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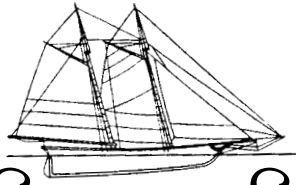


Mark Keusenkothen and Evguenia Anichtchenko discuss the emerging picture of the *Star* site.



Lauren Hermley surfaces near the site of the Schooner *Star*.

Summer Field School 2003
Project culminates but questions linger.... Is this vessel the *Star*?



Stem to Stern

... a newsletter of East Carolina University's
Program in Maritime Studies

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If you would like to receive a free subscription to *Stem to Stern*, please phone 252-328-6097, fax 252-328-6754, or write:

Stem to Stern

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Please visit the ECU Maritime Studies webpage at www.ecu.edu/maritime for additional news and information about the program. A digital copy of this newsletter can be viewed there as well.

From the Editor:

2003 has been a good year for the Maritime Studies Program. Students participated in a field school on a fascinating black-water Civil War site. Many also worked on individual projects and internships over the summer, from Midway Atoll to the Great Lakes, and from Yellowstone National Park to Washington, DC. We wish the best of luck to our classmates who successfully defended their theses this year. A new and diverse class as well as a new faculty member joined the program this fall: Dr. Nathan Richards, a graduate of Flinders University in Adelaide, Australia, brings to the program a fresh perspective and considerable expertise in remote-sensing, site formation processes, and theoretical aspects of underwater archaeology. Research continued on several on-going projects, including the USS *Monitor* and the Ocracoke Shipwreck Survey. We would like to thank all our supporters for encouragement and continued interest in the Maritime Program. ⚓

– Jason Rogers

From the Director:

The Maritime Studies Program added a new look and voice (“G’day”) in 2003 with the addition of Dr. Nathan Richards as a tenure-track assistant professor from “Down Under.” Nathan received his PhD at the University of Adelaide with a thesis on abandoned shipwrecks in Australia. I served on his thesis committee and recognized the originality of his work - and effort - over 500 pages and three CDs attached as an appendix. The Society for Historical Archaeology recently recognized his accomplishment also, and awarded him the Best Dissertation Award. Nathan is adjusting to life in America and preparing courses.

Other faculty members have been busy. Larry Babits used a fall research leave to lecture and do research in Denmark, Poland and Britain. He was invited to look at the tunnels in Poland that were featured in the film “The Great Escape.” His research in Denmark produced more sources for our project in St. John, U.S. Virgin Islands, a Danish possession until 1917. Annalies Corbin and Brad Rodgers led students on a field school in 2002 that became a one-hour feature shown on The History Channel in September. Another television feature was aired on the wreck of the *Frolic*, a China-trade vessel lost in northern California. Doctoral student Kelly Gleason, Annalies Corbin and recent graduates Dede Marx and Matt Lawrence worked on the project. Matt and Dede now work at the Stellwagen Banks National Marine Sanctuary in Massachusetts where Matt played a key role in locating the *Portland*, lost in a storm in 1898 – the subject of another television special. Brad Rodgers and Kelly Gleason traveled to Kure Atoll in the northwestern Hawaiian Islands Coral Reef Ecosystem to work with NOAA archaeologist and program graduate Hans Van Tilburg. They located the USS *Saginaw* lost in 1870, and a whaling vessel.

Frank Cantelas continued his work diving on the USS *Monitor* and worked on Cyprus with ECU maritime grad Dr. Scott Moore, Indiana University, PA. He also assisted Larry Babits direct the summer field school that investigated the wooden sailing vessel *Star*. She lies in the Pungo River, a challenge to the ten graduate students who worked in zero-visibility conditions.

Administrative changes at our university have brought new players to the table. We welcome Dr. John Lehman, our new vice chancellor for research and Bob Thompson, who adds community engagement to his duties in university planning. We will work with them on several projects. We are thankful to outgoing vice chancellor Tom Feldbush for his leadership and support. We continue to make

progress on developing the Ocracoke Coast Guard Station into a research and teaching center. Our 65-foot R/V *Perkins* was there for two months. Our partner, the North Carolina Center for the Advancement of Teaching joined us to press for state and federal funding for this \$10 million project. We spent two days in Washington, DC meeting with senators, congressmen and government officials seeking financial support.

The Coastal Studies Institute was formally established this year with the support of UNC system president Molly Broad and under the leadership of CSI director Nancy White. Located in Manteo on Roanoke Island, NC, the Institute is a consortium of five universities, with East Carolina taking the lead role. Maritime Studies is a key player in this project.

Last year Maritime Studies entered into an agreement with the NC Department of Cultural Resources to create the *Queen Anne's Revenge* Conservation Laboratory at ECU's West Campus. Most of Blackbeard's ship of 1718 remains on the seabed off Beaufort, because there was no conservation facility for recovered artifacts. The lab is now in operation directed by Sarah Watkins-Kenney, who was curator at the British Museum in London. Eric Nordgren joined the staff from Egypt and Wendy Welsh and maritime program students David Krop and Danielle LaFleur. This is a partnership that works.

Research efforts continued on the Ocracoke Shipwreck Survey supported by a NOAA Ocean Exploration grant. NOAA officials visited our program in the spring. Other visitors included a U.S. State Department sponsored delegation from Mozambique. Dr. Bradley Stevens, a marine scientist from Kodiak, Alaska made a presentation on his discovery of the Russian bark *Kad'yak* that sank off Kodiak Island in 1860. We have teamed with him and others to investigate the shipwreck.

Maritime Program graduates have accepted some important positions in the maritime field. Alena Derby joined the South Carolina Institute for Archaeology and Anthropology in Charleston, Cathy Green extended her teaching aboard ship for Long Island University's Seamester program to include the Caribbean and Pacific. Wilson West and Amy Mitchell, new PhDs in hand, began work as historians with the U.S. Coast Guard. Deirdre O'Regan was appointed the new editor of *Sea History*, published by the National Maritime Historical Society. It has a circulation of over 25,000.

Doctoral student Kelly Gleason was awarded the prestigious Nancy Foster Fellowship by the National Oceanic and Atmospheric Administration. This highly competitive award provides financial support for several years of doctoral research. Our new students are a talented lot and include three new doctoral students and MA student Ewa Klopotek from Nicholas Copernicus University in Poland.

To all of our friends, we thank you for your help this past year. ♪

– Dr. Timothy Runyan

And on a Sad Note:

My happiness at returning home from a research trip abroad was tempered with sorrow upon learning that a Maritime Studies Program benefactor had died. For those of you who never met her, Carole Ruppe was gentle reality personified. After the death of her husband, Rey Ruppe, she sent his maritime archaeology books and journals to East Carolina University's Maritime Studies Program for student use. The gifts kept coming and a box was here, ready to be opened, yesterday morning when the news came.

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New Faculty Member Joins Maritime Studies Department

Stem to Stern would like to welcome Dr. Nathan Richards, assistant professor, to the Maritime Studies Department.

Dr. Richards, who received his PhD from



Dr. Richards

Flinders University in Adelaide, Australia, is a specialist in watercraft discard and cultural site formation processes of the archaeological record. He has an interest in non-traditional subjects in maritime

archaeology focusing on non-shipwreck sites such as ship graveyards, the archaeology of harbor infrastructure, submerged indigenous sites, and maritime terrestrial sites. He has been employed in cultural resource management work by the State Governments of South Australia and Tasmania. Dr. Richards has also previously been involved in archaeological consultancy in Australia and Asia, and was heavily involved in the AIMA/NAS training scheme, which seeks to educate avocational divers and members of the public about maritime archaeology.

His research has appeared in the *Bulletin of the Australasian Institute for Maritime Archaeology*, and *The Great Circle* (The Journal of the Australian Association for Maritime History), as well as a number of other journal articles, book chapters, and numerous reports. He is co-author (with Robyn Hartell) of *The Garden Island Ships' Graveyard Maritime Heritage Trail* (2001).

Dr. Richards is an active member of the Australasian Institute for Maritime Archaeology (also their Newsletter editor, and editorial board member), and the Australian Association for Maritime History. Dr. Richards teaches classes in the history and theory of nautical archaeology, research and field methods, cultural resource management, and field schools. ♪

Field School:

2003 Summer Field School...
along the Pungo River in North Carolina

The Search for the Two-Masted Schooner *Star* Continues

From 4-24 June 2003, faculty and students from East Carolina University participated in an archaeological field school. Summer field school 2003 was the culmination of a three year project initiated by Lewis Forrest of the Mattamuskeet Foundation. In 2000, Hyde County resident, Bill Smithwick, donated a 350 acre parcel of land along the north bank of the Pungo River just north of Ponzer, NC to the foundation. Forrest intends to develop the property into a heritage tourism park. Along with the donation of land came a story of a sunken blockade-runner along the adjacent river bank. Local lore named the vessel the *Star*.

