

SEA HISTORY GAZETTE



A Bi-monthly Digest of Maritime Heritage News.

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January/February 1999

New Port of London Museum Gets Go Ahead

For many years, curators from the Museum of London have been carefully recording the continually changing face of London's Port and its Docklands. Now there will be a home for this history. The Museum in Docklands Project has been awarded an £11,525,000 grant by the Heritage Lottery Fund to help create the Museum of the Port of London and Docklands. Due to open in 2000, the museum will tell the story of the port and its people from the earliest times to the present.

Waterfront site of new Port of London and Docklands Museum. (Museum in Docklands Project)



Artifacts, paintings, testimony, photographs and archival material from the impressive collection of the Museum of London and the Port of London Authority will form the core of the new museum's displays. Project planners are also delighted that the site for the museum will be the historic late-Georgian warehouses on West India Quay, located opposite the Canary Wharf Development in the heart of London's Docklands. The five-story warehouses were completed in 1802-3 and were once a veritable fortress surrounded

"Big J" Commissioners Decide on Bayonne But Camden Supporters Mount Delaying Campaign

This past summer, the cities of Bayonne, Camden and Jersey City campaigned hard to convince the state-appointed USS New Jersey Battleship Commission to select their waterfront site as the home of "Big J." By all reports, the competition was fierce, but Bayonne, which offered immediate occupancy of a former naval supply base, came out on top. The final vote, on 10 September, was 8 for Bayonne, 4 for Jersey City, 1 for Camden, and 1 abstention. The tug of war is not over, however. Camden officials have decided to submit their own application for the vessel to the Navy.

Camden advocates requested a Congressional hearing on the battleship siting process after the final vote and, as a result, decided to submit their own application to the Navy. This action will delay the arrival of *New Jersey* to her home state by an additional year, a consequence that has frustrated many "Big J" supporters. Congress and President Clinton released BB-62 to New Jersey on 1 October and the Camden decision has, in effect, restarted the site-selection process, reports the Battleship New Jersey Foundation (BNJF).

The City of Bayonne is still hopeful that its selection will prevail. Key to its proposal is the former Bayonne Military Ocean Terminal, the only New Jersey waterfront facility presently capable of berthing a vessel of battleship size. The immediate availability of the 1,800-foot-long pier, ample parking alongside the ship, easy access from the New Jersey Turnpike, a market of 22-million residents in the Metropolitan New York Tri-State region, and a Hudson County promise to provide \$1 million to the BNJF for dockside improvements are features that make the Bayonne site an attractive package. (BNJF, 1715 Highway 35, Middletown NJ 07748)



USS New Jersey on sea trials in 1982

by a moat, their high walls patrolled by armed militia to protect the valuable cargoes of sugar, rum, coffee and molasses stored within.

The new museum's exhibition galleries will combine traditional museum displays with high-tech interactives, and its anticipated 240,000 first-year visitors will

also enjoy a daily public program of events ranging from films and lectures to floating dock tours and theater performances. Chris Ellmers is the Project Coordinator for the new museum and can be contacted c/o Port of London Library & Archive, Unit C14, Poplar Business Park, Prestons Road, London E14 9RL, UK; 44 171 515-1162.

\$652,616 Awarded in Thirty-nine Maritime Heritage Grants---complete story on page 3

Congress Approves Funds to Move Hatteras Light

The bill approved by Congress in October to provide \$9.8 million to move the erosion-threatened Cape Hatteras Lighthouse effectively ends a heated debate over the future of the popular structure. The funds will be used to move the light one-half-mile inland.

Some groups and local businessmen advocated an alternative, a fourth groin to protect the light from the sea, that, according to the US Army Corps of Engineers, would cost \$6.4 million because it would also require expensive beach infill. But North Carolina Senator Faircloth's office, which pushed for the appropriation to move the lighthouse, notes that hardened coastal structures are illegal under state law. Pursuing this alternative, therefore, would tie up the preservation effort in the courts until a storm claimed the lighthouse.

Maritime preservation groups, such as the American Lighthouse Foundation and the US Lighthouse Society, argued for the move, and the state's environmental organizations, including the NC Coastal Federation, the Southern Environmental Law Center, and the NC chapter of the Sierra Club, opposed any attempts at weakening the state's ban on hardening the coast.

"With the passage of this bill, this irreplaceable symbol of North Carolina will be preserved for future generations to enjoy," Senator Faircloth stated.



Cape Hatteras Lighthouse

(Continued from page 1)

Getting Around the Ships

The group restoring the 38-foot **oyster sloop Christeen** in Oyster Bay, Long Island NY, has announced an urgent rebuilding and fund-raising campaign. The **Christeen Oyster Sloop Preservation Corporation** reports that it must finish restoration work on the 1883 vessel before September 1999 because New York State will be tearing down the Jakobson Shipyard and the building that now houses the sloop. The group plans to make *Christeen* a floating laboratory and marine education classroom in waters of Oyster Bay Harbor, where she harvested oysters for almost one hundred years. (COSPC, West End Avenue, PO Box 146, Oyster Bay NY 11771; 516 922-1098)

News from the Netherlands is that the plan to send the Dutch East Indiaman **replica Batavia to Sydney** appears likely to happen. The vessel will be transported by ship and spend the year 2000 in Sydney, in conjunction with the Olympic Games.

