

MAHS NEWS



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Mavis: Discovering an Unknown Wreck in the South Pacific

By Jerry Brady

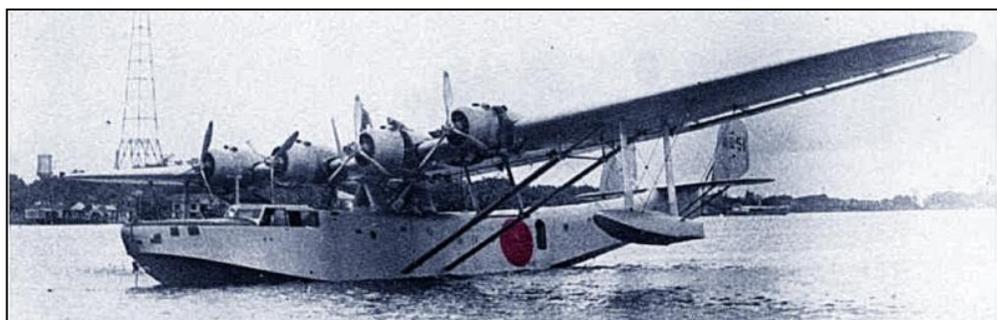
Any diver vividly recalls the thrill of seeing the video image of the *Titanic*'s bow as it emerges from the black ink visibility three miles beneath the surface of the Atlantic. Invariably, that video puts most of us to fantasizing about discovering our very own unknown wreck. Unfortunately, for the overwhelming majority of divers the fantasy of actually locating such a wreck will remain just that; nothing more than a fantasy. The chances of finding a wreck with an interesting history with which the diver is familiar and can identify with are even more remote.

However, for an incredibly small number of divers, such fantasies do become reality. Such a discovery usually results from years of painstaking archival research, months of meticulous planning, and tedious weeks of searching the target area. With luck, then arrives that moment of heart-pounding excitement as the wreck appears to human eyes for the first time in years, decades, perhaps even centuries. For me, such a discovery and fulfillment of fantasy occurred during the summer of 2000 in the Solomon Islands.

I had always been interested in military history, especially WWII naval and air operations in the southwest Pacific. Events took place there over an expanse of water virtually unimaginable to those who have never been to that area of the world. It was my fascination at an early age with the area and its history

that led me to become a naval officer. Having dived Truk, Yap, Saipan, and Palau, I had already accumulated my fair share of Micronesian dive stories. However, as I departed Tampa for the Solomons, it never occurred to me that my most memorable moment in diving, the discovery of a previously undocumented WWII wreck, lay just ahead.

My discovery was made all the more unlikely since



*Kawanishi H6K4 Flying Boat, aka Mavis.
Image from public domain.*

it was only after my arrival in Guadalcanal that I learned of the civil war that had erupted on the island. The first hint of something amiss was when I was told at Fiji's international airport that my flight to Honiara (capital city of Guadalcanal) had been delayed until the next day "because of trouble." Being a pilot, I assumed that the "trouble" was probably related to something mechanical with the aircraft. In any event, I departed early the next morning for the Solomons.

I arrived at the hotel in Honiara well before noon and called the dive shop and asked if it would be

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Notes from the Prez – Steven Anthony

I am pleased to report that the 23rd Annual Introductory Course in Underwater Archaeology commenced at the end of January this year and was very well attended. Tom Berkey reported increased enrollment over previous years and noted that the class was very engaged in the course material. Unfortunately, due to scheduling difficulties the pool training session, originally scheduled for May, had to be cancelled. The cancellation, however, didn't affect student interest in the field school and we filled the boat for the Pickles Reef project and field school in June.

Everyone was excited to be back on Pickles Reef this year. When the weather co-operates this area of the Florida Keys offers some of the best diving conditions in the world. The Pickles Reef project is a multiyear effort in collaboration with the State of Florida and the Florida Keys National Marine Sanctuary to investigate shipwreck remains on the reef. The wreck site also includes a load of cement barrels dating back to the turn of the 20th century during a time when Henry Flagler was constructing the Florida Overseas Railway. Whether the ship and the cement barrels are associated with this project is one of the mysteries that MAHS is attempting to solve.

