery, forge, salt-to-freshwater conversion machine, and fire engine. As many as ninety-five guns and mortars were put into place and made ready for action.³⁶

³¹ Robert Rosen, *Confederate Charleston, An Illustrated History of the City and the People During the Civil War* (Columbia SC: University of South Carolina Press, 1994), pp. 64-68.

³² Hot shot are projectiles heated in furnaces. Hot shot is intended to ignite its target.

³³ Bearss, *Fort Moultrie, No. 3*.

³⁴ Bearss, *Fort Moultrie, No. 3*. "Fort Sumter." <http://www.nps.gov/hps/abpp/battles/sc001.htm>. (July 18, 2012)

³⁵ Ferguson, "Overview."

³⁶ Ferguson, "Overview." Frank L. Barnes "Fort Sumter, April 7, 1863" (Charleston: Fort Sumter National Monument, February 21, 1950).

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After the federal troops were forced out of Fort Sumter, all the Charleston Harbor fortifications were in Confederate hands. During the summer of 1861, while Confederates improved their coastal defenses, the federal navy began blockading Confederate ports. On November 7, a federal fleet under Capt. Samuel F. Du Pont won a naval battle in Port Royal Harbor, less than one hundred miles south of Charleston, allowing federal forces to occupy Beaufort and Hilton Head. General Robert E. Lee ordered the civilian evacuation of the islands north from Beaufort and seaward of the Charleston-to-Savannah railway line, largely depopulating those areas.

From the beginning of the war, Charleston was recognized by both North and South as the “Seat of the Rebellion,” and Fort Sumter symbolized Charleston. The fort made headlines throughout the United States and Confederate States again in May 1862, when Robert Smalls, a skilled Charleston harbor pilot who was born into slavery in Beaufort, South Carolina, commandeered the Confederate steamer *Planter*. He smuggled his own family and twelve other enslaved people aboard, and left the downtown wharf under cover of darkness. Sounding the correct signals as he passed Fort Sumter, Smalls steamed directly toward the blockading federal squadron, and surrendered his party and their vessel. Smalls soon entered Union service as a pilot, and was hailed in the northern press as a national hero. Scholars have argued that it was in part because of Smalls’ actions that Lincoln decided to accept the enlistment of African American soldiers into the Union Army. Lincoln’s 1863 Emancipation Proclamation declared that all persons held as slaves within the Confederacy were free. In addition to the change of status from slave to free, the Proclamation included a measure that permitted African American men to enlist in the Union Army.³⁷

The federal occupation of the Beaufort area provided a base for operations against Charleston. In June 1862, troops advanced north from Port Royal toward Charleston. Marching across James Island, they attacked Confederate defenses near the village of Secessionville. Despite the disparity in forces (about 6,600 federals, about 2,000 Confederates), the Battle of Secessionville, June 16, 1862, was a resounding victory for the Confederates. Instead of taking Charleston from the southwest, the Union troops returned to Beaufort. Another attack was certain to come though, and troops at Fort Sumter and Fort Moultrie turned to strengthening their works.³⁸

The Confederate defenses around Charleston included obstructions and mines in the harbor, and guns bearing on the harbor channel at Fort Sumter, Fort Moultrie and other batteries on Sullivan’s Island, and batteries Wagner and Gregg on Morris Island. Fort Sumter was vital to protecting the city, and the Confederates were determined to hold it; the Union was equally determined to take the island fortification.

In early April 1863, a large federal fleet commanded by S. F. Du Pont, now a Rear Admiral, steamed from Port Royal for Charleston Harbor. On April 7, 1863, as the line of ships

³⁷ David Williams, *I Freed Myself: African American Self-Emancipation in the Civil War Era* (Cambridge: Cambridge University Press, 2014), pp. 2-5.

³⁸ Rosen, *Confederate Charleston*, pp. 99-102.

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approached the harbor, the 1st South Carolina Regular Infantry Regiment at Fort Moultrie fired on the ironclads. The battle lasted less than three hours. Despite their iron cladding, the Union ships were vulnerable to cannon fire, and could not come near enough to the Confederate positions to do heavy damage. Du Pont called off the attack, and was relieved of his command for this failure to get past Beauregard's fortifications. One of his ships, the *Keokuk*, had been hit from Fort Sumter's guns at close range; the crippled vessel sank off Morris Island, and the Confederates salvaged its guns. They began additional defensive reinforcement at Fort Sumter, hauling in tons of sand and hundreds of bales of cotton to strengthen the walls.³⁹

Fort Sumter then became the object of the war's longest siege, continuing from July 10, 1863, to February 18, 1865. Union Gen. Quincy A. Gillmore and Rear Adm. John A. Dahlgren developed a plan to take Morris Island and attack Fort Sumter from there. Gillmore's troops moved north from Folly Island to Morris Island, and their first assault on July 10, 1863, was successful. They took most of the island, but the Confederates' powerful Battery Wagner withstood bombardment and artillery attacks for more than a week. Finally, on the night of July 18, Gillmore sent a direct assault against Battery Wagner. The regiment chosen to lead the charge was one of the Union's first black regiments, the 54th Massachusetts. Organized in Boston, the regiment had been in South Carolina with their white commander, Col. Robert Gould Shaw, for several weeks. The attack failed completely. More than 1,500 Union troops were killed, wounded, or listed as missing. Of these, 180 men of the Massachusetts 54th were wounded or killed and ninety-two were listed as missing.⁴⁰

When Union troops first moved toward Morris Island in July 1863, Confederate Col. Ripley mounted three Columbiads in Fort Moultrie. The bombardment that began in August seemed a greater threat to the Sullivan's Island fortification. The Confederates razed the remnant walls of the officers' quarters and west barracks, banked sand against the scarp wall, and erected new traverses.

The Confederates held batteries Wagner and Gregg until September, but federals set up batteries elsewhere on Morris Island. On August 17, a fierce bombardment began to pound Fort Sumter. With federal warships also shelling the fort, walls were breached and broken, and the Confederate defenders removed stores and ammunition to Fort Moultrie. On August 22, Union troops on Morris Island began shelling Charleston with the "Swamp Angel," a Parrot rifled gun positioned to fire on the city.

The Confederates strengthened Fort Sumter's gorge wall by loading wet cotton bales and sand into the officers' quarters. Next they sandbagged the wall itself. As Gillmore's fire became more regular, Fort Sumter's defenders reinforced the scarp walls and filled the right flank casemates (whose guns had all been removed) with sand from the parade ground. The steady bombardment beginning August 17 extensively damaged the gorge wall and right flank. By August 23, Fort

³⁹ Bearss, *Fort Moultrie, No. 3*. Rosen, *Confederate Charleston*, pp. 99-102.

⁴⁰ "Robert Gould Shaw and the 54th Regiment" Boston African American National Historic Site. <http://www.nps.gov/boaf/historyculture/shaw.htm> (February 4, 2014). Rosen, *Confederate Charleston*, pp. 105-110.

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Sumter had no serviceable guns. When the bombardment ended, the gorge wall and right flank were mostly down, and the terrepleins at the right face and right flank had collapsed. The bombardment lasted until September 2, 1863. Fort Sumter's defenders hauled in sand, gabions (heavy baskets filled with sand or rubble), palmetto logs, and earth to revet the ruined walls.

On September 7, five Union monitors and the *New Ironsides* approached Fort Moultrie and opened heavy fire. For the next few weeks, Confederate troops and slaves working under their orders cleared debris and improved the fortifications. In November, Fort Moultrie was again pounded by fire from several Union monitors. Although the Confederates held fast in Fort Moultrie and Fort Sumter, they did evacuate their Morris Island positions, Battery Wagner and Battery Gregg, in September 1863. The federals moved into Morris Island, and from Cummings Point, the northern tip closest to Fort Sumter, they began a new bombardment on October 26. The intense shelling lasted forty-one days, until December 5.

Fort Sumter was cluttered with masonry and metal debris as well as reinforcing material hauled in to strengthen the walls and casemates. The beleaguered Confederates dug a series of tunnels through the above-ground rubble to protect their movements within the fort, using the tunnels for living quarters and storage space. On December 11, 1863, a week after the Union bombardment ended, the magazine at the left gorge angle exploded. The resulting fire raged through the fort for several days. Withstanding intermittent Union shelling during the next few months, Fort Sumter's garrison made some repairs to Fort Sumter, and even built a temporary barracks.

During the early spring of 1864, the federal navy withdrew most of its ships from Charleston Harbor. Finally, on May 1, 1864, most of the federal forces on Morris Island departed for Virginia. A last prolonged bombardment against Fort Sumter between July 7 and September 4, 1864, had little effect. By this time, the fort was a mass of rubble and earth.⁴¹

In February 1865, Union Gen. W. T. Sherman began his march north from Savannah through the interior of South Carolina. On February 17, 1865, with Sherman in Columbia, Confederate forces evacuated the city of Charleston, Fort Sumter, Fort Moultrie, and the other fortifications in Charleston Harbor. Lieutenant Colonel Augustus G. Bennett, commander of the Twenty-first U.S. Colored regiment, accepted Charleston's formal surrender from the city's mayor, Charles Macbeth.⁴² Federal troops occupied Charleston, and on February 18th, the United States flag was once more raised over Fort Sumter and Fort Moultrie.⁴³

After the war, African American men who had served in the Union Army employed leadership skills learned in military service as they worked to secure their status as citizens. Robert Smalls, the hero of the *Planter*, went on to serve as a member of the state House of Representatives and

⁴¹ Ferguson, "Overview."

⁴² Rosen, *Confederate Charleston*, p. 140.

⁴³ Frank Barnes, "Fort Sumter, February 17, 1865" (Charleston: Fort Sumter National Monument, February 21, 1950).

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Senate (1865–1874). In 1875, he was elected to the first of five non-consecutive terms in the United States House of Representatives (1875-1887)⁴⁴.

Smalls was not the only African American veteran to enter public service. Stephen Atkins Swails, a native of New York state who was the first African American to be commissioned an officer in the U.S. Army, served with the Massachusetts 54th Regiment. After the Civil War, Swails worked for the Freedmen's Bureau in Charleston and later moved to Kingstree, South Carolina. Elected by Williamsburg County to the State Senate in 1868, he became President Pro Tempore of the Senate in 1872. He resigned from state government after a white mob in Kingstree tried to assassinate him in 1877.⁴⁵ Other African Americans who followed military service with public careers in South Carolina included Benjamin Franklin Randolph (born in Kentucky, ordained minister and chaplain of 26th U.S. Colored Troops Regiment, Freedmen's Bureau school superintendent in Charleston, elected to state Senate from Orangeburg County in 1868 and killed later that year by a white mob while campaigning in Abbeville County⁴⁶) and William J. Whipper (veteran of 31st Colored Troops, moved to Charleston to practice trial law, elected to state legislature in 1868, then to Circuit Court in 1875, and elected Probate Judge of Beaufort County in 1884⁴⁷).

The maturation of black social networks and institutions following the Civil War contributed to the political successes of African American men. Central to black institution building was the church. As Eric Foner writes, "The church was 'the first social institution fully controlled by black men in America,' and its multiple functions testified to its centrality in the black community." Churches were places of worship, provided educational opportunities, and housed social and political gatherings.⁴⁸

To organize new churches independent of white authority, blacks withdrew their membership from white churches. Many new churches were established, and Charleston's oldest independent black church was reorganized as Emanuel African Methodist Episcopal Church. First organized in 1791 as the African Society, this congregation had changed its name to Bethel Circuit in 1818 when it joined the A.M.E. Church. After one of Bethel's leaders, a free man named Denmark Vesey, was hanged in 1822 for leading a planned slave revolt, the church building was burned. Forced underground in 1834 when a new law forced the closure of all black churches, the congregation continued secretly meeting until May 1865 when Daniel Payne, the A.M.E. Bishop of South Carolina, appointed Richard H. Cain as its new minister. The church was renamed

⁴⁴ United States House of Representatives, History, Art and Archives. "Smalls, Robert." U.S. House of Representatives Website, [http://history.house.gov/People/Listing/S/SMALLS,-Robert-\(S000502\)/](http://history.house.gov/People/Listing/S/SMALLS,-Robert-(S000502)/).

⁴⁵ W. Lewis Burke, comp. "All We Ask is Equal Rights. African-American Congressmen, Judges and Lawmakers in South Carolina." http://law.sc.edu/equal_rights/4b1-chronological_19c.shtml.

⁴⁶ William C. Hine, "Benjamin Franklin Randolph." In Walter Edgar, ed., *The South Carolina Encyclopedia* (Columbia: University of South Carolina Press, 2006).

⁴⁷ Eric Foner, *Freedom's Lawmakers: A Directory of Black Officeholders During Reconstruction* (Baton Rouge: Louisiana State University Press, 1996).

⁴⁸ Eric Foner, *Reconstruction America's Unfinished Revolution 1863-1877* (New York: Harper & Row, Publishers, 1988), p. 92.

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Emanuel A.M.E., and in 1866 built a house of worship on Calhoun Street. The carpenter was Robert Vesey, a son of Denmark Vesey.⁴⁹

Post-War Repairs and Improvements, 1865-1895

In January 1868, Fort Sumter presented "the same general appearance as at the close of the war."⁵⁰ Much of the gorge wall and right flank were destroyed down to the foundation. The left flank and left face walls and some of their casemates appeared salvageable. In early 1870, the Army Corps of Engineers began clearing the gorge and right flank walls, disposing of cotton bales, gabions, and wooden bombproofs, and salvaging brick and timbers for reuse. They also built a new forty-two-man barracks. The work of rebuilding the Confederates' wharf on the left flank as a dock continued. Yet, without substantial federal funding, little work was done. Efforts were limited to excavation and debris removal until 1872.⁵¹

After the Civil War, masonry fortifications of the Second and Third System were obsolete. Improvements in naval warfare, especially steam-powered ironclad warships, along with innovations in efficient long-range weaponry, made the existing coastal fortifications entirely vulnerable to attack. By March 1871, when Congress passed a Fortifications Bill, new concepts directed plans for coastal defenses. The Third System's casemate gunrooms were replaced by heavy gun batteries with depressing carriages that allowed men to lower guns behind a parapet wall to reload safely. With large gun emplacements set on stone or concrete platforms and solidly-built magazines protected by earth and concrete, the battery was the basic element of new defensive fortifications.⁵²

In the spring of 1872, four Parrott rifles and two Rodmans were received at Fort Sumter. From that year until 1876, excavation, structural rebuilding, erection of new buildings, and modernization of weapons systems proceeded simultaneously. By June 1876, when funding ended, Fort Sumter had been transformed. The ruined walls—right flank and gorge—had been rebuilt in brick while portions of the upper levels were dismantled, so that the scarp all around stood at a regular height, generally above the level of the first-tier casemate arches. The rebuilt casemates were topped with concrete stucco and asphalt, and backfilled with sand to support gun positions above. Concrete gun emplacements, service and storage magazines, a new sally port, and quarters, office, and storehouse buildings had been completed.⁵³

⁴⁹ Bernard E. Powers, Jr., *Black Charlestonians. A Social History, 1822-1885* (Fayetteville: University of Arkansas Press, 1994), pp. 204-206. The construction date of that first Emanuel AME Church remains uncertain; other writers have given it as 1872. See "Emanuel A.M.E. Church." *Historic Charleston's Religious & Community Buildings, A National Register of Historic Places Travel Itinerary*. <http://www.nps.gov/nr/travel/charleston/ema.htm> Emanuel was ruined by the Charleston Earthquake of 1886. The present building was completed in 1891.