Meanwhile, back in the shipyard in Lelystad where *Batavia* was built, work continues on the yard's next big ten-year project, a 163-foot **replica of the Zeven Provinciën** of 1664-65. The new vessel is being built shell first, a method widely used for vessels of all sizes in the 1500s, but which was replaced in the 1600s by frame-first construction. The builders want to experiment with using this method on a large scale. They are also using fire rather

than steam to bend the planks. (Bataviaryard, Postbus 119, NL8200AC Lelystad, The Netherlands; 31 320 261409; fax: 31 320 261360; e-mail: bataviawerf@wxs.nl; web site: <http://home.wxs.nl/~batavia>)

The **Inter-action Trust**, a London children's charity which owns the **World War I sloop HMS President**, has confirmed it wants to sell her. Built in 1917-18 as *HMS Saxifrage*, a Flower-class convoy escort, the 250-foot vessel is probably one of only two World War I Royal Navy surface warships still surviving. In the mid-'20s she became a reservists' drill ship moored at London's Victoria Embankment, where she remains today. It is hoped that *HMS President* will be saved before she meets the fate of the **1927 steam harbor dredger Clearway**, which was offered in 1998 to any interested preservation groups for £20,000, but went to the shipbreakers at Millom, Cumbria UK.

HMS President



Jacques Cousteau's famed *Calypso* has arrived in **La Rochelle**, France, to take up its role as a major attraction for the city. The University of La Rochelle, the National Center for Marine Mammal Research, the Aquarium and the Maritime Museum at La Rochelle will together form a new body centered around *Calypso*. She will be installed in a glass basin between the Maritime Museum and the Aquarium. In addition, the Aquarium is growing to four times its size to display more underwater life. Will there be a replacement for *Calypso*? That remains to be seen. The late oceanographer's son, Jean-Michel Cousteau, recently called on his stepmother, Francine Cousteau, to halt her bid to replace *Calypso* with a \$150-million, state-of-the-art, turbosail-diesel ship. (Cousteau Society, 870 Greenbrier Circle, Ste. 402, Chesapeake VA 23320; 800 441-4395; FAX: 757 523-2747; e-mail: cousteau@infi.net; www.cousteau.org)

The **Melbourne Maritime Museum** in Australia has some big news about its ongoing restoration of the 1885 bark *Polly Woodside*. It has received a A\$2.5-million grant for the restoration of the ship's drydock and for repairs to the ship's hull. Without the grant, say museum officers, the ship might well have sunk. (MMM, Lorimer St. East, Southbank 3006, Australia; 3 9699-9760; FAX: 3 9696-6117)

Apprenticeshop to Move

The Atlantic Challenge Foundation and Apprenticeshop in Rockland, Maine, has announced plans to move to a permanent facility. The foundation has purchased three adjacent pieces of property on Main Street in Rockland. The 2.5 acres include two buildings and 600 feet of waterfront.

The former Steele and Marshall building, a three-and-a-half-story timber-frame structure, will be used as a boat-building shop, the new Apprenticeshop. The adjacent former Bragg building will be the offices and library for the foundation.

"This is by far the boldest move in the 28 years of this organization's life," said Lance Lee, founder of the Apprenticeshop and president of the Atlantic Challenge Foundation. To date, the organization has built 500 boats and served more than 10,000 people. Other programs the foundation is developing include the Tideline Folk Technologies Bank, a working archive of traditional boat building and coastal life, and the Timberframe Apprenticeship Program. (ACF, 643 Main Street, PO Box B, Rockland ME 04841)

Lighthouse News

The site for the **1999 National Light-**
(Continued on page 5)

\$652,616 Awarded in Thirty-nine 1998 Maritime Heritage Grants

The National Park Service has announced that 39 grants totalling \$652,616 have been awarded through the inaugural round of the National Maritime Heritage Grants Program. The program is authorized under the National Maritime Heritage Act of 1994 (NMHA; PL 103-451) and is the only federal assistance program that specifically supports projects that will preserve the nation's maritime resources and educate the public about its maritime heritage.

For this first round of grants, the National Park Service reports it received 342 applications requesting approximately \$10.3 million. According to Kevin Foster, Chief, National Maritime Initiative, NPS, the large number of applicants not only represents the tremendous efforts being made in the maritime heritage field but the tremendous need for continued federal support.

Of the 39 projects funded, three grants were awarded to nonprofit organizations (called Interim Projects) and the remaining 36 grants were awarded to 20 State Historic Preservation Offices for subgrant administration. Of these, 19 are classified as maritime heritage education projects and 17 as maritime heritage

preservation grants.

Future Grants Program Funding Uncertain

Despite evidence of great need for further federal support, there is no funding available for a second round of grants in 1999 and the likelihood of future funding is uncertain. This is due to environmental issues linked to the program's funding source.