On 20 October 1842, the schooner *Star* pulled from the docks at Washington, North Carolina for its maiden voyage. The Hyde County-built schooner unfurled sail and cleared Ocracoke inlet for New York. At 63'4" in length and 20'5" in breadth, the 70 ton two-masted schooner plied the coastal Atlantic trade lanes. For twenty years the workaday vessel sailed for several of Washington's prominent merchants. Ports of call included New York, Charleston, Baltimore, Philadelphia, and on at least three occasions, the *Star* voyaged as far south as the West Indies. In 1852, the *Star* was rebuilt, extending



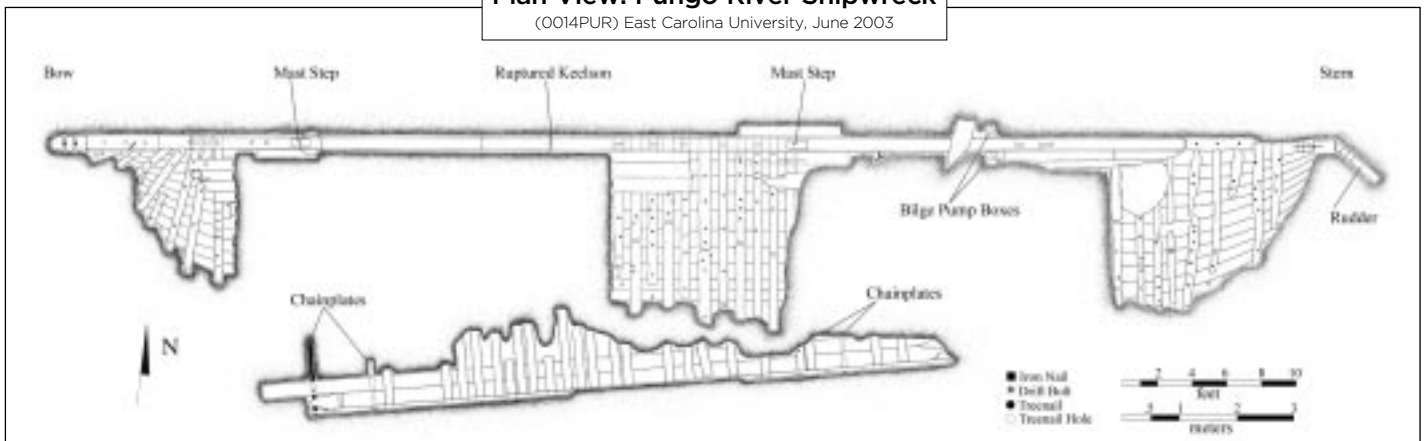
Travis Snyder and Dr. Larry Babits preparing to dive on the *Star*.

the length from to 74', and the breadth to 20'10". The rebuild increased the vessel's tonnage to 86 tons.

The story of the *Star* is quite ordinary in the context of merchant shipping along the eastern seaboard: its story is a familiar one among North Carolina vessels serving the same purpose. In fact, other than being listed in customs house enrollment records, the only mention of the *Star* is its arrival and departure schedules in local papers. As with all other vessels in the Washington area, local records of the *Star* disappear during the Civil War. What is interesting, however, is that the last known record of the vessel comes from a correspondence in

Plan View: Pungo River Shipwreck

(0014PUR) East Carolina University, June 2003



the Official Records of the Union and Confederate Navies in the War of the Rebellion, dated 12 March 1862. The message, written by the United States Vice Consulate in Guadeloupe, warns the North Atlantic Blockading Squadron that the schooner *Star* would be embarking for Washington, North Carolina shortly thereafter, laden with coffee, sugar, molasses, and various apothecary ingredients. In the message, the Vice Consulate identifies the vessel master as David Gaskell or Gaskill, presumably of Washington, NC. Considering the date of the Vice Consulate's message, David Gaskell would have returned to find the Pamlico Sound under the control of General Burnside's Union forces. The return course to Washington was gauntlet compared to the flimsy blockade he slipped through on his outbound voyage.

The *Star* does not appear again in official records; however, the name David Gaskill does. He is listed as master of several vessels both before and after the war. Therefore, one must assume that the *Star* somehow made it through Ocracoke inlet and into the Pamlico.

The oral history of the how the vessel came to rest along the bank is an amalgam of several distinct but similar accounts. According to one story, the *Star* had taken on a load of naval stores at nearby Pine Grove Landing, but while waiting to head down river, the confederates received word that Union forces were approaching so they offloaded the cargo and scuttled the vessel. Another account states that the cargo was removed and the vessel abandoned, and later, Union forces found the *Star* and set it afire. There the vessel remained still visible above water well into the 1920s. Area residents salvaged usable timbers from the vessel for small boat and barn building.

The intriguing story prompted Lewis Forrest to assemble an exploratory dive of the site in November 2001. The dive confirmed the presence of a wooden vessel completely submerged but partially protruding from the soft river bottom. Lewis Forrest contacted Richard Lawrence of the North Carolina Underwater Archaeology Branch (UAB) with the information. For two days in June 2002, the UAB accompanied by Dr. Lawrence E. Babits of East Carolina University investigated the site.



Shown above are Jessica Curci and Travis Snyder near the bow of the *Star*.

During the 2002 investigation, both ends of the vessel were found along with several groups of frames protruding from the mud. The vessel angled downstream and away from the shore. The upstream end lay in about two feet of water while the downstream end lay in about ten feet. Overburden was found to be at least 6 ft in some areas. Two test units were excavated, one along the outer edge of the vessel at a grouping of frames, and the other at the upstream end of the vessel. The goal of the latter was to determine which end was the bow and which the stern. Local tradition stated that the stern was inshore with the bow facing downstream.

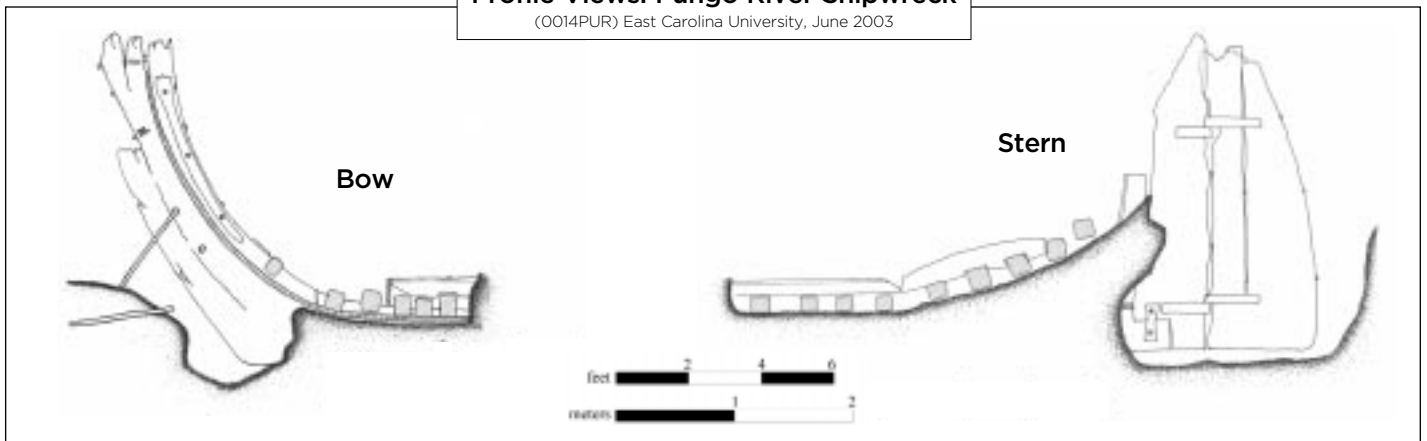
The investigation determined the vessel to be 75'6" in length, with a half beam measurement of 10'3". This works out to a breadth of 20'6" when doubled. These measurements compared favorably with those of the *Star*. The streamside excavation unit produced remnants of charred wood timber, lending credence to the accounts of the vessel burning. Following these initial findings, Lewis Forrest and Dr. Babits agreed to schedule a more thorough investigation of the site.

The 2003 East Carolina University investigation, led by Dr. Babits, approached the site with several research questions. The existence of a wooden vessel at the site was a certainty,

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Profile Views: Pungo River Shipwreck

(0014PUR) East Carolina University, June 2003



THE SEARCH FOR THE *STAR*, continued from page 5

but whether or not it was the *Star* remained uncertain. Some basic questions had to be answered about the vessel orientation, age, dimension, construction techniques, and how the vessel came to be in its current condition.

