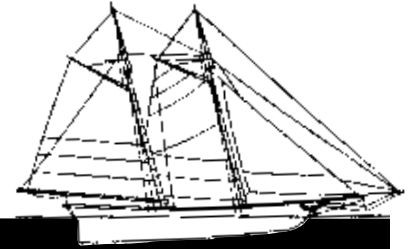


Stem to Stern



Program in Maritime Studies • East Carolina University • Greenville, NC

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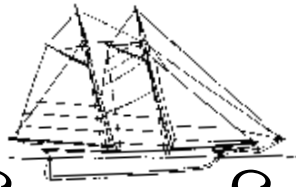
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The Niagara...



Christie Swann (above) working aloft on the maintopmast of the US Brig *Niagara*. At left, Chris Ruff and Christie Swann take a water break after their turn aloft.

*It is everything it is cracked up to be
... even when you do get a wee bit seasick.*



Stem to Stern

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

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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

From the Editor:

The Maritime Studies Program survived another action packed year. There have been many changes, new students, a new faculty member, and a new director. ECU ran two field schools, one here in North Carolina and another on the Great Lakes. As usual, students went beyond the confines of the program to participate in projects from Florida to Hawaii. Our continued relationship with many alumni opened doors from Florida to Hawaii to Michigan. We continued to welcome new technologies into the program, for the first time a course in Advanced Field Methods was offered this fall. The program website was also completely remade. Soon we will offer a comprehensive database of MA theses from the program, available to students, alumni, and the public, demonstrating the high quality of our research to the world. Students and professors continued to present their research at a variety of conferences around the world. We can be proud that our program is a leader in the field of underwater archaeology. Because of our reputation, doors continue to open for graduates. The Maritime Studies Association began a new lecture series, inviting outside scholars to come share their work with our community. We thank them, and all of you who have offered your continued support this year. ♪

– Stephanie Allen

From the Director

From the Director:

A year has flown by since I moved to the helm. It's been a very busy year with activity on several fronts. Six students have already completed theses. By the end of the year, another four or five should be done.

The academic year 2005-06 marks the 25th anniversary of the Maritime Studies Program. Any way one cares to measure it, the program has been a great success. Our students have produced at least 144 theses, an average of six a year. At least 19 students went on to earn the PhD at places such as Duke, Alabama, and University of California, Berkeley. Another nine are currently working on their PhD's at Boston University, Ohio State, Michigan State and Syracuse. If you do the math, one in six MAs goes on to earn the doctorate.

Graduates continue to do well in the field as well. At least eight are employed at NOAA sites ranging from Hawaii to the Great Lakes, New England and Virginia. Nine are teaching at colleges and universities, while another 16 are involved with museum work and at least 20 are practicing archaeologists. Numerous others are employed by state and federal agencies as historians and archaeologists.

Chronologically, the year began with the Society for Historical Archaeology meetings in York, England. Here six papers were given by the students and faculty who braved high winds and the Ouse River's rising waters. The SHA meetings were followed by a maritime tour of Northern Ireland where two of us braved an Irish hurricane.

Later in the spring, a public session on the Beaufort Inlet wreck brought several notable scholars to Greenville to hear reports and comment on the site. While Paul Johnston, John Broadwater, Donny Hamilton, and Roger Smith did not make a definitive statement about the vessel's name, they did conclude that the preponderance of data recovered to date fits the eighteenth century's first 25 years. They recommended that the vessel be totally excavated because of the site's dynamic nature, especially when hurricanes pass over. The symposium was particularly notable because it came on the heels of an important paper by Brad Rodgers, Nathan Richards, and Wayne Lusardi suggesting the wreck's identification was contaminated by a ruling theory that discounted other evidence. As a theoretical paper in the *International Journal of Nautical Archaeology*, Brad, Nathan, and Wayne generated even more interest in the site and its archaeology.

New Program Website Launched!

The summer field school saw a dozen students working in the Roanoke River on the site of the USS *Otsego*. This purpose-built Union gunboat was designed to operate in southern rivers and sounds. Sunk by torpedo in December 1864, the vessel was moved by the US Army Corps of Engineers in the 1930's. The site was particularly challenging due to low visibility and a steady river current. The report is being written by Brian Diveley as his thesis. The project was a remarkable success due to local support coordinated by Harry Thompson of the Port o' Plymouth Maritime Museum. The Washington County Historical Society and a host of local clubs, churches and individuals provided meals for the 18 member crew. Cedar Branch Baptist Church obtained a disaster relief trailer with showers that made life at the Ruritan Clubhouse far more enjoyable.

Immediately after the field school, three students went to Erie, Pennsylvania, to crew on the US Brig *Niagara*. The class literally started with a bang as the ship was hit by lightning while the crew was furling awnings on the second night aboard. The students received a lot of small boat training as well as numerous sailing days aboard the *Niagara*.

The fall semester opened with many new faces as the Class of 2005 began study. They were joined by Dr. David Stewart, a visiting assistant professor who is filling in for Annalies Corbin during her research leave. Dave came to us from Texas A&M, where he earned his PhD in 2004. No sooner had Dave and his wife Heidi set up home in Greenville than Heidi went off to Argentina to complete her dissertation field work. Dave is teaching the History and Theory class as well as a block course in landscape archaeology.

The fall field school worked at two different locations. They first set up in Wisconsin where they recorded vessels in conjunction with Wisconsin underwater archaeologist Keith Meverden (ECU 2005) and mapped the Sunset Park Wreck. They then moved on to Thunder Bay where they recorded vessel remains in the North Point ship trap. Students and faculty were taken aback by thermal shock before they became acclimated to the colder waters. They were hosted by NOAA archaeologists including Jeff Gray (ECU 1998), Kathy Green (ECU 2003) and Russ Green (ECU 2002). At least two theses will come from this work as Tiffany Pecoraro and Dina Bazzill are working up reports on the North Point ship trap and the Sunset Park Wreck.

Students and faculty also spent time as crew members on the periauger, the split log boat built by the NC Maritime Museum and home based at the Newbold White House in Hertford. As part of the Bath Tercentenary, three students dressed in mid-eighteenth century attire and worked with over 250 Washington County fourth graders before going for a short sail.

In mid-September, maritimers learned of Jim Embrey's death. Jim was a bit older than most maritime students but his death was a shock to us all. He was a productive archaeologist who left his wife, Mary, three sons, and several grandchildren behind. Jim was only the second of our alumni to die. The other, Brina Agranaut, passed away in the early 90's.

My role as director had some minor glitches as transition continued and I felt my way through administrative channels. Be that as it may, the heart of the Program is its students. They are the Program's reason for existence. They do much of the work and give the papers that bring attention to the Program. The faculty members serve as guides and provide opportunities. I came here because the students were doing interesting things and I wanted to be part of it. They have not disappointed me and many continue to come back and share their experiences and knowledge. The new year promises more of the same dynamic research and learning we've had over the past quarter century.↴

– Dr. Larry Babits

The new Program in Maritime Studies website went online 13 April 2005. This concluded the first step of a multi-phase project with the aim of overhauling and updating the previous Maritime Studies website. The main goal of the first phase was to give the website a new look, while also making it more easily accessible to visitors. Many aspects of the previous website have been streamlined and restructured into a more user-friendly interface. Back issues of *Stem to Stern*, ECU Maritime Studies Reports, and other publications have been added to the website.

Future phases of this project include updating program information and adding features. New plans for the website include more detailed and comprehensive faculty, student, and field school pages, as well as updated course information.

Another new feature on the Program in Maritime Studies website will be a section devoted to the Maritime Studies Association. The MSA is the student organization of the Maritime Studies program. The MSA page will be updated regularly with information regarding meetings and events. Links on the MSA page will also guide visitors to a page where they can purchase Maritime Studies apparel.

We are very excited to watch the progress of the Program in Maritime Studies website. In this digital age, websites have become more and more important to those seeking information. As the new website is updated and expanded, we hope that it will serve as a comprehensive and useful source of information about the East Carolina University Program in Maritime Studies. Since it went online, the new website has already had over ten thousand visits. As new content is added, more and more visitors will find their way to our website to read about the program and the research we are doing. If you have not looked at the new Maritime Studies website, see it for yourself now at www.ecu.edu/maritime↴

– Adam Morrisette, Webmaster
Program in Maritime Studies

A Glimpse into Britain's Historical Past: Recent Explorations in England and Northern Ireland

In January 2005, the Society for Historical Archeology held its 38th annual conference in York, England, to examine concepts of "continuity and change" within historical archaeology. Scholars from around the world gathered to share their most recent terrestrial and underwater findings.



Left to right: Larry Babits, Courtney Fuhrmeister, Tamina Stephenson, Erica Seltzer, Matt Brenckle, and Chris McCabe.

ECU's Program in Maritime Studies was ably represented during this week-long event by five M.A. students, three recent graduates, and one faculty member. Most of those making the trip not only presented academic papers related to their latest research, but also took the rare opportunity to explore the remarkable sites around York's medieval walls. While the entire group believed the conference equal to its impressive backdrop, several members took advantage of the occasion to travel elsewhere in Britain. Individual destinations included London, Greenwich, Portsmouth, Glasgow, and an impressive post-conference tour of Northern Ireland sponsored by the University of Ulster's Centre for Maritime Archaeology in Coleraine.

Dr. Babits and graduate student Chris McCabe were greeted at Belfast International Airport by Brian Williams, director of the Underwater Archaeology Section for Northern Ireland's Environment and Heritage Service, and Dr. Colin Breen from the Centre for Maritime Archaeology (CMA) at the University of Ulster. Together with fellow CMA associates Wes Forsythe, Rosemary McConkey, and Thomas McErlean, they, along with eight other SHA members, were escorted on a three-day expedition touring many historical and archaeological sites along the rugged Northern Ireland coastline.