The grants are funded from 25% of the proceeds received from the sale and scrapping of obsolete vessels of the National Defense Reserve Fleet (NDRF), administered by the Maritime Administration. However, problems in determining adequate environmental safeguards during the scrapping process have caused delays in sales of these vessels. The result is a loss in value of these ships and a dramatic decline in the funds available for the National Maritime Heritage Grants Program. (National Maritime Initiative, NPS (2280), 1849 C Street, NW, Washington DC 20240; 202 343-5969; web site: www.cr.nps.gov/maritime)

HERITAGE GRANTS BY STATE

INTERIM PROJECTS

CA National Maritime Museum Association \$15,000
The Historic Ship *Balclutha*: Quarter Deck Preservation Project

VA The Mariners' Museum \$15,000
Expanding Access to the Eldridge Collection: Steam Navigation in America

WA Steamer Virginia V Foundation \$15,000
Steamer Virginia V Restoration project: Restoration of the Main Superstructure

EDUCATION AND PRESERVATION PROJECTS

CA Central Coast Lighthouse Keepers \$25,000
Point Sur Lighthouse's Lantern Room and Upper Gallery Preservation

CA Maritime Museum Association of San Diego \$14,000
Rehabilitation of *Pilot*: San Diego Harbor Pilot Boat 1914-1996

CA USS Hornet Museum \$11,250
Curatorial Project—USS Hornet Museum

CT Mystic Seaport Museum \$24,400
Connecticut Customs Records 1789-1939: A Preservation and Access Project

DC Naval Historical Foundation \$25,000
A proposal to Gain Public Access to Historic Nautical Documents, Photographs, and Artifacts

FL Cortez Village Historical Society \$5,000
Commercial Fishing Through the Centuries: Florida's Maritime Heritage

GA Woodruff Museum of Civil War Naval History \$12,500
Relocation of CSS *Jackson* and CSS *Chattahoochee*

IA Mississippi River Museum \$25,500
Boatbuilding of the Mississippi: An Interactive Exhibit

KY Belle of Louisville Operating Board \$43,000
Preservation of the Mayor Andrew Broaddus, the Last Remaining USCG Inland Lifesaving Station

LA Center for Traditional Louisiana Boat Building \$9,000
Travelling Exhibit of Ten Distinct Pirogue Types from South Louisiana

MA Luna Preservation Society, Inc \$12,500
Outfit Rehabilitation of the Diesel-Electric Tug Luna

MA Orleans Historical Society \$10,000
Preserving the Engineering Plant of the Coast Guard Motor Lifeboat 36500

MA USS Constitution Museum \$25,000
"All Hands On Deck" Educator Outreach Project

MA USS Massachusetts Memorial Committee \$21,500
Deck Replacement Aboard USS *Massachusetts*

MD Constellation Foundation \$35,000
Constellation Restoration Effort

MD Maryland Historical Society \$10,000
Maritime Heritage Center

ME City of Portland \$25,000
Preservation of the Portland Observatory

ME Old York Historical Society \$4,100
Preservation of Historic Hancock Warehouse and Marshall Store

ME Penobscot Marine Museum \$49,816
Watercraft Education Project: One Hundred Years of Boating on Maine's Lakes, Shores, and Rivers

MI Inland Seas Education Association \$4,000
The Age of Great Lakes Schooners: Life Along the Manitou Passage

NC Chicamacomico Historical Association \$10,000
Restoration of 1874 Chicamacomico Life Saving Station

NC Edenton Historical Commission \$10,000
Preservation of the Roanoke River Lighthouse

NC North Carolina Maritime Museum \$25,000
Maritime Heritage Public Education Programming on North Carolina Piracy and its Influences on North Carolina's History, with a Focus on the

Shipwreck assumed to be Blackbeard's Flagship, *Queen Anne's Revenge*

NY Adirondack Museum \$10,000
Steam Launch *Osprey* Restoration

NY Local Television, Inc. \$20,750
Storm Warriors, the Story of the US Life Saving Service

NY New York State Divers Association \$3,100
Diving Historical Sites in New York Guide

NY Niagara County Department of Planning, Development and Tourism \$2,500
Documentation Report on the Erie Canal "Flight of Five" Locks

NY South Street Seaport Museum \$7,500
World Port, New York: An Electronic Curriculum

NY The Conservancy for Historic Battery Park \$11,350
Interpretive Seawall Panels

NY The Hudson Waterfront Museum \$7,000
Education Program Aboard 1914 Lehigh Valley Railroad Covered Barge #79

OH Historical Collections of the Great Lakes, Bowling Green State University \$24,850
Vessels of the Great Lakes: Image Database Project

PA Independence Seaport Museum \$14,000
Protective Measures for Cruiser *Olympia*

RI Rhode Island Marine Archaeology Project \$28,000
1999 Field Work

TX Conservation Research Laboratory, Nautical Archaeology Program \$10,000
The LaSalle Conservation Project

VA The Nature Conservancy's Virginia Coastal Reserve \$25,000
Preservation of 1895 Cape Charles Lighthouse Keepers Quarters and other Buildings

WA Clallum County Historical Society \$4,000
West End Shipwreck Education Project

Members Muse

WORLD MARINE MILLENNIAL CONFERENCE

November 10–14, 1999 in Salem, Massachusetts

Co-Sponsored by The National Maritime Historical Society and The Peabody Essex Museum

Scholars led by Felipe Fernandez-Armesto and John Hattendorf will gather at a conference sponsored by the National Maritime Historical Society/*Sea History* and the Peabody Essex Museum/*The American Neptune* to discuss seismic historic maritime developments of the past thousand years. The conference, to be held at the Peabody Essex Museum in Salem, Massachusetts, will take up four major themes:

- **The Sea as Inspiration**—stimulus for the humanities
- **The Sea as a Highway**—exploration and commerce
- **The Sea as an Arena for Cultural Change and Conflict**—migrations and warfare
- **The Sea as a Resource**—sustenance, minerals, sciences and “psychic reward”

CALL FOR PAPERS—EXTENDED TO 31 MARCH 1999

The committee invites abstracts for individual papers (15–30 minutes in length) and session proposals (three to four papers in 1½ hours) on subjects related to all aspects of salt and fresh water maritime history. Abstracts and proposals may address particular aspects of broader themes of the conference or a specific subject of interest to the committee:

China Trade, 1799–1999	The Shore Establishments	Navigation
The Seagoing Experience	Ship Models and Modeling	Electronics at Sea
The Slave Trade	Piracy and Privateering	Propulsion Technologies
Whaling	Underwater Archaeology	Adventure and Recreation
Laws of the Sea	Women at Sea	Restorations and Replicas
The American Flag at Sea	Pax Britannica	Man & the Marine Environment

Abstracts of individual papers should be typed on no more than one page, accompanied by a CV. Session proposals should provide a brief summary of each paper and include a CV for each of three or four presenters. Abstracts and proposals are due by 31 March 1999 (extended from 31 January), addressed to: Publisher, *The American Neptune*, Peabody Essex Museum, East India Square, Salem MA 01970.

Individual and group initiatives are welcome. This is a prime opportunity to propose creative approaches to the study of maritime history. Over 60 papers can be scheduled in afternoon and evening break-out sessions.

Questions may be addressed to Don Marshall or Jack Bishop at 978 745-9500, x3172; fax: 978 744-6776, or to NMHS via e-mail at conference@seahistory.org.

Editorial Comment

To the dismay of the maritime museum community, the designation of The Mariners' Museum in Virginia and South Street Seaport Museum in New York as “America's National Maritime Museum” passed both Houses of Congress in September as a last-minute amendment to the Defense Authorization Bill. An eleventh-hour effort by the Council of American Maritime Museums, led by John Valliant, president of CAMM and director of the Chesapeake Bay Maritime Museum, failed to stop the amendment. The bill was altered to allow future inclusion of other maritime museums in the designation, but this is only the most minor of victories in this matter.

This designation will be detrimental to the work of America's maritime museums on several fronts. The creation, introduction and passage of the designation without any notification of or input from the Council of American Maritime Museums shows a lamentable lack of awareness on the part of the amendment's sponsors and supporters. It also demonstrates a marked lack of respect for the organization on the part of the museums that acquired the designation. In practical terms, the designation opens the way for the included museums to have greater access to moneys and audiences than the other museums devoted to similar subjects.

Should there be such a designation at all? We say “No.” In a nation with such a broad experience of the sea, in such disparate regions, rooted in myriad cultures, no single institution would be equal to the task of illuminating the entire spectrum to a national and international audience. The existence of this designation can only create division in the maritime museum field, and, perhaps, confusion among our constituents. No matter how many museums become part of “America's National Maritime Museum,” more excellent regional and local maritime resources will be left out.

Sea History Gazette welcomes comments on this issue, and we salute John Valliant for his rapid response to the news of the designation and for his strong stand against it.

—JUSTINE AHLSTROM, Editor

From the Field

HNSA 1998 Annual Meeting & Awards in Newport, Rhode Island

The Historic Naval Ships Association recently held their 33rd annual conference in Newport, Rhode Island, hosted by the USS Massachusetts Memorial. The theme of the meeting was “Attracting Today's and Tomorrow's Visitors.” Sessions included the identification of who historic naval ship visitors are and where they are coming from, youth overnight encampment programs, education programs, innovative approaches to exhibit interpretation, and the importance of hospitality.

The conferees received an update on the Americans with Disabilities Act as it applies to historic ships and briefings from Navy officials on their support efforts on behalf of the ship museums and memorials. In addition, presentations were given on preservation, web sites, consultation services, and vendor products. Workshops were conducted on youth education programs and collections management plans. A trip to the USS *Massachusetts* complex in Fall River, Massachusetts, to visit the six vessels on display was capped off by a dinner on the battleship—the last event aboard “Big Mamie” before her overhaul.

The association's highest honor, the Casper J. Knight award (named for the savior of the cruiser USS *Olympia* and a HNSA founder), was bestowed on two individuals. Idaho Senator Dirk Kempthorne was recognized for his efforts in saving the presidential yacht USS *Williamsburg* from scrapping. Timothy Rizzuto, ship's superintendent of the destroyer escort USS *Slater* in Albany NY, was honored for his years of preservation work on ships at the *Massachusetts* Memorial, the destroyer USS *Kidd* in Baton Rouge LA, and *Slater*. The curatorial excellence award went to Aldona Sendzikas of Honolulu, and Christopher Nardi of the Massachusetts Memorial was honored as HNSA volunteer of the year.

HNSA President Captain Guy Archambault announced the first honorary directors of the association: Admiral Jay L. Johnson, USN, Chief of Naval Operations; Vice Admiral Greg R. Maddison, RCN, Commander Maritime Command; Admiral James M. Loy, USCG, Commandant of the Coast Guard; and Mr. Robert G. Stanton, Director, National Park Service. Next year's meeting will be hosted by the carrier USS *Lexington* in Corpus Christi TX.

CHANNING ZUCKER, Executive Director (HNSA, 4640 Hoylake Drive, Virginia Beach VA 23462-4547; 757 499-6919; e-mail: Hnsa01@aol.com)

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house Conference will be Key West, Florida. The conference will be hosted by the Key West Art & Historical Society, 12–15 October. Potential speakers include Anne Webster Wallace, Maine Lights Program; Tom McGrath, NPS Historic Preservation Training Center; Henry Stephenson, National Lighthouse Museum; Dick Moehl, Great Lakes Lighthouse Keepers Assoc.; Wayne Wheeler, US Lighthouse Society; Candace Clifford, NPS National Maritime Initiative; and US Coast Guard representatives from the 7th District. Contact Joe Pais, Key West Lighthouse, at Maine1898@aol.com or 305-296-3913 for more information.