Field investigation began with laying a steel cable baseline along the centerline of the vessel. The baseline was stretched between large timbers protruding from the mud at either end of the vessel. The zero point was placed at the downstream end. Three test units were excavated along the river-side of the vessel: One at either end – inside the vessel and outside, and one in the midship section. Once these were completed, a trench was excavated along the keelson connecting the test pits. It quickly became apparent that the vessel had indeed burned. Charring was found in every section of the vessel. The charring, however, was not consistent, and several areas remained unscathed.

The upstream end was determined to be the bow, which contradicted the local accounts of the vessel's orientation. The stem consisted of an inner and outer timber. It appeared that several timbers had been removed from inside the bow. The end of the keelson was scarphed but there was no scantling continuing forward of the scarph. There was quite a bit of charring along the bow frames but portions of the inner post were smooth as was a portion of the keelson. Several cracks were found along the outer port side of the stem. The cracks appeared to indicate where individual timbers were laminated together, but they could not be traced along their full length. Forward and aft bobstay plates were mounted to the outer post and fragments of chain lay below them in the overburden. A large edge-joined wooden fragment found outside of the bow was determined to be the bobstay.

The sternpost was found to be mostly intact. The rudder was still attached by two iron gudgeon straps and canted slightly to port. Inside, the stern was heavily charred, and several timbers lay disarticulated. From stem to stern the keelson was present along the entire length of the vessel. It was heavily charred in some areas, but not in others. Only two mast steps were found, and no mast remnants were present. A rupture in the keelson was present approximately midway between the two mast steps. No centerboard trunk was located. Both bilge pumps were present. The portions above the lip of the boxes were burned, while the portions inside the boxes were preserved. Several related artifacts were also present.

Members of North Carolina's Underwater Archaeology Branch came out for a day and documented a section consisting of the port side waterway, wale, several hull planks, frames, and two sets of chainplates. The area had fallen outboard of the vessel, and a portion was tucked underneath the turn of the bilge.

Approximately 75 artifacts were documented during the investigation. All were returned to the site except for 5 which were taken to the UAB for conservation. Analysis of the

data from this summer's investigation is still underway. Several research questions still linger, and new ones have been formulated. Is this vessel the *Star*? If not, what vessel is it? Why was no centerboard present? What does the lack of centerboard tell us about vessel construction in the area? Would there have actually been signs of vessel lengthening – e.g. extraneous mast steps? Or would the original steps sufficed? Was the keelson completely replaced? Is the rupture noted along the keelson a ruptured scarph from replacing a portion of the keelson during its lengthening? Was the *Star* a blockade runner or did it complete just one voyage out and back in during the war? The list goes on. Research and analysis progresses daily and I look forward to sharing the answers to these questions with you next year. ♪

– Travis Snyder

International Collaboration Sought . . .

Mozambique Ministers Visit Maritime Studies Program

Three ministers from the government of Mozambique arrived on campus December 11. They requested the meeting to discuss the work of the Maritime Program in the preservation of submerged cultural heritage, maritime resources and links to tourism. The Portuguese-speaking ministers, accompanied by translators Ruth Ferset and Steven Mines visited Washington, DC, Duke University, the Outer Banks and Florida Keys on a mission arranged by the U.S. Department of State. Mr. Simeão Amosse Nhabinde, Tourism Promotion Director, Mr. Eugene Bento Banderra, Technical and Financial Specialist, Naval Command, Ministry of Defense, and Mr. Ricardo Teixeira Duarte, Director of the National Office of Museums and Antiquities and Senior Researcher at Eduardo Mondlane University, participated in discussions with students and faculty. A tour of the *Queen Anne's Revenge* Conservation Laboratory and dinner completed a productive day. Both parties agreed to collaborate. ♪



Faculty Awards and Recognitions

The Maritime Studies faculty has been busy. Founding former director Bill Still published two books, including *Confederate Shipbuilding* (University South Carolina) proving that the benefits of retirement include allowing one to complete new projects and those long deferred. Annalies Corbin received two John L. Cotter Awards, one from the Society for Historical Archaeology and another from the National Park Service. A unique achievement. She participated in investigations of the China trade ship *Frolic* in California. Annalies and Brad Rodgers led a field school in fall 2002 that became the subject of a one-hour History Channel special last September – on the Missouri River steamboat *Montana*. Brad helped locate lost shipwrecks in Hawaii. Frank Cantelas was singled out by NOAA for his work on the USS *Monitor*, especially the recovery and excavation of the turret. Several students assisted with the excavation. Steve Sellers, diving and water safety director, was also recognized. Steve also guided the purchase of a new 29-foot research vessel costing over \$100,000.

Larry Babits and student Josh Howard sent a book to press on the NC Continentals in Revolutionary America. Larry conducted research in Denmark, Poland and the U.K.

Nathan Richards is newly arrived to the U.S. and the Maritime Studies Program from Australia, and won recognition from the Society for Historical Archaeology for the best dissertation award for 2003.

Program director Tim Runyan is vice president of the International Commission for Maritime History and chair of the National Maritime Alliance. He was asked to lead an advisory board for the National Maritime Historical Society, publisher of *Sea History*. He was a featured speaker at the Lt. Charles Wilkes U.S. Exploration Expedition exhibit at the Schiele Museum of Natural History and the maritime symposium at Mystic Seaport.⚓

Fellowship Awards and Fall Graduates:



THE DECEMBER GRADUATION AND AWARDS CEREMONY recognized new MA recipients and those awarded 2003-04 fellowships. Graduates present at the ceremony included Chris Cortellione (tallest member) and James Moore and Brian Jaeschke (second and third from right). Fellowship awards went to (L-R front) Calvin Mires, Murray Fellowship; Matthew Brenckle and Evguenia Anichtchenko, Lokken Scholarships; and at right, Jason Rogers, Brewster Scholarship.

Not shown are Adam Lehman and Franklin Price who were awarded Landers Fellowships. The Maritime Studies Program is very grateful to those who support student fellowships.

. . . Congratulations to all of you!

Investigations of Early Cyprus

The Pyla-Koutsopetra Archaeological Project (PKAP) is a joint land/sea archaeological survey to examine the interaction between the sea and the coastal zone on Cyprus throughout its history. The project was generated by ECU Maritime graduate R. Scott Moore. Scott went on to Ohio State University to earn a PhD in 2000 in classical archaeology and history. His dissertation was on trade in the Eastern Mediterranean, 100-700 AD. While at East Carolina, he completed a thesis directed by Dr. Anthony Papalas on the evolution of Greek warships in the fourth century BC. Scott is a faculty member at Indiana University of Pennsylvania and previously taught three years at the University of Dayton.

The PKAP project was supported by a grant which supported a research team of two Ohio State members and Frank Cantelas of the ECU Maritime Studies Program. Frank's family is Greek-American, so the prospect of working in Greek Cyprus on a unique project was very attractive to him.

The research questions focused on trade routes, the impact of a harbor and anchorage on the local countryside, the influence on the interior and the economic impact of a harbor/anchorage. The survey covered a 2-square kilometer area near modern Pyla on the north coast of Larnaca Bay. Sites investigated included a late Roman Villa, a Byzantine church, a watchtower, and some classical Greek ruins. The underwater survey of the shoreline produced ceramics and broken amphorae from the late Roman to the Ottoman period. The team explored whether there was an anchorage off the Roman Villa.

Research will continue on the PKAP project. Fortunately, relations have improved on war-torn Cyprus between the rival Greek and Turkish sectors. Greek Cypriots are asking entry into the European Union. A political settlement would aid the work of archaeologists.⚓



Eye-Opening Internship Experience at The Graveyard of the Atlantic Museum

This summer I had the eye-opening experience of working at a museum that is not yet open, but receiving five hundred visitors a day. The Graveyard of the Atlantic Museum (shown above) is adjacent to the ferry landing in Hatteras Village on North Carolina's Outer Banks and still under construction. The ongoing fundraising campaign raises funds for the completion of the main exhibition room and conservation lab. Even with the museum under construction, members of the Cape Hatteras community continue to donate collections that express the unique character of the Outer Banks culture. The original intent of the museum's planners was to house the artifacts being brought up from the wreck of the *Monitor*. This vision evolved as it became clear that the museum's focus should include not only the *Monitor*, but also all the shipwrecks off North Carolina's coast as well as the maritime cultural history of the area.

Understanding the need to make the public aware of the museum's existence

and future potential, director Joe Schwarzer decided this summer to open the museum to a limited extent. Admission is free, and visitors see two rooms with a sampling of various collections and a video explaining the museum's current situation. He, his wife Melanie and son William, several volunteers, and I staffed the museum six days a week this summer, and I learned some of what it takes to run a museum before it is established. It takes people willing to switch hats from director to handyman to groundskeeper to security guard to public relations representative at a moment's notice. It takes a strong relationship with the surrounding community, whose help and donations make it possible to run a museum on a shoestring. It takes a phenomenal amount of time, creativity, and perseverance on the part of all involved. It was an honor to be a part of the ongoing efforts to preserve and house the Cape Hatteras community's rich cultural history. ♡

— Jackie Piero

Summer Internship with CORE

During the summer of 2003, I worked as an intern for the Consortium for Oceanographic Research and Education (CORE), is a non-profit organization that represents seventy-four of the nation's universities, laboratories, and aquariums who make up the nucleus of the ocean research community in the United States. CORE, headquartered in Washington, DC, has a full-time staff of 23 employees.