Their first stop was the remains of Anglo-Norman Dunluce Castle in northern County Antrim. Built atop a basalt outcrop high above surging breakers, this vantage offered sweeping views of the nearby waters off Lacada Point where the *Girona*, a Spanish Armada galleass, foundered in 1588. The next stop was a visit to nearby World Heritage Site "Giant's Causeway." Renowned for the mythical strangeness of its vertical basalt columns, this natural phenomenon provides wonder and inspiration for travelers from around the globe. Attempts to negotiate its stair-like pillars in a soaking January gale proved a challenge for even the most nimble modern-day pilgrims. Following a warming fireside lunch of local seafood and a short draught of "medicinal" whiskey at the famous Bushmills Inn, it was onward to the ruins of nearby Dunseverick Castle overlooking Whitepark Bay. The afternoon was capped by a reception and guided tour of the most impressive new facilities at the University of Ulster's Centre for Coastal and Marine Research.

Following an evening in Portstewart, the group departed for Strangford Lough in southeastern County Down. This shallow inlet was the subject of a recent award winning publication: *Strangford Lough: An Archaeological Survey of the Maritime Cultural Landscape*, written by several of the trip's hosts. No one could have proven more hospitable or competent to guide the group around the 156 square kilometer natural harbor brimming with prehistoric and medieval archaeological evidence. The morning began at the sacred Christian monastery of Nendrum. The afternoon included a behind-the-scenes tour of nearby Down County Museum, followed by a trek through the maritime villages of Strangford and Portaferry

on the southern tip of the Ards Peninsula.

The following day, the group explored the Cistercian ruins of Grey. The excursion was highlighted by a low-tide march through outlying sand flats to inspect the remarkably preserved remains of a Neolithic log-boat.



Left to right: Brian Williams and Larry Babits at Grey Abbey, Ards Peninsula, Northern Ireland.

Following a brief visit to the ritual-enclosure and passage tomb known as the Giant's Ring, the expedition wound down with a hearty lunch in Belfast's historic Lanyon Building, at Queen's University. The rest of the afternoon was spent at the Ulster Museum, where the group was privileged to view Armada artifacts recovered from the *Girona*, as well as several relics from early Irish history.

The final evening in Northern Ireland was spent in

front of a welcoming fire, recollecting the extraordinary journey while enjoying a pint of Guinness, and listening to the reassuring rhythms of traditional Irish music in a downtown Belfast pub. The unique historical and archaeological treasures possessed by England and Ireland are matched with a populace imbued with genuine hospitality and clever wit. The embracing aura helped simultaneously illuminate, invigorate, and inspire our group. ↴

– Christopher McCabe

NASOH 2005 Southern Connections in Historic Savannah, May 18th-21st

Historic Savannah, Georgia was the perfect backdrop for The North American Society for Oceanic History's (NASOH) 32nd annual conference, held in combination with the National Maritime Historical Society (NMHS), and the North American Members of the Society for Nautical Research, UK, conferences on May 18-21, 2005.



Left to right: Stephanie Allen, Tim Runyan, and Josh Smith.

The theme for the 2005 conference, "North American Maritime History: Southern Connections" set the tone for various sessions in maritime heritage covering topics ranging from Maritime History and Southern Heritage to Archaeological History in and

under Southern Waters, Lifesavers, Lighthouse Keepers, and Lost Submarines, as well as New Perspectives on U.S. Naval History, New Research in American Maritime History, Oral History and Material Culture.

Conference attendees were treated to a reception at a beautiful private home located in Savannah's Historic Landmark District. Another reception held at the Savannah History Museum offered an opportunity to explore exhibits of the 272 year old port city. A riverboat tour of Savannah Harbor was among the highlights of the conference but did not overshadow the banquet: a Low-Country Boil held at Fort Jackson National Historic Landmark. Attendees experienced an entertaining evening as they mingled with civil war

re-enactors and observed cannon firing demonstrations.

Attending the NASOH conferences was a great way for students to network with professionals in the field as well as a large number of ECU alums who were present at the event. This year, the Chad Smith Travel Grant helped defray attendance costs for three students: Sami Seeb and Kristin Koshgarian of ECU's maritime studies program and Coastal Resources Management doctoral student Valerie Grussing. ↴



A NASOH conference welcome reception, hosted by the National Maritime Historical Society, was held at a local historic home.



Left to right: Carl Swanson and Jim Allen obviously appreciated the low country shrimp boil and cannon firing at Old Fort Jackson.

Special Projects

Redesigning an exhibit for the CSS *Neuse*
small but important part of project goal

The New *Neuse* Exhibition

In the spring of 2005, Dr. John Tilley's Field and Lab Studies for Museums and Historic Sites class undertook the project of designing and implementing an exhibit for the CSS *Neuse* in Kinston, NC. CSS *Neuse* is one of only two commissioned Confederate ironclads on exhibit in the world. The ship is currently the main feature at the CSS *Neuse* State Historic Site Governor Richard Caswell Memorial in Kinston, and is in danger of disintegration due to deteriorating conservation and open-air storage. A move to preserve the vessel has created an opportunity for a premier tourist attraction in eastern North Carolina. The CSS *Neuse* Gunboat Association, Inc., a non-profit support group of the historic site, is attempting to raise awareness and funds for preserving this historic ship and her story.

Constructed during 1862-64, and scuttled in 1865 to prevent her capture, the *Neuse* did not see significant action in battle. After her sinking, she remained on the bottom of the Neuse River in Kinston until 1963, when the local community raised her to the side of the riverbank, where she sat for a year until the State of North Carolina intervened and moved the ship. In 1996 and 1999, Hurricanes Fran and Floyd inundated the ship, with the latter storm devastating the entire historic site. Plans are now underway to relocate the ship to an enclosed, climate-controlled facility in downtown Kinston. Also in the planning stages is renovation of a building on Queen Street to be the

The exhibit created by the class will also serve as advertisement for what is hoped will become a premier Civil War attraction for eastern North Carolina.



Redesigned Confederate States Navy Exhibit.

new CSS *Neuse* Museum.

The ultimate project goal is to build a 22,750 square-foot facility for preserving and exhibiting the CSS *Neuse* to its greatest potential. The proposed museum will include a theater, classroom, and major exhibits about the *Neuse* and the Civil War in eastern North Carolina. The facility will become the principle interpretive building at the CSS *Neuse* State Historic Site.

Dr. Tilley's class had the opportunity to collaborate with staff from the NC Dept. of Cultural Resources in designing and implementing a temporary exhibit for the museum space, which is currently open by appointment only. Students were able to select artifacts for display, write labels and signage, design the layout, and participate in publicity and outreach. The culmination of the project was installation of the exhibit, in which the class also participated, followed by a public reception to celebrate its opening.

In the future, the building that will house the ship itself will be constructed and the ship relocated, then the building housing the museum will be renovated. Permanent exhibits will be created. Until then, the exhibit created by this class will serve as both an interpretation of the CSS *Neuse* and advertisement for what is hoped will become a premier Civil War attraction for North Carolina.

For more information on the CSS *Neuse* visit: <http://www.ah.dcr.state.nc.us/sections/hs/neuse/neuse.htm>

– Valerie Grussing



Maritime Heritage in the Pacific Islands Region

With several exciting long-term projects underway, NOAA maritime archaeologists have been busy working to inventory, document, and interpret submerged cultural resources in the Pacific Islands Region. Current maritime heritage efforts in the Pacific Islands Region are focused on developing a thorough inventory of submerged sites, as well as interpreting these sites for the public.



Diver documents bow of USS *Macaw* at Midway Atoll. Photo provided by NOAA NMSP.

On June 7, 2005, a maritime heritage shipwreck survey team, led by Hans Van Tilburg (ECU 1995), returned to Honolulu following a 21 day research cruise aboard the NOAA R/V *Hi'ialakai* to the Northwestern Hawaiian Islands (NWHI). The team also included John Broadwater, Tane Casserley (ECU 2005), Bob Schwemmer and Kelly Gleason of NOAA's Maritime Heritage Program, a National Marine Sanctuary System initiative that aims to preserve historical, cultural and archaeological resources within the sanctuary system. The shipwreck survey was one component of a multidisciplinary cruise that also included a coral disease survey, research on fish genetic connectivity, shark and large jack tagging, and seafloor mapping. The opportunity to work on an interdisciplinary research vessel includes both benefits and challenges. Multidisciplinary missions dictate spending just a few days at sites where we would like to spend weeks. Nevertheless, the team adjusted to the challenges and had a successful mission aboard an amazing research platform in one of the most pristine and untouched coral reef ecosystems in the world.

The 2005 survey also visited Pearl and Hermes Atoll and the sunken whaling shipwrecks discovered by NOAA's

Coral Reef Ecosystem Division (marine debris) in 2004. Divers have now identified six cannon, seven trypots, five anchors, and numerous other artifacts. The shallow surf and surge zone is where the British whalers *Pearl* and *Hermes* (for which the atoll is named) ran aground on April 24, 1822, while on their way from Honolulu to waters off Japan. The castaways spent months on nearby Southeast Island.