Two new lighthouse National Historic Landmarks were designated this year. Cape Hatteras (NC) and Ponce de Leon Inlet (FL) Light Stations were designated by the Secretary of the Interior on 6 August 1998. This brings the total number of NHL lighthouses to six. North Manitou Island Lifesaving Station in Michigan was also designated.

A Viking Saga Continues

W. Hodding Carter and the intrepid 12-man crew of the replica knarr *Snorri* recreated Leif Ericsson's 1,900-mile journey from Greenland to the New World. On their second attempt (the first, made in 1997, was aborted after a rudder failure), the crew left Greenland on 28 June 1998 and reached L'Anse aux Meadows, Newfoundland, on 22 September. The 54-foot, open-deck replica, built by Rob Stevens of Maine, is constructed of oak, pine and tamarach and will become part of a museum exhibit in L'Anse aux Meadows.

Sail Training

Ships Monthly reports a plan afoot to build in France a steel bark similar to Britain's Jubilee Sailing Trust's *Lord Nelson*. The vessel is a Colin Mudie design, and it will be fitted to accommodate disabled trainees and to function in the same way as the JST's bark. She will be named *Jean Martin Charcot*.

Details of a French project to build a replica of the five-masted bark *France*

The Snorri crew comes ashore at L'Anse aux Meadows. (From Soundings magazine)



Straight From the Source

Discovery May Shed Light on Ancient Phoenicians

The Phoenicians were the master seafarers of antiquity, the first to knit the Mediterranean into a trading state. Homer derided them as “greedy rogues,” and the Bible praised their ships of oak and cedar as works that “did sing.”

But modern scholarship knows little of the vanished people and almost nothing of the empire's basis, its merchant ships. No ships that are clearly Phoenician have come to light, and only a few images of the trading vessels have come down through the ages.

Now, however, the depths of the Mediterranean have yielded a bonanza that might change all that.

Last month, entrepreneurs from Odyssey Marine Exploration Inc., based in Tampa, Fla., were searching the western Mediterranean for lost gold and silver. A half-mile down, the team's robot suddenly lit up hundreds of amphoras, the clay storage jars of antiquity. What the robot revealed was clearly a very old shipwreck.

Thrilled, Greg Stemm, director of operations for Odyssey, had videotapes of the amphoras studied by nautical archaeologists. They tentatively identified the earthen jars as

typical of the Phoenician colony of Carthage around the fifth century B.C., near the peak of Phoenician influence in the ancient world.

What lies beneath the amphoras and the muck can be learned only by excavation. The fridity and low oxygen levels of the deep sea are known to keep many items remarkably well preserved.

Eager to learn more, and happy to admit the profit motive, Stemm is seeking to team up with archaeologists to explore the wreck with scholarly rigor and to make the project pay for itself by selling film rights and organizing museum shows.

Surprisingly, scholars are showing considerable interest in the proposed venture, seeing the wreck as a good test of the feasibility of teamwork.

“It's got tremendous potential as a way to bring archaeology into the business world,” said Cheryl Ward, a professor at the Institute of Nautical Archaeology of Texas A&M University. “This is an exciting ship because it is from a time that is poorly known and a culture that is known to us only from land excavations and the accounts of their enemies.”

By WILLIAM J. BROAD

This New York Times *Timesfax* article of 12 October is interesting not only because it reports the site of an ancient Phoenician ship; it also contains a precedent-setting reference to cooperation between treasure hunters and archaeology academics on major finds. William M. Murray, chairman of the underwater archaeology committee of the Archaeological Institute of America, told the Times in a larger article appearing on 12 October, that he would urge his colleagues to consider the venture seriously, saying, “If academic archaeologists are going to deal with deep-water shipwrecks, it's going to have to be through cooperative efforts like this.”

Marine Archaeology

Two canal boats buried a century ago in an abandoned arm of the James River and Kanawha Canal have been unearthed in Richmond VA, reports *Archaeology* magazine, discovered by the cultural resources firm of Gray & Pope on a pipeline dig in 1997. One boat is nearly disintegrated, but the entire bottom of the second boat, parts of its sides, and its rudder were found intact. In August, the Virginia Canals & Navigation Society and the Virginia Department of historic Resources backed a brief study of the site in collaboration with Gray & Pope archaeologists. It is thought that the second boat may have been built as early as 1840. Plans call for the remains to be reburied in place, but a detailed study will be made and, if possible, some elements will be removed for curation, study and display.

(Continued on page 6)

Historic Tug in New Riverkeeper Role

A 55-year-old wooden tug has become the new protector of the Columbia/Willamette River system. For two years now, the 65-foot *Captain Conner* has been taking schoolchildren and adults out on excursions that raise river conservation awareness. She has proved a good platform for the task, leading the Portland, Oregon-based non-profit Headwaters to Ocean (H2O) to end their lease of the vessel and purchase her outright.

The purchase was made with the help of a donation by the Nicolas family, a well-known Pacific Northwest boating family. "With our own vessel," says Angela Borden Jackson, H2O president and cofounder, "we have greater geographical flexibility, and we can serve more people in the region for less."