⁵⁰ Maj. Q. A. Gillmore to Brig.-Gen. A. A. Humphreys, 31 January 1868, quoted in Stephen M. Clark and James H. Wylie, *Fort Sumter Historic Structure Assessment Report* (Charleston: Fort Sumter National Monument, November 23, 1992), p. III.02-6.

⁵¹ John Babington, "Fort Sumter: 1876" (Charleston: Fort Sumter National Monument, March 1, 1954). Rock L. Comstock, "Fort Sumter, 1899" (Charleston: Fort Sumter National Monument, June 8, 1954).

⁵² Stokely, *Fort Moultrie: Constant Defender*.

⁵³ For detailed chronology of repairs and construction, see Clark and Wylie, pp. III.02-8–III.02-10.

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Despite these improvements, from 1876 to 1898, Fort Sumter was poorly maintained, even neglected. Its principal use was as a lighthouse station. Storms in 1877 and 1881 damaged the parapet and washed away the remnant portion of the left flank wharf. The armament found serviceable in 1883—four Parrotts and two Rodmans *en barbette*, and eleven Parrotts in casemates—were soon deemed to be rusted and unsafe. In 1884, an ordnance sergeant was assigned to care for the batteries, and quarters were arranged for him.⁵⁴

Work carried out at Fort Moultrie between 1872 and 1876 reflects the new organization of coastal forts. Built-up earthen mounds supported new concrete gun positions built for 15” Rodman cannon. Other new features, a granite sally port complex and bombproof tunnels connecting it to magazines, were protected by mounds of earth rising more than twenty feet above the level of the parade ground. The postern into the northwest bastion and the terreplein within the bastion’s parapet walls were also built during the period of improvements that ended in 1876. Afterward, Fort Moultrie was left in the hands of a fort keeper and an ordnance sergeant.

Endicott System, 1886-1910

After American harbor defense improvements ceased in the 1870s, the design and construction of heavy ordnance continued to advance, particularly in Europe. By the 1880s, superior breech-loading guns and long-range cannon had made the U.S. harbor defenses obsolete. In 1885, President Grover Cleveland appointed a new Board of Fortifications, which became known as the Endicott Board for its chairman, Secretary of War William C. Endicott. The board was charged with studying coastal defenses nationally, and recommended a massive construction program so the latest weaponry could be used.

The three principal features of the Endicott system were heavy guns, mounted on disappearing carriages, to keep an enemy fleet at a safe distance; submarine mines in shipping channels, to prevent the enemy from running past the guns into the harbor; and batteries of small rapid-firing guns. The program resulted in a system of dispersed emplacements, typically large open-topped concrete structures with disappearing guns. Endicott batteries were built within the walls of several Second and Third System forts, including Fort Moultrie and Fort Sumter. Primary construction at Fort Moultrie and Fort Sumter was completed by 1903, but improvements continued until about 1910.

The first Charleston Harbor project was a torpedo mining room at Fort Sumter, approved during the 1891 fiscal year. A casemate on the fort’s left flank was rebuilt to house a detonator, its associated power plant, and the cable apparatus connecting to the underwater mines.⁵⁵ During the

⁵⁴ Frank Barnes, *Fort Sumter National Monument, South Carolina*. Historical Handbook Series No. 12 (National Park Service, 1952, reprint 1961).

⁵⁵ Charles W. Snell, “Battery Isaac Huger (1891-1941) Historic Structure Report, Historical Data Section” (Draft, NPS, Denver Service Center: October 19, 1977), pp. 7-9.

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Spanish-American War (April-August 1898), an underwater minefield at the entrance to Charleston Harbor was managed from Fort Sumter. Because the casemate was damp and difficult for men to access, it was deactivated in 1899 and a replacement mining room constructed in Fort Moultrie's 1809 Powder Magazine.⁵⁶

The Army established the Fort Moultrie Reservation in 1896, and a garrison arrived the next year. In 1898, Battery Jasper and its two water cisterns were completed east of Fort Moultrie No. 3. Battery Logan, a two-gun concrete battery constructed 1898-1899, is located southeast of Battery Jasper.⁵⁷ In 1908, a third cistern was built, and in 1909, the Battery Jasper Powerhouse was added to house electrical power equipment for both batteries, Jasper and Logan.

Fort Moultrie's seafront gun positions of the 1870s were replaced by three new batteries, Bingham, McCorkle, and Lord.⁵⁸ Battery Bingham, built in 1898, had two rapid-fire guns and Battery McCorkle, completed in 1901, had three 15-pounders. In 1905, a position finding station was constructed atop the Principal Service Magazine and East Service Magazine. At the north side of Middle Street, in 1904, a torpedo storehouse for the mining room was built at the north side of Middle Street.

The Army expanded its presence beyond the Fort Moultrie Reservation during the Endicott era. The Army purchased additional land on Sullivan's Island, where other fortifications were placed: Battery Thomson (National Register, 1974), Battery Gadsden (National Register, 1974), Battery Pierce Butler, and Battery Capron.⁵⁹ A small Bunker/Sighting Station was constructed at the Sullivan's Island Life-Saving Station in 1898.

Fort Sumter was also improved with an Endicott battery. Between March 1898 and December 1899, Battery Isaac Huger was built across the parade ground.

Early Twentieth Century, 1910-1940

During World War I, Fort Sumter was manned only by a small garrison of Coast Artillery Corpsmen. Casemates at the left flank were altered to serve as barracks, and a temporary barracks building was erected close to Battery Isaac Huger. In 1921, a new Quartermasters Wharf was built at the left face, and the 1893 wharf was abandoned.⁶⁰ The Army Corps of Engineers transferred Fort Sumter to the Army's Harbor Post Command in 1931.⁶¹

⁵⁶ Snell, "Battery Isaac Huger," pp. 14-16.

⁵⁷ Battery Logan is owned by NPS, but is not part of Fort Sumter National Monument.

⁵⁸ Battery Lord, completed 1903, was removed 1974-75 by NPS and replaced by 1870s Battery Reconstruction.

⁵⁹ David B. Schneider, *Sullivan's Island Historic District National Register Nomination and Fort Moultrie Quartermaster and Support Facilities Historic District National Register Nomination* (South Carolina Department of Archives and History, 2007).

⁶⁰ Snell, "Battery Isaac Huger."

⁶¹ Clark and Wylie, *HSAR*, pp. III.01 – 19.

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When the U.S. entered World War I, Fort Moultrie's garrison was just large enough to manage three batteries. Five companies of South Carolina National Guardsmen were soon stationed on Sullivan's Island, and from early 1917 until mid-1918, Fort Moultrie was a busy training camp for Army recruits. After the war ended, in November 1918, the fort was depopulated again. In 1919, a sighting station was placed atop the Endicott bunker at the Sullivan's Island Coast Guard Station, but by October of that year, there were only 280 men in facilities that had recently housed 3,000.

During the 1920s, Fort Moultrie was garrisoned by two battalions of the Army's Eighth Infantry Regiment, along with units of the Coast Artillery Corps and detachments of Ordnance Service, Quartermasters Corps, and Medical Corps. The fort was a training center for civilian soldiers, and National Guard units from several states held annual two-week camps at Fort Moultrie. Between 1933 and 1939, Fort Moultrie was a headquarters and camp for recruits of the Civilian Conservation Corps (CCC).⁶²

World War II – 1941-1944

With the approach of World War II, the Eighth Infantry Regiment transferred out of Fort Moultrie, and more Coast Artillery Corpsmen, some of them reservists, transferred in. As National Guard units were called up in 1941, Fort Moultrie became a staging ground for soldiers awaiting transport overseas. In 1941, the federal government bought additional land on Sullivan's Island, and redeveloped the Marshall Reservation gunnery range at the east end of the island to include a large gun emplacement and facilities for troop embarkation.

For more than a year before the United States entered the war, defense experts warned that the American coast might come under attack, particularly from the German U-boats (submarines) that were making frequent strikes on merchant ships. On November 5, 1940, the Chief of Naval Operations presented a program to defend harbors against air, submarine, and surface craft that threatened a port, its entrance, or its shipping interests.⁶³

The Navy's defense system was centered on a Harbor Entrance Control Post (HECP), where all relevant information would be collected. Its preferred location would provide a complete view of the harbor and its approaches, ideally in the same building as the Army's Harbor Defense Command Post (HDCP). Fort Moultrie was recommended as the best location for Charleston Harbor's HECP, and a frame building on the northwest bastion, built during World War I as a Signal Building, was reconfigured as the HECP in September 1941.

After the Japanese attack on Pearl Harbor on December 7, 1941, the German navy prepared to deploy submarines to the American coast. Five U-boats put to sea between December 16 and 25. There was a second wave in January 1942. A British passenger steamer was sunk east of Cape

⁶² Stokely, *Fort Moultrie: Constant Defender*.

⁶³ Edwin C. Bearss, *Special History Study. Fort Moultrie HECP-HDCP* (Charleston: Fort Sumter National Monument, So, May 1974).

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Cod, and by the end of the month, a dozen vessels—tankers, cargo ships, freighters—were torpedoed between New York Harbor and Cape Hatteras. The focus of the U-boat offensive appeared to be shifting southward. The defense force for the Sixth Naval District at Charleston was organized into an offshore and inshore patrol. Beach patrols and airplanes looked for U-boats, while the Navy laid mines and anti-submarine netting in the harbor.

Army and Navy personnel at the Fort Moultrie temporary HECP-HDCP relayed reports of several U-boat scares in 1942. On July 22, an Army outpost sighted a submarine conning tower, but patrol planes were unable to locate it. A reported U-boat surfacing sent several ships and planes on another unsuccessful search, and later reports to the HECP of a submarine at the entrance of the harbor sent surface and air craft to the area. However, the U-boat threat on the Eastern Seaboard was diminishing as the Germans redeployed the fleet to the North Atlantic. No shipping was lost to submarines during all of August 1942, although sightings continued.

Receiving word of a mine detonation near Charleston Harbor on September 24, the HECP alerted the commander of the Port of Charleston. Within fifteen minutes he had closed the port, diverting inbound shipping to Savannah. Minesweepers went into action, and spent the next week locating and detonating mines. The port was reopened safely on October 1. Just about a year later, in September 1943, the HECP alerted the port commander that another mine had been detonated. Again the port was closed briefly while minesweepers operated.

While personnel kept watch from the temporary HECP, construction of a permanent Harbor Entrance Command Post (HECP) at Fort Moultrie was underway. Type E, the least expensive of five types, was selected for Charleston's combined HECP-HDCP. The U.S. Engineer's Office in Charleston adapted drawings prepared by the Chief Engineer's Office to provide a splinterproof and gasproof HECP-HDCP, with thick concrete walls and roof, protected by an earthen mound around the sides and covering the roof. The site chosen was outside the line of Fort Moultrie's east salient, where part of the brick scarp wall was removed.

The structure was completed and accepted by the Corps of Engineers on March 7, 1944. Men and equipment moved from the temporary HECP into their new quarters, and continued operations without a break. The combined HECP-HDCP was a shared facility of the Army and Navy. The Navy provided visual signal gear and radio equipment for the HECP, and personnel to operate the equipment, stand watch in the Signal Tower, and share HECP Duty Officer responsibility with the Army. The Army provided all other equipment and manned the HDCP.

In 1943, the disappearing guns were removed from Battery Jasper (Fort Moultrie), and replaced by 90mm anti-aircraft guns. Battery Isaac Huger (Fort Sumter) was deactivated and its two 12" rifled guns removed. To replace them in defending against torpedo boats and aircraft, a new battery was installed on the East Field. This AMTB (Anti Motor Torpedo Boat) battery had two guns mounted on concrete pads, and mounts for two mobile guns to be kept in storage at Fort Moultrie until needed. The Army transferred the AMTB to the Coast Artillery Corps in July 1943.

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The only World War II battery at Fort Moultrie is Construction 230, a concrete battery built between 1943 and 1944. Construction of the two-gun battery with magazines covered by an earthen mound was halted in 1944 before it was completed or named, and it was not placed into service.

Post-War Developments, 1945-1963

With the end of World War II, military installations at Fort Sumter and Fort Moultrie were gradually deactivated. Battery Jasper's anti-aircraft guns were removed in 1944. In 1946, the Coast Artillery Corps deactivated the AMTB at Battery Isaac Huger and Battery Lord's two 3" rifles were dismantled.

The federal government had planned to dispose of Fort Sumter through a War Assets Administration sale, but in March 1947, U.S. Senator (and former mayor of Charleston) Burnet R. Maybank introduced a bill calling for the establishment of Fort Sumter National Monument. He declared that to sell Fort Sumter would be "like selling the Statue of Liberty."⁶⁴ On April 21, 1948, Congress passed a joint resolution authorizing the transfer of Fort Sumter from the Department of the Army to the Interior Department, directing that it would be a "public national memorial commemorating historical events at or near Fort Sumter," to be managed and preserved by the National Park Service. President Truman established Fort Sumter National Monument on April 28, 1948.⁶⁵

Fort Moultrie's future was also being discussed by government officials in Charleston, Columbia, and Washington, and on Sullivan's Island. In December 1947, the last Army personnel left Fort Moultrie. Nine civilian employees were put in charge of security and maintenance on the entire Fort Moultrie Military Reservation, from Fort Moultrie No. 3 to Marshall Reservation at the eastern end of the island. Acting on a request from Governor Strom Thurmond, Congressman Mendel Rivers of Charleston and both the state's U.S. Senators urged the federal government to turn Fort Moultrie over to the State of South Carolina. Instead of selling the property for commercial use, Gov. Thurmond proposed reuse as a state park, while the Sullivan's Island Township Commission suggested developing it as a residential area. Finally, describing their interest as "preserving the historic fort," and making it available for recreational and other uses, Congressman Rivers and Senator Maybank pushed through a compromise, and the War Assets Administration turned over Fort Moultrie Military Reservation to the state.⁶⁶ In 1960, the state conveyed about fourteen acres back to the federal government so the NPS could preserve Fort Moultrie, and it was added to Fort Sumter National Monument. The NPS opened Fort Moultrie to the public in April 1963.

⁶⁴ Rock L. Comstock, *Short History, Fort Sumter* (Fort Sumter National Monument, June 1956).

⁶⁵ "Joint Resolution to establish the Fort Sumter National Monument in the State of South Carolina (62 Stat. 204)" April 28, 1948.