Similar intensive survey work was also carried out at Kure Atoll, where the entire bow section of a 19th century wooden sailing ship was lifted over the reef and deposited in the protected lagoon waters. By adapting methods developed by ecologists conducting long-term ecosystem monitoring in these atolls, the maritime archaeologists created a strategy for long-term monitoring and managing these shipwreck sites. Permanent baselines were established at the three whaling shipwreck sites. These will allow documentation as weather and ship time permit. Additionally, the permanent baselines serve a dual purpose as permanent datum points from which various environmental parameters can be measured. These whaling shipwrecks fit into a broader whaling heritage theme in

the Pacific Islands Region and National Marine Sanctuary Program.

In addition to work in the Northwestern Hawaiian Islands, NOAA's Maritime Heritage Program in the Pacific Islands Region has been involved in two separate deep water surveys near Pearl Harbor. In December 2004, in a cooperative project involving NOAA's Office of Ocean Exploration, the Hawaii Undersea Research Lab (HURL), and the National Park Service, as well as the National Marine Sanctuary System, maritime archaeologists dove to several deepwater aviation sites in the HURL Pisces research submersibles. In August 2005, NOAA again partnered with the National Park Service, as well as the Office of Naval Research, to return to the Japanese midget submarine sunk by a shell from the USS *Ward* prior to the arrival of carrier planes over Oahu. This midget submarine is one of five that participated in the Pearl Harbor attack on December 7, 1941, and is the focus of an evolving joint agency management and research effort. ♪

– Kelly Gleason

Recording Small Watercraft

ECU Students and NPS HABS/HAER Interns Record Currituck County Vessels

During spring 2005, eleven ECU Maritime students participated in a class entitled *Recording Small Watercraft*. The class entailed three-weekend excursions to Currituck County, North Carolina, where students recorded several vernacular craft, including Currituck-style skiffs and shad boats. Paul Fontenoy (ECU 1995), curator for the North Carolina Maritime Museum in Beaufort, North Carolina, and ECU visiting professor, directed the investigations. Students ultimately produced three types of raw data: construction drawings, line drafts, and photography.

The boats were significant in that they represent a style unique to Currituck County. They were working vessels used for everything, including transportation, fishing, and duck hunting. Modern fiberglass gas boats have replaced these wooden vessels, but a few individuals have gone out of their way to preserve a large sample of these boats. Wilson Snowden and Travis Morris are two such individuals. Snowden and Morris possess several dozen vessels. Some they own while



Claire Dappert (ECU 2005) uses a total station to record small boats in Currituck county this summer.

others were donated by local citizens hoping they could be restored later. Snowden and Morris still use some vessels, but most are in various states of disrepair. *Recording Small Watercraft* provided the opportunity to document twelve vessels, preserving their intrinsic value before they deteriorate completely.

For many students, this class represented their first opportunity to document a wooden vessel. They learned the importance of plumbing and leveling the boat before commencing measurement. They also learned how to take lines off a vessel and how to convert measurements into a scale drawing. For more experienced students, the field investigations allowed them to refine their measuring and drafting skills. Overall, the students produced an invaluable, archival resource for future investigators and enthusiasts.

Ultimately, *Recording Small Watercraft* served as a forerunner to summer internships for three ECU students. The National Park Service (NPS), Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) chose Brian Clayton (ECU 2005), Claire Dappert (ECU 2005), and Brian Diveley for the Sally Kress Thompkins Internships. NPS chose the three students based on a sample drawing, curriculum vitae, and two recommendations submitted by the students. The goal of the internship was to document as many vessels from the Currituck collection as possible. Vessels were chosen based on their level of deterioration. The surveyors used four types of data to record the vessels: construction and lines drawings, historical investigations, photography, and large-format photography. All the data will be housed in the Library of Congress, Washington, D.C., giving access to the public and to future researchers.



Brian Clayton (ECU 2005) records the hull of a vessel for a HABS/HAER study.

Field investigations for the NPS HABS/HAER internship were unique in that the surveyors used a Total Station to record the shape of the vessels. By importing this electronic data into a marine engineering program called *Surfaceworks 5.1*, the interns created a 3-D model of each vessel. In addition to this 3-D representation, the program produced line drawings and relevant offsets of for each vessel. In this way, investigators were able to achieve highly accurate measurements of each vessel's shape, in addition to recording any peculiarities in the shape of the hull, such as hogging. Ultimately, the surveyors recorded twenty-seven vessels. These twenty-seven were combined with the twelve from *Recording Small Watercraft* course, giving a total of thirty-nine vessels. These data are significant in that they record a representative sample of East Carolina maritime heritage particular to the 1920-1980 era in Currituck history.

During field work, Barbara and Wilson Snowden provided housing for the students and interns. Meals and monetary support were provided by the cooperation and support of the Currituck Historical Society, the Currituck Wildlife Guild, several local Ruritan clubs, and many other businesses and individuals helping support Currituck County history and maritime heritage. The Program in Maritime Studies at East Carolina University would like to thank the organizations and individuals who made this project possible. ♡

– Claire Dappert

NOAA Internship

Thunder Bay NMSUP Experience Likened to “A Spicy Meatball”

During the 2005 summer, I had the opportunity to work as an intern at Thunder Bay National Marine Sanctuary and Underwater Preserve (NMSUP), one of the National Oceanic and Atmospheric Administration's (NOAA) thirteen sanctuaries that protect natural and cultural underwater resources across the United States. Located in Alpena, Michigan, Thunder Bay NMSUP was created specifically to protect the area's submerged cultural resources, including over 160 shipwrecks believed to rest under the cold, fresh waters of Lake Huron. It was a wonderful place to learn about managing these resources and the government's responsibility to disseminate their importance.

Please forgive the following muddled metaphor, but if the old maxim, “variety is the spice of life,” holds true, then my time at Thunder Bay NMSUP was a spicy meatball. I worked closely with the sanctuary's Education Coordinator, Cathy Green (ECU 2003), assisting her with public outreach efforts like Thunder Bay NMSUP's 5th Annual Maritime

Festival, local events, and teaching elementary students about the sanctuary and underwater archaeology. I also was able to dive on various shipwrecks, observing and helping (when appropriate) staff archaeologists and divers with various tasks ranging from ship documentation to affixing buoys. I quickly realized how much of the staff's time was spent on public outreach and administrative duties. The sanctuary's staff is tasked with publicly communicating the importance of shipwrecks, maritime heritage, and cultural resources, and therefore must be as open and accessible as possible. Their efforts have resulted in many Alpena locals believing the sanctuary is an important asset toward the community's revitalization. As proof of the community's support, a new 20,000 square foot Great Lakes Heritage Center equipped with 9,000 square feet of exhibit space, a theater, education room, gift shop, and staff offices was just constructed. Part of my job was to help make sure the facility was ready for its grand opening on September 17. Although I returned to ECU in August for classes, my internship was not finished. I flew back to Alpena on September 12 to assist in preparation for the upcoming opening ceremonies. Most of my time was spent teaching fourth graders about Thunder Bay NMSUP on the three-masted schooner, *Dennis Sullivan*.

I greatly enjoyed my internship at Thunder Bay NMSUP. I met people who care about underwater cultural resources and have dedicated their lives to preserving them and to making others aware of their importance. This opportunity was made possible through University of Michigan's Great Lakes Summer Student Fellow program. Every year the Cooperative Institute for Limnology and Ecosystems Research (CILER) at the University of Michigan sponsors several of these summer fellowships, one of which is with Thunder Bay NMSUP. For more information about the program visit <http://www.glerl.noaa.gov/pr/ssfp/cur/>; and for Thunder Bay NMSUP: www.thunderbay.noaa.gov. ♡

– Calvin Mires

Internship at the Coast Guard Historian's Office

This summer I had the fortunate opportunity to work in the Coast Guard historian's office under the guidance of Dr. Robert Browning (ECU 1982). With no personal connection to the military in my past, it was enlightening to be thrown into the world of the United States armed forces, working in the Coast Guard headquarters in Washington, D.C. I worked on several different projects during the eight weeks. I enjoyed each one for the different information and the varied experience. One project was to research vessel

continued on page 10

INTERNSHIPS, continued

types, including planes and watercraft, to write a comprehensive history for the Historian's informational webpage (<http://www.uscg.mil/hq/g-cp/history/collect.html>). The webpage is a bank of knowledge pertaining to the Coast Guard and its use is widespread for historical research. The work of researching and writing to post on the website was a very valuable experience.

Another duty was to research inquiries emailed from the public. This is a very important service provided by the historians. Not only is it their job to record and interpret the history of the US Coast Guard (USCG), but it is also their

job to assist and inform the public, a task I very much enjoyed. My primary duty was to assist in creating a database of the cutter files. These records contain information about all known Coast Guard cutters and vessels operated by the agencies' predecessors. This was a daunting task and several people worked to create the database. While going through the files, I learned about ship construction, the role of the Coast Guard in US history, various types of cutters and their duties, and much more. The USCG Historian's office provided a setting and environment to gain experience performing duties and researching subjects with which I had little familiarity. ↴

– Sami Seeb

The 2005 *Niagara* Experience

This past July, a trio of ECU students (including myself and two undergraduate students, Chris Ruff and Christie Swann) saw wisdom in escaping the oppressive heat and humidity of a North Carolina summer. We piled into a van driven by our program's director and eccentric old salt, Dr. Babits. Our destination was Erie, Pennsylvania – home port of the US Brig *Niagara*, a recreation of Oliver Hazard Perry's flagship for the Battle of Lake Erie on September 10, 1813. Despite a few advance training sessions in which we'd practiced basic knots and been coached on some of the most basic (and most important) lines and rigging, none of us poor students had a clue as to what we were really getting ourselves into.

