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UP AND STOW: Coral Magnuson (R) and Sara Beck (L) climb up the rigging to furl sail on the U. S. Brig Niagara. (Photo: Deirdre O’Regan)
From the Editor

The Program in Maritime History and Nautical Archaeology at East Carolina University continues to grow with a record number of new students from across the country enrolled for the 1996-97 academic year. As Stem to Stern enters its twelfth season of publication, Dr. William Still's legacy endures. Although the Ph.D. proposal suffered a setback (p. 151), the high standards and diversity of student and faculty research serve to strengthen the Program.

After two years at the helm, Dr. Timothy Runyan stepped down as Interim Director to return to Cleveland State University to fulfill teaching obligations there. Students and staff correspond with him regularly as he maintains close ties with our program, albeit unofficially. Dr. Lawrence Babits is serving as Acting Director for the 1996-97 academic year until a permanent candidate is chosen to fill the position.

Student projects this year have taken ECU classmates from the tropics of the Caribbean and the Florida Keys to the Canadian Maritimes. With changes in Scientific Dive Training curriculum, students will be more qualified than ever to work in a variety of settings and conditions. We are pleased to announce that several maritime students represented ECU at national conferences this year including the Society of Historical Archaeology, the North American Society for Oceanic History, and Museum and Small Craft Association amongst others.

With new changes in the curriculum, plus cooperation with outside museum and historical organizations, the faculty has demonstrated their commitment to raising Program standards by acknowledging the importance of practical training and unconventional teaching methods. It is innovative ideas such as these that make East Carolina University’s Program in Maritime History and Nautical Archaeology exciting and unique.

In Brief

Dr. Fred Reagan retired this year as director of graduate studies in History. Dr. Roger Biles, who is the history chair, stepped forward to fill the vacant position. The history department nominated Dr. Carl Swanson for two awards in 1996: “Board of Governor’s Award for Excellence in Teaching” and the “Board of Governor’s Distinguished Professor Award.” Dr. Brad Rogers won the “Great Lakes Award” for his book Guardian of the Great Lakes: The U.S. Paulette Frigates Michigan. This book deals with issues pertaining to mid-19th Great Lakes history: the transition from sail to steam and wood to iron, mill-rigs, timber smuggling, the Civil War on the Great Lakes, and the Fenian invasion of Canada. The 1997 summer field school will be taught in Maryland under the direction of Dr. Lawrence Babits (p. 9).

Maritime Students Receive Recognition

Department of History Scholarships for the 1996-97 academic year were awarded to Wade Dudley and John Holt, Jr. for the Lawrence F. Brown Fellowship. Joe Grecyki and Salvatore Mercogliano first and second year Admiral Ernest M. Elmer Fellowship in Modern Naval History; and Peter McCracken won the Roy N. Lassen Memorial Scholarship. McCracken is also the 1996-97 Visiting Fellow at the G. W. Blount White Library, Mystic Seaport Museum.

Private benefactors fund these awards to uphold and encourage high standards of student research in the field of Nautical History. A committee from ECU’s Department of History faculty chose this year’s winners based on their academic performances and essays titled: “Why I Have Chosen to Study History.”

Stem to Stern

Newsletter of East Carolina University’s Program in Maritime History and Nautical Archaeology

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The 1996 Summer Underwater Archaeology Field School completed over two decades of intermittent investigations on the Chicod Creek Vessel. Mapping included the entire port side of the vessel, the bow and stern, the interior and exterior walls, and the remaining stern deck. Dr. Lawrence E. Babits directed the field school with Glenn Forest as principal investigator and Sarah Waters as senior crew chief. Robert Church, Cynthia Deas, Rusty Earl, Tom Marcinko, Deirdre O’Regan, Mike Philips, and Robert Westrick, rounded out the crew.

The 1996 findings will allow accurate reconstruction of the overall hull of an early class of twin-screw warships, the Porter Gunboats. This summer, researchers discovered the upper half of the bow and its reconstructed prow shows a similarity to the Aberdeen clipper bow made popular in the 1850’s by American clipper designer John Griffiths. The vessel has the same innovative composite frame structure found on the CSS Chattahoochee. The hull is sufficiently intact to postulate a reconstruction of two thirds of the vessel’s deck. At midships, researchers discovered drain holes cut in the first strake on either side of the keelson. An intact knock-down pillar, found this year, suggests the vessel had a 10-foot depth of hold.

The 1996 investigation also tried out methods for working in an overhead environment using safety lines with control points in addition to the backup scuba gear and wireless communications. These procedures, adapted from cave diving techniques, provided additional safety features for divers working under the deck.

Many believe the wreck is a Confederate wooden gunboat. Wooden gunboats played a vital role in the development of the Confederacy’s war effort. Historians tend to minimize their significance by focusing on the ironclads and foreign-built commerce raiders. The story of the Confederate domestic gunboat production is the story of the formation of the Confederate Navy and its initiation of warship construction. It is a story of the Confederate naval strategy and consolidation of authority within the Confederate Navy Department.

Despite the technological and tactical changes introduced by the ironclad programs, the Confederacy continued to use Porter Gunboats throughout the war. One reason for producing innovative shallow draft wooden gunboats was to protect the inland waterways where ironclads and the Union’s deepwater vessels would not operate. In the sounds of North Carolina, the Union waged a naval war with only gunboats because they could not get an ironclad into the Carolina Sounds.

Of the dozen or more Porter Gunboats contracted for during the war, the gunboats built in Washington, North Carolina are the least understood. Their contracts do not contain vessel descriptions. In October 1861, two firms agreed to produce three gunboat hulls for the Confederate Navy. R. L. Myers & Company contracted for two hulls and Ritchie & Farrow contracted for a third. It

(Continued on page 4)
appears that both firms functioned as subcontractors for the Gosport Navy Yard which would complete the vessels.

Work on the first Myers hull and the Ritche & Farrow hull began promptly. Construction on the second Myers hull possibly began in December 1862 because the contract staggered delivery of the second Myers hull by two months. The Federal capture of Roanoake Island in February 1862 ended any hope for completing these vessels. On 21 March 1862, when Federal forces arrived at Washington, North Carolina, the only hull complete enough to launch was the first Myers hull.

To date, no known contemporary historic source states that the two Myers hulls were Porter Gunboats. Constructor John L. Porter mentions that some vessels under construction at Washington were of the 150-foot Marcon Class and recent research revealed specifications for a Marcon Class Porter Gunboat under construction in Jacksonville, Florida. The Chocod Creek Vessel conforms to these Marcon Class specifications. Additional research established a direct link between R. L. Myers & Company and the Chocod Creek Vessel when researchers discovered a receipt for the third payment on the Myers contract. The third payment corresponds to the level of completion of the Chocod Creek Vessel.

Some naval historians puzzle over John L. Porter’s reference to his “Clipper Gunboats.” The Chocod Creek Vessel has a variety of clipper features not mentioned in the Jacksonville Marcon Class specifications. Given the context of Porter’s remarks, the Clipper Gunboat description could only apply to his twin-screw wooden gunboats. This suggests that the original design for the other right Marcon Class gunboats might be the Clipper Gunboat design of the Clipper Gunboats are a modification of the original Marcon Class design. Little documentary material remains concerning the overall design of the Porter Gunboats. The archaeological investigation of the Chocod Creek Vessel offers to recover what history lost.

Today, the Chocod Creek Vessel represents the state of the art in wooden warship design as warship technology rapidly changed to ironclad vessels. It is a testament to the Confederacy’s talented naval design team of Constructor John L. Porter and Engineer William P. Williamson. The 1996 Field School may not be the last trip to Chocod Creek. Its close proximity to ECU and the intact hull in low visibility water makes it an ideal training site for exposing maritime students to the typical ECU diving experience.