In my three months at CORE, I worked primarily under the direction of Penny Dalton, CORE's Vice President, and Brian Wheeler, CORE's Director of External Affairs. Penny is a former staff member of the U.S. Senate Committee on Commerce, Science and Transportation, and served as Assistant Administrator for Fisheries at the National Oceanic and Atmospheric Administration (NOAA) in the Clinton Administration, where she directed the National Marine Fisheries Service.

My duties at CORE included:

- Researching and preparing background materials for CORE's Congressional testimony;
- Attending committee hearings of the Senate Commerce, Science and Transportation's Subcommittee on Oceans, Fisheries and Coast Guard and the House Resource Committee's Subcommittee on Fisheries Conservation, Wildlife and Oceans dealing with reauthorization of the Marine Mammal Protection Act (MMPA); and
- Drafting letters of support on the pending Oceans and Human Health legislation and the Ocean and Coastal Observing Systems legislation to members of the Senate Commerce, Science and Transportation Committee.

I also had the chance to participate in a number of special events and exter-

nal forums while at CORE, including:

- Attending discussion sessions and briefings on Capitol Hill during Capitol Hill Oceans Week, where the plenary keynote speakers were Admiral James D. Watkins, USN (Ret.), Chairman of the U.S. Commission on Ocean Policy, and Dr. Sylvia Earle, Explorer in Residence at the National Geographic Society. The luncheon keynote speakers were Jean-Michel Cousteau and James Connaughton, Chairman of the White House Council on Environmental Quality. Among the topics covered by panel discussions during the two-day sessions were: drugs from the deep, energy, ocean observing systems, international perspective, managing marine areas, restoring habitat, enjoying marine areas, and managing invasive species.

My three-month internship with CORE was a very positive experience. The CORE staff was very warm and accommodating, and often took the time to explain CORE's involvement in various programs and projects. I also had the opportunity to revise and update a listing of academic institutions with oceanography and marine science and policy programs, which will serve as a prospect list for an upcoming CORE membership drive. In the process of researching the websites of the various academic institutions, I was interested to learn about the wide variety of marine science programs, both undergraduate and graduate, currently being offered across the nation. (Of note, the combination of oceanography, marine science, marine policy, and nautical archaeology programs offered by Duke, UNC-Chapel Hill, UNC-Wilmington, NC State, East Carolina, and Cape Fear Community College are unsurpassed by programs offered in any other state!).

– Steve Workman

Graduate Assistantships at Queen Anne's Revenge Conservation Lab

During the Fall Semester of 2003, Maritime Studies students David Krop and Danielle LaFleur held graduate assistantships with the *Queen Anne's Revenge* Shipwreck Project. The QAR Conservation Laboratory, located at ECU's west campus, will be dedicated January 15, 2004. The laboratory's 4,000 square-foot facility and offices contain artifacts from the remains of Blackbeard's flagship, lost off Old Topsail Inlet in 1718. Under the direction of Sarah Watkins-Kenney, Project Conservator, and Eric Nordgren, Assistant Conservator, David and Danielle actively engaged in the conservation of artifacts from the infamous pirate ship.

Expanding upon basic conservation skills acquired in History 6840 at ECU, David and Danielle learned advanced techniques in chloride removal, mechanical and chemical cleaning, and epoxy resin casting. Wendy Welsh, Laboratory Manager, also offered instruction in lab safety, chemical handling, and database management. Both students worked with cannon and other iron artifacts, ship timbers, glass, ceramics, pewter, and organic materials preserved under the sea for 285 years.

While working at the *Queen Anne's Revenge* Conservation Laboratory, David and Danielle also interacted with QAR Project Director and Coastal Resources Management doctoral candidate Mark Wilde-Ramsing, members of the Underwater Archaeology Branch located at Fort Fisher, and staff from the North Carolina Maritime Museum in Beaufort. All conserved artifacts will be displayed at the museum for public viewing. ↴

– David Krop



Conservator Eric Nordgren and Wendy Welsh examine part of a gun carriage from the *Queen Anne's Revenge* at the new conservation laboratory with lab director Sarah Watkins-Kenney.

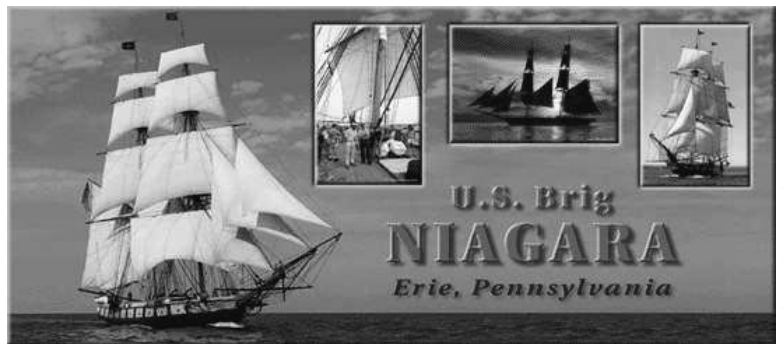
Three Weeks Before the Mast – Experiences on the Brig *Niagara*

Despite the seemingly endless stream of publications pertaining to "Age of Fighting Sail," there is only one way to truly know the period – by living it. I had the opportunity to do so this summer as one of the U.S. Brig *Niagara's* working crew. Every year, students from the Maritime Studies Program are afforded the opportunity to live and work aboard the *Niagara*, a replica of Oliver Hazard Perry's relief flagship from the Battle of Lake Erie. The ship is the most accurate reproduction vessel afloat, allowing volunteers to experience life in the early-nineteenth-century navy. The crew sleep in hammocks slung from the berthdeck beams, cook on a wood-fired stove, climb aloft to furl and loosen sail, perform boat drills, holystone the decks, paint the topsides, and tar the standing rigging. In fact, the only thing missing from the experience is the daily rum ration and the punishments, both of which would probably detract from what was a very enjoyable time.

This year, the *Niagara* sailed to Cleveland and Sandusky, Ohio to participate in the state's 200th anniversary celebrations. Some seventeen tall ships assembled in

continued on page 10

Cleveland's inner harbor, and were visited by thousands. *Niagara's* crew served as tour guides and interpreters, showing visitors about the ship and explaining her history. We even participated in a race from Cleveland to Put-in-Bay, narrowly beating all contenders (including the *Pride of Baltimore*, an especially speedy topsail schooner). In Sandusky, we received fewer visitors, which allowed us to converse at greater length with those interested in nineteenth-century naval life and warfare.



As the old song has it, "it's a damned hard life, full of toil and strife," that the sailorman undergoes. The *Niagara's* crew learn this the hard way. Often the mates roused us from our hammocks in the middle of the night to tend sail. After a few days, our hands become sore and raw from hauling on coarse hemp or manila lines. There are no bathing facilities aboard, so the 'tween decks can get rather aromatic at times. Despite all of this, we were always aware that the original crew had it much worse. For one thing, there were only forty-eight crew members aboard this summer, whereas originally there were 155. The toilet facilities, while not luxurious, were not exposed to the elements. The food is plentiful, but plain (no purser's pounds here). And most important, we knew that we were not going to be shot or otherwise maimed in battle. All together, a summer on the *Niagara* is a wonderful experience for anyone with the slightest amount of salt in their blood. To learn more about the *Niagara*, and see how you too can learn the rudiments of square-sail seamanship, visit www.brigniagara.org.[ⓓ]

– Matt Brenckle

ECU Student Involved in Lake Michigan Shipwreck Mapping Project

This August, ECU graduate student Jake Betz joined Russ and Cathy Green, underwater archaeologists for the Wisconsin Historical Society, in mapping several wrecks. The project involved to separate wrecks, the *Lumberman* and the *Kate Kelly*, both at the bottom of Lake Michigan nearly two miles out from Milwaukee. The team first tackled the *Lumberman*. A schooner which capsized in heavy winds in 1893, the *Lumberman* lies in 60 feet of water. A particularly interesting feature of this vessel is that it was constructed with both fore and aft centerboards to help maintain stability. Lake Michigan's fresh water and cold temperatures provide for excellent preservation. The ship's hull is partially buried in the sandy lake bottom, but it is intact up to the rail. Internally, the main deck has partially survived, allowing for study of the mainmast and two centerboards. Russ, Cathy, and Jake were joined by experienced diver Tami Thomson. The crew of four finished mapping the 130 foot schooner by the end of the first week.