Luck of the draw placed Dr. Babits and me in the same division: the fourth division, the wretched Fourth. Life is that much more terrible for those assigned to the fourth: we "always" get assigned the dirtiest, most difficult work, like climbing under *Niagara's* stern, lying on our backs on unstable paint-floats and shallow boats that leave one uncomfortably close to Erie harbor's water, or cleaning hundreds of spider webs and egg clutches from around the gunports before painting. This isn't "strictly" true, although I did my share of climbing around *Niagara's* stern and had more than my fill of spider eggs. The divisions all work equally hard to accomplish the basic maintenance that keeps the ship running smoothly and looking beautiful. The idea of the fourth's "wretchedness" helps create stronger ties between messmates, and gives us something to point to when discussing the relative merits of the various divisions and watches. Everyone knows, of course, that the starboard watch (first and third divisions) is lazy, and can't tell a gasket from an earring lashing.

The *Niagara* spent most of her time at port this summer, taking locals and tourists on day-sails twice a week, with



Heather Hatch, Christie Swann and Chris Ruff coil mooring lines after leaving the dock.

overnight trips for the crew once a week. The sailing itself was amazing. It is everything it is cracked up to be, even when you do get a wee bit seasick. The highlight for me came on our last trip out, when I was sent up to the main topgallant while we were underway and loosened it by myself. Even when we weren't sailing the brig or working on maintenance, we spent a lot of time practicing sailing and rowing drills in the ship's small boats. Our days off were spent working on our seamanship skills and taking daytrips to see other historic ships and sites.

I learned a lot about working a square rigged ship this summer, and not only in terms of what lines to pull or the physics of wind and sails. Even though we spent most of our time in port, the closeness of the ship community was really wonderful to experience. This year, the *Niagara* obtained certification as a sail training vessel. I urge everyone to consider taking advantage of the opportunity to sail aboard a tall ship, and this tall ship in particular, if possible.

Information about the *Niagara* can be found at their website, <http://www.brigniagara.org>. ↴

– Heather Hatch

Field Schools

Field Schools

SUMMER FIELD SCHOOL 2005 . . .
one of the largest and most challenging sites
in the history of the program

Summer on the USS *Otsego*

One hundred forty-one years after the vessel's sinking, faculty and students returned to the *Otsego* as part of a phase II archaeological survey and East Carolina University summer field school. Under the direction of Dr. Lawrence Babits (principal investigator) and Dr. Nathan Richards (co-principal investigator), students documented portions of the vessel's hull, accumulating over 600 dive hours between May 24th and June 26th, 2005. With visibility ranging from six inches to two feet, the *Otsego* proved to be one of the largest and more challenging sites in the history of the program.

The *Otsego* project was made possible due to in-kind support provided by Mr. Harry Thompson, of the Port o' Plymouth Museum, as well as the many local merchants who donated food, time, and numerous other resources. With a base of operations provided by the Ruritan Club of Jamesville and a donated portable shower system, students were able to set up a comfortable home away from home.

This season's research on the *Otsego* was a continuation of an initial survey conducted by the North Carolina Underwater Archaeology Branch in 2002. The field school, and subsequent thesis research, specifically targeted diachronic features, site formation processes, and environmental components for the only remaining gunboat of this type.

In conjunction with courses offered in methodology and ship construction at ECU, the location of the *Otsego* was confirmed in the Spring 2005 field week through detailed magnetometer, and side-scan sonar survey. Other anomalies identified along the Roanoke River became part of Franklin Price's thesis: *Conflict and Commerce: Maritime Archeological Site Distribution as Cultural Change on the Roanoke River*. During the project, these sites were ground truthed by small groups of divers.

Upholding a tradition steeped in blackwater diving, students not only contended with poor visibility but also faced strong currents, considerable debris, and cold water. Despite these issues, field



Divers entering water above *Otsego* site

school participants worked quickly to set up baselines along sections of the bulwark, clearing large portions of the wreck from fishing nets and large branches.

With each new leg of the baseline set, divers followed sections of the hull, recording different areas of the wreckage. Trilateration points confirmed measurements taken from specific sections of the baseline and helped identify a significant break in the portside hull. Other features identified along the port side of the vessel suggested this section was once a part of the engine room.

Although permission was obtained through the Naval Historical Center to excavate and recover artifacts, research on the *Otsego* remained non-invasive. This summer's investigation revealed that while the vessel was very disarticulated, site integrity remained surprisingly well preserved, despite heavy traffic through this area by recreational fishermen. ♪

– Brian Diveley



ECU students Jodi Carpenter, Tiffany Pecoraro, Matt DeFelice drafting USS *Otsego* site plan.

Field Schools
Field Schools

FALL FIELD SCHOOL 2005...
Two components
provide ample learning opportunities

PART ONE:

A Missing Link
Found
... Sturgeon Bay, Wisconsin

On September 4, 2005, seven ECU Maritime Studies students, dive safety officer Mark Keusenkothen, Principal Investigator Dr. Bradley Rodgers, and Co-Principal Investigator Dr. Nathan Richards piled into two vans. Our destination was Sturgeon Bay, Wisconsin, and the goal of our two week stay was documenting the wreck of a steam-barge tentatively identified as the *Joys*. Steambarges, also known as lumber hookers, were an important vessel type on the lakes during the 1800s, a transitional ship type with characteristics of a schooner, but propelled by steam.



Boats at Robertson's Cottages, Sturgeon Bay, Wisconsin.

We finally arrived in Sturgeon Bay shortly after 9:00 pm on Monday. The long journey was rewarded with our first look at Robertson's Cottages, our home away from home for the next two weeks. Each cottage featured unique décor in true North Woods fashion, and was situated a stone's throw from the water. The group spent the first morning unloading, unpacking, and organizing project and personal gear, buying groceries,

and settling in. In the afternoon, everyone donned their snorkeling gear and loaded into two, 21 foot Boston Whalers, provided by the State Historical Society of Wisconsin, and traveled to the wreck site for an initial evaluation. The wreck is located in ten feet of water near Sunset Park and the Bay Shipbuilding Company in Sturgeon Bay. During the evaluation, we discussed the wreck's orientation and identified various features. We also examined the surrounding area for additional wreckage.

The next day was a flurry of activity. The group divided into three teams. Dr. Rodgers, Sami Seeb, and Stephanie Allen went to Sunset Park to scout out a suitable location for the datum and to begin mapping the shoreline with the total station. Brian Diveley, Adam Morrisette, and Tiffany Pecoraro set up the 170 foot baseline on the Sunset Park site, and Dr. Richards, Dina Bazzill, and Michelle Liss did a swim survey on snorkel along the shoreline to look for wreckage. During the survey, the remains of a possible scow schooner were located.

Mapping the wreck began on Thursday, September 8th, and the first 10 foot wreck sections were completed. Because of the good visibility, mapping the wreck was a fairly simple process. Zebra mussels, however, covered almost every inch of the site. In some places, the mussel layer was eight inches thick and divers had to remove the mollusks with scrapers and trowels to uncover features. Once the mussels were cleared off, divers recorded

measured sketches in ten foot sections along the baseline. Several interesting features emerged from the remains including decorative metalwork, broken ceramics, iron fasteners, and evidence of extensive charring and burning. At the end of every diving day, students plotted their data on a large map to produce a scale version of the site.

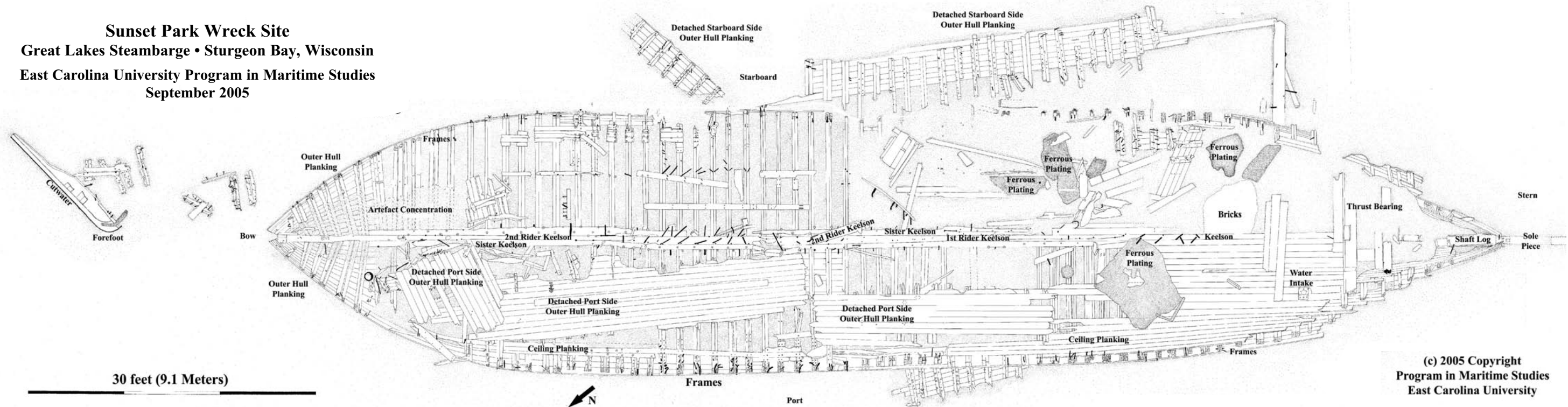
It is still unclear whether the Sunset Park wreck is the steam-barge *Joys*. Some evidence, such as extensive burning on the timbers, indicates that it could be the *Joys*; however, the wreck appears longer than measurements given for the *Joys* on the vessel's enrollments. Further analysis of historical docu-

continued on page 14



Floating hooka systems with the research vessels in the background.