Glenn Forest

Robert Church surfaces to check his drawing of the stern of the Chocod Creek Vessel.
(Phot: Greg Enns, Daily Reflector, Greenville, NC)
Under the direction of Gordon P. Watts, Jr. and the supervision of Diving Safety Officer Steve Brodie, ECU students Darrel Byrd, Wayne Lusardi, Coral Magnuson, John Rossi, and Rob Westrick completed excavation of the Stonewall Wreck located near Western Blue Cut in Bermuda. In addition to training students in archaeological methods and techniques, project objectives were to finish the excavation and recording of a previously unworked ten meter section of the port side of the vessel and to remove starboard bilge ceiling in order to expose and study the underlying frames.

The Stonewall wreck was originally discovered and partially salvaged by Mr. Teddy Tucker in 1950. A high concentration of charcoal on the site, the absence of any heavy ordnance or substantial cargo indicated burning and contemporary salvage of the vessel. In 1975 Dr. Edwin S. Dethlefsen of Franklin Pierce College excavated a portion of the site and published an interim report in The International Journal of Nautical Archaeology, vol. 6, no. 4 (1977: 315-329). East Carolina University first conducted a field school on the site in 1994, and by the completion of the 1995 field season, had excavated approximately 85 percent of the lower hull of the vessel. Artifacts present on the site indicated Spanish origins, and a mean ceramic date placed the wreck at circa 1885. The framing pattern of the vessel, however, suggested possible English construction, and the data obtained this season will contribute to the identification and nationality of the ship.

New finds included clay and ceramic pipe bowls, lead bile seals, a bone or ivory die, pottery shards, musket shot, and fairing remains. The results of this year's excavation are presently being analyzed by Gordon Watts, Bermuda Maritime Museum archaeologists Billy Ray Morris, and ECU student Kelly Bumpass who has selected the wreck to be the subject of his thesis.

When time allowed, field school students visited other sites to see first hand a chronology of ship construction methods represented by the wrecks off Bermuda. Using row boards, students also located the remains of two previously unrecorded wrecks dating to the 18th and 19th centuries.

A film production crew, under the direction of George Stover of Baltimore, Maryland was present for a portion of the field school. The film crew recorded students excavating the Stonewall wreck, tow bouding, and diving on other sites. The crew also filmed students drawing and computer digitizing site plans and analyzing artifacts. The one hour television documentary focusing on archaeology and Bermuda shipwrecks should be completed in early 1997.

Overall, the 1996 fall field school in Bermuda proceeded without any significant problems and only a few bad weather days. The students involved gained valuable experience in underwater archaeology and, at the same time, completed the meticulous excavation and recording of an important wreck site. The television documentary will allow others to share in the adventure of nautical archaeology, and the analysis of data will contribute to our understanding of late 17th century ship construction techniques. No additional field research is planned on the Stonewall wreck.

Wayne R. Lusardi

Bermuda Field Crew 1996: John Rossi, ECU; Coral Magnuson, ECU; Cruz Deas, ECU; Gordon Watts, ECU Faculty; David Whel; Vounteer; Darrel Byrd, ECU; Wayne Lusardi, ECU; Billy Ray Morris, Bermuda Staff Archaeologists; Mike Phillips, Volunteer; Rob Westrick, ECU; Steve Brodie, ECU Diving Safety Officer. (Photo: Nan Under)
“Don't Give Up the Ship!” Or at least not until Quebec. Nine East Carolina University maritime graduate students (Robert Church, Sarah Waters, Charles Bayman, Deidre O’Regan, Nathan Henry, Conal Magnuson, Peter McCracken, Chris Kirby, and Rasty Earl) and Professor Larry Babits embarked on a new program last summer when they signed on board the U.S. Brig Niagara for a three week passage between Rockland, Maine and Quebec City, Quebec these students put aside conventional classroom assignments and participated in the voyage as volunteer crew for Niagara’s homeward bound leg of her 1996 East Coast tour.

The U.S. Brig Niagara, owned and operated by the Pennsylvania Historical and Museum Commission (PHMC), sails from Erie, Pennsylvania. As a reconstruction of Commodore Oliver Hazard Perry’s historic flagship from the Battle of Lake Erie in 1813, the vessel’s mission is to bring historical interpretation to the public both as a museum and as a fully operational lake and ocean-going ship. At sea, Niagara needs approximately forty hours to operate the ship thirty-four hours per day as twenty volunteers assist the professional crew in the sailing and maintenance of the ship. With 15 sails, nearly 13,000 square feet of canvas, and miles of line (rope) to manipulate, everyone on board gets plenty of opportunity to learn and practice the arts of traditional seamanship in a real-life context—skills mostly lost to today’s mariners. As maritime historians and nautical archaeologists, ECU students learned first hand what “Let Go and Haul,” “Right Full Rudder,” and “All hands for below decks clean-up” really meant. Marlinspike seamanship found meaning as ECU students spliced lanyards onto their rigging knives, tied knots both while aloft furling sails and below securing their hammocks.

Captain Walter Rybka, who has sailed and restored large traditional sailing ships including the bark Elissa in Galveston, Texas, commanded the ship and his crew and graciously made himself available to ECU students for question and answer sessions. He gave both formal lectures and informal talks on the construction of the ship—pointing out differences between the original design and construction materials and her modern rebuild. Naturally, the Battle of Lake Erie and Commodore Perry’s tactics inspired several discussions. Rybka ran the crew through tacking drills, explained wearing ship, and discussed ship handling with his working simplified hull and spar model, the “Niagara.”

ECU’s involvement in the summer voyage began last year when a new ECU student, Deidre O’Regan, who had worked on sail training ships for several years before enrolling in the Maritime Program, brought up the idea of starting an ECU program at sea. Dr. Timothy Runyan, then Interim Director, responded with enthusiasm and provided support in getting approval from the rest of the department. Dr. Larry Babits, a frequent historical re-enactor, agreed to accompany the student group. Along the twenty hour drive from Greenville to Rockland, Maine, O’Regan coordinated an itinerary that included full tours of Mystic Seaport, the barkentine Gazela of Philadelphia, Bath Iron Works (shipyard in Bath, Maine, builders of Arleigh Burke-class destroyers), Nathaniel S. Wilson’s sail loft in East Boothbay, Maine, and the schooner Harvey Gamage.

Once on board, the chief mate assigned ECU maritime students to different divisions on either port or starboard watch. Now, they were Niagara crew and the ship became the focus of their lives for the next three weeks. Only a few bouts of seasickness distracted individuals for a short time, but with the land...
hindi them, they sailed into a world they had only studied in books. For the nautical archaeologists, it was a chance to see and feel a wooden ship operating instead of just recording its parts on the ocean floor. For historians, sailing on the Niagara provided the opportunity to discover the realities of life at sea—both the hardships and beauty of living at sea under sail.

Sailing on the Niagara is no vacation and is definitely not for everyone. The ship supplies hammocks and heads, but there is no privacy, no shower, and plenty of sleep deprivation. Nonetheless, for those who are willing, it provides an opportunity to step into the past. The smells of tar in the rigging (and the bilge), sounds of reef netting flapping against the sails, the motion of the ship through the water, and the callousness on their hands all induce the true mariner to further investigate the histories of ships and people at sea.

For information on volunteering for the Brigg Niagara, contact the Flagship Niagara League, East Front Street, Erie PA, 16507.