The second week of diving began by attaching a mooring buoy to the capsized *Dredge 906*. The large steel-hulled barge sank in 85 feet of water roughly three miles out from Milwaukee. Since capsizing in 1956, the wreck has become a popular sport-diver destination. The Wisconsin Historical Society actively participates in cultural resource management, so our crew attached a permanent buoy to prevent future damage from boats' anchors.

After work was completed on the *Dredge 906* our team moved to the *Kate Kelly*. The *Kate Kelly* ran aground during a gale in 1895. It eventually sank in 55 feet of water. Assisting the Historical Society team in mapping the wreck were the knowledgeable divers from the Great Lakes Shipwreck Research Foundation. The *Kate Kelly* is more widely scattered than the *Lumberman*, but still beautifully preserved. The schooner's keelson assembly, windless, and portions of the centerboard are all readily visible.



Maritime Studies student Jake Betz mapping a shipwreck site in Lake Michigan.

The team nearly completed mapping the site, though some work is left for next year.

Many thanks to Wisconsin Historical Society underwater archaeologists Russ and Cathy Green for the opportunity to participate in a fantastic learning experience. Further information about the summer's work can be obtained from the WHS website: <http://www.wisconsinshipwrecks.org/>.[ⓓ]

– Jake Betz

Shipwreck in the Rockies . . . Adventures in Yellowstone

From 23 August to 6 September 2003, I had the wonderful opportunity to participate with the National Park Service's Submerged Resources Center (SRC) on a unique project in Wyoming and Montana's Yellowstone and Glacier National Park. I joined SRC's photographer, Brett Seymour, to video and photograph the parks' submerged cultural resources. When I told family and friends that I was traveling to Wyoming and Montana to document shipwrecks in the Rocky Mountains, they politely with well-meaning smiles informed me that neither state had much of a coastline, and questioned my grasp of geography.

hard-to-reach resorts, trailheads, and chalets accessible only by lake or arduous trails. These vessels significantly contributed to the early growth of these parks, bringing people and supplies to resorts and providing tours around the lakes. The lakes are by no means trivial bodies of water. Yellowstone Lake, for instance, covers 136 squares miles, rivaling Biscayne National Park and surpassing Dry Tortugas National Park in water surface. Boats also were sometimes surprisingly large. Yellowstone's *EC Waters*, for example, was 140 feet in length and 30



On this page: Maritime Studies student Calvin Mires examines remains in Yellowstone National Park.

As I was brought up in Montana and visited Yellowstone and Glacier many times, actually working in Glacier National Park during a memory-filled summer between my first and second of college, I had a personal interest in these parks' history. To explore their unique maritime stories was an opportunity that I could not miss.

For two weeks, I accompanied Seymour and assisted him as a dive partner while he videotaped and photographed different cultural resources in the lakes. The underwater video and photographs taken during this project will be incorporated into a documentary, tentatively titled *Wrecks in Unexpected Places* for the Montana branch of the Public Broadcasting System. I am very thankful for the support, the hospitality, and the education the SRC offered and provided for me.

For more information about the work the SRC has accomplished in Yellowstone, Glacier, and other National Parks, please visit their website at: www.nps.gov/submerged. ↴

– Calvin Mires



I did my best, however, to explain the situation and reasons for the project.

Yellowstone and Glacier had a limited, but important, connection to maritime history. In late the 19th and early 20th century, both parks developed boating industries designed to transport tourists from stagecoach or railroad depots to

feet in beam. By the 1920s, however, automobiles destroyed the boating industry in Yellowstone, but at Glacier National Park where cars and their access to the park's scenery was more limited, vessels operated into the 1930s, providing transport and tours to desiring visitors.

Discovering the USS *Saginaw*: Expedition to Kure and Midway Atoll 2003

In August of 2003, Dr. Hans Van Tilburg, maritime heritage manager for NOAA's Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve, led a research expedition in the waters off of Kure and Midway Atolls. The research team included Dr. Bradley Rodgers and Kelly Gleason of East Carolina University, Andrew Lydecker of Panamerican Maritime, Inc., Andy Collins of NOAA's C.R.E.R., and Tony Sarabia and Don Moses, crew of NOAA's R/V *Mana Cat*. Fieldwork included four weeks of remote sensing survey and mapping in the remote atolls of Kure and Midway. The results of the expedition were an exciting opportunity to discover and document the rich maritime heritage that lies in the waters of the Northwest Hawaiian Islands, and a rare opportunity to visit a remote part of the Hawaiian Island chain seen by few other than the scientists stationed there.

Once the crew arrived on Midway Atoll, a five hour flight from Honolulu, Hans, Brad, Kelly, Andy, Don and Tony continued on to Kure Atoll where survey would begin. As the Northwestern Hawaiian Islands lie within the jurisdiction of several different agencies, this expedition was an example of cooperation between NOAA, the State of Hawaii, the Naval Historical Center, and the U.S. Fish and Wildlife Service.



The project crew on the day the *Saginaw* was discovered. From left to right: Dr. Hans Van Tilburg, Dr. Brad Rodgers, Kelly Gleason, Tony Sarabia, and Andy Lydecker.

While at Kure Atoll, the team successfully located remains from the 133-year-old wreck of the American warship USS *Saginaw* and the possible remains of the American whaleship *Parker*. Discovering the remains of the USS. *Saginaw* was an exciting find, since the story of the ship's tragic loss has been the subject of two books and much curiosity as to her location in Kure Atoll.

The *Saginaw* was a paddle wheel steam sailing sloop built during the transition from sail to steam. Originally launched in 1859 for anti-piracy patrols in China, she also saw time deployed as part of the Pacific Squadron during the Civil War, and finally as a supply ship for a dive team creating a channel through the reef at Midway Atoll. On her return from Midway, she passed by Kure in search of any shipwrecked sailors, when she consequently became the atoll's latest victim. The research team at Kure in 2003 discovered remains of the wreck both inside and outside of the lagoon, demonstrating the rough conditions that make the reef a dangerous navigational hazard.

Following the work on Kure Atoll, the team returned to Midway Atoll.

*“Discovering the remains of the USS *Saginaw* was an exciting find, since the story of the ship's tragic loss has been the subject of... much curiosity as to her location...”*

Remote sensing survey work continued on Midway, in addition to the mapping of two sites in the atoll. Divers surveyed and mapped the USS *Macaw* and the extensive site of the *Carrollton*, a 198-foot sailing ship lost in 1906. Much of the work on both atolls included diving and snorkeling inside and outside of the atoll's coral reef, and proved a fascinating demonstration of the wrecking process in such a dynamic environment. Working in a remote area such as the Northwest Hawaiian Islands allowed a glimpse at examples of maritime heritage that rarely exist in well-visited areas, where sites are vulnerable to disturbance, development and looting. The opportunity to participate in a cooperative effort in an area rich with untouched maritime history was truly unique. The Northwestern Hawaiian Islands are home to several endangered species and beautiful coral reef ecosystems; uncovering its maritime heritage makes the new Reserve even richer in resources, and an important site for careful management. ⚓

– Kelly Gleason

AND ON A SAD NOTE, continued from page 3

Carole was not really an archaeologist, but she had our insatiable curiosity about people and the past. A librarian with an archaeological background and a sense of purpose, she believed knowledge should be readily available and constantly generated bibliographies about a wide range of topics. She started the Society for Historical Archaeology bookroom so the members, especially students, could be exposed to the latest publications. This later benefited ECU via many “exhibit copy” donations.

Her impact on the field was marked by information exchange, courtesy and a strong sense of duty. The Society's award for service is named for her because she gave so much of herself to so many of us. She never turned down a request for information, except to point toward someone who knew the answer. In this, Carole was tolerant beyond belief because many questions came up in smoky party rooms, yet she maintained her sense of humor and dedication to sharing knowledge.

On a more personal note, she was the “archaeological mother” to many professional archaeologists. She, and Rey, allowed young archaeologists to babble on in our youthful enthusiasm while traveling back roads to nowhere sites. The sites were always important to them because they represented past human activity, but more importantly, they were the future, in terms of training the next archaeological generation. Carole was a good listener and any later material crossing her path was sent to those who needed it.

Carole was a lady much like Britain's “Queen Mum”. She rarely spoke ill of anyone and even then it was tempered with her unique dignity and style. After thirty years, I can't recall anyone who had something unkind to say of her; a mirror of herself, perhaps. Things did upset her but not to the point those around her were also upset. At times, she was clearly outraged about some things but somehow managed to submerge her anger and be nice, even to those on “the wrong side”.