Sunset Park Wreck Site
Great Lakes Steam-barge • Sturgeon Bay, Wisconsin
East Carolina University Program in Maritime Studies
September 2005



(c) 2005 Copyright
Program in Maritime Studies
East Carolina University



Adam Morissette drives in the baseline posts.

mentation is required. In either case, the Wisconsin component of the fall field school was a success. ECU's examination and documentation of this wreck provides an important addition to the scant information available on this transitional vessel type. Only one other steambarge, the *Adventure*, has been archaeologically documented.

A special thanks is owed to the State Historical Society of Wisconsin, especially Keith Meverden (ECU 2005) and Tamara Thomsen, for providing their time, information, financial and logistical support for the project. Without them the project would not have been possible. ⚓

– Dina Bazzill

FALL FIELD SCHOOL 2005, PART DEUX:

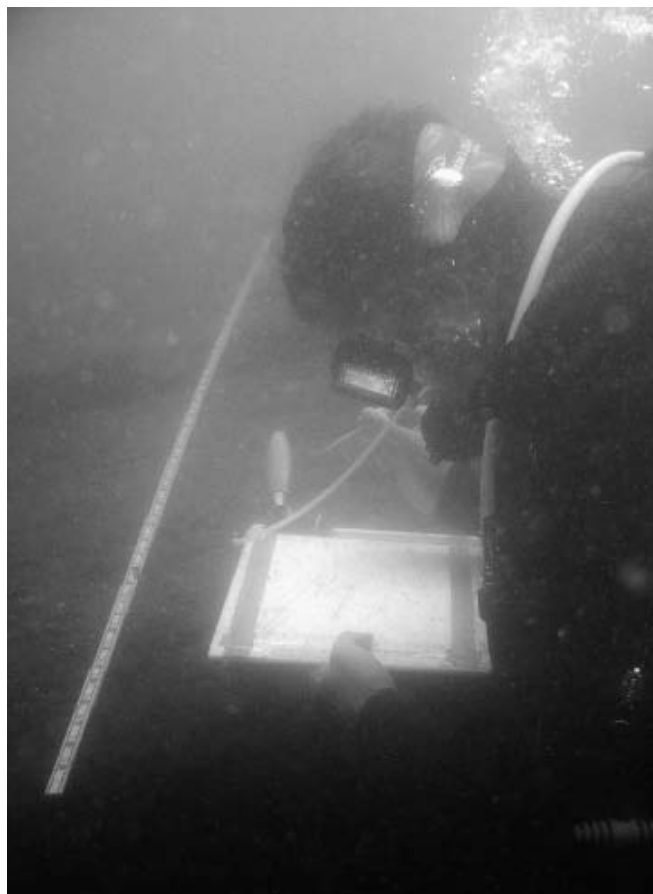


Michelle Liss freediving above wreck at North Point, Thunder Bay.

aground on North Point Reef, west of Thunder Bay Island in Lake Huron on October 26, 1868.

In Situ at Thunder Bay National Marine Sanctuary and Underwater Preserve ...Alpena, Michigan

The fall 2005 field crew traveled to Thunder Bay National Marine Sanctuary and Underwater Preserve in Alpena, Michigan, for the second half of field school. Our next assignment was to locate and record the remains of the passenger freight propeller *Congress*. The vessel was reported a total loss after running



Brian Diveley documenting starboard site of Sunset Park wreck.

In 1868, just months before its demise, the *Congress*' steam engine was outfitted with an oil fired boiler. During this period, the Great Lakes shipping industry attempted to transition from wood to coal fuel. In fact, oil fuel was not accepted until the early 1900s, decades later. This could make *Congress* the first oil fired steamer on the Great Lakes, a noteworthy addition to the sanctuary's roster of confirmed resources.

The exact location of the vessel was unknown. Earlier remote sensing surveys, conducted by NOAA and University of Rhode Island, confirmed several potential locations along the reef. Our job was to ground truth target areas in hopes of identifying *Congress*. Once identified, we planned to perform a Phase II recording. The prospective sites, however, were scattered along a two mile stretch of the reef. With only ten avail-

able working days, the project was quite ambitious. In order to accomplish the task, the field crew split into two teams. The first team buoyed locations and snorkled each site to make a preliminary assessment. The second team followed using scuba and hooka to produce scaled drawings at each location. Day after day, often in poor weather and rough seas, both crews worked hard and fast to find the *Congress*.

By the end of the first week, our search for the *Congress* remained fruitless. Previously unidentified sites, however, were accumulating rapidly. What initially were only a handful of anomalies now numbered thirty-four different loci. Sites ranged from a small scatter of iron plating with fastenings to a 130' section of articulated hull, with intact frames, ceiling and exterior planking. An additional larger, more complex site was identified that contained remnants of two nineteenth century steamers. The overlay of historic debris was not surprising. North Point Reef is a known shiptrap along with its southern counterpart Black River Reef. Thunder Bay Life Saving Station documented over seventy groundings and losses from 1877 to 1914 at North Point alone. This total does not include unknown vessels lost prior to the installation of the station.

With only two dive days left and weather turning worse, the search for *Congress* was terminated and emphasis placed upon documenting existing sites. To do this, an abbreviated recording style was adopted. Working in teams of two, one diver collected diagnostic measurements, while the other photographed the site. Overall site dimensions were recorded, along with the number and type of frame sets, and the molded and sided dimensions of main structural components. The orientation of each site and bottom composition were noted for later GIS site mapping. This system enabled us to extract the most important data in the shortest time. Unfortunately, bad weather kept us out of the water for one day, but on the last day the skies cleared. With an awesome 60' of visibility and calm seas, the field crew recorded a total of twenty-four sites, finishing the project.

In all, while the second half of fall field school was unsuccessful in discovering remains of the *Congress*, it turned out to be one of the most useful experiences shared by our class since coming to ECU. In two weeks, we were able observe, *in situ*, almost a century's worth of Great Lakes vessel types.



Tiffany Pecoraro records a wreck site off North Point in NOAA's Thunder Bay National Marine Sanctuary and Underwater Preserve.

We also gained a working knowledge of wreck analysis and saw the dynamic nature of site formation processes first hand. As a final lesson, we gained practical experience in salvaging a project when things don't go according to plan, for that we have to thank Dr. Richards, the Principal Investigator for this portion of the field project.

On that note, it should be mentioned, funding for the project was provided, in part, by the National Oceanic and Atmospheric Administration's (NOAA) National Marine Sanctuary Program. Wayne Lusardi (ECU 1998), the Michigan State Maritime Archaeologist and Patrick Labadie, Thunder Bay Preserve's resident historian, were our invaluable local contacts. Wayne spearheaded the effort to provide boats and equipment, as well as aiding us daily with his diving and recording skills. Pat provided historic and geographic information for wreck sites and even lent us his own boat when we came up short a dive platform. Mark Keusenkothen, our dive safety officer, kept us geared up and ready to go, despite changing conditions and scheduling. All three were instrumental in the successful completion of the project. ♡

– Tiffany Pecoraro



Sami Seeb recording details of the Galena-Blanchard site, North Point, Thunder Bay.

PAST Foundation's *Slobodna* Field School



“The whole two weeks of the field school were filled with hard work, great adventure and wonderful weather.”

Ewa Silver works on the site of the *Slobodna*.

This August, I had the great opportunity to participate in the *Slobodna* field school, organized by the PAST foundation with the support of the Florida Keys National Marine Sanctuary (FKNMS) in Key Largo, FL. The expedition led by Drs. Annalies Corbin (ECU 1995) and Sheli Smith included students with a variety of experience levels from seven different countries: The United States, Poland, Canada, Singapore, Australia, Tajikistan and England. Jen Cobb, Stephanie Allen and I represented ECU.

The project's first few days were spent in FKNMS headquarters documenting a collection of artifacts recovered by treasure hunters, presumably from the *Adelaide Baker* shipwreck site. The collection consisted mostly of fragments of running rigging, but also included pieces of Muntz metal sheeting, iron chains and hooks. Because the artifacts received little, if any, conservation treatment, most are not in suitable condition for museum exhibition so they were accessioned for educational purposes. Our job was to draw, photograph and catalog these objects as well as prepare loan sheets. After creating the catalog, we put together suggestions for the collection's use including museum and traveling exhibition.

The second part of our field school was more adventurous – we had the privilege of diving in Florida's beautiful

Caribbean waters on the wreck site of the *Slobodna*: an Austrian-built wooden sailing schooner, constructed in Hungary in 1884. The vessel was 52m long and 10.8m wide with a capacity of 1199 tons. She was designed as a commercial transport sailing ship. On her last voyage, *Slobodna* sailed from New Orleans with a cargo of cotton. She sank 16 March 1887, on Molasses Reef near Key Largo, Florida, after being caught in a severe storm. After several failed attempts to free the vessel, the *Slobodna* was broken up by wave action and finally came to rest in about eight meters of water.

Our major goal was to document the *Slobodna* site, identify different construction artifacts and create a detailed site map. Although a comprehensive analysis of the biology had been completed by Indiana University's Underwater Science Program, we prepared the first comprehensive archaeological site map. The whole two weeks of the field school were filled with hard work, great adventure and wonderful weather. The project ended with great success and many new friendships.