The goal of H2O is to foster community stewardship of the rivers and their environment through boat-based learning and hands on experience. This usually involves the deployment of plankton nets and scoop buckets for river water for testing. To date, *Captain Conner* has served 2,500 local students, teachers and parents, two thirds of whom receive a full or partial scholarship from the City of Portland Environmental Services and area businesses. The tug has also hosted 2,350 members of the general public on free river trips and issue focus tours.

Captain Conner has a long association with the region that began with her construction by prisoners at McNeil Island, Washington, in 1943. (Headwaters to Ocean, PO Box 745, Portland OR 97207; 503 228-9600; e-mail: h2ocean@teleport.com)

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Underwater Archaeology on the Internet

Archaeology enthusiasts, both amateur and professional, can now find updates on a wide array of excavations and research projects by consulting the World Wide Web. Archaeology on the Net, a new site indexing archaeology resources, currently lists over 1,200 sites indexed under 33 categories with annotated links.

Sites can be added to the index through the "Add Site" link at the top of each category page. Underwater archaeology is among these categories (www.serve.com/archaeology/uwater.html), and it features links to over 30 sites.

Museum News

The work of the **Wisconsin Maritime Museum** received one monetary and one morale booster late in 1998. On 7 November, the museum's 1998 Special Exhibit, "Wisconsin Shipbuilders: 150 Years," curated by Jay Martin, was awarded a 1998 Local History Certificate of Commendation by the Board of Curators of the

State Historical Society of Wisconsin. The museum also received news that it was awarded a Statewide Transportation Enhancement Grant by the Wisconsin Department of Transportation for \$85,316 to be used to further the interior restoration of the submarine USS *Cobia*. The WMM award is one of 47 grants, totaling \$11.4 million, given to Wisconsin recipients. The funds will be used to refloor the interior of the submarine and to fabricate and install missing bunks, a major step toward restoring the working and living quarters to their WW II configuration. (WMM, 75 Maritime Drive, Manitowoc WI 54220; 920 684-0218)

Among those maritime museums to receive Institute of Museum and Library Services General Operating Support Grants (only 186 museums are awarded the grants; 20% of the applications received) are the **Cold Spring Harbor Whaling Museum**, Cold Spring Harbor NY (\$72,000); the **Penobscot Marine Museum**, Searsport ME (\$69,878); and the **New Bedford Whaling Museum**, New Bedford MA (\$112,500).

Endeavour West Coast Tour Announced

After a successful 1998 Atlantic Coast tour, the Australian replica of Captain Cook's *Endeavour* is headed for the West Coast, providing further opportunities for North Americans to visit what is considered by some to be the world's best "sailing museum." The Bark Endeavour Foundation has announced a 1999 itinerary for the vessel from February through October. The ports and arrival and departure dates are as follows:

PORT	ARRIVAL	DEPARTURE
San Diego CA	5 Feb	12 April
Newport Beach CA	16 April	26 April
Port Hueneme/Oxnard	30 April	10 May
Morro Bay CA	14 May	24 May
Monterey Bay CA	28 May	7 June
San Francisco CA	11 June	21 June

Eureka CA	25 June	5 July
Coos Harbor OR	9 July	19 July
Astoria OR	23 July	2 August
Westport WA	5 August	9 August
Sooke BC	13 August	14 August
Victoria BC	16 August	30 August
Port Townsend WA	9 September	20 September
Gig Harbor WA	22 September	27 September
Vancouver BC	1 October	10 October

Endeavour is open for visiting from the day after arrival to the day before departure, and berths on the passages between ports are available. (HM Bark Endeavour Foundation, PO Box 7186, San Diego CA 92167; 619 223-9477; FAX 619 223-9437; www.barkendeavour.com.au; e-mail: hmbark@ibm.net)

The **New Bedford Whaling Museum** also announces receipt of a \$90,000 grant from the Massachusetts Historical Commission to repair its brick facades on Water Street. A more unusual gift came in the form of a 65-foot skeleton of a rare blue whale granted to the Museum by the National Marine Fisheries last March after the whale was struck by a freighter. It is being reconstructed by biologist Andrew Konnerth as an exhibit-in-process. (NBWM, 18 Johnny Cake Hill, New Bedford MA 02740; 508 997-0046; www.whalingmuseum.org)

The **San Diego Maritime Museum** reports that it has received \$250,000 in state support from the California Arts Council with the passage of the 1999 California State budget—the largest single grant in the museum's 50-year history and one of the largest museum grants statewide. The museum also celebrated the 100th birthday of its beautiful ferryboat *Berkeley*, which has served as the headquarters of the museum for the last twenty-five years. (SDMM, 1306 N. Harbor Drive, San Diego CA 92101; 619 234-9153; FAX: 619 234-8345; www.sdmartime.com)

The **Erie Maritime Museum** is looking for ripping good stories! It was recently awarded a grant of \$9,000 from the federal Coastal Zone Management Agency for the establishment of a Maritime Oral History Collection. In the fall, oral historians began audio- and videotape interviews with individuals whose lives have been entwined with Erie as a maritime community. (EMM, 150 East Front St., Erie PA 16507; 814 452-2744; FAX: 814 455-6760; www.brigniagara.org)

The ground-breaking ceremony for a 13,000-square-foot addition to the **Submarine Force Library & Museum** in Groton CT took place on 15 September. Now the Submarine Force Library & Museum Association is stepping up its fund-raising efforts to secure \$500,000 to fully qualify for \$1 million in State of

Festivals, Events, Lectures, Etc.