Earlier in January Jim Smailes attended the SHA annual archaeology conference and represented MAHS at the annual meeting of the Advisory Council for Underwater Archaeology. During the ACUA meeting Paul Johnston, Curator with the Smithsonian Museum of American History announced that the Freer Sackler Gallery planned an exhibit of pottery and gold artifacts recovered from a 9th century Arab ship that sank off the coast of Indonesia. This wreck is significant historically because it demonstrates for the first time that a silk trade route between Persia and China existed by water hundreds of years earlier than previously known. However, despite the historic significance the Indonesian government issued a permit to a treasure salvor to recover the artifacts in exchange for a split of the profits realized on their sale. Most of the collection was subsequently purchased by the government of Singapore. But treasure hunting of this kind is opposed by the UNESCO Convention and the preservation community called on the Smithsonian to cancel the exhibition because it lacked scientific merit and violated the canons of ethics of museums and professional archaeology organizations world-wide.

In concert with other members of the preservation community, MAHS wrote a letter to Secretary Clough urging him to cancel the exhibit. In a precedent setting decision, the Smithsonian acknowledged the concerns

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possible to get in a few dives that afternoon. After a pronounced silence the owner sighed and suggested that I come over “for a talk.” I hustled over to the shop where he explained to me that diving in the islands had been suspended indefinitely due to the civil war! As I listened dumbfounded I kept thinking to myself, “civil war...what civil war?”

For years there had been hostility festering between the native inhabitants of Guadalcanal and people from the neighboring and smaller island of Malatia who had immigrated to the larger island. Over the years, the Malatians had become increasingly successful in their business enterprises and had exercised a disproportionate influence in the governance of Guadalcanal. The situation had recently become violent as some Guadalcanalese were attempting to forcibly evict their Malatian co-inhabitants. As a consequence, there had been an influx of Malatian and other refugees into Honiara attempting to escape the violence being directed at them by the radical Guadalcanal natives.

Of grave concern to the city and its inhabitants were reports of increasing violence as the insurgents approached the coastal capital from both the east and west. Just prior to my arrival an individual had been killed at a city limit roadblock and divers exploring one of the shallow in-shore wrecks had been shot at! Under the circumstances, I readily understood why I would not be diving that day.

Five days later, the live-aboard I was booked on arrived in Honiara and we set sail on schedule to visit the New Georgia and Florida islands northwest of Guadalcanal. After four days of truly amazing diving we anchored in the lagoon surrounded by Tulagi, Gavutu, and Tanambogo islands. It was here in Tulagi lagoon, one of the most frequented and well-known dive sites in the Solomons, that I was to experience for one brief moment what Bob Ballard must have felt as he first saw the prow of the *Titanic* emerge from the dark depths of the Atlantic. Of course, any similarity between the world famous explorer and me ends there.

Overall, our group of live-aboard divers was a diverse, for the most part highly experienced, and enjoyable lot. Unfortunately, because a few of the divers were relatively inexperienced with wrecks the boat

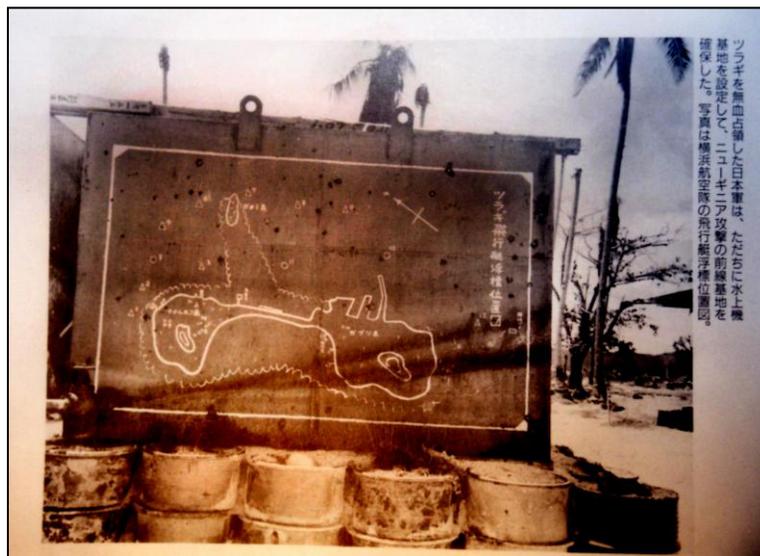
captain decided to concentrate on relatively shallow and accessible dive sites. This was most definitely not what I had in mind when I signed up for this advertised “adventure” trip. Still, the reef diving was without a doubt the best I had ever experienced, and the marine life bigger, better, and more diverse than anything I had seen in the Red Sea. But, I was there to dive wrecks...big wrecks...historic wrecks! Prior to arriving at Tulagi lagoon, the highlight of the trip had been our deep dives on the U.S.S. *Kanawha*, a navy oiler whose destruction by the Japanese was later recounted in the autobiography of an eyewitness to the sinking, the then LTJG John F. Kennedy.