A special thanks for the PAST foundation for taking me aboard. ⚓

– Ewa Silver

For more information about *Slobodna* field school see the project's website at:

<http://www.pastfoundation.org/Slobodna2005/>

Capitol Hill 101

CRM Student finishes Knauss Legislative Fellowship in DC

On a typical day, Steve Workman might be answering phone calls from NGOs, attending issues briefings, staffing House Committee hearings, or tracking and researching legislative proposals. On a really good day, he would be canoeing the Chesapeake Bay's tributaries with his boss, Congressman Wayne Gilchrest, a Republican from Maryland's 1st District, and a strong advocate for the oceans and Chesapeake Bay. For the past year, Workman, a graduate of the ECU Maritime Studies Program (2002), and a current Coastal Resources Management PhD student, has been serving on Gilchrest's personal staff as a Knauss Sea Grant Fellow. Workman (shown below in dive gear) began his graduate studies at ECU after retiring from the Navy as a commander in 2000.

"It's been quite an enlightening experience," Workman said recently, "This has been an excellent opportunity to view how Congress works (and doesn't work) from an insider's perspective. The first few months were a steep learning curve and then, before you know it, you're interviewing candidates for next year's fellowships. It really went by fast!"

"I applied for the Knauss fellowship for 2005 because the final report of the U.S. Commission on Ocean Policy (USCOP) was due to be released, and I anticipated that Congress would be eager to take it for action. Boy, was I wrong about that one!" Workman acknowledges that Congress has taken up a few coastal and ocean issues this year, such as a NOAA "organic" act, coastal observing systems, marine mammals, and invasive species, but says it has yet to implement a comprehensive review of all the USCOP recommendations. He says his primary focus has been working on a reauthorization of the Magnuson-Stevens Fishery Conservation and Management Act, and hopes to have a House draft bill finished before he leaves Washington.

"I would strongly recommend the experience for other ECU graduate students."

Workman says he gained new insight on why certain issues get the immediate attention of Congress, and why others languish for years in search of a champion. He hopes to put that perspective to good use in his future research and management work. "All in all, this has been a terrific experience. I had an outstanding boss, I learned a lot about the process, and I established a wide range of professional contacts in the field. I would strongly recommend the experience for other ECU graduate students." ↴



Ahoy Mates, Heads Up!

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Kurt Knoerl (ECU 1989) has put together an online museum of underwater archaeology. It includes exhibits on the British Sloop *Industry*, and the CSS *Alabama*. The site also includes an exhibit geared towards children that describes the steps included in an underwater archaeology project. The children's exhibit was completed with contributions from our own Michelle Damian, who worked with Kurt as part of an internship through her previous school: George Washington University. Check out the site at www.uri.edu/mua

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Several students attended the first ever Maritime Heritage Education Conference last November in Norfolk, VA. Attendees were privileged to hear about maritime heritage education and conservation plans at many NOAA sanctuaries and a variety of other places including a maritime trail of the 1733 Spanish shipwrecks off the Florida coast. Dr. Robert Ballard gave the keynote address; he was followed by many varied presentations and calls for collaboration in the community of maritime heritage education.

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The Maritime Studies Association had the pleasure of welcoming several guest lecturers this year including: Tane Casserly (ECU 2005) and Hans Van Tilberg (ECU 1995) both of NOAA Maritime Sanctuaries program. Several students gave presentations on Photo Modeler projects they completed as part of the advanced methods course. The MSA hopes to continue their public lecture series in the second half of this year by welcoming Susanne Grieve, a conservator on the Monitor Project and Paul Clancy, author of *Ironclad: The Epic Battle, Calamitous Loss, and Historic Recovery of the USS Monitor*. We are also looking forward to hosting an Emerging Technology Symposium which will be open to presentations on the use of new and innovative technologies in the field of maritime archaeology. Keep checking the website www.ecu.edu/maritime/msaweb.htm for updates!

Attention Program Graduates

We are currently working on creating a digital archive of all theses completed for the Maritime Studies Program website. If you have a digital copy of your thesis that you would be willing to submit please contact Dr. Nathan Richards at richardsn@ecu.edu

New MA Students join ECU's Maritime Studies Program

Michelle Damian moved here from Washington, DC. She completed her BA in Asian Studies at the University of California, Berkeley, and worked in international relations positions in Japan for seven years. After returning to the USA, she completed an MA in Museum Studies at George Washington University. Her research interests include Asian seafaring and maritime culture. Whenever possible she travels, dives, visits her family and their dogs in Maine, and volunteers with museums.

Tricia Dodds moved here from Orange County, California. She graduated in 2004 from University of Georgia with a BS in Underwater Archaeology and minors in Chemistry and Drama. She has worked on underwater sites off the coasts of Germany and Scotland, and at Gray's Reef National Marine Sanctuary for NOAA. She also worked as an assistant for the Georgia Underwater Archaeology Program. She is interested in Pacific archaeology, particularly submerged sites off the coast of southern California. In her spare time, she likes hiking, yoga, acting, and movies

Adam Friedman graduated from the University of North Carolina at Chapel Hill with a BS in Biological Sciences and a minor in Chemistry. He plans to study the national strategy and flotilla tactics of gunboats fielded by the United States Navy prior to and during the War of 1812. Other interests involve the Dreadnought era and American involvement in World War II. In his spare time, he enjoys rock climbing, woodworking, numismatics, and tropical fish. SCUBA will undoubtedly soon be ranked among these avocations.



Front row - left to right: Stephanie Hayden, Amy Leuchtmann, Machelle Damian, Adam Friedman, Back row: Tricia Dodds, Wes Murray, Joe Hoyt, Toby McMahon, Wesley York, and Annie Tock.

Stephanie Hayden has a BA in Anthropology from Arizona State. Since coming to ECU, she's been putting her conservation experience to use working at the QAR lab. She plans to study gender issues at sea and the other forgotten souls onboard ships. She enjoys diving, reading, writing, and traveling.

Joe Hoyt graduated in May 2004 from East Carolina University with a BA in Anthropology and a minor in Coastal and Marine Sciences. Joe became a charter member of the Marine Archaeological Survey Team (MAST) in Ohio and participated in mapping several Lake Erie wrecks. In 2001, he was invited to join NOAA (National Oceanic and Atmospheric Administration) and NURC (National Undersea Research Center) on the *USS Monitor* expedition as a safety diver. After graduating in 2004, Joe was selected as the North American Rolex Scholar for the Our World Underwater Scholarship Society. This was a year-long experience which afforded him rare opportunities to work with respected individuals involved in marine sciences. Joe's research interests include technical diving and, specifically, the *Success* wreck in Lake Erie.

Amy Leuchtmann left her home state of Michigan to enjoy a little sand, sun and fun while studying at Florida Atlantic University: Honors College, in Jupiter, Florida. There she earned her BS in biology. The highlight of her four years there was a semester spent in the Semester by the Sea program held at Harbor Branch Oceanographic Institute studying marine biology. After graduating, she spent a year working and playing at Walt Disney World before joining ECU's Maritime Studies program. Her interests include sports (real and fantasy), movies, and traveling.

Toby McMahon got a BS from Utah State in Anthropology with a minor in Math. His research interests include using math in maritime archaeology and he's considering thesis projects exploring probability on surveys and shipwreck databases and the application of land math theory to maritime sites. He's done archaeology work on Anasazi sites in southeast Utah and enjoys reading and mountain biking.

Annie Tock graduated from Hanover College (IN) with a degree in History and spent the last two years working toward an MA in history at Eastern Illinois University. She's currently interested in the ways in which maritime land communities are shaped by their relationship with the sea, specifically those community's cultural norms and their definitions of crime. She enjoys reading, following the Chicago Cubs, doing anything outdoors, and training her dog, Gabe, to throw away his own trash.

Wilson York, a native of Atlanta, Georgia, arrived at ECU by way of Duke University, where he earned a bachelor's degree in history and religion in 2004. Prior to his arrival in Greenville, he worked in cultural resources management in the Atlanta area for a year. His interests include his beloved Atlanta Braves, Duke basketball, and trivia challenges.

Former 'Aggie' Brings Variety to ECU

David Stewart (PhD, Texas A&M Univ.) is a Visiting Assistant Professor at ECU during the 2005-2006 academic year.

Stewart specializes in maritime archaeology of the Age of Sail, focusing on British and American seafaring during the eighteenth and nineteenth centuries. Stewart's work seeks to increase understanding of maritime culture, both aboard ship and ashore. To this end, his current research examines the ways that



Dr. David Stewart

British and American seafaring communities memorialize those lost at sea. Articles on his research have appeared in *Mortality* and are forthcoming in *IJNA*.

His specific academic interests include piracy and privateering, economic history, the nation-state, and religious conflict.

Wesley Murray, hailing from Boulder, Colorado, found his way to ECU via Eastern Kentucky University where he received bachelor degrees in History, English, and Criminal Justice, while earning minors in Aviation Administration and Philosophy before finishing up in 2002. During his years removed from the world of academia he met his wife, got a dog, and realized that the job that he had been fruitlessly searching for was one that he had already had; school. Realizing that there was a small problem in his career choice (NO MONEY), he decided to strive to be a professor, focusing on teaching Southern Civil War Era Maritime issues. His hobbies include volleyball, basketball, flag football, watching Jeopardy, and sleeping. ♪

He is also preparing a book manuscript based on this work. In addition to memorialization, Stewart's research focuses on shipboard life, maritime cultural landscapes, maritime folk life, gender in seafaring, and material culture theory. Before coming to ECU, Stewart served as an Assistant Director on the excavation of a Byzantine shipwreck near Bozburun, Turkey, and participated in the excavation of the Bronze Age shipwreck at Uluburun, Turkey. He has also worked on terrestrial excavations and surveys in Greece, the United Kingdom, and the United States. This year Dr. Stewart will be teaching History and Theory of Nautical Archaeology, Maritime Culture and Cultural Landscapes, American Maritime Material Culture, as well as European Maritime History and Archaeology. ♪

GONE BUT NOT FORGOTTEN

A Southern gentleman passes. . .