- **American Sail Training Association:** from 4 July, ASTA Gold Rush Race (PO Box 1459; Newport RI 02840; 401 846-1775; e-mail: asta@sailtraining.org; web site: <http://tallships.sailtraining.org>)
- **Boston Seaport Festival:** 23–25 July, 9th Annual Boston Seaport Festival & 3rd Annual Boston Harbor Parade of Lights (Conventures, Inc., 1 Design Center Place, Boston MA 02210; 617 439-7700; fax: 617 345-0888; e-mail: info@conventures.com; www.conventures.com)
- **Woods Hole Historical Collection & Museum:** 17–18 April, Biennial Woods Hole Model Boat Show (PO Box 185, Woods Hole MA 02543; 508 548-7270)

Conferences

- **Association for the History of the Northern Seas and the Canadian Nautical Research Society in Corner Brook:** 9–14 August, Joint Conference (Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook NF A2H 6P9; 709 637-6282; fax: 709 639-8125; e-mail: Olaf@beothuk.swgc.mun.ca; www.swgc.mun.ca/ahns)
- **Institute of Marine Studies:** 9–12 August, "Eclipse 99: Navigational Stimulus to the History of Science" (Dr. P. A. H. Seymour, University of Plymouth, Drake Circus, Plymouth, Devon PL4 8AA, UK; 44 1752 232462; fax: 44 1752 232406)
- **International Cartographic Association:** 14–21 August, 11th General Assembly (ICA Ottawa 1999, 615 Booth Street, Room 500, Ottawa ON K1A 0E9, Canada; 613 992-9999; fax: 613 995-8737; e-mail: ica1999@ccrs.nrcan.gc.ca; web site: www.ccrs.nrcan.gc.ca/ica1999)

SEA HISTORY Gazette Calendar

- **International Conference of the Australian Institute for Maritime Archaeology** at the Australian National Maritime Museum: 18–23 September, "The Pacific Rim: Trade and Migration," (Heritage Office, Locked Bag 5020, Sydney NSW 2124, Australia; (02) 9635 6155; fax: (02) 9891 4688; e-mail: nutley@heritage.nsw.gov.au; web sites: www.heritage.nsw.gov.au and www.anmm.gov.au)
- **Mystic Seaport:** 17–19 June, "Melville and the Sea" (Mary K. Bercaw Edwards, PO Box 367, Mystic CT 06355; maryk@mystic.org; fax: 860 572-5329; Jill B. Gidmark, U. of Minnesota, General College—140 Appleby, Minneapolis MN 55455; gidma001@maroon.tc.umn.edu; fax: 612 625-0709)
- **National Hellenic Research Foundation:** 11–16 July "The Cartography of the Mediterranean World," 18th International Conference on the History of Cartography, in Athens GR (Mr. George Tobais, NHRF, 48 Vassileos Konstantinou Avenue, GR-116 35 Athens; 30 1 721-0554; fax: 30 1 724-6212; www.ihr.sas.ac.uk/maps/conf.html)
- **Wethersfield Weekend Festival '99:** 21–23 May (Pita Communications LLC, 8 Glastonbury Avenue, Rocky Hill CT 06067; 860 513-1117; fax: 860 257-0114; e-mail: info@pitacomm.com)

Exhibits

- **Australian National Maritime Museum:** 10 December 1998–14 March 1999, "The Last

Connecticut Economic and Community Development matching funds. If this goal can be reached by January 1999, the expansion project will be completed in one phase. To help, contact the association at Box 501, US Naval Submarine Base, Groton CT 06349; 800 694-3290.

People

Dr. Stephen J. Godfrey assumed the position of **Curator of Paleontology at Calvert Marine Museum (CMM)** in July. Godfrey comes to the museum from Paleoskulpture Studio Inc. of Drumheller, Alberta, Canada. He holds degrees from Bishop's University (BSc) and McGill University (PhD), vertebrate paleontology. CMM also welcomes Vanessa Gill who succeeds Sybol Cook as **membership and development coordinator**. **Vanessa Gill**. (CMM, PO Box 97, Solomons MD 20688-0097, 410 326-2042, FAX: 410 326-6691)

Joseph A. Gutierrez has been appointed Acting Deputy Executive Director of Museum Operations and Education at the **Jamestown-Yorktown Founda-**

tion. Gutierrez joined the Foundation in 1988. His position as outreach education and special services director has been filled on an interim basis by Interpretive Services Manager Douglas R. Shipman. (JYF, PO Box 1607, Williamsburg VA 23187-1607; 757 253-4838)

Grants and Awards

The **Nautical Research Guild** awarded N. Roger Cole of Toronto, Canada, its **1998 Essay Contest prize** of \$500 for his essay on "Clenched Lap, as Applied to a Fully Framed Hull: A Hypothesis Regarding How Clenched Lap Hulls Were Coppered, with Notes on the Planking Process," which will be published in the Guild's *Nautical Research Journal*. The Guild has also announced its 1999 Essay Contest, with a first prize of \$500 and a Second Prize of \$250. The deadline for entries is 22 September 1999. Contact Eugene L. Larson, NRG Essay Award Chairman, 9223 Presidential Drive, Alexandria VA 22309; 703 360-2111; e-mail: genenrg@Naut-Res-Guild.org.