Tulagi lagoon had been utilized by the Japanese as a base for their Kawanishi H6K4 long-range reconnaissance, bomber, and transport flying boats.

Code-named “Mavis” by the allies, these large four-engine, nine crewmember aircraft had a wingspan of 131 ft., weighed 37,500 lbs., and had a top speed of approximately 210-mph at an altitude of 13,000 ft. Armament was comprised of a combination of 7.7mm machine guns and 20mm cannons. Due to its remarkable endurance, the Mavis proved extremely valuable in patrolling the vast expanses of the Pacific.

The first day at Tulagi was spent diving several well-known

wrecks, all of which had long ago been stripped of their more sought after and obvious artifacts. The second day of diving was planned to be on similar sites. Always looking for a more attractive alternative, I leafed through a Japanese language book on WWII that belonged to one of the other divers (a Japanese woman traveling with her Swiss doctor companion). One of the photographs in the book was of a chalk blackboard mounted on a number of large gasoline drums. Drawn on the blackboard was an outline of what I thought resembled the Tulagi, Gavutu, and Tanambogo islands. I asked the woman what the writing under the photograph meant; she said “lagoon 1941”. What most caught my attention were the markings drawn in various locations around the lagoon. I wondered if perhaps those markings might represent moorings for the flying boats. If so, it should make sense that any sunken aircraft would be in the vicinity of those markings.



Outline of islands and potential locations of flying boat anchor points. All photos by the author.

So, instead of diving the wrecks planned by the captain, I had decided to venture out towards the middle of the lagoon where a number of the markings in the photograph were concentrated. Since the captain had been dismissive of there being any unknown wrecks in the lagoon, none of the other divers seemed enthusiastic. I did eventually find a buddy, Greg, although I warned him that we would likely come up empty on our planned wanderings through the lagoon. Nevertheless, he was just as enthusiastic as I was about the possibility, however slight, of finding something unusual.

Tulagi lagoon is between 90-100 ft deep, with a soft sandy bottom, scattered lifeless coral heads, virtually no current, and visibility of about 50 ft. Greg and I descended to the bottom and, because he was the less experienced diver, I gave him the lead. Due to the 50 ft or so visibility we could only discern vague images in the distance and had to swim from one nebulous shape to another so as to identify what they were. Other than some unremarkable debris and numerous coral heads, the dive had been uneventful.

I saw in the distance what looked to be yet another disappointing, albeit larger than usual, outcrop of coral. As I swam towards it I continued looking left, right, and down, still hoping to find something that might make the dive worthwhile. At about 50 ft I realized that this object was considerably larger than the other coral outcrops I had already come across. I continued my swivel search and at about 30 ft realized that it was definitely not coral...at 20 ft, the visibility cleared and there it was emerging from the murk...the *Titanic!*



The author at the bow end of the Kawanishi H6K4, aka "Mavis." ADF ring is visible above his left shoulder.