Deirdre O'Regan

ECU students tack a reef in the fore topsail. (Photo: Deirdre O'Regan)

NEW COURSES OFFERED

This year, the Program in Maritime History and Nautical Archaeology implemented two new courses, both featuring practical experience as their main focus. A one-hour credit course will be offered in conjunction with the North Carolina Maritime Museum. This intensive, hands-on course teaches the skills of recording watercraft. It will involve the techniques of documenting watercraft for inclusion on the National Register and the Historic American Engineering Record. Plans are still underway to offer this course during a Spring Break weekend. The vessels will be among those already held by the museum but not yet completely documented. Assistance by the National Park Service in providing sophisticated recording equipment is still in the planning stage, but the future for this linkage looks very good.

The second new course takes place on board a reproduction of an early 19th century vessel. The setting for this three-week (3 hour) course participating in all aspects of shipboard life will take place on the US Brigg Niagara during late July and early August. This is the result of the successful experiment conducted last summer on the Niagara which we now hope to continue on a regular basis. As with last year, students will help man the vessel in what amounts to a near "total immersion" into life aboard a War of 1812 man-of-war. The only things missing are grog, flogging, and fighting.

Larry Babits
Lecture on the Two Corinthian Harbors: Lechaion and Kenchreai

One of the strengths of the Maritime History and Nautical Archaeology Program at East Carolina University is the wide spectrum of lectures that the program hosts each academic year. On October 24, we had the great pleasure of listening as Dr. Richard Rothaus presented a lecture on the topic: "The Ups and Downs of Corinthian Harbors: Geomorphology and Archaeology." Dr. Rothaus specializes in Roman and post-classical history and archaeology. He is currently teaching in the History Department and directing the Archaeological Computing Laboratory at St. Cloud State University. The Maritime Studies Association (MSA), and the Program of Maritime History and Nautical Archaeology organized the presentation which was heartily attended by the Maritime History students and staff, and a number of individuals interested in Greek maritime history and archaeology.

Dr. Rothaus presented a slide lecture on the two Corinthian harbors: Lechaion, and Kenchreai. Corinth was one of the major trade cities and naval powers of the ancient Mediterranean world primarily because of its strategic location on the narrow Isthmus of Greece. Its harbors, Lechaion on the west, and Kenchreai on the east were two of the most important maritime trade crossroads of antiquity in the Eastern Mediterranean area. As such, they have been in use for over 3,300 years. Besides Corinth's geographically significant location, linking and facilitating trade between West and East, it was the geomorphologic aspects of the Isthmus that shaped the history and archaeology of this area in an unprecedented way. The high seismic activity of this area affected, and as a result changed dramatically, the landscape of the two harbors between ancient and modern times. Lechaion suffered from uplift, and is now largely on land, and Kenchreai subsided periodically, and is now mostly underwater. During his lecture, Dr. Rothaus identified the major geomorphologic factors and events that took place in this area since ancient times, and elaborated on the implications of these for both the history of the harbors and the archaeological record.

Dr. Rothaus' work and research of the two Corinthian harbors is preliminary and part of a larger project, the 'Cultivation of Irrigation' Project that involves the seismic, geomorphologic, climatic and environmental study of the coastlines of the Corinthia, Greece.

This was a very enlightening lecture on how the history and archaeology of harbors can be affected by the geological formations and phenomena of the surrounding area.

Eleftheria Mantzouka

Outstanding in the Field

Each Spring ECU offers its graduate students two classes which emphasize a hands-on approach to learning. Research Methodology in Nautical Archaeology and Ship Construction. Under the direction of Gordon Watts, students literally get their feet wet in the field. In the Methods class, students learn how to digitize maps using AutoCAD. They also learn how to use magnetometers and side-scan sonar. This year's class participated in a survey project in conjunction with the State of North Carolina's Underwater Archaeology Unit which searched for the remains of the Nutfield, a Confederate blockade runner lost off New Inlet, NC. Each year, students from both classes go on a day trip to Washington, NC, where they study the remains of several ships located in the Tar River. This year's class examined a wide variety of shipwrecks including a center-board schooner, Civil War gunboat and a 19th century lumber barge.

Rob Westrick

Gordon Watts discusses the history of ship construction of the Eureka tugboat with a group of his students. (LR) Wayne Lasardi, Cora Magnum, Leidre O'Regan, Darryl Byrd, Gordon Watts, Rob Westrick. (Photo: Christopher Olson)
Dr. McCann: Guest Lecturer at ECU

In the spring of 1996, Phi Alpha Theta and the Maritime Studies Association hosted guest lecturer, Anna Marguerite McCann, Ph.D. Dr. McCann is a pioneer in the field of underwater archeology and a leading authority on ancient Roman sculpture. She and her husband have followed the “Anna Marguerite McCann-Robert D. Taggart Undersea Survey” for the Archaeological Institute of America. The current recipient of this award to ECU, graduate James Delgado, Dr. McCann presented two slide lectures on April 10th. In the morning, she spoke on “Underwater Archaeology Past, Present and Future,” which she followed with an evening lecture on “The Roman Port and Fishery of Cosa: A Center of Ancient Trade.” Dr. McCann directed a team of archaeologists, geologists, engineers, and others for twenty-two years at the Cosa excavation. The Cosa site revealed the earliest dated example of hydraulic concrete and the earliest known Roman lighthouse. The Sestili, an important Roman political family, controlled the remarkable underwater complex at Cosa.

Dr. McCann spent a great deal of time discussing archeology with our students before and after her lectures. It was a privilege to have Dr. McCann speak at ECU and to listen to her share her experience in Mediterranean archeology. For her next project, Dr. McCann will use deepwater nuclear submarine to conduct archaeological research on the floor of the Black Sea.

Robert A. Church

Graduate Theses
In Maritime History

In 1996 Students in the Program in Maritime History and Nautical Archaeology completed the following theses.

James Allan—“Fort Ross Cove: Historical and Archeological Research to Identify the Remains of California’s First Shipyard.”

Edwin Combs—“On Duty at Wilmington: The Confederate Navy on the Cape Fear River.”

Michael P. Coogan—“The War Career of the Union Gunboat Louisiana and the Fall of Fort Fisher.”

Sabrina S. Faber—“The Origins of the Minuet: A Study of the Functional and Formal Antecedents of the Islamic Tower.”

Rick Jones—“Site Report on the Macknight Shipyard Wreck, Carrick Crustey, North Carolina.”

Amy Jo Knowles Marshall—“Frequently Close to the Point of Peril: A History of Bouys and Tenders in the Cape Fear Waters of the United States.”

Ann Merriman—“North Carolina Schooners, 1815-1902,” and the S. R. Fowle & Son Company of NC.”

Martin Peebles—“CSS Raleigh The HISTORY and ARCHEOLOGY of a Civil War Ironclad in the Cape Fear River.”

Matthew Russell—“An Historical and Archeological Investigation of Three Beachal Shipwreck Scatters at Channel Island National Park.”
Wayne Lasardi, Coral Magnussen, Deirdre O‘Regan, Mike Phillips, John Ross, Dr. Tim Ruman, and Rob Westrick from the ECU Diving Safety Office (DSO) staff included Steve Brodie, Steve Sellers, and Jim Sibthorp. Scientific diving training at ECU provides divers with the necessary basis to safely and effectively perform working scientific dives. As a member of the American Academy of Underwater Science (AAUS), the ECU Diving Safety Office supports all educational and scientific diving operations conducted under University auspices.

The two-week summer training period began with a pool evaluation and swim test where ECU maritime students demonstrated their athletic prowess. Roseville Rock Quarry, just east of Greenville, provided opportunities for open-water skills review, advanced dive training, practice and evaluation, as well as several accident management scenarios. Ocean dives aboard the MV Pelican out of Morehead City provided an excellent opportunity for the ECU divers to train in conditions similar to those of North Carolina’s west coast. Diving practice included new skills, combat search and rescue, and wreath stone crabbing.