⁶⁶ "Historic Fort Moultrie Rots as its Fate Becomes Snarled," *News and Courier*, 21 January 1948; "House Adopts Fort Moultrie Transfer Bill," 17 June 1948.

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CRITERION A – SOCIAL HISTORY, 1777-1965

Fort Moultrie is significant at the local level under Criterion A in the area of Social History for its importance in the commemoration of the American Revolution. The period of significance begins with the first anniversary of the Battle of Sullivan’s Island, celebrated locally as “Palmetto Day” on June 28, 1777. The period of significance ends in 1965. This date was chosen in accordance with National Register Bulletin 16. The closing date for the period of significance has been selected as fifty years before this nomination was completed (2015), because historic activities continued to have importance within the past fifty years and no more specific date can be defined to end the historic period.

The first anniversary of the Battle of Sullivan’s Island was celebrated locally on June 28, 1777, as “Palmetto Day.” Although celebrations of the Battle of Sullivan’s Island continued annually, Fort Moultrie No. 1 and Fort Moultrie No. 2 disappeared from the landscape of Sullivan’s Island. When President George Washington visited Sullivan’s Island on May 5, 1791, accompanied by General Moultrie and other prominent citizens, he “had the pleasure of viewing the remains of Fort Moultrie, so celebrated for its gallant defense against a powerful British fleet and army in the year 1776.”⁶⁷

Even after Fort Moultrie No. 3 was completed in 1809, most commemorative processions and exercises took place in Charleston. In 1858, the base was laid for a planned statue of John C. Calhoun (1782-1850), U.S. Senator, Secretary of War, and Vice-President, in Marion Square downtown. The cornerstone’s contents included, besides a lock of Calhoun’s hair, Continental paper money, and a Revolutionary-era cannon ball recovered from Fort Moultrie.

Fort Sumter is significant at the national level under Criterion A in the area of Social History for its importance in the commemoration and memorialization of the American Civil War. The period of significance begins in 1861 with the first shots of the American Civil War, which initiated one of the most critical and defining periods in the nation’s history. Fort Sumter has become a multi-faceted symbol of Civil War, with different groups assigning their own meaning to the Fort. As the place most closely associated with the beginning of the Civil War, Fort Sumter has a prominent role in national movements to commemorate, interpret, and memorialize the period. The period of significance ends in 1965. This date was chosen in accordance with National Register Bulletin 16. The closing date for the period of significance has been selected as fifty years before this nomination was completed (2015), because historic activities continued to have importance within the past fifty years and no more specific date can be defined to end the historic period.

The news of the April 1861 attack on Fort Sumter galvanized Americans, both in the Union and in the Confederate States. Popular periodicals such as *Frank Leslie’s Illustrated Newspaper* and *Harper’s Weekly* ran illustrated stories, and even *Le Monde Illustré* of Paris provided its readers

⁶⁷ *Charleston City Gazette and Daily Advertiser*, May 6, 1791, quoted in Bearss, *The First Two Fort Moultries*.

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an artist's view of the bombardment.⁶⁸ With Charleston Harbor's fortifications in Confederate hands, and no military action immediately threatening, residents and visitors were eager to visit the fort.

On April 15, 1861, the local *Daily Courier* announced an excursion trip. For a one dollar fare, Capt. Thomas Lockwood's private steamer *The Carolina* would carry passengers into the harbor for a close view of Fort Sumter. Competitors immediately entered the market, and by the end of April civilians were disembarking at the fort.⁶⁹ There are few records about ongoing visitation at Fort Sumter as the Civil War ground on for four more years.

The end of the war, historian David Blight writes, was a time of "ritual role reversal" for black Charlestonians as they transitioned from slavery to freedom. During the spring of 1865, "the freedpeople of Charleston converted Confederate ruin into their own festival of freedom."⁷⁰ On March 3, a huge crowd assembled at Citadel Square where thirteen black women, costumed to represent the original states, presented the Union commander with a flag, a bouquet of flowers, and a fan for Mrs. Lincoln.⁷¹ On March 21, as many as 4,000 African Americans assembled for a procession of proud tradesmen, the troops of A. G. Bennett's 21st Colored regiment, school children organized by James Redpath, a white former war correspondent who was the recently-appointed superintendent of public schools in the Charleston region, and members of the city's African American churches and benevolent organizations. Near the front of the parade was a company of school boys, their leader carrying a banner reading "We know no masters but ourselves." Costumed as an auctioneer on a mule-drawn cart, a man acted out the sale of two black women and their children; another cart carried a coffin with a sign proclaiming the death of slavery. "Sumter dug his (slavery's) grave on the 13th of April, 1861."⁷² Blight points out that the freed people provided the images and metaphors, even the objects and places, with which to establish the earliest 'theaters of memory' for the transition from slavery to freedom."⁷³

With Charleston and its fortifications occupied by Union troops, the Lincoln administration saw an opportunity to recast Fort Sumter as a symbol of American national unity. On April 14, 1865, the anniversary of the evacuation, Robert Anderson, now a brevet major general, returned to raise the flag he had lowered in 1861. Lincoln's secretary, John G. Nicolay was in attendance, along with abolitionist William Lloyd Garrison, Martin Delany, an abolitionist, writer, and major in the Union army (he was the highest-ranking African American officer), and Robert Vesey, whose father, Denmark Vesey, had been executed as the leader of an attempted slave revolt in 1822. Robert Smalls traveled to the ceremony on the *Planter*, the vessel he had commandeered from the Confederacy during the war. With a large group of freedpeople, he watched the

⁶⁸ Rosen, *Confederate Charleston*, pp. 68-72.

⁶⁹ Comstock, *Short History, Fort Sumter*.

⁷⁰ David Blight, *Race and Reunion: the Civil War in American Memory* (Cambridge, Harvard University Press, 2001), pp. 66-68.

⁷¹ Rosen, *Confederate Charleston*, p. 150.

⁷² "Department of the South. Affairs in Charleston. The Jubilee among the Freedmen. How the Slaves Celebrated their Emancipation." *The New York Times*, April 4, 1865.

⁷³ Blight, *Race and Reunion*, pp. 66-68.

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ceremony from his ship's quarterdeck. Three thousand African Americans squeezed onto the island to watch as Anderson raised his garrison flag over Fort Sumter which had been prepared for the event with temporary seating and a wooden flagpole.⁷⁴

Addressing the crowd, Henry Ward Beecher spoke of the flag almost as a religious icon, asking "that it may cast out the devil of discord; ... that it may win parted friends from their alienation... heal all jealousies, unite all policies, inspire a new national life ... and make this people great and strong." The explicit hope was that Fort Sumter would be transformed from the symbol of disunion to the symbol of union.⁷⁵ Naval ships filled Charleston Harbor, and their guns joined the salutes from Fort Moultrie, Fort Johnson, Cummings Point, and Mount Pleasant when the garrison flag was raised.⁷⁶

Two weeks after the flag-raising ceremony, black Charlestonians, in cooperation with educator James Redpath and personnel from the freedmen's relief associations active in the city, planned a May Day ceremony. Washington Race Course at the city's northern edge had been used as a camp for Union prisoners. At least 257 prisoners died from exposure and disease and were buried in unmarked graves. After federal troops occupied Charleston, Charleston's blacks insisted on proper burial for the Union dead. African American civilians built a ten foot high whitewashed fence around the cemetery. An archway with the words "Martyrs of the Race Course" painted in black was set over the gate to the cemetery. On May 1, 1865, an estimated ten-thousand African Americans, including children, Union soldiers, and former slaves, made a procession to the burial ground to lay flowers, celebrating with speakers, singing, and picnics.⁷⁷ This ceremony marks the beginning of Decoration Day. Primarily established by black South Carolinians and white Northern abolitionists, Decoration Day, which evolved into Memorial Day, came to have different meaning for different groups.⁷⁸

In February 2014, almost a century after Denmark Vesey was hanged in 1822 for his role as the leader of an attempted slave insurrection in Charleston, a monument was unveiled in Hampton Park, which occupies the grounds of the old Washington Race Course. Charleston mayor Joseph P. Riley, Jr., unveiled the life-sized bronze representation of Vesey by Colorado artist Ed Dwight, and told the audience, "The undeniable fact is this: Denmark Vesey was free. He was a

⁷⁴ Joel Williamson, *After Slavery: The Negro in South Carolina During Reconstruction, 1861-1877* (Columbia: University of South Carolina Press, 1965), pp. 28-30. Douglas R. Egerton, *He Shall Go Out Free, The Lives of Denmark Vesey* (1999, rev. ed. Rowman & Littlefield Publishers, Inc., 2004), p. 228.

⁷⁵ *Fort Sumter National Monument*.

⁷⁶ "Fort Sumter: Departure of the Arago. The Old Flag on Board," "Fort Sumter - 1861-1865. Historical Sketch of the Bombardment and Surrender of Fort Sumter in April, 1861," and "Fort Sumter. Restoration of the Stars and Stripes." *New York Times*, 10 April, 14 April, 18 April, 1865.

⁷⁷ The soldiers were exhumed again in 1871 and buried in South Carolina's national cemeteries at Florence and Beaufort. In 1903, the race course property was redeveloped as Hampton Park, Charleston's largest city park.

⁷⁸ Blight, *Race and Reunion*, pp.68-70.

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free black man; no one owned him. ... He risked his life and gave his life to make enslaved people free."⁷⁹

Between 1876 and 1882, Congress funded the preservation of Revolutionary battlefields in several northern states. However, sites of important battles in South Carolina, including King's Mountain, Eutaw Springs, and Camden (where the British routed Patriot forces) were not included in these initiatives. Nor was there a coordinated statewide effort to preserve these battlefields. Nevertheless, several commemorative sites and objects related to the American Revolution were dedicated in Charleston.

In 1877, a monument dedicated "To the Defenders of Fort Moultrie" that includes a statue of Sergeant William Jasper, a hero of the Battle of Sullivan's Island, was erected in White Point Garden.⁸⁰ On October 19, 1881, the 100th anniversary of the Battle of Yorktown, a municipal park behind City Hall was dedicated and named Washington Park. The city's statue of William Pitt (1708-1778), who had been largely responsible for the British Parliament's repeal of the Stamp Act in 1766, was placed on a brick pedestal in the new park.

By 1876, the centennial of the American Revolution, commemorations of the Civil War had become as popular among white southerners as Revolutionary celebrations were. The first Confederate monument in the United States was erected in Cheraw, South Carolina, in 1867. In 1882, a monument to the Confederate dead was placed at Magnolia Cemetery, Charleston's suburban burial ground, where Decoration Day/Confederate Memorial Day had been celebrated since 1866. In 1891, a new piece was installed at Washington Park. The memorial to the Washington Light Infantry, a militia unit organized in 1807, is a granite obelisk inscribed with the names of the Civil War battles the unit participated in. While observing Confederate Memorial Day, May 9, as a day to venerate the dead with speeches and musical parades, white Charlestonians continued to celebrate Palmetto Day, renamed Carolina Day, on June 28. Local African Americans reserved their festivities for Independence Day, July 4.⁸¹

Although Fort Sumter and Fort Moultrie were still held by the Army, they remained the focus of visitors' interest, and civilian visitation was steady. The 1872 *Charleston City Guide* described the points of interest in the city and environs. Fort Sumter and Fort Moultrie received particular attention. "Among the sights in Charleston, the most renowned is Fort Sumter ... known throughout the civilized world on account of the late civil war and the important part it played..." After a brief discussion of the events of the war and the physical condition of Fort Sumter, the guidebook noted: "Relic hunters can reach the Fort, any day, in sail boats from Southern Wharf.... The fort is at present in charge of Ordnance Sergeant James Kearney, who

⁷⁹ Adam Parker, "Denmark Vesey monument unveiled in Hampton Park before hundreds." *Charleston Post and Courier*, February 15, 2014.

⁸⁰ Jason Hardin, "A Guide to the Monuments and History of White Point," *Charleston Post and Courier*, September 2, 2001.

⁸¹ Walter J. Fraser, Jr., *Charleston! Charleston! The History of a Southern City*, USC Press, 1989), p. 314. Walter Edgar, *South Carolina, A History* (USC Press, 1998), pp. 421-424.

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offers every facility to strangers.”⁸² In 1881, the Army’s caretaker at Fort Sumter requested an extension to the wharf, “so that the fort’s many visitors could land in safety.”

Private construction boomed on Sullivan’s Island during the 1870s, and rental cottages, boarding houses and small resort hotels were available. Many island visitors made an excursion to Fort Moultrie.⁸³ Because of the large numbers of people visiting every year, in 1878, Fort Keeper A. D. Leslie requested funds to hire labor to clean the fort for safety and tidiness. By 1882, the number of visitors had so greatly increased that Leslie requested funding for walks and stairs, both for visitor safety and to protect the works.

Tourism in Charleston and surrounding areas was steady during the late-nineteenth and early-twentieth centuries, and during World War I, prosperous Americans unable to travel to Europe began visiting stateside resorts. Charleston became a destination point, and Fort Sumter remained an icon, being variously invoked as symbol of the Union’s bloody victory, the “Lost Cause,” Southern pride and national unity, the struggle to maintain slavery, and the will to achieve freedom. Between the World Wars, coinciding with a new national focus on commemorating the sites, events, and heroes of the Civil War, the rise in automobile tourism brought thousands of travelers to Charleston, many of whom wanted to visit Fort Moultrie and Fort Sumter. In 1924, two tourist hotels opened, the Francis Marion and the Fort Sumter. The latter had an advantageous location overlooking Charleston Harbor and its fortifications. In White Point Garden nearby, a heroic bronze statue commissioned by the Charleston Chapter of the United Daughters of the Confederacy and dedicated “To the Confederate Defenders of Charleston – Fort Sumter 1861-1865” was unveiled in 1932.⁸⁴

June 28, 1926, the 150th anniversary of the Battle of Sullivan’s Island, was the occasion of a large celebration at Fort Moultrie, with parades, speeches, and a re-enactment of the battle. Guests included the governors of the thirteen original colonies, government officials from Washington, and representatives from all branches of military service.

Also in 1926, the first daily commercial harbor tour to Fort Sumter began. In January 1933, the District Engineer at Charleston requested funds to put Fort Sumter “into good condition.” The remaining portion of the 1918 barracks was salvaged, and at its location the Army built a new brick latrine “primarily for use of the hundreds of visitors that were now coming to view the old fort.”⁸⁵ By 1941, a power-boat operator was making multiple runs during the spring, the height of the tourist season, and carried nearly 5,000 people to Fort Sumter that year.⁸⁶

Although groups organized for commemorative purposes were responsible for many memorial pieces in the Charleston area, the earliest commemorative features at Fort Moultrie and Fort

⁸² J. C. Prentiss, *The Charleston City Guide* (Charleston, 1872) www.googlebooks.com

⁸³ Schneider, *Sullivan’s Island Historic District*.

⁸⁴ Stephanie E. Yuhl, *A Golden Haze of Memory, The Making of Historic Charleston* (Chapel Hill: University of North Carolina Press, 2005), pp. 160-193.