Through it all, she gave of her personality and friendship. ⚓

– Dr. Larry Babits



Hans Van Tilburg approaching the wreck site of the *Macaw*, which lies in the channel of Midway Atoll.

(Photo courtesy of NOAA VNMHI CREW)

Conserving the USS *Monitor*'s Turret and Artifacts:



THE NEWLY RAISED USS *MONITOR* TURRET sits in a conservation tank behind ECU Maritime Studies students and staff. Conservator Curtiss Peterson and Tane Casserley led discussions on the recovery and conservation. *Monitor* project director John Broadwater addressed the group over an extended lunch provided by the Mariners' Museum.

ECU Maritimers Tour Mariners' Museum:

LYLES FORBES, CURATOR OF SMALL CRAFT AT THE MARINERS' MUSEUM, examines a unique vessel constructed by Cuban refugees who sailed it to Florida.

Powered by a lawnmower engine, this amazing craft transported two persons across open water. The new small craft exhibition area was recently opened at the museum.

Forbes led an extensive tour of the museum for ECU maritimers. VP and Library director Susan Berg and her staff explored research topics with students.



O'REGAN APPOINTED AS EDITOR OF NATIONAL MAGAZINE

Maritime Studies graduate Deirdre O'Regan was appointed editor of *Sea History*, published by the National Maritime Historical Society, in Peekskill, New York. *Sea History* has a circulation of over 25,000. With an undergraduate degree in Literature from Cornell University, she is well prepared for editorial work. She is also the Sally Cress Tomkins Maritime Fellow with HABS/HAER of the National Park Service. She continues to sail traditional vessels while teaching sea history and literature for Long Island University. She and husband Brian are living near Woods Hole, MA with their two children.

Coastal Studies Institute Launched

Formal ceremonies in Manteo, North Carolina on historic Roanoke Island, site of the famed Lost Colony, launched the UNC Coastal Studies Institute (CSI). UNC president Molly Broad led the dedication program July 31-August 1 at the new CSI office in Manteo. A reception was held at the NC Aquarium and a luncheon included NC Senate president pro-tem Marc Basnight. East Carolina University has worked hard to create the Institute and plays a leading role in its development, along with UNC Chapel Hill, NC State University, UNC Wilmington and Elizabeth City State University. ECU is charged with administrative responsibility for CSI.

ECU representatives included vice chancellor Thomas Feldbush, Coastal Resources Management PhD program director Lorry King, and Bill Queen, director of the Institute for Coastal and Marine Resources, and Tim Runyan, director of the Maritime Studies Program. Newly appointed CSI director Dr. Nancy White led a tour and discussions. Her office already houses a research project on coastal observing directed by UNC Chapel Hill scientist Harvey Syme, and directed locally by Mike Muglia. Nancy and Mike visited the ECU Maritime Studies Program and attended our annual fall reception for new students and staff.

The Coastal Studies Institute is currently funded at \$500,000 by the UNC president's office.

The proposal calls for the establishment of a facility for research and instruction, to include laboratories, a dock, boats, faculty and student housing. Lab facilities will include a conservation laboratory for objects recovered from underwater. Planning for Maritime Studies facilities at the CSI included a workshop in 2000 that brought to campus conservators Curtiss

Peterson, (Mariners' Museum) Joe Schwarzer, (Graveyard of the Atlantic Museum) Bill Cogar, (Mariners' Museum) Edward Harris, (Bermuda Maritime Museum), Sarah Palmer, (Greenwich Maritime Institute, England) and NC Underwater Archaeology Branch staff. The Dare County Commission on Higher Education led by Tom Murphy and Lynn Bryant has worked for many years to create a university presence in

“The creation of the Coastal Studies Institute offers the promise of important new research and teaching opportunities as well as public outreach.”

Dare County. The ECU Maritime Studies Program is one of the four major areas for research and teaching included in the CSI mission. A facility in the northeast part of the state will allow research on submerged cultural resources in an area that has not received the attention it deserves.

Other Institute focus areas are geologic and coastal processes, tourism and ecology. The facility is projected to cost \$19 million.

New faculty member Nathan Richards and Tim Runyan later met with Nancy White, Joe Schwarzer and National Park Service staff about research projects. Students Rochelle Barainca, Geryk Paige, Franklin Price and Merry Hartford made trips to Roanoke to collect information on submerged cultural resources while

others researched shipwreck files at the NC Underwater Archaeology

Branch at Fort Fisher. The NC Aquarium (Roanoke Island) diving director Pat Murphy was supportive. The creation of the Coastal Studies Institute offers the promise of important new research and teaching opportunities as well as public outreach.⤵



Dr. Nancy White, director of the Coastal Studies Institute is flanked by new colleagues after a meeting at the Institute's Manteo office. From the left are Dr. Nathan Richards, ECU Maritime Studies Program, Joseph Schwarzer, director of the Graveyard of the Atlantic Museum at Hatteras, Dr. Timothy Runyan, ECU Maritime Studies Program, Dale Burroughs of Ocracoke, and trustee of the Graveyard of the Atlantic Museum, Mike Muglia, project director for the Southeastern Atlantic Coastal Ocean Observing System.



ECU ALUM SPEAKS ON UNDERWATER ARCHAEOLOGY . . .

Cathy Green spoke to ECU students on underwater archaeology projects in Wisconsin. She served as a Wisconsin state underwater archaeologist, and husband Russ continues in that position. Cathy also discussed her experiences teaching maritime history and literature aboard traditional sailing vessels cruising to the Caribbean and from California to Hawaii for the Long Island University Seamester program. Her recently completed thesis on ship's figureheads in the Mariners' Museum will be used by the museum to create an exhibition.

NOAA Visits ECU's Maritime Studies

Spring brought flowers, showers and the National Oceanic and Atmospheric Administration to East Carolina University. For two days, Dan Basta, director of NOAA's National Marine Sanctuary Program, Capt. Craig McLean, director of NOAA's Ocean Exploration Program, Dr. John Broadwater, manager of the USS *Monitor* Sanctuary and newly established Archaeology Center, and Bruce Terrell, senior archaeologist with the National Marine Sanctuaries Program, met with students and faculty at the Admiral Ernest M. Eller House. The atmosphere was charged. A wide range of topics was discussed including federal programs, the state of nautical archaeology, the administration and preservation of submerged cultural resources, new directions in research, and graduate education in maritime studies. With such a wealth of information and talent on campus, other faculty and students helped pack the



AT LEFT: Capt. Craig McLean, NOAA Ocean Exploration Office director and Dr. John Broadwater, USS *Monitor* sanctuary manager (foreground) with Frank Cantellas, Lauren Hermley and Tim Runyan of ECU during a break in discussions at ECU. AT RIGHT: Dan Basta, director of NOAA's National Marine Sanctuary Program is flanked by Coastal Resources Management doctoral student Kelly Gleason and Dr. Lauriston King, CRM program director.

free-flowing sessions. Dr. Lorry King, director of the PhD Program in Coastal Resources Management was joined by several doctoral students who participated in the discussions.

The NOAA visitors were given a presentation on the ECU Ocracoke Shipwreck Project funded by an \$87,000 grant from NOAA Ocean Exploration. Over \$30,000 was paid to student researchers. Doctoral students Kelly Gleason and Russ Lewis were supported by the grant and several MA students. Merry Hartford and Mike Overfield joined Kelly

and Russ to present the results of their work on the project along with Frank Cantelas and Tim Runyan, the principal investigators. The Ocracoke shipwreck database for the area between Cape Hatteras and Cape Lookout was expanded to over 1,800 shipwrecks. NOAA officials were pleased with the project. Remote sensing in the Atlantic Ocean off Ocracoke has identified numerous targets for further research. Dan Basta extended an offer of graduate student internships with NOAA. This capped a very exciting two days of discussion. ⚓

HARDWORKING VOLUNTEERS KEEP THIS SHIP AFLOAT . . .

Volunteers on the 65-foot R/V *Perkins*, Harry Stetser and Wally Van Horn (at right) are a hardworking team. They keep the *Perkins* in operating condition through their tireless efforts and enthusiasm. The good-natured tandem repairs and maintains the vessel in Washington, NC. Their energy coupled with the support of the City of Washington enables the Program to operate *Perkins*.



Lit up for the holidays on the Washington, NC waterfront is the ECU Maritime Program's 75-ton research vessel R/V *Perkins*. The vessel was moved into the Pamlico River in September when Hurricane Isabel struck.

THE STONE BOAT: A WELCOME DONATION . . .



John Stone, a broker with Morgan Stanley in Raleigh, NC generously donated his 33-foot Owens mahogany vessel to the Maritime Program. Powered by two 350HP Chevy engines, the cruiser will be fixed up and sold. The funds will be used to support Program activities. Shown above are John Stone III with his father, John, and the 33-foot Owens.