Back on campus, the students learned how to use full-face masks, underwater communication equipment, and Nitrox diving. Dr. Larry Bahains taught underwater mapping techniques. In addition to specific skills training, DSO instructed participants in first-aid, CPR, and oxygen administration. One of the highlights of the block course and one of ECU’s hallmarks is the Zero-Visibility Training Module. The module consists of a zero-visibility obstacle course, mast, composolite skills, classroom, and open water training. The in-water exercises are designed to provide information on the diver’s reactions to the stressful zero-visibility environment and always incurs some humorous moments. This year’s participants invented some never-before-seen ways to climb through barrels, crawl into and out of chicken-wire, and guggle with nets, all while remaining relatively oriented. Composolite skills allowed the divers to push the limits of their comfort zones and provided an opportunity for divers to test their own problem-solving abilities while in a controlled environment.

The U.S.S. Picker in the Pascokilo River—General Bumside’s flagship, provided a first-rate site for some genuine zero-visibility and shall current diving experience. The divers who participated in the summer training block made great individual strides. All laid the foundation to be safe, efficient scientific divers.

Jim Sibthorp

Wayne Lasardi (L) and Deirdre O‘Regan (R) breathe from an EXO full-face mask. (Photo: Jim Sibthorp)

DSO NEWS

With the departure of Jim Sibthorp to pursue a Ph.D. at the university of Indiana, Steve Brodie, former DSO graduate assistant, filled the staff position. Bill Bond will be the new graduate assistant in the Diving Office starting this Spring Semester. Formerly, many DSO graduate assistants were maritime students. Starting in the Spring 1997 semester this assistantship will be offered jointly through the DSO and Harrisson’s department with the stipulation that the DSO graduate assistant be selected from the maritime program. The DSO will expand its scientific diving training this summer. In the past, dive training had shared the first summer session with the summer field school. The scientific diving training utilized the first two weeks of the semester. As the 1997 summer field project has been moved to the second summer session, the Diving Safety Office will have the entire first session to conduct dive training. With the added three weeks DSO will incorporate additional workshops into the summer training courses—underwater video/photography, dives to the N.C. 100 foot deep certification, drysuit training, Nitrox instruction, surface supplied and Hookah diving, a dive computer workshop, and Staff Archeologist Frank Catalan will teach an archeological methods workshop.

For more information on the ECU Diving Safety Program or a schedule of upcoming training, visit our website at http://ecuvax.cvs.ecu.edu/academics/hsdept/diving/diving.htm.
Civil War Research in Bermuda

One of the often overlooked aspects of the Bermuda field school is the opportunity for students to do research with primary source material not available in the United States. Graduate students Rob Westrick, Wayne Lasarei, John Ross, Darcy Byrd, and Coral Magnuson use the opportunity to research the important and fascinating role which Bermuda played during the American Civil War as a base of operations for blockade runners smuggling supplies to the Confederacy. Students spent time during research at the Bermuda Maritime Museum on Ireland Island, the Bermuda Public Library, Bermuda Archives in Hamilton, and the Confederate Museum in St. George's.

Soon after the Civil War began in 1861, the Union began blockading southern ports to cut off Confederate supplies. Blockade runners became the Confederacy's lifeline. By 1862, Bermuda had become a strategic point for funneling supplies from Europe to the Confederate States. Bermuda’s geographic location, only 674 miles from Wilmington, North Carolina, made it an important base of operations for runners trying to slip into that port. Not only was Bermuda ideally situated for blockade running, but its people sympathized with the South. Bermuda’s daily newspaper, The Royal Gazette was staunchly pro-southern and felt, “The Confederates have as much right to self government as we have.” (Bermuda Royal Gazette, February 17, 1865).

Early in 1861, Queen Victoria declared that Britain would remain neutral in the conflict and forbid “all British subjects from taking part, or participating in any way whatsoever, either by land or sea, in the existing hostilities between the United States and the Confederate States” (Bermuda Royal Gazette July 3, 1861). Bermudians would, however, virtually ignore the queen’s Proclamation of Neutrality. The local ports of St. George’s, and to a lesser degree Hamilton, figured prominently in the trade carried out by Confederate vessels running the Union blockade. Oversight, St. George’s transformed from a sleepy community into a boom town, with a harbor full of ships and sailboats, and warehouses full of goods.

As the Union sided more warships to the blockade, the task of slipping through became increasingly difficult. British ships handled their new vessels specifically for running the blockade. Shipwrights designed blockade runners to be hard to see, hard to recognize, and hard to stop. The process was extensive; they shortened masts, painted vessels dull grey camouflage and, used smokeless ammunition for fuel. Captains outfitted their vessels with telescoping smokestacks, which collapsed during the run through Union lines, and installed fittings to vent off the steam underwater. One blockade runner reported following a runner only by the spray produced by her paddles. Stealth, secrecy and deception were the keys to success. Frequency vessel owners changed names, appearance, and official papers to make them more difficult for Union agents to identify.

On these nearly invisible, speedy, little steamers war supplies of all kinds flowed through Bermuda in a seemingly endless stream. Runners smuggled through a variety of cargo, in addition to war supplies. An examination of the cargo manifests of blockade runners plying between Bermuda and the Confederate States gives a picture of the type and quantity of supplies being sailed through Southern ports for both military and civilian use. Among the civilian articles

and merchandise there were cigars, soup, pepper, coffee, whisky, bootmaker's frames, wine, kits, cheeses, dry goods, rum, brandy, shoes, candles, tea, silk, and wire frames for hoop skirts. In turn, the runners sent our cotton to England in other vessels. Money earned from trading cotton paid for much needed Confederate supplies.

Blockade runners needed as short a time as possible to unload their cargo, refuel, resupply and load new cargo for the return journey to the South. The merchants of St. George's did everything they could to accommodate these needs. Early in 1862 John Tracy Bourne 'arranged the depot business (so that) a ship can coal, load and take in her cargo and water all at the same time' to minimize time in port.

Risks were great, but the enormous rewards outweighed the hazards. In 1864, either Union forces or natural hazards, subquently captured, wrecked, or destroyed 43 of the 71 runners which stopped in Bermuda. It took, however, only two successful trips to realize a profit. A net return of $150,000 each way was not uncommon. A seaman could earn more in three trips aboard a runner than in a whole year of regular maritime service. Many blockade running captains could afford to retire after six successful months in the trade.

The end of blockade running in Bermuda came with the fall of Fort Fisher and Fort Caswell, two vital Atlantic forts, which guarded Wilmington. Bermuda learned of the fall in January 1865 when the blockade runner Obal returned prematurely. The news devastated St. George's. Charles Maxwell Allen, the U.S. Consul in Bermuda, reported “had they known it the island were to sink in 20 minutes, there could hardly have been greater consternation.”

Although the Americans, Civil War ended over 130 years ago, remnants of this by-gone era still remain. For myself, one of the highlights of the Bermuda field school occurred on our final day of diving when we were able to see two blockade runners, the Nola and the Mary Celeste. Both sites are impressive, the scattered remains of the Nola lie in 30 feet of water approximately 6 miles northwest of the Royal Navy Dockyard on Ireland Island. Her bow is relatively intact, while her engine stands upright with her paddle wheels easily recognizable. The Mary Celeste site is slightly separated from the main wreckage. In the stern we found her elegant外表 heavily overgrown with coral.

Remains of the Mary Celeste lie in a sand hole in 60 feet of water approximately one-half mile south of the Gibb's Hill Light in south Hampton Parish. The starboard side paddle wheel stands upright while the port wheel lies outside the wreck amid fragments of the hull and deck structure. The huge boiler and engine remain intact.