⁸⁵ Snell, “Battery Isaac Huger.”

⁸⁶ Comstock, *Short History*.

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Sumter were the results of private initiatives. In 1841, a marble slab was laid over the grave of Seminole chief Osceola, north of Fort Moultrie No. 3, bearing the inscription "Oceola, Patriot and Warrior, Died at Fort Moultrie, January 30th, 1838." In 1872, Osceola's Grave was described as "a modest iron railing surrounding a grave over which stands a marble slab bearing the name of Osceola. ... Some admirers of his noble character and lofty patriotism have erected the humble memorial over his remains."⁸⁷ The railing was replaced by cast-iron fencing before 1892. The labor is attributed to crewmen of the lighthouse tender *Wisteria*.⁸⁸

Adjacent to the Osceola monument is the Patapsco Monument, commemorating sixty men who died when the ironclad *USS Patapsco* struck a mine in Charleston Harbor on January 15, 1865. In 1873, Benjamin Maillefert, who had the contract for breaking up the wreck, sent the bones of five seamen to Fort Moultrie for burial. Inscribed on the monument are the names of all sixty crewmen. The date of the monument is uncertain; it is not shown in an 1892 photograph, but is known to have been in place by 1918.

Several memorials were placed at Fort Sumter between 1928 and 1932. First, the Major Robert Anderson Flagpole and Base, designed by Simons and Lapham Architects of Charleston, was erected under a bequest of Major Anderson's daughter, Eba Anderson Lawton, which was accepted by act of Congress, approved May 11, 1928. Carved in a granite block on the west side of the flagpole's base is a relief portrait of Robert Anderson. A granite block on the east side of the base is inscribed "In honor of/ Major Robert Anderson/ and the one hundred eight men of his command/ who for thirty-four hours April twelve-thirteen/ eighteen hundred sixty-one withstood the destructive/ bombardment of Fort Sumter and withdrew with the/ honors of war. The War of Secession began here." Just below is a block reading "Erected under the bequest of/ E-M-C-A Lawton/ a daughter of Major Anderson/ Accepted by Act of Congress/ Approved May 11 1928."

In 1929, the Confederate Garrison Plaque was affixed to the masonry of the exterior left flank wall beside the sally port, where it would be seen by everyone entering Fort Sumter. The inscription on the marble plaque reads "In reverential memory/ of the Confederate garrison/ of Fort Sumter/ who during four years of/ continuous siege and constant/ assaults from/ April 1861 to February 1865/ defended this harbor without/ knowing defeat or sustaining/ surrender." Below the inscription is written "This marker is placed by/ Charleston Chapter United Daughters/ of the Confederacy/ MDCCCCXIX."

In 1932, the United States government erected the Union Garrison Monument, an eight-foot high granite tablet with a bronze plaque that reads "In memory of the garrison defending Fort Sumter during the bombardment April 12-14, 1861." The roster of Major Robert Anderson's garrison is listed on the tablet.

Restrictions ordered by the U.S. military beginning in 1942 brought an end to civilian tourism at Fort Sumter and Fort Moultrie, but renewed visitation began with the end of World War II.

⁸⁷ Prentiss, *The Charleston City Guide*.

⁸⁸ Bearss, *Osceola At Fort Moultrie*.

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During the year 1946, commercial boat operators took 6,647 passengers to Fort Sumter; the numbers of people arriving by private boat, or visiting Fort Moultrie, were not recorded.⁸⁹

With NPS acquisition of Fort Sumter (1948) and Fort Moultrie (1960), preservation and conservation of the historic sites took precedence over military planning for the first time. When the NPS took over Fort Sumter, the first tasks were to begin research and documentation, and develop interpretive plans. In 1948, Superintendent William W. Luckett organized the first office space for the new Fort Sumter National Monument, and that December, staff from Richmond visited the site to make recommendations for developing the park. Their preferred plan was for the NPS to uncover the fort, remove “extraneous buildings and construction of recent periods,” and restore the first tier casemates and parade ground. The goal was to preserve Fort Sumter “as a stabilized ruin of the 1860-65 period.” The NPS removed all structures not associated with the Coast Guard, which retained an active navigation beacon at Fort Sumter.⁹⁰

NPS-sponsored daily tours of Fort Sumter began in 1950, and a single room inside Battery Isaac Huger was selected as the location of a small museum.⁹¹ Museum planning was underway for several years. The first prospectus was completed in 1952, and a draft Museum Plan was issued in 1953. Both called for using the interior of Battery Isaac Huger for exhibits and a lecture hall.

A series of projects from 1951 to 1959 exposed components of Fort Sumter that pre-dated the 1870s renovations, while retaining Battery Isaac Huger for future museum and utility purposes. Concrete structures of the 1870s were removed as well as tons of rubble and sand that concealed the parade ground and brick casemate structures.⁹²

Fort Moultrie was added to Fort Sumter National Monument in 1960. The War Assets Administration had turned over Fort Moultrie Military Reservation to the State of South Carolina in 1948, and in 1960 the state conveyed it to NPS as part of Fort Sumter National Monument. For the first time, the NPS could locate administrative offices on the grounds of the historic site, and moved into the bombproofs and principal magazine of Fort Moultrie No. 3.

Fort Moultrie opened to the public on April 1, 1963. The HECF-HDCP building had been leased to the Navy in 1953, and that lease was transferred when the NPS acquired Fort Moultrie. The Navy occupied the building as a Test and Calibration facility, so it was secured to prevent unauthorized access. When the Navy relocated its facility from HECF to a new structure atop Construction 230 in 1971, NPS staff moved administrative offices from the 1870s below-ground structures into the HECF-HDCP.⁹³

⁸⁹ Comstock, *Short History*.

⁹⁰ W. E. O’Neil, Jr., Regional Engineer, “Report on Fort Sumter National Monument,” January 3, 1949, pp. 1, 5. Clark and Wylie, *HSAR*, p. III.02 – 15. Comstock, *Short History*, pp. 27-28.

⁹¹ William W. Luckett, “Mission 66 Prospectus. Fort Sumter National Monument.” April 19, 1956.

⁹² William W. Luckett, “Fort Sumter Excavations, 1951-1959. Reports Compiled by Historians for Fort Sumter National Monument.”

⁹³ Edwin C. Bearss, *Special History Study. Fort Moultrie HECF-HDCP. Fort Sumter National Monument, South Carolina* (National Park Service, May 1974).

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Between 1974 and 1975, the NPS excavated and repaired significant features of Fort Moultrie: a portion of the Parade Ground, two Barracks Foundations, 1809 Powder Magazine, Traverse, and Postern. The present configuration of Fort Moultrie's southwest seafront, west salient, and northwest bastion was constructed by the NPS in 1974-1975. Battery Lord (1903) was removed from the southwest seafront and replaced by the 1870s Battery Reconstruction; three 1874 gun positions that had been covered by earth in the 1940s were not restored. Instead, reproductions of typical Civil War-era gun positions were constructed as interpretive features. These do not appear to have been an accurate reconstruction based on documentation; therefore, they do not contribute to Fort Moultrie's National Register significance. If additional information is found regarding the documentation for these features, they should be evaluated for National Register eligibility.

Mission 66, 1956-1966

The year 1956 marked a watershed in NPS management and interpretation. Parks nationwide were overcrowded, and funds for maintenance and staffing were insufficient. The result was Mission 66, a ten-year NPS program to improve visitor services. Essential to the program was a new concept, a Visitor Center in each park. With organized parking, services, interpretation, and access to vistas, each Visitor Center would improve the visitors' experience while reducing damage to natural and historic features. Between the years 1956 to 1966, more than one hundred new visitor centers and additions to existing museums were commissioned.⁹⁴

Under Mission 66, individual park managers were charged with planning for development and operations. When the program was initiated, the ongoing excavation of Fort Sumter was only about half completed. Nevertheless, between 1948, when the NPS took over the fort, and 1956, annual visitation had risen steadily from 9,000 to 31,000.

William W. Luckett, NPS superintendent at Fort Sumter, prepared the park's Mission 66 Prospectus over several months during 1955-1956. His situation was unlike those at most parks: inaccessibility coupled with incomplete removal of the rubble that covered the historic site. Luckett's final prospectus stated the primary aim of preserving, developing, and operating Fort Sumter National Monument "so that the visitor may understand to the fullest degree the significance of Fort Sumter." By uncovering "the old ruins," installing exhibits and markers, and providing necessary facilities, the NPS would preserve the physical remains of the fort and provide interpretation. Most important were measures for visitor safety—improving docking facilities and sanitation. Next in importance was to uncover the fort ruins and preserve the site. Although Battery Isaac Huger post-dated the Civil War, and prevented excavation of the east portion of the nineteenth century fort, it was retained for museum and utility purposes.⁹⁵

⁹⁴ Sarah Allaback, *Mission 66 Visitor Centers: The History of a Building Type* (Washington, D.C.: Cultural Resources Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, National Park Service, 2000), Appendix III.

⁹⁵ Luckett, "Mission 66 Prospectus."

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Superintendent Lockett's prospectus did not include constructing a stand-alone visitor center, the building type at the heart of Mission 66 planning. Instead, Fort Sumter's "visitor center will be the fort, itself. Battery Huger will house offices and provide museum facilities ... The uncovered left half (of the fort) will provide opportunity to examine the structure and understand better the aims for its building and the purposes it served during the war." Using the interior of Battery Isaac Huger and enhancing overlooks and gathering places, would enhance interpretation and the visitor's experience, the primary goal of Mission 66, without adding a new building. As congressional appropriations for the NPS increased over the life of Mission 66, the museum became a reality, as Battery Isaac Huger was remodeled with new upper-level interior spaces. Work was completed in 1960.⁹⁶

Mission 66 projects, originally planned to be complete in 1966, lasted into the 1970s. In 1976, the NPS completed construction of a new Visitor Center at Fort Moultrie. In conformance with the goals of Mission 66, the Visitor Center provides parking and gathering places for visitors, an auditorium and rooftop observation area, and staff office space. Its construction on a raised earthen berm suggests the terrain inside the historic fort, which resulted from Fort Moultrie's successive improvements from 1872 to 1944, but its one-story height is inconspicuous within the landscape of the larger Fort Moultrie property. The architectural design and exterior walls of modern brick, while compatible with the historic setting, are clearly products of the 1970s. Because it is less than fifty years old, the Visitor Center is not a contributing building. The building should be evaluated for National Register eligibility in 2026, when it is fifty years old.

Liberty Square

In order to establish a new dock for ferries between downtown Charleston and Fort Sumter, in 1986 NPS acquired a tract of land on the Cooper River. George E. Campsen, Jr., conveyed 4.15 acres of high land and 3.48 acres of submerged land to the United States of America.⁹⁷ There are three modern buildings at Liberty Square, the Visitor Education Center and two open brick sheds used as gathering places.

CRITERION A – MARITIME HISTORY, 1894-1965

The U.S. Coast Guard Historic District (Sullivan's Island Life-Saving Station) is significant at the state level under Criterion A in the area of Maritime History as the only facility in South Carolina built as part of a nationwide system of improving marine transportation safety, and as the location of the last lighthouse built by the United States government. The Period of Significance begins in 1894, when the Life-Saving Service Station House and Boat House were built, and ends in 1965. This date was chosen in accordance with National Register Bulletin 16. The closing date for the period of significance has been selected as fifty years before this

⁹⁶ Ethan Carr, *Mission 66. Modernism and the National Park Service Dilemma* (Amherst: University of Massachusetts Press, 2007), pp. 3-13, 175-197. Fort Sumter National Monument. "Invitation for Bids. Battery Huger Development" (Fort Sumter National Monument, December 15, 1959). Fort Sumter National Monument, "Completion Report. Battery Huger Development." (Fort Sumter National Monument, December 16, 1960).

⁹⁷ Charleston County Register of Mesne Conveyance, Deed Book H160, p. 661.

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nomination was completed (2015), because historic activities continued to have importance within the past fifty years and no more specific date can be defined to end the historic period.

The Sullivan's Island Life-Saving Station was built in 1894 by the United States Life-Saving Service, which stationed crews with specially-designed boats in readiness to respond to maritime emergencies. The only such facility in South Carolina, the Sullivan's Island station replaced an earlier life-saving station on Morris Island, at the opposite side of the shipping channel into Charleston Harbor. Upon the creation of the U.S. Coast Guard in 1915, the Sullivan's Island Life-Saving Station was transferred to that service. With the rise in private boating on the Atlantic Intracoastal Waterway, activity at the Coast Guard Lifeboat Station rapidly increased during the 1930s, before coming to a halt in 1942. After World War II, the U.S. Coast Guard Lifeboat Station remained an active observation/life-saving station until 1973.

The Coast Guard took over the federal Lighthouse Service in 1939, adding to its responsibilities in safeguarding maritime transportation the management of lighthouses as aids to navigation. In 1962, the Coast Guard replaced the 1872 Morris Island Light with a new Charleston Main Light (Sullivan's Island Lighthouse) which is the last lighthouse built by the United States government.

Four buildings and structures, the Boat House, Station House, Garage, and Signal Tower, in the U.S. Coast Guard Station Historic District are associated with the United States Life-Saving Service and the U.S. Coast Guard. The Sullivan's Island Lighthouse is associated with Charleston Harbor Aids to Navigation. The 1898 Bunker/Sighting Station is associated with Military History, and included in the discussion of that Area of Significance above.

United States Life-Saving Service and United States Coast Guard, 1894-1973

The United States Life-Saving Service began in 1871 with a Congressional appropriation to the Treasury Department to establish a system for improving marine transportation safety. The Revenue Marine Bureau had charge of both revenue cutters and life-saving stations until that division was formalized in 1878 as the U.S. Life-Saving Service.⁹⁸

The Life-Saving Service developed two principal types of station, the life-saving station and the house of refuge. Life-saving stations provided surfboats to be used by paid crews, and housing for the men. Houses of refuge were built only along Florida's Atlantic Coast. In the expectation that mariners there could reach shore without help, the keepers provided no rescue assistance, but supplied water, shelter and food to stranded boatmen.⁹⁹

The first life-saving station for Charleston Harbor was built ca. 1882 on Morris Island, but that location became unsuitable when shipping traffic was reoriented northward. The Army Corps of Engineers was constructing stone jetties to manage the main channel at a suitable depth, and the

⁹⁸ Ralph Shanks, Wick York, and Lisa Woo Shanks, *The U.S. Life-Saving Services. Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma CA: Costaño Books, 1996), pp. 7-11.

⁹⁹ Shanks, *U.S. Life-Saving Services*, p. 16.

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work shifted the channel closer to Sullivan's Island. In 1891, the Township of Moultrieville accepted the Life-Saving Service's request for a parcel of land on which to build a new station, and conveyed the land to the Treasury Department. After a Station House, which also provided crew quarters, and a Boat House were erected, the station was commissioned in July 1895. Reflecting the dominance of the port of Charleston as a commercial shipping destination, this was the only Life-Saving Station established in South Carolina.¹⁰⁰

The United States Coast Guard was created in 1915 from a merger of the Life-Saving Service and the U.S. Revenue Cutter Service. The Sullivan's Island Station became a Coast Guard Lifeboat Station. Some changes accompanied the creation of the Coast Guard. Surfboats were replaced by heavy boats that required a dock or ramp for launching, an inconvenience outweighed by the safety benefits of launching from a secure position instead of from the beach through rough surf.