Ahoy Mates! Welcome to ECU

New MA Students in the Maritime Studies Program

Rochelle Barainca is from Craig, Colorado. She has a BS in Marine Science from the University of Hawaii at Hilo. She is certified as a Northwest Pacific Groundfish Level 2 Observer and worked on boats in Alaska for NOAA. Her interests include competition swimming and Pre-Columbian maritime resources of North and South America.

Matthew DeFelice is from Colts Neck, New Jersey. He received his BA in Anthropology and English Literature in 2003 from Monmouth University, New Jersey. His previous work experience is in CRM archaeology as well as the SCUBA industry. His research interests are in Middle-Atlantic and New England Colonial Maritime History, and Prehistoric Maritime Cultures.

Jeff Groszkowski is originally from Maryland, and graduated from St. Andrews College in 2002 with a BA in History. His academic interests lie in Civil War and World War II shipwrecks. In his spare time he enjoys surfing and lacrosse.

Adam D. Lehman was born in Jersey Shore, Pennsylvania. He graduated from University of North Carolina at Greensboro with a BA in Archaeology and Classical Civilizations, with minors in Anthropology and Geography. He plans to focus on underwater archaeology and remote sensing while attending the Maritime Studies Program at East Carolina University.



Shown (l to r): Elizabeth Whitfield, Adam Lehman, Ewa Klotek, Franklin Price, Erica Seltzer, and Chris McCabe. Not pictured are Geryk Paige, Rochelle Barainca, and Jeff Groszkowski.

Ewa Klotek is from Gdańsk, Poland. She has an MA in underwater archaeology from Nicholas Copernicus University in Toruń, Poland. Her research interests include medieval shipwrecks, and early modern galleys. She has worked on archaeological projects in Lithuania, Poland, and the Ukraine.

Chris McCabe is a native Pennsylvanian but has spent the last few years living along the coast of Maine working onboard traditional sailing vessels. He served in the U.S. Navy as a Helicopter SAR Aircrewman, and earned his BA from Pennsylvania State University. This past summer he participated in an archeological study of the 1779 Penobscot Expedition with a team from the University of Maine, and also assisted in the construction of a wooden schooner recently launched in Rockport, Maine. His research interests are varied but primarily concern New England coastal schooners of the 18th, 19th and early 20th centuries.

Geryk Paige is from Boston, attended Massachusetts Maritime Academy, and graduated from Bridgewater State College with a BA in history. He studied abroad in Lucca, Italy. He has worked on research vessels out of Woods Hole Oceanographic Research Institute as a crew member. He has also worked in wooden shipbuilding and repair.

Franklin H. Price hails from Bernard, Maine where he worked as a lobsterman. He has a BA in History from Earlham College in Richmond, Indiana. He has taught English in Korea, Brazil, and the Czech Republic. His interests include remote-sensing and the early American navy.

Erica Seltzer grew up in Rosemont, Pennsylvania, and has a BA in anthropology from Syracuse University. Erica is interested in the African diaspora and the history and archaeology of the Caribbean region. She has participated in archaeological investigation in Pennsylvania, South Carolina, and the U.S. Virgin Islands.

Elizabeth Whitfield is from Evergreen, Colorado, although she grew up in Georgia. She has a BA from Presbyterian College in Clinton, South Carolina. Her research interests include maritime material culture, especially objects of religious significance. In her spare time she enjoys cooking and playing tennis. ⚓

– Jason Rogers



PhD students Valerie Grussing and Jennifer Cobb. Not pictured is Melissa Madrigal.

New PhD Students in the Coastal Resources Management Program

Valerie J. Grussing is originally from Raleigh, and holds a BA in History from NC State. She participated in the Roman Aqaba field school project in Jordan. She earned an MA in Anthropology from the University of Iowa, and worked as a field tech for the Iowa Office of the State Archaeologist for one year. Valerie chose the ECU CRM program because of its multidisciplinary approach to archaeology and coastal studies. She and her husband have a beagle and a toy fox terrier, and she enjoys making jewelry.

Jennifer Cobb is from Atlanta, GA. After completing a BA in International Business and Latin American Studies at Samford University, she completed a JD at Cumberland School of Law. Jennifer practiced law for several years in Columbus, GA, before joining the CRM program at ECU. Her research interests include jurisdictional conflicts, and environmental and cultural legal issues in the maritime context. She loves to travel, dive, and debate.

Melissa Madrigal is from Katy, Texas. Melissa has BA degrees in Archaeology and Psychology and an MA in Archaeology from the University of Houston. She has worked as a contract archaeologist for URS Environmental and PBS & J. Melissa loves horror movies and keeps a pet pig. 🐷

Where Are They Now? Where Are They Now? Where

Where Are They Now? - 2003:

A

- James Allan** – Lecturer, St Mary's College of California
- Ray Ashley** – Executive Director, San Diego Maritime Museum and Professor of Public History, University of California at San Diego
- Adrienne Askins** – Archaeologist, National Park Service
- Paul Avery** – University of Maine Law School

B

- David Beard** – Curator, Independence Seaport Museum, Philadelphia
- Sam Belcher** – US Navy Corpsman, Guam
- Colin Bentley** – Sailing Dock Master, College of Charleston
- Kathryn Bequette** – Director, Maritime Archaeology and Research, OELS, Westminster, CO and consultant with Denver Ocean Journey Aquarium
- Jemison Beshears** – Butterfield & Butterfield Auction House
- Robert Browning, Ph.D.** – Historian, US Coast Guard, Washington DC

C

- Tane Casserley*** – Nautical Archaeologist, USS Monitor National Marine Sanctuary
- Robert Church** – Nautical Archaeologist, C&C Technologies Survey Services
- Wendy Coble** – Aviation Archaeology Specialist, Naval Historical Center
- Patrick Cole** – Writer, living in Barcelona, Spain
- Edwin Combs** – Completed Ph.D., University of Alabama
- Michael Coogan** – Offering Development Manager, Federal Sources Incorporated, McLean, VA
- David Cooper** – Resource Manager, Grand Portage National Monument, MN
- Diane Cooper** – Consultant for the San Francisco Maritime National Historic Park.
- Lee Cox** – Contract Nautical Archaeologist, Dolan Research, Philadelphia, PA

D

- James P. Delgado** – Executive Director, Vancouver Maritime Museum, Canada
- Alena Derby** – Underwater Archaeologist, SC Institute of Archaeology and Anthropology, Charleston, SC

- Jeff DiPrizito** – High School teacher in New Hampshire
- Robert Dickens** – Doctor of Veterinary Medicine, Raleigh, NC
- Wade Dudley, Ph.D.** – Visiting Assistant Professor, Department of History, ECU
- Stan Duncan** – Regional Sales Consultant, NUS Consulting Group, Inc.

E

- Rusty Earl** – Completed Computer Science BS at NCSU
- Rita Folse-Elliott** – Senior Archaeologist, Southern Research Historic Preservation Consultants and Education Coordinator, LAMAR Institute
- James Embrey** – Archaeologist, John Milner and Associates
- Scott Emory** – Maritime Archaeologist, McCormick, Taylor and Associates, Cherry Hill, NJ
- Jeff Enright** – Nautical Archaeologist and Diving Supervisor, PBS&J, Austin, TX
- Kim Eslinger** – Curator, Lighthouse Archaeological Maritime Program, St. Augustine, FL

F

- Sabrina S. Faber** – Fulbright Coordinator, AMIDEAST, Yemen
- Cathy (Fach) Green** – Instructor, Seamester Program, Long Island University
- Richard Fontanez** – Contract Archaeologist, Puerto Rico; Medical School, University of Puerto Rico
- Paul Fontenoy** – Curator of Maritime Research and Technology, NC Maritime Museum
- Kevin Foster** – Chief, National Maritime Heritage Program
- Joe Friday** – Sergeant, Greenville Police Department

G

- Kate Goodall** – Volunteer, Maritime Heritage Program, National Park Service, Washington, DC
- Jeff Gray** – Manager, NOAA Thunder Bay National Marine Sanctuary, MI
- Joe Greeley** – Curator and Nautical Interpreter, St Mary's City, MD
- Russ Green** – Underwater Archaeologist, Wisconsin Historical Society

H

- Richard Haiduven** – Contract Archaeologist, Miami, FL
- Wesley K. Hall** – Director, Mid-Atlantic Technology, Wilmington, NC

- Stephen Hammack** – Archaeologist, Ellis Environmental Group, Macon, GA
- Lynn B. Harris, Ph.D.** – Professor, College of Charleston, Charleston, SC
- Ryan Harris*** – Underwater Archaeologist, Parks Canada, Ottawa
- Tim Hastings** – Tiffany and Company, Philadelphia, PA
- Nathan Henry*** – Conservator, Underwater Archaeology Branch, NC Division of Archives & History
- Robert Holcombe** – Senior Naval Historian and Curator, Port Columbus Civil War Naval Center, Columbus, GA
- Michael D. Hughes** – Logistics firm, Washington, DC