Both vessels provide archaeologists with a wealth of information about the design and construction of such steamers. According to Gordon Watts the archaeological record associated with these ships is especially valuable because few plans for blockade runners have survived.

Rob Westrick

Dr. Still's Lost Civil War Notes

This is an appeal from Dr. William N. Still, Jr., for the return of a sizable number of his notes dealing with North Carolina shipbuilding in the Civil War. All the notes were on half sheets of yellow paper. If you borrowed them, please get in touch with Dr. Still at (808) 329-2215 or Karen Underwood at the Program in Maritime History and Nautical Archaeology (919) 326-6097.
In the summer of 1772, a Spanish flotilla heading for Mexico ran into trouble as it crossed into the Caribbean from the Atlantic. One night, their two escort ships, a Spanish ship-of-the-line and a heavily armed merchantman, failed to see the low eastern tip of Anguilla and ran ashore on either side of the narrow cut between Anguilla and Scrub Island. Documents confirmed that all the crew survived and successfully salvaged most of the cargo.

When a hurricane finished off the remains of the two ships six weeks after they wrecked, interest in the site diminished until more than two hundred years later. Just off the shoreline lie the remains of Nuestra Senora Del Buen Consejo and Jesus Maria Y Jose (referred to as El Presánto). The El Buen Consejo site consists of eighteen cannons, cannonballs, two piles of concrete boxes, lead and copper rolled sheeting, two large anchors, hundreds of brass religious medallions, and miscellaneous artifacts such as thimbles, sewing needles, eating utensils, etc. The anchors reveal the path the ship took as it went ashore, and the remaining items were carried some 1500 feet from the original wreck site when the hurricane washed the remains of the ship off the beach.

Anguillans have always known about the site called “The Cannons,” especially the fishermen who lay traps around the island and dive for conch. One fisherman, Leader “Bub” Webster, rediscovered the site seven years ago and reported his findings to the Anguillan government. The report sparked a flurry of activity with several
groups presenting proposals to the government for rights to research, record, and salvage the site. As a result, the government sought out East Carolina University to conduct a primary survey, documentation, and make recommendations on future action the government might take in managing the site. Currently, El Buen Consejo is restricted and no one can dive on it without permission. Mapping became a timely issue as the site had been heavily looted and Anguillans feared the results would be gone before they even knew what they had.

Staff and students (Project Director, Dr. Bradley Rodgers; ECU Staff Archaeologist, Frank Castellaz; Dive Safety Officer, Steve Sellers; students Deirdre O’Regan and Rusty Earl; and volunteer, Dr. Timothy Ragan) from East Carolina University conducted a Phase II Pre-Disturbance survey of the site in the fall of 1996 a: a field school and incorporated the help of six volunteers from the Maritime Archaeological and Historical Society (MAHS) from the Washington, D.C. area.

Anguilla is a British Colony in the Leeward Islands of the Caribbean, immediately north of St. Martin. Conducting the Anguilla project proved to be as much a lesson in logistics, politics, and patience as nautical archaeology. While the details of this project were slowly hammered out, mother nature stepped in with hurricanes Sidrard, Fran, and Hortense which delayed shipment of the team’s gear. In a fast-ditch effort, Tim Stroyn orchestrated the air transport of 1400 pounds of equipment. Then Rodgers and his crew got to work, setting up the site from both the shoreline and under the water.

The El Buen Consejo site lies in approximately ten to forty feet of water off the windward tip of the island. Dive Safety Officer, Steve Sellers, was concerned about diver safety in the water because of the sizable onshore swell and chop on the surface and a strong

(Continued on page 14)
Anguilla

(Continued from page 13)

... Serge on the bottom. The adjacent shoreline provides no shelter nor any safe exit area should a diver surface away from the boat and too close to shore. Divers were briefed on the dangers and made aware of conditions throughout the duration of the project. While a dive team laid down a steel wire cable as a baseline connecting the cannons over a 480 ft. path, another team surveyed the shoreline and endpoints of the baseline. Rodgers chose a trenched high tensile steel cable as a baseline to keep it from shifting in the heavy surge. It proved especially useful for divers who grabbed it when surprised by a particularly strong wave. Once the team completed the survey, they drafted a site map and began documenting individual sections.

The most obvious features were eighteen cannons, each measuring 16.5 ft. long, lying in a trail along the baseline with smaller artifacts scattered between. In two areas, piles of rectangular cement boxes seem to have contained trade goods which survive the total destruction of the ship's hull. Spread throughout the site are brass religious medallions of no monetary value, some molded into larger, chunks by two hundred years of corrosion and concretion formation.

These religious medallions were apparently under the custody of fifty Franciscan monks heading for Mexico on board El Buen Consejo. Whatever their specific use, the medallions clearly had little economic value at the time. El Buen Consejo rested on the beach for six weeks before the hurricane, and nearly everything of value was salvaged, but the medallions remained.

On shore, iron fastenings corrode into the limestone coral rock and can be seen easily underfoot, scattered along the water's edge. These fastenings comprise the only evidence of the ship's hull remains, and lie in an area in direct line with the anchors off shore. The two large anchors measure more than eighteen feet on the shank. One lies on end, and although the wooden stock has rotted away, coral grown around it keeps it upright with its fluke dug in, still oriented towards the original wreck site on shore. After spending a considerable amount of time mapping a section along the baseline, archaeologists became accustomed to features and discovered artifacts they had missed earlier because they blended so well with the natural sea bed. Drawing and redrawing areas along the baseline, the crew completed the site map in a week's time. Video and still photography were employed in site documentation.

The team spent the remainder of their time in Anguilla towboating along the island's extensive reef system looking for other undiscovered sites. Included in this quest was the search for the other anchors, piles of anchor chain, and an iron knee. The El Buen Consejo wreck site belongs to the Anguillian government and currently, it is open for public inspection. Anguilla is still considering a range of options for the future management of the site. Funding for the 1996 Shipwreck Survey came from ECU's Program in Maritime History and Nautical Archaeology with students and volunteers covering their own expenses. The Anguillian government provided in-kind support by furnishing transportation and lodging through the Ministries of Fisheries and Tourism. During the survey, Anguillians demonstrated their renowned gracious hospitality. In this light, the ECU staff and students would especially like to thank Don and Maggie Mitchell who generously supported them with housing, advice, and good humor.

Deirdre O'Regan

Volunteer of the Year

The REAL Crisis Intervention Center named graduate student Rusty Earl "Volunteer of the Year" for 1996. REAL is a comprehensive non-profit organization designed to accommodate the Pitt County need for free and confidential support counseling, information, and referral service. Rusty donated more than 500 hours to the center in the past three years. In addition, he served as president for the Student Volunteers for REAL and holds a spot on the REAL speakers bureau. The Maritime Program extends its congratulations and appreciation to Rusty Earl.

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A final report on the Yorktown Shipwreck Archaeological Project was printed in February, 1996. Compiled and edited by John D. Broadwater, it includes contributions from more than a dozen specialists. The Yorktown Project, conducted during 1978-1990 by the Virginia Department of Historic Resources (VDHR), located nine sunken British ships from the 1781 Battle of Yorktown. The best preserved of the shipwrecks, the naval transport frigate (Site #45Y058), was completely excavated within a seed coffin. The project yielded new and significant information on the Battle of Yorktown as well as on the merchant vessels that served as British transports. Information from the project has already been disseminated through the series of popular and technical articles and museum exhibits. National Geographic magazine featured it in its June 1988 edition, and a new permanent display at the Yorktown Victory Center exhibits the project.