The Sullivan's Island Station was on the Coast Guard's inactive list from 1921 to 1929, staffed by only one guardsman. Nevertheless, it was well-located, close to Charleston Harbor and to Cove Inlet, a small harborage on the inland waterway (Atlantic Intracoastal Waterway) at the north side of the island. As military and leisure use of Charleston Harbor increased in the 1930s, the Coast Guard stepped up activities on Sullivan's Island. In 1934, the Coast Guard built a wharf with a long pier and boat shelter on Cove Inlet at the north side of the island; that structure is no longer extant and its site is not on NPS property.

Between 1938 and 1939, the Coast Guard Life-Saving Station was modernized with construction of a new four-bay Garage and a new flag Signal Tower. The Station House was renovated and overhauled to accommodate new electronics equipment.

In 1973, personnel were reassigned from Sullivan's Island to the peninsular Charleston Coast Guard base. Staff of Fort Sumter National Monument then occupied the station under permit from the Coast Guard.¹⁰¹ In 1990, the Coast Guard transferred title to the NPS of a one-acre tract that includes the Station House, Boat House, Bunker/Sighting Station, Garage, and Signal Tower.

Charleston Harbor Aids to Navigation, 1767-1962

The first light at Charleston Harbor was the Morris Island Light, established in 1767. It was replaced in 1837, and the second lighthouse was destroyed in 1861 by Confederate troops hoping to block the approach from Union forces. A third Morris Island Light was completed in 1872, and automated in 1938. In 1939, the United States Coast Guard took over the Lighthouse

¹⁰⁰ Christopher T. Ziegler, Rick Dorrance, and Sandy Pusey, "The Sullivan's Island U.S. Coast Guard Historic District" (Charleston: Fort Sumter National Monument, 2006). There were more than two dozen stations in North Carolina, and none in Georgia, Shanks, *U.S. Life-Saving Services*, p. 139.

¹⁰¹ Ziegler, "Sullivan's Island U.S. Coast Guard Historic District."

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Service. Under the Coast Guard's management, the Morris Island Light was extinguished on June 15, 1962, and the new Sullivan's Island Lighthouse was illuminated.¹⁰²

There have been several other lights in Charleston Harbor. A light tower was built at Sullivan's Island in 1848, and rebuilt in 1872; a companion light was added in 1888. Neither is extant. During the last quarter of the nineteenth century, a navigation beacon/lighthouse at Fort Sumter was the only active use of that fortification.

Charleston's harbor and wharves were in shambles after the Civil War, the harbor filled with wrecked and sunken vessels, the wharves damaged and neglected. The first phosphate exports in 1868 signaled a revival in the shipping industry, which also flourished with the resurgence of cotton exports. By 1890, a new economic depression took hold; the price of cotton plummeted. By the turn of the twentieth century, the phosphate industry had collapsed, and the boll weevil had driven cotton planters nearly out of business.¹⁰³

Several federal projects during the late-nineteenth and early-twentieth centuries improved Charleston Harbor. Twin stone jetties built between 1878 and 1897 protected the depth of the channel (and also shifted the main channel closer to Sullivan's Island and caused severe erosion of Morris Island). The Charleston Navy Yard, developed on the west side of the Cooper River beginning in 1901, became the only first-class Navy Yard south of Hampton Roads, Virginia.¹⁰⁴

By the early 1940s, Charleston Harbor was considered not just a local asset, but a key part of South Carolina's statewide economy. The state's senators and congressmen reliably supported requests for federal spending and projects that would improve Charleston's port facilities. After World War II, cargo shipping through Charleston expanded, and port terminals along the peninsula and farther up the Cooper River became accepted as vital components of the regional economy.¹⁰⁵

Mendel Rivers (1905-1970) was elected to Congress from South Carolina's First District, which included Charleston, in 1940. By March 1941, he had won a seat on the House Naval Affairs Committee, which was later absorbed into the House Armed Services Committee, and in 1965 he became chairman of the Armed Services Committee. Rivers pushed for the Charleston Naval Station to become a first-class national defense activity. Largely through his efforts, post-war cutbacks affected the Charleston area much less than other congressional districts, and the only cutbacks were reversed: the Charleston Air Force Base and the Charleston Naval Station Degaussing Station, which were both closed after World War II, re-opened in 1950-1951. In 1956, Rivers forced the Army to abandon the idea of moving Charleston's Port Depot¹⁰⁶ to St. Louis. In 1961, the Coast Guard proposed closing the Sullivan's Island Lifeboat Station,

¹⁰² *Morris Island Lighthouse (Charleston Main Light)* National Register Nomination, 1982.

¹⁰³ *History of the South Carolina State Ports Authority* (Columbia, SC: South Carolina State Ports Authority, 1991), pp. 9-10.

¹⁰⁴ *History of the South Carolina State Ports Authority*, p. 12.

¹⁰⁵ *History of the South Carolina State Ports Authority*, pp. 23, 66-75.

¹⁰⁶ The Charleston Army Depot north of the Navy Yard had opened in 1918.

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transferring its functions and personnel to the peninsular Charleston Coast Guard Station. Congressman Rivers summoned them to a hearing. The Coast Guard promised not to carry out their proposal “without his OK,” and the station remained active until 1973, after his death.¹⁰⁷

Under Rivers’ oversight, the Charleston Naval Station saw steady growth. Between 1959 and 1960, the Navy transferred to Charleston three destroyer squadrons formerly based at Newport, Rhode Island, and a Polaris submarine squadron from Miami.¹⁰⁸ Increased use of maritime facilities on the Cooper River required continuing improvements to Charleston Harbor and its channel, as well as maintaining aids to navigation. Ongoing erosion of Morris Island placed the 1872 Charleston Light at risk of failure or collapse, so in March 1958, when the Coast Guard requested funding for a new lighthouse to be built on Sullivan’s Island, Congressman Rivers made certain that the appropriation bill was passed. In October 1960, the Coast Guard announced that a new lighthouse, a triangular, steel-framed structure designed at Coast Guard headquarters in Washington, would be built at the Sullivan’s Island Life-Saving Station.¹⁰⁹

The contractor for the project was Cape Romain Construction Company, a local firm; the metalwork for the unusual aluminum-paneled exterior was subcontracted to Steel Erectors Company of Savannah. Construction of the concrete base was underway by January 1961. By May 1962, the six lanterns with a total of 70-million candlepower were being installed by the two civilians who had built the lanterns at the Coast Guard’s Seventh District headquarters in Miami. Rear Admiral Theodore J. Fabik, commandant of the Seventh District, inspected the work along with the commanding officer of the Charleston Coast Guard Base, and spoke to a Charleston newspaper reporter. Fabik, one of the engineers who designed the lighthouse, informed the reporter that he believed the Sullivan’s Island Light was the first lighthouse in the world to have an elevator, which carried operators nearly up to the lantern level.¹¹⁰ The most powerful lighthouse in the western hemisphere, the light went into operation on June 15, 1962. It was also painted for use as a day marker: a white lower level easily seen against trees and buildings, and a red-orange upper section contrasting with the sky.¹¹¹ Sullivan’s Island residents objected to the color scheme, and the structure was soon repainted with the upper level black, the pattern it retains.

The original 70-million candlepower lamp in the Sullivan’s Island Lighthouse was prone to failure, its 1,000-watt high intensity bulbs frequently blowing out. In January 1970, it was changed over to a system of 3.5 million candlepower, which was sufficient to aid the modern vessels that rely extensively on electronic navigational equipment.¹¹² The light was automated in

¹⁰⁷ Will F. Huntley, *Mighty Rivers of South Carolina* (dissertation, University of South Carolina, 1993), pp. 91-97, 218-232.

¹⁰⁸ Huntley, *Mighty Rivers of South Carolina*, pp. 223-228, 375.

¹⁰⁹ “New Lighthouse Funds Are Asked,” *Charleston News and Courier*, March 8, 1958. “New Harbor Light to be Built Here,” *News and Courier*, October 29, 1960.

¹¹⁰ “Construction Begins On New Lighthouse,” *News and Courier*, January 15, 1961. Philip B. Hill, “Builders Install Island Beacon,” *News and Courier*, May 18, 1962.

¹¹¹ “Powerful Lighthouse Flicked into Service,” *News and Courier*, June 16, 1962.

¹¹² “Navigators Have No Use for 28 Million Candles,” *News and Courier*, January 30, 1972.

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1975, and in 2008 the Coast Guard transferred title to the four-acre tract it occupies to the NPS. The Coast Guard continues to maintain and operate the unmanned light.

CRITERION C – ARCHITECTURE, ca. 1894, ca. 1939, 1962

The U.S. Coast Guard Historic District (Sullivan’s Island Life-Saving Station) is significant at the state level under Criterion C in the area of Architecture during three eras of construction, 1894, ca. 1938, and 1962. Within the district, three buildings, the Station House, Boat House, and Garage, and one structure, the Sullivan’s Island Lighthouse, are architecturally significant as good examples of federal maritime design under the United States Life-Saving Service and the U.S. Coast Guard.¹¹³

The 1894, the Station House and Boat House were built according to prototype plans designed by Life-Saving Service architect Albert B. Bibb. Bibb planned alterations to several existing station buildings, prepared plans for two new stations, and developed at least four design prototypes that were each used at several stations. The late-Victorian Stick/Eastlake influence is evident in Bibb’s designs. His final plan for the Life-Saving Service, first constructed on Lake Superior at Marquette, Michigan, in 1890, became known as the “Marquette type.” The Sullivan’s Island Station House is one of thirteen Marquette-type houses known to have been built. The Marquette type is a one and one-half story frame building characterized by a lateral gabled roof with dormers, two small interior chimneys, and simple decorative cross-bracing at the gable ends. The lower level is plain weatherboard, but the upper levels are clad in wood shingles. In a variation of the Marquette design, the cupola lookout tower is centered on the main roof rather than being built as a separate building.

As at other Marquette station houses, the separate Boat House was built according to Bibb’s Fort Point design. This was Bibb’s first stand-alone boathouse plan, designed for a station that had separate buildings for Station House and Boat House. Drawn in 1899 as a prototype, it was first built for Fort Point Station, near San Francisco. Fort Point-type boathouses were built at most of the Life-Saving Service’s Marquette-style stations, and like Bibb’s Marquette design, it shows the influence of the late-Victorian Stick/Eastlake style. The frame building is nearly square, with a hipped roof capped by a conical cupola, and the paired boat doors occupy most of the front (water side) elevation. Small windows are set in the side elevation, and the landward side has a single entry door. Exterior siding is board-and-batten, and there is no decorative detail except the fanciful cupola.

The Garage was built ca. 1938 to unattributed Coast Guard architectural plans. Its design is a good example of the influence of the Colonial-Revival sensibility that was a dominant trend in American architecture during the late 1930s.

The Sullivan’s Island Lighthouse, the last lighthouse built by the federal government, was designed by the Coast Guard’s Engineering Division in Washington, and constructed between

¹¹³ Architectural information from Shanks, *U.S. Life-Saving Services*, pp. 229-233.

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1961 and 1962. To be resistant to winds in excess of 125 knots, the concrete-and-steel triangular structure was designed with a slightly flexible shaft protected by aluminum exterior panels. So that the 140-foot shaft can serve as a day marker as well as lighthouse, the paint scheme (black above, white below) is distinct from other lighthouses. The simple pattern combines with the shape of the tower to give the building a sense of its time, the mid-twentieth century.

CRITERION D - ARCHEOLOGY

Fort Sumter is nationally significant under Criterion D for the important information that archeological investigations have yielded regarding its original construction and the events of the Civil War.

When the NPS took over Fort Sumter in 1948, the first tasks were research and documentation, site clearing, providing for visitor safety, and developing interpretive plans. The NPS completed its plan for converting Fort Sumter from an active military base to an historical monument for public visitation in January 1949. The plan recommended that, "Fort Sumter be restored as a stabilized ruin of the 1860-65 period.... the old fort will have to be uncovered and exposed, and extraneous buildings and construction of recent periods removed. The physical structure of the fort...and the parade ground, should be restored so far as is practicable."¹¹⁴

In accordance with that initial plan, archeological work at Fort Sumter has been extensive since the 1950s, with projects designed for planning and research purposes, as well as to meet compliance obligations under Section 106 of the National Historic Preservation Act. The goal of most projects has been to identify, delineate, and manage resources dating to the Civil War. The archeological excavations at Fort Sumter during the 1950s concentrated on exposing the remains of the original structure by removing a large mass of fill and debris.¹¹⁵

The work of unearthing the Civil War features at Fort Sumter began in the summer of 1951. Under the supervision of Superintendent William W. Lockett, laborers removed much of the fill from the interior of the left face and left flank between the sally port and the rear gorge wall, along with some 1870s features. During later excavations directed by NPS Historians Rock L. Comstock, Jr., John D. Babington, and Horace J. Sheely, Jr., workers removed more than five feet of fill to uncover remnant walls and flooring in the left flank barracks. Its upper three feet was found to be a sand-earth mix; the lower two to three feet comprised brick bats, stone, broken iron pieces, and other rubble. Excavations along the gorge west of Battery Huger uncovered two magazines and portions of the Officers' Quarters. The left flank Enlisted Men's Barracks were fully excavated in 1957, with brick flooring, fireplaces, and remnants of walls being uncovered. In 1959, the final phase of removing the post-Civil War debris was carried out, completing the

¹¹⁴ "Report on Fort Sumter National Monument, January 3, 1949, made by Regional Engineer W.E. O'Neil, Jr.; Regional Landscape Architect Stanley W. Abbott; Regional Archaeologist J.C. Harrington; and Regional Historian Roy E. Appleman."

¹¹⁵ William W. Lockett, "Fort Sumter Excavations, 1951-1959. Reports Compiled by Historians for Fort Sumter National Monument," (Charleston: Fort Sumter National Monument, 1960).

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excavation of the left half of Fort Sumter with the removal of the rest of the fill from the west parade, unearthing the casemates at the right face and salient angle, salvaging buried cannon and mounts, and uncovering the granite-block esplanade outside the gorge wall.¹¹⁶ This was the last archeological project undertaken at Fort Sumter until 1982.

As Taylor observes, because the early archeological work at Fort Sumter “was conducted with small budgets by unskilled personnel, usually the Park Superintendent or Historians supervising, the results have been by necessity, crude.”¹¹⁷ Nevertheless, the 1950s excavations succeeded in locating a number of Fort Sumter’s original features. The excavations also yielded artifacts related to the Civil War occupation of the fort, including kitchen-related items, military supplies, and the personal effects of the fort’s occupants.