J

- Claude V. Jackson** – Book Editor, Wilmington, NC
- Brian Jaeschke** – Wheelsman on Great Lakes freighters
- John O. Jensen, Ph.D.** – Exhibits Research Fellow, Mystic Seaport, Mystic, CT
- Doug Jones*** – Nautical Archaeologist, PBS&J, Austin, TX
- Rick Jones** – Ph.D. Candidate, ECU Coastal Resources Management Program

K

- John Kennington** – Manager, Borders Books, Atlanta, GA
- Kurt Knoerl** – Maritime Archaeological and Historical Society, Washington, DC
- Mike Krivor** – Nautical Archaeologist, Panamerican Maritime, Memphis, TN

L

- Matthew Lawrence** – Maritime Archaeologist, Stellwagen Bank National Marine Sanctuary
- Wayne Lusardi** – Michigan Maritime Archaeologist and research coordinator for Thunder Bay National Marine Sanctuary and Underwater Preserve

M

- Richard Mannesto** – Great Lakes Shipwreck Historical Society, Sault Ste. Marie, MI
- Amy (Knowles) Marshall** – Archaeologist, US Army, Fort Bliss, TX
- Timothy Marshall** – Archaeologist, Fort Bliss, TX
- Deborah Marx** – Maritime Archaeologist, Stellwagen Bank National Marine Sanctuary

*degree pending completion of thesis

Are They Now? Where Are They Now? Where Are They

Coral Magnusson – International Archaeological Research Institute, Honolulu, HI.

Tom Marcinko – South Carolina Department of Natural Resources, Charleston

Roderick Mather, Ph.D. – Assistant Professor, Department of History, University of Rhode Island

Peter McCracken – Co-founder, Serials Solutions, Seattle, WA

John McWatters – Ph.D. candidate, Bowling Green State University, OH

Phillip H. McGuinn – Norfolk, VA

Salvatore Mercogliano – Ph.D. candidate, University of Alabama; instructor, Campbell College, NC

Ann Merriman – Ph.D. candidate, University College London: Minnesota Transportation Museum, Site Administrator

Keith Meverden – US Army

Amy Mitchell – Ph.D., Pennsylvania State University; US Coast Guard Historian's Office, Washington, DC

Kimberly E. Monk – Ph.D. candidate, University of Bristol, UK

David Moore – Registrar, North Carolina Maritime Museum, Beaufort, NC

Scott Moore, Ph.D. – Assistant Professor, Indiana University of Pennsylvania

Shawn Holland Moore – Cooperative Education, East Carolina University

Stuart Morgan – Public Information Director, South Carolina Association of Counties

Jeff Morris – Contractor for US Office of Naval Intelligence

John W. (Billy Ray) Morris – Ph.D. candidate, University of Florida, and Director, Lighthouse Archaeological Maritime Program, St. Augustine, FL

N

Sam Newell – Greenville, NC public school teacher

Kevin Nichols – Department of Homeland Security

O

Chris Olson – Curator, Minnesota Transportation Museum, Railroad and Minnetonka Divisions

Deirdre O'Regan – Editor, *Sea History* Magazine and Instructor, Seamester Program, Long Island University

Mike Overfield – RUST Program, NOAA, Silver Spring, MD

Glenn Overton* – Owner, Cape Fear Yacht Sales and Carolina Beach Inlet Marina

P

Mark Padover* – Nautical Archaeologist, New Jersey

Jason Paling – Teacher, Nashua, NH

Martin Peebles – Archaeological Illustrator, St. Petersburg, FL

Mike Plakos – Oceaneering and Office of Naval Intelligence

Edward Prados – Graduate Student, Georgetown University

R

James R. Reedy, Jr. – Contract Archaeologist, Beaufort, NC

Phillip Reid – Consultant, Wilmington, NC

Todd Robinson – Librarian, Medical College of South Carolina, Charleston

Filippo Ronca* – Underwater Archaeology, Parks Canada, Ottawa

Amy (Rubenstein) Gottschamer – Real estate broker in Santa Fe, NM and Lawrence, KS

Matthew Russell – Submerged Resources Center, National Park Service, Santa Fe, NM

S

John Schaefer – Teacher, Washington, NC

James Schmidt – Nautical Archaeologist, Naval Historical Center, Washington, DC

Robert Schneller, Ph.D. – Historian, Naval Historical Center, Washington DC

Joshua Smith – Completed Ph.D., University of Maine; teaching at US Merchant Marine Academy

Chris Southerly – NC Underwater Archaeology Branch, NC Division of Archives & History

Kathy Southerly* – GIS Technician, 3Di, Technologies, Wilmington, NC

James Spirek – Underwater Archaeologist, SC Institute of Archaeology & Anthropology

William Still – Retired Maritime Program director, Kailua Kona, HI and Greenville, NC

T

Bruce Terrell – Maritime Historian and Maritime Archaeologist, NOAA

William H. Thiesen, Ph.D. – Assistant Director and Curator, Wisconsin Maritime Museum

Hans Van Tilburg, Ph.D. – Maritime Heritage Manager, Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve

Ray Tubby – Nautical Archaeologist, Tidewater Atlantic Research, Washington, NC

Lex Turner – G.I.S. Coordinator, City of Greenville, NC

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Kimberly Watson* – Ph.D. candidate, University of St. Andrews, Scotland

Daniel Warren – Nautical Archaeologist, C&C Technologies Survey Services

Sarah Waters – Instructor, Seamester Program, Long Island University

Gordon P. Watts – Retired from ECU 2001, Director, Tidewater Atlantic Research and International Institute of Maritime Archaeology, Washington, NC

Jenna Watts – Archaeologist, PBS&J, Austin, TX

Wilson West – Historian, US Coast Guard, Portsmouth, VA

Robert Westrick – Consultant, Toledo, OH

Scott Whitesides* – Maritime Curator, NC Maritime Museum on Roanoke Island

Heather Cain Williams – Wilmington, NC

Steve Williams – Wilmington, NC

Sarah Wolfe-Emmert – Curator, Museum of Aviation, Warner Robins, GA

Judy Wood* – Archaeologist, Savannah District, Army Corps of Engineers

Steve Workman – Ph.D. candidate, ECU Coastal Resources Management Program ⚓



Halloween at last!
Remember: You are never too old to have fun in this business.
Recognize anyone?

ECU MARITIME STUDIES THESES DEFENDED IN 2003

Christopher Cartellone, "Trawlers to the Rescue; The Role of 'Minor War Vessels' in Securing the Eastern Sea Frontier, 1942."

Joseph Cato, "Undersea Samurai: Imperial Japanese Navy Submarine Doctrine and Operations of the Second World War."

Katherine Goodall, "The Burroughs Wreck: A Key to Eighteenth Century Ship Construction Techniques and the Life and Death of the Port of Edenton."

Catherine Fach Green, "Nineteenth-Century North American Figureheads from the Mariners' Museum Collection: An Historical Overview, and a Study of Twenty-Two Carvings in the Museum's Collection."

Richard Haiduven, "Archaeological and Historical Assessment of the Troy Spring Wreck."

Michael D. Hughes, "An Investigation of a British Raid on the Upper Elk River During the War of 1812."

Brian Jaeschke, "Black Angels of the Ice: The History of a Chartered Ice Breaking on the Great Lakes by the Rail Ferries Sainte Marie and Chief Wawatam."

Matthew Scott Lawrence, "A Fair Specimen of a Southern River Steamer, The *Oregon* and Tar/Pamlico River Steam Navigation."

Kimberly E. Monk, "A Great Lakes Vessel Type: Archaeological and Historical Examination of the Welland Sailing Canal Ship, *Sligo*, Toronto, Ontario."

James Moore, "Return to the Stone Age: The Maritime History and Nautical Archaeology of Sturgeon Bay, Wisconsin's Dolomite Industry."

Jason Paling, "A History of Whaling in Bermuda."

Harry Pecorelli, "Archaeological Investigation of the *B&B* Wreck (38B1672): An Eighteenth Century Plantation-Built Vessel Charleston, South Carolina."

Michael J. Plakos, "An Exploration of a Burned Vessel from the War of 1812 in the Upper Chesapeake Bay."

James Christopher Welliver Southerly, "Cedar on the Reef: Archaeological and Historical Assessments of the Eighteenth-Century Bermuda Sloop, Exemplified by the Wreck of the *Hunter Galley*."

Scott Whitesides, "Spatial Patterning Aboard the Millecoquins Wreck: Interpreting Shipboard Life and Functional Use of an Early 19th Century Great Lakes Sailing Vessel." ↴

Stem to Stern

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