John Broadwater served as project director throughout the Yorktown Project and simultaneously acted as senior underwater archaeologist for the VDHR. In 1990, then-governor Douglas Wilder abolished the state's underwater program, thus bringing research and report preparation to a halt. In 1992, more than a half-year of his VDHR job was terminated. Broadwater obtained an individual grant from the National Endowment for the Humanities for completion of the report. The report is 1407 pages long, contains 333 illustrations and five plates, includes twenty-six appendices, and is bound in five volumes. The report's size precludes wide distribution at this time; however, the report will be published in condensed form in 1997. In the meantime, copies will be available at the VDHR Research Library, the Colonial Williamsburg Foundation Research Library, The York County Public Library, The Mariners' Museum Research Library, the research libraries of the Program in Maritime History and Nautical Archaeology, East Carolina University, and the Nautical Archaeology Program, Texas A & M University, and other repositories. Comments and inquiries are welcome and should be directed to John D. Broadwater, 295 E. Queen Drive, Williamsburg, VA 23185, (804) 878-2973 e-mail: jbroader@ocean.nos.noaa.gov.


FROM THE DIRECTOR:
PH.D. PROPOSAL UPDATE

I wish this were good news, but the situation is still up in the air. At present, the proposal to plan for a PhD program is on hold. My information is limited and generally secondhand. This is due to a number of differing seasons. The General Administration people who have commented on the topic have not said anything bad about the proposal. The problems lie in other areas and depend on who is providing the information. One source informed me that this is the "best buy for the money" in PhD proposals he has ever seen. Others have said there are no problems with the proposal itself, but that it relates to the political climate. One scenario points out that the University System's President has just stepped down and there is a feeling that his replacement should have some say about new programs. Another possible interpretation is that too many programs authorized in plot have not produced any plan. Lack of a plan is not something that affects the Maritime Studies PhD. We have a plan virtually completed already. Despite this setback, I am confident that, ultimately, we will have a PhD program in place and that this will probably occur sooner, rather than later.

Larry Babits

Sarah Waters
The National Oceanic and Atmospheric Administration recently proposed development of a Shipwreck Trail in the Florida Keys National Marine Sanctuary to "provide an on-water and on-land interpretive exhibit for the public." The Shipwreck Trail will not be a path in the physical sense but rather a thematic map to highlight the Florida Keys' maritime heritage by accenting a variety of historic contexts and vessel construction types. The goals of the Shipwreck Trail project include: increasing public awareness and appreciation of maritime heritage, providing unique heritage tourism and recreational opportunities, and relieving heightened visitation pressure on nearby coral reefs.

NOAA contracted with East Carolina University's Program in Maritime History and Nautical Archaeology to conduct field investigations designed to document and evaluate four shipwreck sites in the Middle/Lower Keys. Gordon P. Watts, Jr., served as principal investigator for the project. Karen Kozlowski served as project director, and Steve Brodie served as diving safety officer. Under the direction of Watts, graduate students Cissy Deas, Wayne Lasardi, Steve Gibbons, and volunteer Mike Phillips gathered historical, archaeological and biological data. With this information, NOAA will assess the suitability of each site and produce interpretive materials for those sites appropriate for inclusion on the Shipwreck Trail. East Carolina University began field investigations on the morning of 15 July 1996 and completed on-site work on 26 August 1996. Researchers recorded each wreck with measured drawings and also documented structural material using underwater video and 35mm photography.

**Delta Shoals**

**Shipwreck Site D**
The Delta D Site is located in 15 feet of water north of Delta Shoals off Marathon, Florida. The lower portion of the hull and ballast protrudes above the sandy bottom. The wreck measures approximately 115 feet long and 32 feet wide. Exposed remains of the Delta D Site consist of various sizes and types of ballastrock. Heavy scantlings, including the keel, bilge wales, and ceiling planking were identified on-site, along with butt scarps, copper nails, and two sacks of cement. The design and construction features suggest the vessel was built during the nineteenth century, most likely sometime between 1850 and 1890 and possibly in the northeast as the framing pattern is suggestive of a moderate size downeastern.

**Rock Key Tile Wreck Site**
The Tile Wreck is located in 5-15 feet of water on Rock Key, which is a section of the reef line off Key West, Florida. Small pebble ballast of quartz and volcanic stone can be found in the
An abundance of terra-cotta and decorated tiles have also been found on-site. The exposed remains of the Tile Wreck consisted of stud-link anchor chain and a scatter of debris associated with the vessel’s machinery and cargo. The remains of chain-stoppers and backing plates identified the central area of exposed material. Additional material consisted of blocks, drift pins, hosehose flanges, and gramine limnium. Nonetheless, researchers found no evidence of hull remains. Based on the historical and archaeological record, research thus far has not established a firm date for the site. The design, construction, and weight of the anchor chain suggest a large vessel which went around sometime after 1850 when stud link chain became available.

Alexander’s Shipwreck Site

Located in the Gulf of Mexico five miles west of Key West in 25-30 feet of water, the Alexander’s Wreck is a former destroyer escort converted and officially rated as an ADP or high-speed transport. Its original dimensions were 300 feet in length, abeam of 37 feet, and a draft of 12 feet. The exposed remains of the Alexander’s Wreck can be found in two main wreck-age fields. The bow section, approximately 180 feet long lying east-west in 22 feet of water, is located approximately 150 yards south of the stern section. The stern section is about 210 feet long and also lies east-west in 28 feet of water. The most structural feature is the bow itself, which lies on its starboard side. The bow structural remains still give an impression of the ship’s hull form. Major features identified with the bow section are gun mounts, cylinders, a boiler, hull plating and pipes. Major features identified with the stern section include 40 mm anti-aircraft guns, large davits for launching LCVP’s, windlasses, turbines, hull plating, and hatches.

Investigation of the four Middle and Lower Keys shipwrecks in conjunction with the National Oceanic and Atmospheric Administration’s proposed development of a Shipwreck Trail in the Florida Keys National Marine Sanctuary has generated data useful in assessing each site’s suitability for inclusion in the program. One site, the Tile Wreck on Rock Key, does not appear to be appropriate for inclusion. This conclusion is based on the fact that, with the exception of the anchor chain and stopper, the site has not normally identifiable shipwreck remains. For that reason it would make a poor site for divers interested in vessel structure.

It appears reasonable to recommend three sites be considered for inclusion in the Shipwreck Trail. Those three sites are the Delta Shoals Shipwreck Site B, Delta Shoals Shipwreck Site D and Alexander’s Wreck. The Delta Shoals sites provide access to both the more traditional shipwreck types and the Alexander’s Wreck offers the public an opportunity to examine a World War II naval vessel.

The concept of a Shipwreck Trail in the Florida Keys is an excellent idea. It will focus additional attention on the maritime heritage of the region. In addition, the Shipwreck Trail provides public access to a variety of vessel types that represent the spectrum of navigation associated with the Florida Keys. Development of shipwreck sites to encourage visitation will generate interest in and support for historic shipwreck preservation. In the event that the Shipwreck Trail proves to be as popular in the Florida Keys as shipwreck access programs in other areas, consideration will be given to identifying and periodically opening additional sites to the public.