Since 1982, limited archeological testing and monitoring has been conducted as part of NPS maintenance and interpretation of Fort Sumter. A mitigation project related to construction of a water line connecting Fort Sumter to the mainland water system in 1982 recorded features exposed by the excavation, collecting artifacts contained within them, and preventing unnecessary destruction of historical archeological features.¹¹⁸ Other archeological investigations have involved test units along the enlisted men’s barracks wall to determine the amount of windblown sand that had accumulated in the area since the 1950s. These units located the remains of a wall or its footer, but no other cultural remains.¹¹⁹ In 2009, NPS personnel used a shallow exploratory slot trench to investigate a rubble fill wall abutting the interior side of the fort’s outer right flank wall.¹²⁰

Fort Sumter is nationally significant under Criterion D for the potential that it may yield important information regarding its original construction, the events of the Civil War, and military activities and construction through the 1940s. There have been no excavations in the area covered by Battery Huger and the East Field. That area of the fort has the potential for archeological investigations to yield information important in history. Outside Fort Sumter proper, about 122 acres of Fort Sumter National Monument’s 198 acres lie beneath Charleston Harbor. In 2011, archeologists with the NPS Submerged Resources Center conducted an underwater archeological compliance survey in preparation for construction of an offshore breakwater. The objective was to determine the presence of potentially significant historical resources on or beneath the seabed within the area that would be impacted by breakwater

¹¹⁶ William W. Lockett, “Report on excavations along Fort Sumter’s left flank interior, August 7 to October 18, 1951, and May 6 to June 20, 1952.” Rock L. Comstock, “Excavation Report: June 17-30, 1955.” Horace J. Sheely, Jr., “Excavation Report: Fort Sumter National Monument, May 7-June 21, 1956.” and “Excavation Report: Fort Sumter National Monument, March 27-May28, 1958.” NPS staff, “Excavation Report: Fort Sumter National Monument, December 29, 1958-May 13, 1959.”

¹¹⁷ Taylor, Bobby Jo, Untitled Report (Mitigation report, construction of line connecting Fort Sumter to mainland water system at Fort Johnson) FOSU – SEAC – 00611, 1982.

¹¹⁸ Taylor, Untitled Report, 1982.

¹¹⁹ Bennie C. Keel, “Trip Report, Test Excavations, Enlisted Men’s Barracks, Fort Sumter NM, South Carolina,” FOSU – SEAC – 01377, 1998.

¹²⁰ Jessica McNeil, “Trip Report on Archeological Testing ... Coast Guard Quarters, and Monitoring of Minor Excavation Activities at Fort Sumter,” FOSU – SEAC – 02261, 2009.

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construction. The survey project area was the left face, right face, and right flank. Cultural remains observed during this survey all dated to post-Civil War time periods. These features pertain to the fort's changing uses over time and are part of its history. Other features of historical interest, such as artillery projectiles and remains of shipwrecks, are believed to be submerged under the waters surrounding Fort Sumter.¹²¹

Fort Moultrie is nationally significant under Criterion D for the important information that archeological investigations have yielded regarding its original construction, alterations during the Civil War, the 1870s, the Endicott era of the late-nineteenth and early twentieth centuries, and World War I. The extant fort, Fort Moultrie No. 3, was first built in 1809. An earlier fort, Fort Moultrie No. 2, was completed in 1798, and the first Fort Moultrie, Fort Moultrie No. 1, was under construction in 1776 when it was successfully defended against a British naval fleet. There was also an uncompleted defensive work near Fort Moultrie No. 1, known as Moncrief's Fort, which was begun in 1781 during the British occupation.

NPS has carried out extensive archeological work at Fort Moultrie, both for planning and research purposes and to meet compliance obligations under Section 106 of the National Historic Preservation Act. The first archeological investigation at Fort Moultrie was carried out under contract by University of South Carolina archeologist Stanley South in 1973. Designed to locate the remnants of Fort Moultrie No. 1, the project involved excavating 108 units, mostly trenches, north and east of Fort Moultrie No. 3. These excavations yielded important historical information, most notably, what South interpreted as evidence of Fort Moultrie No. 1: a defensive ditch or moat paralleling the north curtain wall of Fort Moultrie No. 3 near its northwest bastion, an area enclosed by split palmetto logs set vertically in a ditch a short distance further north, the canal that led up to the north gate of the fort, and identification of artifact-rich midden deposits representing separate periods of occupation by Patriot and British forces.¹²² These features were consistent with expectations based on historical accounts, and matched well with the location of the first Fort Moultrie predicted by NPS Historian Ed Bearss, who based his expectation on the canal's correspondence with all three forts. Exploring further east of Fort Moultrie No. 3's west curtain wall, at a depth of some six feet, South encountered two parallel rows of horizontally lain square-hewn pine timbers that he hypothesized might represent remnants of Fort Moultrie No. 1's northeast bastion.

The Fort Sumter National Monument Master Plan (1974) that guided the park's planning for construction of a Visitor Center and parking area called for archeological investigations where proposed construction might adversely affect archeological or historical values (compliance); and also for completion of archeological research needed to restore and interpret the resources of Fort Moultrie No. 3. In 1974, additional exploratory archeology was carried out by NPS

¹²¹ Matthew A. Russell, "Submerged Cultural Resources Survey of Proposed Breakwater Construction at Fort Sumter National Monument, Charleston, South Carolina", FOSU – SEAC – 00057, 2004.

¹²² Stanley South. *Palmetto Parapets. Exploratory Archeology at Fort Moultrie, South Carolina*. Southeast Archeological Center, National Park Service Contract No. CX500031584 (Anthropological Studies #1, Institute of Archeology and Anthropology, University of South Carolina, 1974).

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archeologists to meet the Master Plan's compliance requirements; to identify additional evidence for Fort Moultrie, a continuation of the 1973 study was also conducted.

Eight excavations were carried out, all intended to provide information necessary for preservation or for mitigation in the event of construction. The entire area of the proposed visitor center was tested. A twentieth century military hospital had been constructed on the site, which was later razed by the Army. Beneath its intact brick and concrete foundation, brick piers and pine plank sleepers that had supported an earlier (mid-1830s) military hospital were revealed, but little cultural material was found. Palmetto posts determined to be a portion of an abatis that defended Fort Moultrie No. 1 from the rear were also uncovered and recorded. North of the visitor center, in the area planned for use as a parking lot, archeologists located seventeen coffin burials, adults and children. The remains were left *in situ* and not studied except as deteriorated or broken coffins allowed. They have the potential for revealing historical information about the Army's post cemetery or possibly unrelated civilian burial activities.

Inside Fort Moultrie No. 3, excavations with heavy equipment removed 1863-1865 fill and exposed earlier features—the Parade Ground and Wall, 1809 Powder Magazine, Traverse, and two Barracks Foundations—that possess national significance. Army records typically claimed obliteration of earlier structures when new facilities were built, but it was determined that such demolitions had been only to pre-existing ground level. Archeological evidence was richer than expected, although earth-moving during the Civil War and in the 1870s and 1890s had mixed the artifacts.

Two features comprising horizontally placed, square-hewn pine timbers located east of Fort Moultrie No. 3's curtain wall that had been identified by South in 1973 as possible remnants of Fort Moultrie No. 1's northeast bastion were investigated more fully in 1974 by NPS archeologists John Ehrenhard and Dick Hsu. Based on their additional excavation and historic research, they concluded that the rough-hewn timbers were associated with the uncompleted work that was begun by the British officer Moncrief during the British occupation of Fort Moultrie in 1781-1782. This conclusion was based in part on a dearth of Revolutionary War era artifacts associated with the pine timbers, an observation previously made by South when he encountered the timbers. Near the row of timbers, a portion of a ditch and abatis were excavated; this feature was determined to be a continuation of a Civil War-era abatis previously identified by South in 1973. After the 1974 excavations, it was concluded that South's interpretation of the orientation of Fort Moultrie No. 1 on the modern landscape was contradicted by the available negative evidence—the lack of Revolutionary War artifacts in the case of the rows of hewn pine timbers and also within another of Ehrenhard and Hsu's excavation units, which investigated the area beneath the floor of the northwest bastion of Fort Moultrie No. 3. The two NPS archeologists also proffered that Fort Moultrie No. 1 was most likely situated well to the southeast of Bearss and South's placement.¹²³ South countered these findings by pointing out that Moncrief described his unfinished fort as “a little to the Eastward of Fort Arbuthnot [i.e.,

¹²³ John E. Ehrenhard and Dick Ping Hsu, “Archeological Investigations at Fort Moultrie, Sullivan's Island, South Carolina (Preliminary Report).” FOSU – SEAC – 00446, 1977.

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Moultrie],” which means interpreting the current archeological data simply requires shifting the northeast bastion of the first Fort Moultrie to coincide with that of the third fort. The exact placement of Fort Moultrie No. 1 thus remains undetermined, and a question of high significance to park interpretation.¹²⁴ Further archeological investigations at Fort Moultrie have the potential to help resolve these competing hypotheses for the location of Fort Moultrie No. 1 and gain additional information regarding the Revolutionary War events that transpired at the site.

Based on research into Army engineers’ maps, Bearss concluded that the second fort, Fort Moultrie No. 2, stood south of Fort Moultrie No. 3, with officers’ quarters and enlisted mens’ barracks located outside the fort in the area where Fort Moultrie No. 3 was later built. Because archeological investigations in 1973 and 1974 were hampered by the site’s high water table (below which much of the site’s pre-Civil War archeological deposits occur), it was decided to conduct a soil resistivity study, which could potentially locate Fort Moultrie No. 2 without the extensive draining that would be required to physically expose it. The map produced by the soil resistivity study shows areas of low resistance, which probably “represent some kind of activity related to Fort Moultrie II.” A significant low resistance area about 130 feet out from the angle of the south and southwest seafronts may represent a ditch or other feature; two deep holes might represent two wells conjectured in 1973.¹²⁵

Only the northwest interior of Fort Moultrie No. 3 has been excavated to its nineteenth century level. This excavation, conducted by Ehrenhard and Hsu in 1974, identified the Civil War-era parade ground surface (wrongly interpreted as the 1809 parade level), the lower portions of interior brick walls, and the foundational remains of the west barracks, while also producing five Civil War-era cannon. Subsurface remains in other areas of the fort have the potential to yield information of national significance regarding Fort Moultrie No. 1, Fort Moultrie No. 2, and Fort Moultrie No. 3. Since the 1974-1975 interpretive construction that were guided by Ehrenhard and Hsu’s archeological investigations, continuing archeological excavations have been undertaken in compliance with Section 106 requirements when construction projects are planned.

Areas under the interior walkways that had not been previously excavated were investigated in 1978 when sump pumps and a drainpipe were being installed south of the northwest bastion of Fort Moultrie No. 3. Two brick walls were revealed in the vicinity of the North Barracks that likely represent portions of one of the similarly placed barracks of Fort Moultrie No. 2, which historic records indicate was razed in 1808 to accommodate construction of a new barracks building near the same spot. Rather than excavating, it was decided to leave the features intact by raising the level of the drainage line. Future excavation under or near the bombproof that covers much of the north barracks thus have the potential of yielding information about Fort Moultrie No. 2.¹²⁶ Further testing was carried out in 1989 when the drainfield was improved. Previously-

¹²⁴ Michael Seibert, Archeological Investigation of Grounds Prior to the Installation of Concrete Pads for the Placement of Cannons (FOSU – SEAC – 02551, 2012), pp. 3-4.

¹²⁵ Ehrenhard 1977. John D. Combes, “A Soil Resistivity Study of Fort Moultrie II Area.” FOSU – SEAC – 00553, 1975.

¹²⁶ John E. Ehrenhard, “Archeological Monitoring of Excavation Necessary to Install Drain Line at Fort Moultrie,” 1978. FOSU – SEAC – 00445.

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discovered features observed in 1974 and 1975 were recorded and reassessed through five excavation units and one test trench, leading to the determination that areas of brick flooring previously believed to be Fort Moultrie No. 3's original 1809 parade level actually reflected site grading in 1843 and 1855, and possibly the 1872 renovations of the fort. Newly-discovered architectural components also indicated there are still unrecorded intact fabric elements within the west part of Fort Moultrie No. 3. These have the potential to yield information regarding the barracks associated with Fort Moultrie No. 1 and No. 2.¹²⁷

During the installation of a drainage and pumping system north of Fort Moultrie No. 3 in 1991, archeological testing outside the curtain wall identified structural remains from the 1830s, Civil War, and World War I eras, and a deposit of redeposited Revolutionary era materials. Subsurface features of the ca. 1918-1931 barracks, foundation remains from structures that flanked the sally port in 1865, and evidence of medicine and liquor bottles, and remains of meat and shellfish foodstuffs were recorded. These archeological remains are significant for their potential toward understanding the history of the fort and the soldiers who occupied it immediately after the Civil War. Further, even though redeposited materials from other eras have been disturbed, they have the potential to provide information about the lives of the fort's occupants.¹²⁸

Investigations and testing in 2011 and 2012 recorded structural remains and cultural artifacts east of Fort Moultrie No. 3, parallel to the walkway to Battery Jasper in an area located near the 1833 high tide line. Features that appear to represent a floor, or possibly clay caps engineered to reduce erosion of a berm or trench, and a trench-like feature were revealed, but their extent was not determined. They may be related to Fort Moultrie No. 1, the Moncrief Fort, Fort Moultrie No. 2, Fort Moultrie No. 3, or Battery Jasper. Further investigations have the potential to yield significant information about activities in an area that was less heavily used than the north side of Fort Moultrie.¹²⁹

The area of the visitor center and parking lot north of Middle Street was extensively tested by Ehrenhard and Hsu in 1974. Historical documentation shows that in 1843, the area was covered by a parade ground lined with buildings at the east and west sides. The buildings were probably improved after the Civil War, then removed or renovated again during the 1870s. In 2010, archeological monitoring undertaken during drainage improvements investigated the well-preserved remains of a wooden structure that evidently stood near a blacksmith's shop and the band leader's residence. It was not excavated, but backfilled for potential archeological study in

¹²⁷ David M. Brewer, "Fort Moultrie Drainfield Test Excavations (SEAC Acc 826) and Trenchline Excavation Monitoring (SEAC Acc 837)," FOSU – SEAC – 0837, 1989. Robert C. Wilson, "Trip Report on the Archeological Investigations at FOMO for the Drainage System, SEAC Acc #826," FOSU – SEAC – 00826, 1989.

¹²⁸ Ken S. Wild, "Report on Archeological Investigations Conducted for the Installation of a Drainage System at Fort Moultrie National Monument." FOSU – SEAC – 00953, 1993.

¹²⁹ Michael Seibert, "Archeological Investigation of Grounds Prior to the Installation of Concrete Pads for the Placement of Cannons," FOSU – SEAC – 02551, 2012. Michael Seibert, "Archeological Testing for Wayside Installation at Fort Moultrie, Mount Pleasant, South Carolina," FOSU – SEAC – 02667, 2014.