Privateering during the War of 1812

- Windjammers: Grain Races Round Cape Horn" (GPO Box 5131, Sydney NSW 1042, Australia; 29552 7777; web site: www.anmm.gov.au)
- **Canadian Museum of Civilization:** 4 April 1999–3 June 1999, "Vikings" (100 Laurier Street, PO Box 3100, Station B, Hull QC J8X 4H2, Canada; 819 776-7000; fax: 819 776-8300; e-mail: members@cmmc.muse.digital.ca)
- **Drents Museum Assen:** 13 February–9 May 1999, "The Mystery of a Dutch Merchantman in the Baltic" (Brink 1, 9401 HC Assen; 592 31 27 41; fax: 592 31 71 19)
- **The Mariners' Museum:** 24 October–30 March 1999, "Skin Deep: The Art of the Tattoo" (100 Museum Drive, Newport News VA 23606; 757 596-2222; web site: www.mariner.org)
- **Naval War College Museum:** 20 March 1999–Autumn 1999, "The Legacy of the Langley, US Navy Aircraft Carriers through the Years" (Founders Hall, Newport RI 02841-1207; 401 841-4052; e-mail: museum@nwc.navy.mil)
- **New Bedford Whaling Museum:** from 12 November 1998, "The Story of the Factory Ship *Ulysses* and the Controversy of 20th-Century Whaling" (18 Johnny Cake Hill, New Bedford MA 02740-6398; 508 997-0046; web site: www.whalingmuseum.org)
- **Netherlands Maritime Museum Amsterdam:** 13 February–9 May 1999, "Rich Cargo, Dutch Prosperity" (Kattenburgerplein 1, 1018 KK Amsterdam, The Netherlands; 20 52 32 2222; fax: 20 52 32 213; web site: www.generali.nl/scheepvaartmuseum)
- **Wisconsin Maritime Museum:** 4 April 1998–December 1999, "Wisconsin Shipbuilders: 150 Years" (75 Maritime Drive, Manitowoc WI 54220)

was the subject of the winning article of the **Gerald E. Morris Prize** awarded by the Fellows of the **G. W. Blunt White Library** at Mystic Seaport. Donald A. Petrie won the \$1,000 prize, and publication in the *Log of Mystic Seaport*, for "The Scourge, the Rattle Snake, and the True Blooded Yankee." Petrie's book on maritime prize-taking, *The Prize Game*, will be published in 1999 by the Naval Institute Press. Also given was the \$500 **1998 John Gardner Maritime Research Award**, granted to Sandra Oliver for her extensive work in the field of food history as it relates to maritime matters. Oliver is the editor of *Food History News* and the author of *Salt Water Foodways*, a Mystic Seaport Press book. (MSM, 75 Greenmanville Avenue, PO Box 6000, Mystic CT 06355-0990; 860 572-0711, 888 9SEA-PORT; website: www.mysticseaport.org)

Historic Naval Ships

The devoted volunteers of **Project Liberty Ship** have kicked off an aggressive fund-raising campaign with a heavy metal ring to it—it's called "**Rivet Drive 2000**."

The campaign will raise funds for the next drydocking of the ship and generate revenue to match the \$350,000 State of Maryland Grant awarded the Project last Spring. The centerpiece of the program is the "Rivet Bond," patterned after WWII War Bonds, which comes in \$25 to \$500 denominations. Each is worth one rivet, and if donors wish they may have their bonds redeemed and receive an original WWII rivet removed from the *Brown* in 1997. (PLS, PO Box 25846, Highlandtown Station, Baltimore MD 21224; 410 661-1550)

The New York State Department of Parks and Recreation awarded *USS Slater* (DE-766) a \$90,000 grant to paint the ship's hull above the waterline. This is the Albany-based ship's first major recognition at the state level. (*USS Slater*, 330 Broadway, Albany NY 12207; 518 434-1311)

Creating Ties that Bind

Lindsey Philpott, the Chief Rigger for the Los Angeles Maritime Institute, is

one of those people who enjoys working with rope—whether it's functional rigging or decorative knots for display. So, when he discovered there was an England-based **International Guild of Knot Tyers**, he decided to generate interest in an American branch. He received letters, phone calls and e-mails from interested knot tyers from Canada to Venezuela and, in the spring of 1997, a PacificAmericas branch was formed.

Since then, membership has grown to over 40. The PacificAmericas branch is currently restoring the aging knot boards at the Los Angeles Maritime Museum and making new rope fenders for a local tug company. For more information about the IGKT, contact Lindsey at 506 595-8854.

NASOH Announces Book Awards

The North American Society for Oceanic History has announced the winners of its prestigious John Lyman Book Awards for 1997. They are:

Canadian Naval and Maritime History: *The Many Landfalls of John Cabot*, by Peter E. Pope (University of Toronto Press)
US Naval History: *A Signal Victory: the Lake Erie Campaign, 1812-13*, by David Curtis Skaggs and Gerard T. Altoff (Naval Institute Press)

US Maritime History: *Black Jacks: African American Seamen in the Age of Sail*, by W. Jeffrey Bolster (Harvard University Press)
Science and Technology: *Ships for the Seven Seas: Philadelphia Shipbuilding in the Age of Industrial Capitalism*, by Thomas R. Heinrich (Johns Hopkins University Press)

Reference Works and Published Primary Sources: *Fur Traders from New England: The Boston Men in the North Pacific, 1787-1800*, edited with notes and introduction by Briton C. Busch and Barry M. Gough (The Arthur H. Clark Company)
Biography and Autobiography: *A Bride's Passage: Susan Hathorn's Year under Sail*, by Catherine Petroski (Northeastern University Press)

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Museum staff:

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