Well, OK, not the *Titanic*, but I had come nose to nose with the imposing prow of a Mavis flying boat! Because the captain had assured me there were no wrecks in this area, I couldn't help but feel an ever increasing excitement that I had found a previously undiscovered wreck. As I ascended to the cockpit, I noticed that the ADF (aerial direction finder) ring was

still mounted above the fuselage. Had this Mavis been previously discovered the ring would have most certainly already been salvaged. As I approached the cockpit I wondered if it might still contain human remains; I remembered the chills I felt in Truk and Palau when I had come across them there. As I looked through the window frame into the cockpit I was relieved to see there were none.

However, what I did see convinced me that I was the first to find this wreck. In addition to the ADF ring, I could see a machine gun and its unique turquoise circular ammunition can, complete flight controls and instrument panel, the intact brass cockpit compass platform, and lying on the remains of the co-pilot seat, a pair of binoculars. There was absolutely no doubt in my mind that no one had seen this aircraft since it had been sunk by air attack on August 7, 1942. Adding to the excitement was that I was alone and had the wreck all to myself! I explored the remains of the Mavis making mental notes of its disposition so I could draw a diagram of the wreck when I returned to the boat. My less than professional forensic examination indicated that the aircraft had suffered an explosion midway between the main wing and empennage, or tail assembly; I eventually found the intact vertical and horizontal stabilizer about 30 ft away from the main fuselage.

After some 10 minutes alone on the aircraft Greg appeared in the distance and swam over to the wreck. After exchanging some very excited submarine high-fives we continued to explore the Mavis before ascending for our seemingly interminable safety stop. By the time we surfaced all the other divers had long since returned to the boat. Once onboard, it took considerable effort to convince the incredulous captain that we had indeed found an unknown wreck. I drew on the boat's large chalkboard the profile and planform views of the aircraft that I had taken such pains to memorize. Throughout lunch the only topic of discussion was the flying boat and how excited everyone was to soon dive an aircraft that had not been seen since the day it had been sunk some 60 years ago.

Tulagi lagoon is not very large and, even now, it surprises me that wrecks as large as the Mavis could have remained undiscovered for so long. So, it never occurred to me that I might have difficulty in again locating the aircraft. I had taken fixes when we surfaced and even took into account the current to ensure I could relocate the site. After lunch, we formed four dive teams and all dropped in the general area of the site so as to increase our chances of relocating the aircraft. Once again, Greg and I teamed up, relocated the wreck, and then waited for the other divers to join us. With only Greg and the Kawanishi for company, I began to worry that no one else might actually find the wreck and be able to verify our discovery. I dreaded the thought of returning to the boat to face the captain and a group of



Diagnostic features of the Mavis: left, ADF ring; middle, machine gun ammunition ring; right, engine and propeller.

very skeptical divers. Finally, another diver stumbled across the “three” of us waiting patiently on the bottom. Ironically, that diver was the traveling companion of the Japanese woman in whose book I had seen the photograph that led me to the flying boat!

The next day, after all the other divers had visited the wreck, the captain attached a buoy to mark the location of the Kawanishi. Later that night another live-aboard anchored in the lagoon and word quickly spread about the new wreck. With tremendous sadness, I realized the wreck would soon be stripped of all its artifacts and that this Mavis would soon resemble all the other denuded WWII sites that had fascinated me over the previous weeks. In fact, the pillaging had begun even before our live-aboard left the lagoon. I later learned that one of my fellow divers had taken the binoculars from the aircraft; it was the companion of the Japanese woman whose book had first lead me to the long-lost Mavis. Later, at the Honiara airport, Greg sheepishly asked me if I had taken anything from the

aircraft; I told him no, that I had not. He then showed me a six-inch length of insulated wire that he had taken from the wreck and asked and asked if I thought he had been wrong to do so. Seeing that he already regretted taking the wire, I reminded him that if everyone treated the site with the respect it deserved it would not be stripped and those binoculars would still be on the copilot’s seat for the next diver to see instead of rotting away untreated in someone’s personal collection.

Despite the regret I feel over what the Mavis must now look like, I do have one memory that affords me some solace. Although I shared virtually everything I knew about the wreck with the other divers, there was one detail that I kept to myself. Wanting to be the last diver, of the last dive, on the last day to leave the site, I knelt alone on the bottom watching the other divers ascend to the surface. I then began to explore the wreck one last time in the hope of seeing or finding something that I could figuratively “take away” from the flying boat that would be uniquely mine.