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the future. This site has the potential to yield information about the locations and uses of buildings from before 1843 through World War II.¹³⁰

There has not been any substantial archeological investigation of the U.S. Coast Guard Historic District (Sullivan's Island Life-Saving Station). Projects have been limited to Section 106 compliance testing in areas proposed for ground-disturbing activities. In 2009, shovel tests and one test excavation in the grassy lawn south of the Station House produced historic cultural artifacts that did not indicate the potential for yielding significant information.¹³¹

Archeological testing was carried out at the Dockside parcel in 1989, also in compliance with Section 106. Two features were located by backhoe trenching. A post-1940 wharf system was found. Although intact, it was not considered to have archeological or historical significance. A mid-nineteenth century building, thought to have been a structure for housing naval stores, was located on the former Marshall's Wharf (which occupied a section of the early-nineteenth century Gadsden's Wharf). Its brick flooring and burned wood structural remains are covered by modern fill, and it was left *in situ*.¹³²

¹³⁰ Meredith D. Hardy, "Trip Report, Describing Activities Conducted for Monitoring Waterline Trenching in Parking Lot at Fort Moultrie Visitor Center," FOSU – SEAC – 02281, 2010.

¹³¹ Jessica McNeil, "Trip Report on Archeological Testing ... Coast Guard Quarters, and Monitoring of Minor Excavation Activities at Fort Sumter." FOSU – SEAC – 02261, 2009.

¹³² Kenneth S. Wild, "Archeological Testing of Dockside II, Fort Sumter National Monument." FOSU – SEAC – 00818, 1989.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark

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recorded by Historic American Buildings Survey #HABS SC,10-CHAR.V,3
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 170 acres in fee-simple, 61 acres in scenic easements

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

Fort Sumter

1. Zone: 16	Easting: 495227	Northing: 8868831
2. Zone: 16	Easting: 495163	Northing: 8867316
3. Zone: 16	Easting: 495099	Northing: 8867441

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4. Zone: 16 Easting : 495162 Northing: 8868952

Fort Moultrie

5. Zone: 16 Easting: 495340 Northing: 8865688

6. Zone: 16 Easting: 495247 Northing: 8865067

7. Zone: 16 Easting: 495140 Northing: 8865096

8. Zone: 16 Easting: 495208 Northing: 8865926

U. S. Coast Guard Station Historic District

9. Zone: 16 Easting: 495234 Northing: 8864032

10. Zone: 16 Easting: 495240 Northing: 8863953

11. Zone: 16 Easting: 495202 Northing: 8863828

12. Zone: 16 Easting: 495194 Northing: 8863909

Liberty Square

13. Zone: 16 Easting: 495909 Northing: 8873461

14. Zone: 16 Easting: 495920 Northing: 8873192

15. Zone: 16 Easting: 495905 Northing: 8873146

16. Zone: 16 Easting: 495885 Northing: 8873434

Verbal Boundary Description (Describe the boundaries of the property.)

The National Register Boundary is the same as the boundary of Fort Sumter National Monument. It is a discontinuous district composed of four parcels: Fort Sumter, Fort Moultrie, the Sullivan's Island Coast Guard district, and Liberty Square. Fort Sumter National Monument encompasses approximately 170 acres in fee simple and 61 acres in scenic easements.

Fort Sumter rests on a man-made island, which is also known as Fort Sumter, at the mouth of Charleston Harbor. The fort's walls enclose about 2.44 acres of the 4.61-acre island.

Fort Moultrie occupies a tract of about 29.51 acres. The parcel originally transferred to the NPS in 1960 was about 14.3 acres bounded on the north by Cove Inlet and on the south by the shoreline of the Atlantic Ocean as defined in 1948. The NPS enlarged Fort Moultrie in 1967 with acquisition of a 14.69-acre parcel bounded on the north by Palmetto Street, Poe Avenue, and Hennessey Street. The NPS also owns two small separately-deeded parcels, totaling about 0.52 acre, inside the boundary of this 14.69-acre parcel. The NPS holds another scenic easement on

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49.77 acres between the 1948 and 2000 shorelines, which was acquired because Sullivan's Island is accreting on its south shore.

The United States Coast Guard Historic District (Sullivan's Island Station) is a five-acre parcel at the south side of I'On Avenue. The property was transferred by the U. S. Coast Guard to the NPS in two conveyances, one acre in 1990 and four acres in 2008.

Liberty Square is a parcel of land on the Cooper River waterfront in Charleston. It comprises 8.8 acres, 4.88 acres of high land and 4.07 acres of submerged land. NPS acquired the land in 1986.

Boundaries of the four parcels are shown on the attached district map and inset maps.

Boundary Justification (Explain why the boundaries were selected.)

In accordance with NPS Director's Order 28: Cultural Resource Management Guideline, Appendix Q: Preparing National Register Forms, all the historic resources in Fort Sumter National Monument are being documented in a single National Register form. The NPS is responsible for evaluating the entire area contained within the authorized boundaries of historical units within the National Park System. National Register boundaries may contain less, but not more area than the authorized boundary. The boundaries of the area listed in this updated National Register nomination take in non-historic accreted land south of Fort Moultrie where the NPS holds scenic easements.

11. Form Prepared By

name/title: Sarah Fick (edited by Cynthia Walton, NPS, and Guy Prentice, NPS)

organization: Joseph K. Oppermann, Architect, P.A.

street & number: 539 North Trade Street

city or town: Winston-Salem state: NC zip code: 27101

e-mail: N/A

telephone: 336-721-1711

date: November 12, 2015

Additional Documentation

Submit the following items with the completed form:

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- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Name of Property: Fort Sumter National Monument

City or Vicinity: Charleston

County: Charleston

Photographer: Sarah Fick (photographs 1, 2, 5-12, and 25)
JKO Architects (photographs 3 and 4)
Paul D. Saylor (photographs 13-24)

Date Photographed: August 2012 (photographs 1, 5, and 8-12)
September 2012 (photographs 2, and 6-7)
December 2013 (photographs 3 and 4)
July 2014 (Photographs 13-25)

Description of Photographs and Number:

- 1 of 25** Fort Sumter, Parapet Wall at Salient Angle, camera facing east
- 2 of 25** Fort Sumter, Exterior Left Gorge Angle, camera facing northeast
- 3 of 25** Fort Sumter, Sally Port, camera facing east
- 4 of 25** Fort Sumter, Interior Left Flank, camera facing west
- 5 of 25** Fort Sumter, Interior Left Face and Left Shoulder Angle, camera facing north
- 6 of 25** Fort Sumter, Casemates at Salient Angle and Right Face, camera facing southeast
- 7 of 25** Fort Sumter, Right Face, View from Battery Isaac Huger (Sullivan's Island in background), camera facing northeast
- 8 of 25** Fort Sumter, Battery Isaac Huger, camera facing west
- 9 of 25** Fort Sumter, Battery Isaac Huger (at left) and left face, camera facing northwest

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- 10 of 25** Fort Sumter, Storerooms and Magazines, camera facing west
- 11 of 25** Fort Sumter, View of Battery Isaac Huger from Storeroom, camera facing southeast
- 12 of 25** Fort Sumter, Major Robert Anderson Flagpole Base (Sullivan's Island Lighthouse in background), camera facing northeast
- 13 of 25** Fort Moultrie, exterior north face, camera facing south
- 14 of 25** Fort Moultrie, exterior south seafront wall, camera facing north
- 15 of 25** Fort Moultrie, Patapsco Monument and Osceola's Grave (Visitor Center and Torpedo Shed in background), camera facing north
- 16 of 25** Fort Moultrie, Battery Jasper at Left, Fort Moultrie No. 3 in background, camera facing west
- 17 of 25** Fort Moultrie, 1809 Powder Magazine, Traverse, and Terreplein from roof of Sally Port Complex, camera facing west
- 18 of 25** Fort Moultrie, Enlisted Men's Barracks Foundation and Traverse, camera facing north
- 19 of 25** Fort Moultrie, Gun Position No. 2 and Northeast Bastion Powder Magazine, camera facing north
- 20 of 25** Fort Moultrie, Battery Bingham, camera facing southeast
- 21 of 25** U.S. Coast Guard Historic District, Station House, camera facing south
- 22 of 25** U.S. Coast Guard Historic District, Boat House, Garage, and Sullivan's Island Lighthouse (Station House at left), camera facing southeast
- 23 of 25** U.S. Coast Guard Historic District, Bunker/Sighting Station, camera facing south
- 24 of 25** U.S. Coast Guard Historic District, Sullivan's Island Lighthouse, camera facing south
- 25 of 25** Liberty Square, camera facing east

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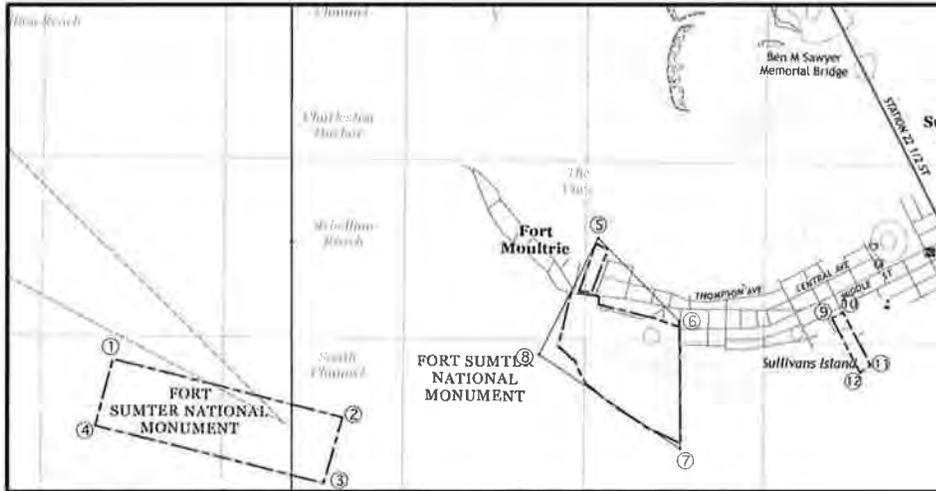
Name of Property

County and State

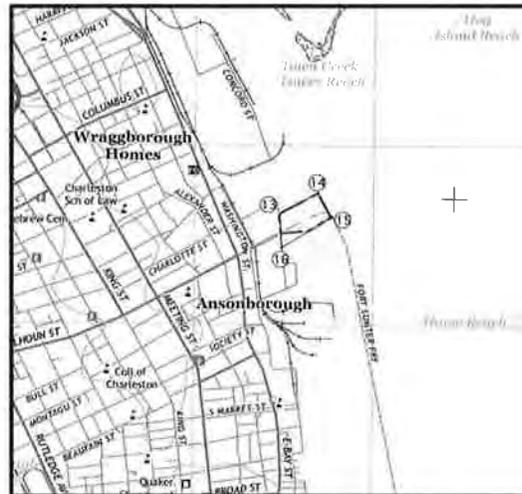
Maps

Charleston Quadrangle

Johns Island Quadrangle



#	Zone	Easting	Northing
Fort Sumter			
1	16	495227	8868831
2	16	495163	8867316
3	16	495099	8867441
4	16	495162	8868952
Fort Moultrie			
5	16	495340	8865688
6	16	495247	8865067
7	16	495140	8865096
8	16	495208	8865926
U.S. Coast Guard Station			
9	16	495234	8864032
10	16	495240	8863953
11	16	495202	8863828
12	16	495194	8863909
Liberty Square			
13	16	495909	8873461
14	16	495920	8873192
15	16	495905	8873146
16	16	495885	8873434



Charleston Quadrangle

Fort Sumter National Monument

Charleston, South Carolina

Name of Property

County and State

Additional Items



Figure 1: Historic American Buildings Survey, HABS SC,10-CHAR.V, 3—35
Fort Sumter, Aerial View from the Southwest



Figure 2: Historic View. "Fort Sumter, Seen from the Rear, at Low Water," *Harper's Weekly Magazine*, January 26, 1861.

Fort Sumter National Monument

Charleston, South Carolina

Name of Property

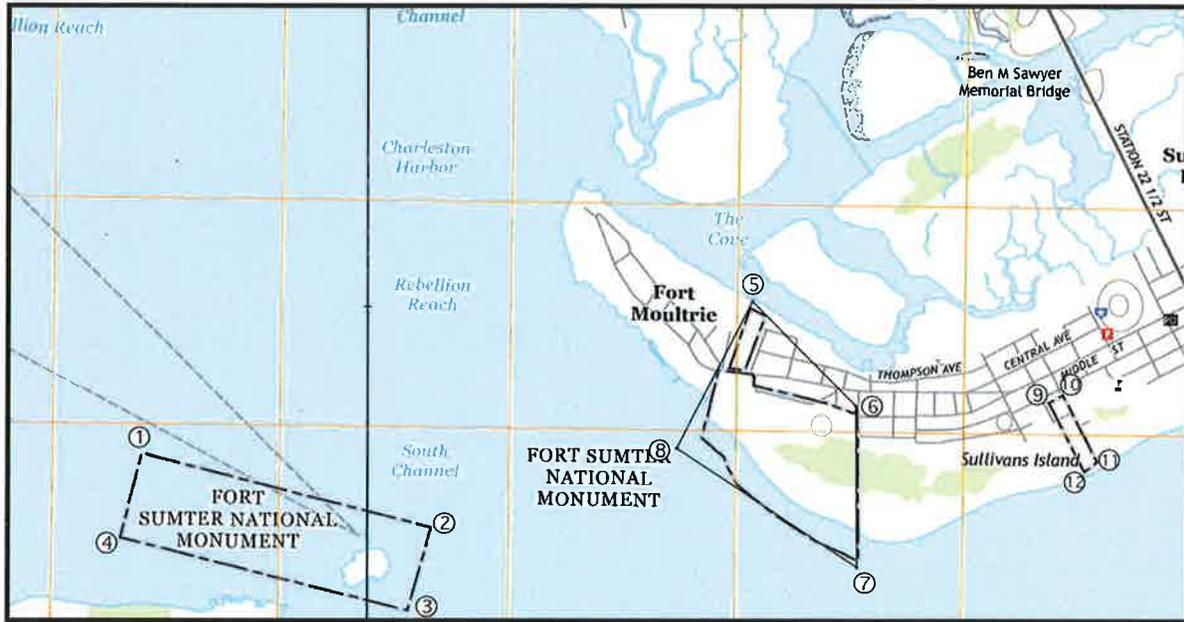
County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Charleston Quadrangle

Johns Island Quadrangle



#	Zone	Easting	Northing
Fort Sumter			
1	16	495227	8868831
2	16	495163	8867316
3	16	495099	8867441
4	16	495162	8868952
Fort Moultrie			
5	16	495340	8865688
6	16	495247	8865067
7	16	495140	8865096
8	16	495208	8865926
U.S. Coast Guard Station			
9	16	495234	8864032
10	16	495240	8863953
11	16	495202	8863828
12	16	495194	8863909
Liberty Square			
13	16	495909	8873461
14	16	495920	8873192
15	16	495905	8873146
16	16	495885	8873434