Jim Embrey

Jim Embrey (ECU 1999) died suddenly at home, on September 12th. Jim was a reentry, or non-traditional, student. He retired from his first career and embarked on the educational path to have a second chance at doing the archaeology he loved. After graduation, Jim was employed in the Washington, DC, office of John Milner & Associates, a contract archaeology firm. Jim left behind his wife Mary, three sons, and several grandchildren.



Jim Embrey

Those of us who knew Jim found him to be a Southern gentleman without the Shelby Foote accent. His peers speak for him: "He was a happy guy and a *genuine* friend. We were separated by a few years but I never felt that generation gap." "I know he got PO'd at times, but I never heard him say something nasty about people. He was just a genuine all around nice guy." "Jim & Mary, without them who knows if my thesis would ever have been completed." "Jim and I had good days working on his shoreline survey and he introduced the SEAL manner of doing a coastline survey that led to pinning down the property lines at St. Mary's City." "We are all in shock over this unexpected event. Jim was a wonderful fellow and a talented guy. As you know, he made many significant contributions to Maryland archaeology."

Friends suggested that, instead of flowers, donations be made in Jim's name to continue archaeology at St. Mary's City, an endeavor he thought was very important. The address follows:

St Mary's City Foundation
Historic St. Mary's City
St. Mary's City, Maryland 20686

– Lawrence Babits

Where Are They Now? Where Are They Now? Where

Where Are Our Maritimers Now? – 2006

A

- James Allan, PhD** – Lecturer, St Mary's College of California, Moraga, CA
Evguenia Anichtchenko – Museum of the Aleutians, Unalaska, AK
Ray Ashley, PhD – Executive Director, San Diego Maritime Museum and Professor of Public History, University of California at San Diego, CA
Paul Avery – University of Maine Law School

B

- David Baumer** – The Mariners' Museum, Newport News, VA
David Beard – Curator, Independence Seaport Museum, Philadelphia, PA
Sam Belcher – Starting University of Kentucky PhD program
Kathryn Bequette – Director, Maritime Archaeology and Research, OELS, Westminster, CO, and consultant with Denver Ocean Journey Aquarium
Jemison Beshears – Antique firearms specialist, Greg Martin Auctions, San Francisco, CA
Matthew Brenckle – USS *Constitution* Museum, Charlestown, MA
Robert Browning, PhD – Historian, US Coast Guard, Washington DC



Maritimers participate in the Second Annual Cardboard Boat Regatta.

C

- Tane Casserley** – Maritime Archaeologist, NOAA Maritime Archaeology Center, Newport News, VA
Robert Church – Nautical Archaeologist, C&C Technologies Survey Services
Wendy Coble – Aviation Archaeology Specialist, Naval Historical Center, Washington, DC
Patrick Cole – Writer, Barcelona, Spain
Edwin Combs, PhD – Visiting Assistant Professor, Mississippi State University
Michael Coogan – Manager, Strategic Planning, Northrop Grumman IT, Herndon, VA

- David Cooper** – Resource Manager, Grand Portage National Monument, MN
Diane Cooper – Consultant, San Francisco Maritime National Historic Park.
Lee Cox – Contract Nautical Archaeologist, Dolan Research, Philadelphia, PA

D

- Claire Dappert** – PhD candidate, Flinders University, Australia
James P. Delgado – Executive Director, Vancouver Maritime Museum, Canada
Jeff DiPrizito – High School teacher in New Hampshire
Robert Dickens – Doctor of Veterinary Medicine, Raleigh, NC
Wade Dudley, PhD – Visiting Assistant Professor, Department of History, East Carolina University, Greenville, NC
Stan Duncan – Regional Sales Consultant, NUS Consulting Group, Inc., Oak Ridge, TN

E

- Scott Emory** – Maritime Archaeologist, McCormick, Taylor and Associates, Cherry Hill, NJ
Jeff Enright – Nautical Archaeologist and Diving Supervisor, PBS&J, Austin, TX

- Chris E. Fonvielle, Jr., PhD** – Assistant Professor, UNC-Wilmington, Wilmington, NC
Kevin Foster – Chief, National Maritime Heritage Program, Washington, DC
Joe Friday – Sergeant, Greenville Police Department, Greenville, NC

G

- Kate Goodall** – Volunteer, Maritime Heritage Program, NPS, Washington, DC
Amy (Rubenstein) Gottschamer – Real estate broker, Santa Fe, NM, and Lawrence, KS
Jeff Gray – Manager, NOAA Thunder Bay National Marine Sanctuary and Underwater Preserve, Alpena, MI
Joe Greeley – Curator and Nautical Interpreter, St Mary's City, MD
Cathy (Fach) Green – Education and Outreach Coordinator, Thunder Bay National Marine Sanctuary and Underwater Preserve, Alpena, MI
Russ Green – Program Operations Coordinator, NOAA Thunder Bay National Marine Sanctuary and Underwater Preserve, Alpena, MI

H

- Richard Haiduven** – Contract Archaeologist, Miami, FL
Wesley K. Hall – Director, Mid-Atlantic Technology, Wilmington, NC
Lynn B. Harris, PhD – Professor, College of Charleston, Charleston, SC
M. J. Harris – National Maritime Museum, San Francisco, CA
Robert Holcombe – Retired, Senior Naval Historian and Curator, Port Columbus Civil War Naval Center, Columbus, GA
Joshua Howard – ABD PhD candidate, Military and American Revolutionary War Historian, Ohio State University, Columbus, OH
Michael D. Hughes – Logistics firm, Washington, DC

J

- Claude V. Jackson** – Museum Curator, St. Louis, MO
Brian Jaeschke – Wheelsman on Great Lakes freighters
John O. Jensen, PhD – Lecturer in Maritime History, Sea Education Association, Woods Hole, MA
Rick Jones – Building Contractor, Greenville, NC

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

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

B

- Danielle LaFleur** – Assistant Curator, Muskegon County Museum, Muskegon, MI
Matthew Lawrence – Maritime Archaeologist, Stellwagon Bank National Marine Sanctuary, Scituate, MA
Wayne Lusardi – Maritime Archaeologist and research coordinator, NOAA Thunder Bay National Marine Sanctuary and Underwater Preserve, Alpena, MI

M

- Richard Mannesto** – Great Lakes Shipwreck Historical Society, Sault Ste. Marie, MI
Eleftheria Mantzouka – Underwater Archaeologist, Athens, Greece, PhD candidate, University of Southampton, UK
Amy Jo (Knowles) Marshall – Curator, Wrangell-St. Elias National Park and Preserve, Copper Center, AK
Timothy Marshall – Archaeologist, Wrangell-St. Elias National Park and Preserve, Copper Center, AK
Deborah Marx – Maritime Archaeologist, Stellwagon Bank National Marine Sanctuary, Scituate, MA
Coral Magnusson – International Archaeological Research Institute, Honolulu, HI.
Tom Marcinko – South Carolina Department of Natural Resources, Charleston, SC
Rodrick Mather, PhD – Assistant Professor, Department of History, University of Rhode Island
Peter McCracken – Reference Librarian, University of Washington, Seattle, WA
Phillip H. McGuinn – Underwater Communications, Bedminster, NJ
Salvatore Mercogliano, PhD – Instructor, Campbell College, AL
Ann Merriman – PhD candidate, University College London: Minnesota Transportation Museum, Site Administrator
Keith Meverden – Underwater archeologist, State Historical Society of Wisconsin
Dave Miller – Teaching at Central Texas College, Camp Foster, Okinawa
Calvin Mires – PhD candidate, East Carolina University, Greenville, NC
Amy Mitchell, PhD – Assistant Professor, University of West Florida, Pensacola, FL
Kimberly E. Monk – PhD candidate, University of Bristol, UK
David Moore – Curator of Nautical Archaeology, North Carolina Maritime Museum, Beaufort, NC
James Moore – PhD candidate, University of Rhode Island, Narragansett, RI
Scott Moore, PhD – Assistant Professor, Indiana University of Pennsylvania



Maritimers know how to party. The 2005 Halloween celebration was a blast!