Karen Kozlowski

For more information about the Maritime History and Nautical Archaeology Program visit our website at: http://ecuvaec.cis.ecu.edu/academic/schlep/has/maritime_maritime.htm
INVESTIGATION OF THE HERMINIE WRECK

Last year's Stem to Stern mentioned the Herminie as part of the 1995 Fall Field Season in Bermuda. Investigation of the vessel's history has continued beyond this initial fieldwork into the archives of the Smithsonian Institution. A popular sport diving destination, the Herminie is an unprotected wreck under Bermuda law. Divers may explore the site but not disturb it in any manner. Despite its popularity, no archaeological documentation of the roughly one hundred and fifty meter artifact scatter referred to as the Herminie existed before East Carolina University initiated an investigation in 1995. Located by ECU students and staff during a routine survey in 1994, the site showed obvious signs of disturbance attributed to human activity. ECU researchers subsequently reported this disturbance to the Bermuda Receiver of Wreck. The potential for historical information on the remains of this French naval frigate, lost in 1838, and the additional threat of continuing disturbance prompted a reevaluation of the wreck site as a research project. Members of the Maritime Archaeological and Historical Society (MAHS) and graduate students from East Carolina University carried out the project in conjunction with the Bermuda Maritime Museum. Objectives included: recording the site's geographical position, examining exposed material cultural remains, creating a preliminary site plan with potential use as an underwater field guide, and assessing additional research potential.

Students and volunteers identified the exposed remains of Herminie in August, 1995. Using the geographical coordinates recovered in 1994, the 1995 participants determined the wreck's position using hand held GPS. Two 'apu scooters' manned by Bermudian volunteers conducted a visual search of the area and defined the perimeter of the artifact scatter. A baseline defined the 150 meter long site and connected large concentrations of material. The final web-like baseline served to control mapping of the site and provided a reference for any future work. Archaeologists used no permanent markers for the baseline to avoid disturbing the site. Once the baseline was in place, volunteers mapped artifacts by using two meter increment on the baseline as reference points. Because the scatter of material from the vessel was so extensive, recording was limited to the most diagnostic features. Underwater video and photography were used to facilitate recording.

Among the most notable artifacts at the site were twenty-six, clearly defined cannon, a scatter of iron water taps, the drum head of a windlass, an anchor, and a brick and iron galley basis. Hurricane activity just prior to the investigation exposed some hull remains covered since the vessel's initial discovery by divers in the 1960s. At the completion of fieldwork, divers re-

Site Map of the French Frigate Herminie's hull remains. Drawn by Sarah Weners from data collected by Steve Broske, Robert Church, and Tom Marcinko.
Muck Mania—1996

Richmond Dock Survey

Archaeology without SCUBA equipment proved both expensive and arduous, for program volunteers this summer. From May 27 to June 14, 1996, students and staff of the Program in Maritime History and Nautical Archaeology conducted a Phase I shovel and test trench survey of the recently drained City Dock area of the James River and Kasawxa Canal. The City Dock is located near downtown Richmond, Virginia. Historically, it represents an area where manufactured commodities were shipped into Richmond up the James River and exchanged for upland agricultural products such as tobacco, wheat, and flour. Today, the City Dock stretches three-quarters of a mile within the canal. Approximately one hundred yards wide, it is filled with twelve feet of heavy silt.

The canal was originally built in the early to mid-nineteenth century; however, the company that ran it could not remain solvent. Near the turn of this century, after a brief stint as a launching pad for newly constructed ships of the Frigate Shipyard, most of the canal property was purchased by the railroad for their roadbed through Richmond.

Though continually filled with water, the City Dock area served no major commercial use from this period onward. Finally, in the late 1980s the City Dock area was cut off from the rest of the canal by the Richmond Flood Wall Project and eventually drained.

In the early 1990s, the Richmond Riverfront Development Corporation (RRDC) under Director Marc Firth began a feasibility study to ascertain the viability of converting the City Dock area to a historic walking park. This conversion had already been accomplished to great aesthetic effect with sections of the canal. Part of the study called for the archaeological investigation of the bottom of the drained canal. It was theorized that historic shipwreck material might lie in the bottom of the abandoned canal so the RRDC called the Maritime Studies Program at ECU to conduct the survey.

Six thespian students—Kelly Bumpass, Wendy Cohle, Molly Coultis, Cecy Doug, Chris Kirby, and Christopher Olson—followed Project Director Dr. Brad Rodgers and Assistant Frank Cantelas to the Ship Docks. On their arrival, the canal resembled nothing so much as a mile-long overgrown quagmire of seven feet mud and sticking mud from which more than one crew member would end up having to be physically plucked. Though hundred of test pits were dug, it was to no avail. Heavy equipment in the form of a track hoe revealed that the bottom of the canal lay under twelve feet of gelatinous silt and clay. Testing for historic remains in the canal bottom had to be abandoned.

Nonetheless, other areas of the City Dock held promise for cultural material. Test pits were sunk where historic maps suggested that shipwrecks were lined into the sides of the canal. These ships were indeed located and found to have been filled with the turn of the century for the railroad. Their depth of twenty-five feet, however, defeated even the efforts of heavy machinery to penetrate to the bottom, leaving them as mysterious to be solved another time. Though no specific targets were identified during the 1996 City Dock Survey, historically identified target areas may show promise for containing cultural material and perhaps a wreck or two. The crew would like to thank the city of Richmond for its hospitality and specifically Marc Firth, Jim and Margaret Rogers, Sodi Miller, and Maureen Berry for their kindness and fine project logistical planning. We also would like to thank Dr. Walter Witschey for his generosity and sense of timing with refreshments for an exhausted and muddy crew.

Brad Rodgers
The Maritime Studies Association (MSA) at ECU's Program in Maritime Studies provides a voice for students among faculty administrators, coordinators, and promotes lectures and talks by visiting scholars, and performs the ever-important task of ordering t-shirts. Membership in MSA primarily consists of graduate students in Maritime History and Nautical Archaeology, but it is open to others as well. MSA officers must be enrolled graduate students in Maritime History and Nautical Archaeology; this year's officers are: Peter McCracken, President; Deirdre O' Regan, Vice-President; Coral Magnesson, Secretary; and Avi Witz, Treasurer. MSA's representative on the Graduate Student Advisory Council (GSAC) is Darryl Byrd. Deirdre O' Regan serves as the GSAC Vice-President. GSAC contributes funds to offset student's expenses to attend conferences, workshops, etc., in their field of study.

On campus, MSA supports lectures by visiting scholars, such as Dr. Richard Rothaus of St. Cloud University who recently spoke on the harbors of Corinth, and Dr. Asma McCann, who discussed shipwrecks in the Mediterranean last spring semester. MSA will continue to provide funding to make these lectures possible.

ECU Maritime History and Nautical Archaeology t-shirts are available through MSA. Prices have dropped since last year: $10 for MSA members and $12 for non-members. This year's shirts come in two designs in a range of colors. Interested buyers should write to: MSA President, Program in Maritime History and Nautical Archaeology, Eller House, East Carolina University, Greenville, NC 27858.

Peter McCracken

MA's shirt designs are available. The "Classic" design, featuring the yacht America(left), is available in a polo style, while the "Shipwreck" design at right is available as a tee-shirt.

Underwater Hockey: Wooden Sticks and Iron Men (and women)

Underwater hockey is a relatively new sport. It is thought to have been created in the 1950s in South Africa by SCUBA divers who wanted to maintain and improve their physical fitness; during the diving off-season. From that point on, underwater hockey has spread throughout the world. The sport is now played in over twenty countries. For the last ten years, East Carolina University underwater hockey participants have generally come from the Program in Maritime History and Nautical Archaeology.

Pat and Lynn Harris from South Africa started underwater hockey at East Carolina University in 1987. They arrived in North Carolina unintentionally when their sailboat lost its mast while on their way to California. During the repair stop in North Carolina, they extended their stay and never left. They attended ECU, where Pat obtained an MS in Biology and Lynn a MA in Maritime History. Under the auspices of ECU Club Sports, Pat and Lynn started the Underwater Hockey Club.