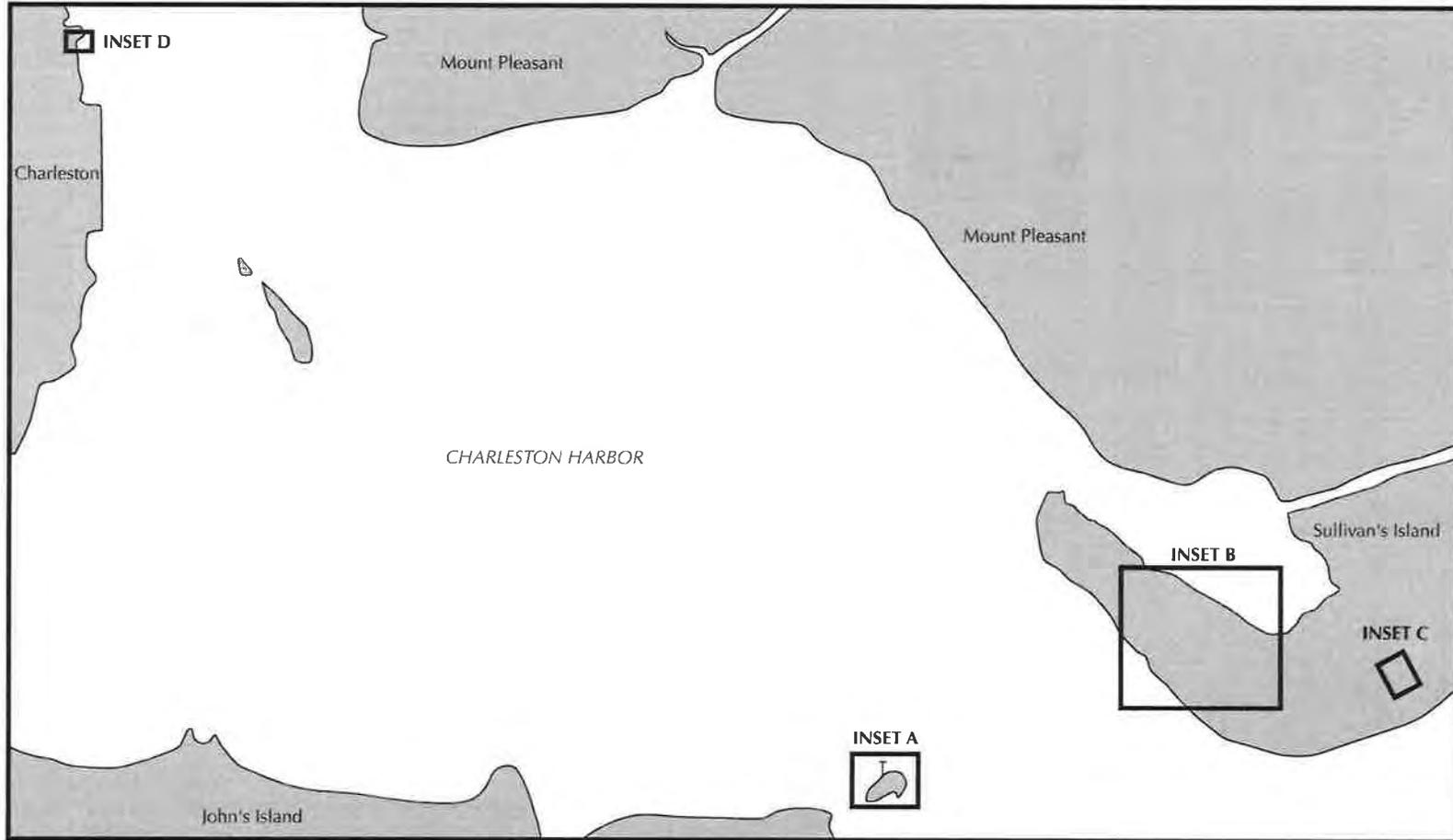
Charleston Quadrangle

FORT SUMTER NATIONAL MONUMENT

Charleston Harbor, Sullivan's Island, and Charleston
Charleston County, South Carolina

NOMINATION UPDATE

KEY MAP

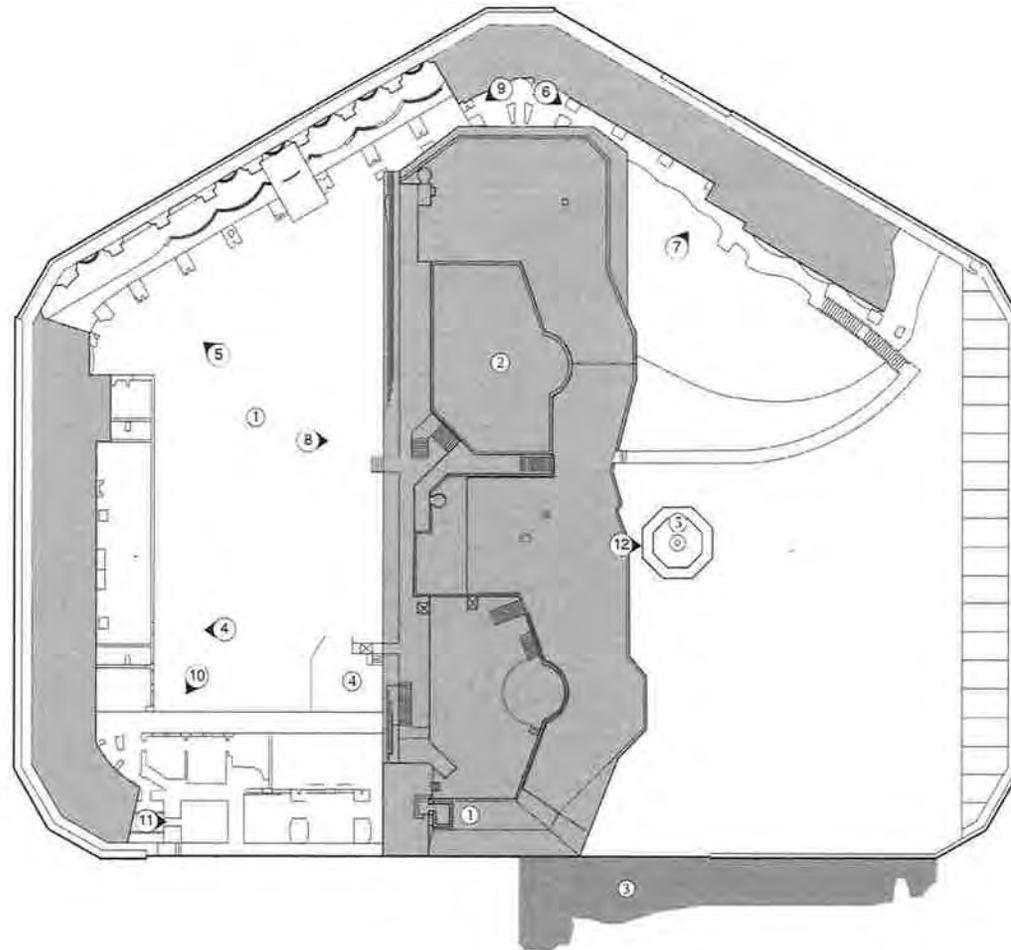


INSET A: FORT SUMTER
INSET B: FORT MOULTRIE

INSET C: U.S. COAST GUARD STATION (SULLIVAN'S ISLAND STATION)
INSET D: LIBERTY SQUARE



INSET A, DETAIL 1
FORT SUMTER



LCS

- ① 000394 Fort Sumter
- ② 000391 Battery Isaac Huger
- ③ 090261 Esplanade
- ④ 090260 Union Garrison Monument
- ⑤ 090259 Major Anderson Flagpole and Base

KEY:

- National Register Boundary
- ① Photo # and View
- Roofed Feature

SCALE: 1" = 50'
| 10' | 10' | 20' |



INSET B, DETAIL 1
FORT MOULTRIE

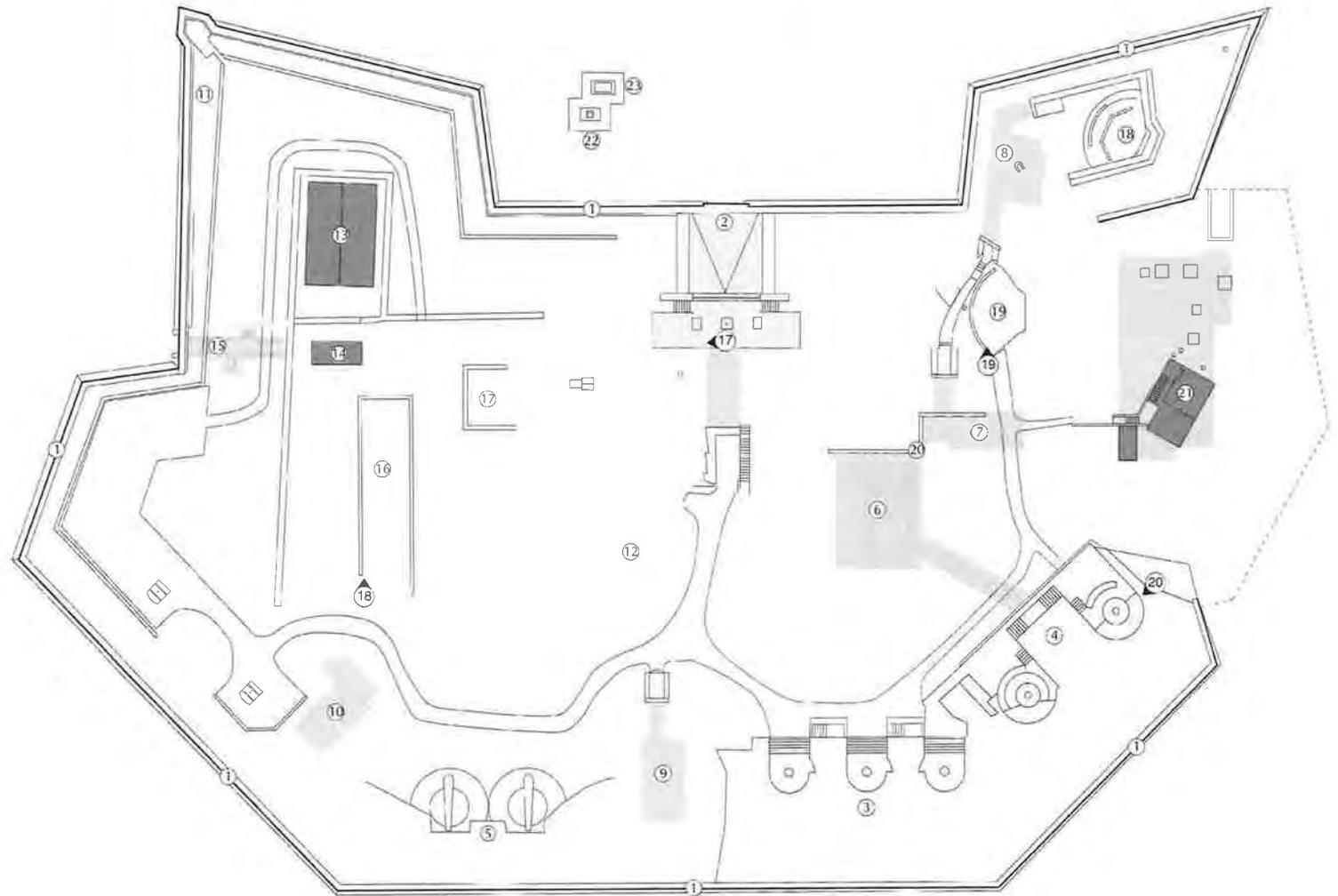
LCS

- ① 000393 Fort Moultrie No. 3 Scarp Wall
- ② 012150 Sally Port Complex
- ③ 012154 Battery McCorkle
- ④ 012153 Battery Bingham
- ⑤ 090257 1870s Battery Reconstruction
- ⑥ 012147 Principal Service Magazine
- ⑦ 012148 East Service Magazine
- ⑧ 012149 Northeast Bastion Service Magazine
- ⑨ 012145 South Service Magazine
- ⑩ 012146 Southwest Service Magazine
- ⑪ 090258 Terreplein
- ⑫ 090254 Parade Ground
- ⑬ 012144 1809 Powder Magazine
- ⑭ 090253 Traverse
- ⑮ 090255 Postern
- ⑯ 090256 Enlisted Men's Barracks Foundation
- ⑰ 090263 Barracks Foundation
- ⑱ 012151 Gun Position No. 1
- ⑲ 012152 Gun Position No. 2
- ⑳ 012155 Position Finding Station
- ㉑ 012156 Harbor Entrance Command Post (HECP)
- ㉒ 012164 Patapsco Monument
- ㉓ 090262 Osceola's Grave

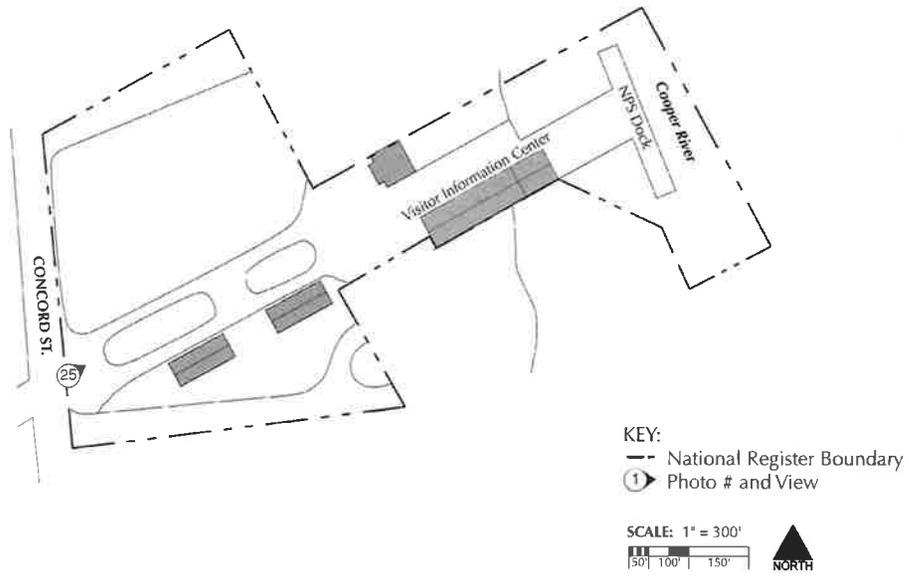
KEY:

- National Register Boundary
- ① Photo # and View
- Roofed Feature
- Underground Feature
- Fence

SCALE: 1" = 150'



INSET D
LIBERTY SQUARE

















MUSEUM

BATTERY ISAAC HUGER

Informational sign

Informational sign

Informational sign



















KEEP OFF
THE HILLS







BATTERY MOORE

BATTERY MOORE



Quarters c. 1895
Life-Saving Station

1815









Liberty Square



Fort Sumter
National Monument