- Shawn Holland Moore** – Volunteer Coordinator and Community Partner Liaison, East Carolina University, Greenville, NC
Stuart Morgan – Public Information Director, South Carolina Association of Counties
Jeff Morris – Contractor for US Office of Naval Intelligence
John W. (Billy Ray) Morris – PhD candidate, University of Florida

N

- Adrienne (Askins) Neidinger** – Archaeologist, National Park Service
Sam Newell – NC public school teacher, Greenville, NC
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 Springs, MD

P

- Jason Paling** – PhD candidate in Meso-American Archaeology, Department of Anthropology, SUNY Albany, NY
Harry Pecorelli – Underwater Archaeologist, Diversified Wilbanks, Charleston, SC
Martin Peebles – Archaeological Illustrator, St. Petersburg, FL
Jaqueline Piero – “enjoying life”, Boston, MA
Andrew Pietruszka – PhD candidate, Syracuse University
Mike Plakos – Oceanengineering and Office of Naval Intelligence
Darren Poupore – Curator, Biltmore Estates, Asheville, NC

- Edward Prados** – AMIDEAST, Yemen

R

- James R. Reedy, Jr.** – Contract Archaeologist, Beaufort, NC
Phillip Reid – Consultant, Wilmington, NC
Jason Rogers – Dutch Harbor, AK
Todd Robinson – Librarian, Medical College of South Carolina, Charleston, SC
Matthew Russell – Submerged Resources Center, National Park Service, Santa Fe, NM; PhD candidate, UC Berkeley

S

- John Schaefer** – Teacher, Washington, NC
James Schmidt – Nautical Archaeologist, Naval Historical Center, Washington, DC
Robert Schneller, PhD – Historian, Naval Historical Center, Washington DC
Joshua Smith, PhD – US Merchant Marine Academy, Kings Point, NY
Chris Southerly – NC Underwater Archaeology Branch, NC Division of Archives and History
James Spirek – Underwater Archaeologist, SC Institute of Archaeology and Anthropology

T

- Bruce Terrell** – Maritime Historian and Maritime Archaeologist, NOAA
William H. Thiesen, PhD – Historian, US Coast Guard, Portsmouth, VA
Hans Van Tilburg, PhD – Maritime Heritage Manager, Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve
Ray Tubby – Nautical Archaeologist, Tidewater Atlantic Research, Washington, NC
Lex Turner – Emergency Room Nursing Student, East Carolina University, Greenville, NC

continued on page 24

Maritime Studies Association

MSA Apparel Descriptions

The purpose of Maritime Studies Association is to assist students working toward the completion of a degree in the Maritime Studies at ECU. Membership in MSA is open to East Carolina's students, staff, and faculty with an interest in maritime history and/or underwater research. With the many requests we have had for maritime apparel, we created a web site to make them available to our Alumni. Orders from our local distributor, Mojo Sportswear Inc., will be made several times during the year. There is a variety of clothing items available, including shirts, polos, jackets, vests, and hats. These items are embroidered with the program's compass logo. Basic tee's are screened with the small compass logo on the front and a large oval logo (see graphics above order form) on the back. For your convenience we have included this MSA Order Form in our newsletter.*



**Weathered Pique Polo - Unisex
D400 - page 26**
Features: 100% Peruvian Tanguis cotton pique. 2 button woven placket with natural coconut buttons.

Colors
Barn Red, Loden (Khaki green), Navy.

Sizes
S, M, L, XL, 2XL, 3XL, 4XL

Cost
Embroidered
MSA price
\$27 - S-XL
\$29 - XXL and larger
Non-MSA price
\$33 - S-XL
\$35 - XXL and larger



**Ladies' Performance Polo
DG105W - page 42**
Features: 69% cotton, 31% polyester. Dri-fast and UV protection; feminine fit; 3-button placket; dyed-to-match buttons; striped neck tape; side vents; half-moon mesh sweat catch.

Colors
White, Black, New Navy

Sizes
S, M, L, XL, 2XL

Cost
Embroidered
MSA price
\$27 - S-XL
\$29 - XXL and larger
Non-MSA price
\$33 - S-XL
\$35 - XXL and larger



**Three Season Sport Jacket
D730 - page 55**
Features: 100% Nylon Tason shell, active microfleece lining, polyfill insulation. Inconspicuzip for easy embroidery; open bottom with adjustable cordlock; adjustable cuffs; front zippered pockets with brushed lining; inside zippered security pocket.

Colors
Dark Slate Blue, Burgundy, Black, Moss

Sizes
XS, S, M, L, XL, 2XL, 3XL, 4XL

Cost
Embroidered
MSA price
\$42 - S-XL
\$44 - XXL and larger
Non-MSA price
\$47 - S-XL
\$49 - XXL and larger



**Men's Cathedral Peak Vest
C1480 - page 78**
Features: Full-zip front; zip close hand warmer pockets; open bottom with drawcord hem.

Colors
Navy, Black, Charcoal.

Sizes
S, M, L, XL, 2XL, 3XL

Cost
Embroidered
MSA price
\$32 - S-XL
\$34 - XXL and larger
Non-MSA price
\$37 - S-XL
\$39 - XXL and larger



**Ladies Fern Creek Vest
C1470 - page 78**
Features: Full-zip front; zip close hand warmer pockets; open bottom.

Colors
Beet, Black, Nightshade (Bluish).

Sizes
S, M, L, XL

Cost
Embroidered
MSA price
\$32 - S-XL
\$34 - XXL and larger
Non-MSA price
\$37 - S-XL
\$39 - XXL and larger



**Hooded Fleece
S244 - page 99**
Features: 50% cotton/50% polyester. Two-ply hood with matching drawstring; front pouch pocket with bartacks for durability; ribbed waistband.

Colors
Forest (green), Granit, Heather, Navy Blue, Ash.

Sizes
S, M, L, XL, 2XL, 3XL

Cost
Embroidered
MSA price
\$26 - S-XL
\$28 - XXL and larger
Screened
\$22 - S-XL
\$24 - XXL and larger
Non-MSA price
\$31 - S-XL
\$33 - XXL and larger
Screened
\$27 - S-XL
\$29 - XXL and larger



Ladies Semi-sheer Crew Neck Tee
C379 - page 235

Features: 100% preshrunk, semi-sheer, combed ring-spun cotton jersey.

Colors
 Chocolate, Frost Sky (light blue), Kelly Green.

Sizes
 S, M, L, XL

Cost
 Screened
MSA price
 \$15 - S-XL
 \$17 - XXL and larger
Non-MSA price
 \$17 - S-XL
 \$19 - XXL and larger



Unisex - Beefy-T
P. 226
5180 - Short Sleeve
5186 - Long Sleeve

Features: Taped neck; rib collar; double-needle sleeve and bottom hem.

Colors
 Navy Blue, Light Steel (Grey), Cardinal, Pine, Royal Blue.

Sizes
 S, M, L, XL, 2XL, 3XL, 4XL

Cost
 Screened
MSA price
 \$15 - S-XL
 \$17 - XXL and larger
Non-MSA price
 \$17 - S-XL
 \$19 - XXL and larger



5-Panel Brushed Twill Unconstructed Cap
BX008 - page 290

Features: 100% brushed cotton twill, low profile, self-fabric closure with D-ring slider and tuck-in strap, one size fits all.

Colors
 Stone, Black, Navy, Ice Blue

Sizes
 One size fits all.

Cost
MSA price
 \$15 - all sizes
Non-MSA price
 \$17 - all sizes

INCLUDE CHECK WITH ORDER FORM.

Mail to: Maritime Studies Association
 c/o Sami K. Seeb
 East Carolina University
 Maritime Studies Program • Eller House
 Greenville, NC 27858-4353

Questions?: 252-328-6097 (department)
 252-756-4073 (Sami)

Main embroidered logo:



Logo on back of screened short sleeve and long sleeve shirts:



MSA Apparel
ORDER FORM

*** All prices are subject to change. Please verify current price before ordering by going to www.ecu.edu/maritime and clicking on the Order MSA Apparel tab.**

SHIPPING AND HANDLING:
 If unable to pick up your order at Eller House, please include \$5.00 for the first item and \$1.00 for each additional item for priority shipping.

Style #	Description	Size	Color	Price
Example: DG105W	Ladies' performance polo	Medium	New navy	\$ 27.00
				\$
				\$
				\$
				\$
				\$
				\$
				\$
				\$
				\$

Shipping and Handling (if applicable)

\$

Name: _____

Address: _____

Phone: _____ **Email Address:** _____

Make all checks payable to Maritime Studies Association

WHERE ARE THEY NOW?, continued

W

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

Sarah Waters – Instructor, Seamester
Program, Long Island University

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

Wilson West, PhD – Historian, Toronto,
Ontario

Robert Westrick – Consultant, Vero Beach, FL

Heather White – Tobacco farmer, Bertie
County, NC

Scott Whitesides – Contract archaeologist,
Layton, UT

Elizabeth Whitfield – Evergreen, CO

Kimberly Williams – Teacher, Hillsborough
Community College, Tampa, FL

Stephen Williams – PhD candidate, Antioch
New England Graduate School, Keene, NH

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

Steve Workman – PhD candidate, ECU
Coastal Resources Management Program

Is your information correct? Are you missing?
Give us an update by emailing our program
secretary at underwoodk@ecu.edu ↓

ECU MARITIME STUDIES THESES DEFENDED IN 2005

Tane Casserley, “CGS *Canada*: A Canadian Warship in the Florida Keys.”

Brian Clayton, “On Board The USS *North Carolina* (BB-55): Recollections and
History of a Battleship During The Second World War.”

Claire Dappert, “Oaken Whale With a Cast Iron Tail: The Single-Decked Wooden
Bulk Carrier ‘*Monohansett*.’”

Kim Eslinger, “And All the Men Knew the Colors of the Sea...” Historical and
Archaeological Investigation of the SS *Commodore*, Ponce Inlet, Florida.

Keith Meverden, “Currituck Sound Regional Remote Sensing Survey, Currituck
County, North Carolina.”

David Miller, “The Logistical Impact of Prize Capture on Armies at The Siege of
Boston 1775-1776.”

Calvin Mires, “Plying the Waters in America’s Little Switzerland: The Role of Turn
of The Century Lake Tourism in Glacier National Park, Montana.”

Andrew Pietruszka, “Maps, Manuscripts, and Survey: Middle Range Theory and the
Bath Creek Submerged Cultural Resource Survey.”

Elizabeth Whitfield, “Pushing The Paradigm: The Devotional Medals of *El Buen
Consejo* in a Historical and Archaeological Context.”

SCHOLARSHIP WINNERS:

PAUL MURRAY FELLOWSHIP: **Adam Friedman**

R.N. LOKKEN SCHOLARS: **Sami Seeb, Heather Hatch, and Christopher McCabe** ↓

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Stem to Stern

Program in Maritime Studies
Admiral Ernest M. Eller House
East Carolina University
Greenville, NC 27858-4353