When people think of Underwater Hockey, they immediately assume it involves wearing complete SCUBA gear. In reality, the game is played using the basic skin diving equipment of mask, fins, and snorkel. Participants, furthermore, need a well-padded glove to prevent injury from other player's errant slapshots. Underwater hockey sticks (the size of a large windshield ice scraper) are of two contrasting colors, usually black or white, for the purpose of identifying teams during play. The 4 lb. lead puck is approximately the same size as an ice hockey puck. More modern packs are teflon coated for less resistance against the bottom of the pool and protection to the pool tiles. Goals are eight feet wide and pool depth is approximately five to seven feet.

The size of the pool can vary though a minimum of fifteen by twenty yards is needed for an adequate playing area. The East Carolina University swimming pool is ideal for underwater hockey because of its size (twenty by twenty-five yards), uniformity of depth, and tile floor construction. These attributes, and the central location along the east coast, allowed the ECU Underwater Hockey Club to host East Coast and regional tournaments in 1991, 1992.
WHERE ARE THEY NOW?

Joe Friday - Sergeant, Greenville Police Department
Wesley K. Hall - Director, Mid-Atlantic Technologics, Wilmington, NC
Lynn B. Harris - Assistant Read, Underwater Division, South Carolina Institute of Anthropology and Archaeology, University of South Carolina, Columbia, SC
Rick Heron - Ph.D. candidate, Texas A&M University
Bob Holmes - Director, Confederate Naval Museum, Columbia, SC
Claude V. Jackson - Underwater Archaeology Unit, State of North Carolina, Kure Beach, NC
John O. Jensen - PhD candidate, Carnegie Mellon University, Pittsburgh, PA
John Kennington - Curator, Coastal Heritage Society, Savannah, GA
Amelia Corbin Kjorzen - Ph.D. candidate, University of Idaho
Richard Manheedro - Great Lakes Historical Shipwreck Museum, Ste. Sautil Lake, MI
Amy (Knowles) Marshall - Museum Curator, US Coast Guard, Washington, DC
L. Roderick Matter - Ph.D. candidate, Oxford University
Ann Merriman - Ph.D candidate, University College London, Dept. of Egyptology
Amy Mitchell - Nautical Archaeologist, Panamerican Consultants, Memphis, TN
Dave Moore - Registrar, North Carolina Maritime Museum, Beaufort, NC
Stuart Morgan - Ph.D candidate, University of South Carolina
John W. (Billy Ray) Morris - Ph.D candidate, University of Florida, and Director, Southern Oceans Archaeological Research
Keesa Morris - Anch., El Paso, TX
Sam Newell - Public School Teacher, Greenville, NC

Martin Peebles - Underwater Archaeology Unit, State of North Carolina, Kure Beach, NC
Edward Prado - Assis Dir of Educ., US Navy Memorial, Washington, DC
Heidi Prieto - Prof of Social Studies and Pacific Islands History, College of Micronesia, Koniwia, Palau
James R. Reedy, J.L. - Contract Archaeologist, Beaufort, NC
Shannon Richardson - Archaeologist, Fort Niagara, NY
Matthew Russell - Submerged Cultural Resources Unit, National Park Service, Santa Fe, NM
John Schaefer - Research, Naval Memorial Foundation, Washington, DC
James Schmidt - Nautical Archaeologist, Eremy Husson Assoc., Honolulu, TX
Robert Schneller, Ph.D. - Historian, Naval Historical Center, Washington, DC
James Sprick - Underwater Archaeologist, SC Institute of Archaeology & Anthropology
Thomas Stofman - Northwestern Maritime Museum, Enhart, MI
Bruce G. Terrell - Maritime Historian and Acting Maritime Archaeologist, NOAA, Washington, DC
William H. Thielsen - Ph.D. candidate, University of Delaware
Ray Tidby - Naut. Archaeologist, Tidewater Atlantic Research, Washington, NC
Hans Van Tilburg - Maritime Archaeology Instructor, Univ. of Hawaii Marine Operations Program, Archaeological Consultant, SHP (Society for Historical Investigation and Preservation), Chum (Truk), Micronesia
Lolly Vann - Contract Archaeologist, O.D.
Daniel Warren - Archaeologist, Missouri Department of Transportation
Wilson West - National Maritime Initiative, Washington, DC

Underwater Hockey continued

(1-L-RJ Roy Tabby, Rob Westrick, and Robert Church scoop for the puck.
(Photos: Christopher Olson)

and 1995 in which teams from Canada and the West Coast have attended.

Underwater hockey is similar to ice hockey in team numbers and positions. Teams are composed of six players and four substances. Games last one hour, with four fifteen-minute periods. A player cannot block or otherwise touch other players in any way, although there is plenty of “acciden-
tal” contact during play. Once a goal is scored, players have 30 seconds to get back to their respective sides of the pool. Although underwater hockey is not a household word among most sports enthusiasts, it is gaining popularity. It is a fast-paced game requiring teamwork and strategy. The greatest demographic, however, is that it is not a spectator sport. Unless the game is played in an aquarium onlookers (except those in the water) can’t truly follow the action. Underwater hockey may not be easy to replace baseball as the national pastime, but it is popular with ECU’s Maritime History program.

Christopher Olson
Robert A. Church


Papers

"From Creede to Gravey and Around the Point," Conference on Underwater and Historical Archaeology, Society for Historical Archaeology, Tucson, (1996) 22-28, w/ M. Alford and H. Pecorelli.


Book Reviews


Papers

"Annies Kjornes" "From Creede to Gravey and Around the Point," Conference on Underwater and Historical Archaeology, Society for Historical Archaeology, Cincinnati, Ohio, 1996.


Michael Palmer:

Book Reviews


Bradley Rodgers:

Book Reviews

The following list reflects current research interests of Program students:

Adriane Askine: Site Report on the Sacred Heart of Jesus, Edenton NC.

Paul Avery: Phase II Survey of the USS Basilus including Union Naval Activity in Albemarle Sound

Charles Bayman: Operational Difficulties Experienced by Admiral Girard, Shal- dham, and Howe on the North American Station, 1775-1778

Jimison Redhues: Dutch Maritime Trade in the Caribbean and Related Ship- wreck Sites

Kelly Bumpass: Archaeological Investigation of the Stonewall Wreck, Bermuda

Mark Burdette: Development of United States Navy Air Defense, 1929-1941

David Byrd: Piracy in the Ancient Mediterranean

Joe Cato: Imperial Japanese Naval Planning and Maneuver Warfare

Marlo Chittick: Great Lakes Maritime History. Specifically the Great Storm of 1913

Robert A. Church: The Storaget of Timber in England During the Se-teenth Century and the Effects on Ship Construction

Wendy Coble: S. S. Passageway and What Her History Can Tell Us About the Time Period, 1900-1927

Molly Conlin: World War II Aviation

Chris Dean: The 'New Old Spanish': A Dutch East Indiaman in Bermuda

Stuart Derraw: Historical and Archaeological Study of Sixteenth-Century Spanish Shipboard Subsistence

Wade Dudley: "That Splintered Wall": The British Blockade of the United States, 1812-1815

Ted Dunlap: Development of US Naval Regulation Over Its Historic Shipwrecks

Rusty Earl: American Naval Administration at the Turn of the 19th Century


Jeffrey Enright: Index to the Oregon Historical Society Record of Eighteenth Century Spanish Vessels


Glenn Forest: Confederate Domestic Wooden Gunboat Programs: The Poner Gunboat program and the Chocorob Creek, Vessel, a Macon Class Port Gunboat.

Steve Gibbons: Piracy and Economics of the Carolinas, 1675-1725: Emphasis on North Carolina after 1700

Jeff Gray: Claffin Point Wreck: Great Lakes Tugs, Steamers, and Lumber Trade

Richard Haidson: Historical and Archaeological Examination of the Steamboat Madison

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Please forward all address corrections to the Editor, Stem to Stern.