Unfortunately, as my bottom time expired I had no choice but to begin my ascent. At about 15 ft off the bottom I noticed something protruding from the sand just at the limit of the local visibility. I swam down to the object (yes, I “bounced”), settled on the bottom, and sculling away the sand realized that it was the Mavis’ sea anchor that had helped secure the flying boat to its moorings. While alone on the bottom I reflected on the role the once graceful Kawanishi had played in the war, the violence that precipitated its destruction, and how she had lain undisturbed for well over half a century. Of course, “my” Mavis was not the *Titanic*, but for an average Joe diver like me...not bad!

Jerry Brady is a retired naval officer and current airline pilot. He is a recent graduate of the underwater archaeology class and field school. ⚓



Sea anchor of the Mavis.

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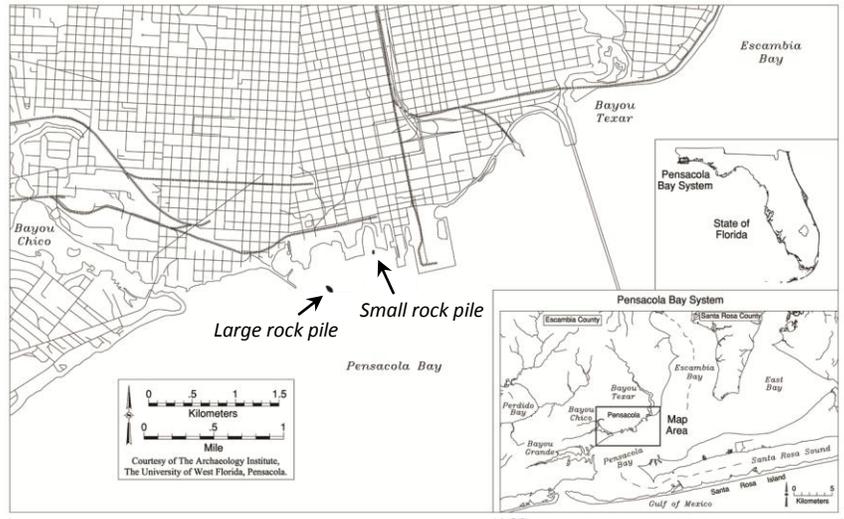


Rocks and Rats and Rubbish: Archaeological Investigations of Two Pensacola Rock Piles

by Kendra Kennedy

Maritime archaeology typically focuses on shipwrecks, which often have dramatic histories and are thus exciting and alluring. Although not as romantic as shipwrecks, other maritime cultural resources such as wharves, ballast piles, and refuse dumps have the potential to reveal as much or more about maritime industry, commerce, and laborers. During the summer of 2008, I had the opportunity to investigate two such sites—two ballast piles near Pensacola’s waterfront—as part of my Masters research at the University of West Florida. The study highlighted the unexpectedly disparate nature of two apparently similar maritime sites and revealed information about the maritime industries that produced lasting elements of Pensacola’s maritime cultural landscape.

From late July to December 2008, I directed field investigations to determine the boundaries of each site as well as to clarify the origins and functions of the piles. Very large piles of ballast would likely represent intentional dumping in a designated area rather than ballast associated with a shipwreck or even multiple wrecks. Artifacts on the piles, including diagnostic artifacts and large machinery, were examined to help determine the ages of the features, their nature and function, and to provide glimpses into the lives of the maritime workers who may have built or worked on the piles. Archival research focused on ballast disposal in Pensacola and waterfront industries that operated near the features during the time spans associated with the



Site locations along the Pensacola Waterfront. Map courtesy of The Archaeology Institute, University of West Florida.

piles. For the purposes of identification, the two ballast piles were designated the *large rock pile* and the *small rock pile*.

Large Rock Pile

The large rock pile, located on the western side of the waterfront, is composed of various kinds and sizes of ballast rock. Since Pensacola Bay has a sandy, mucky bottom and is naturally devoid of rock deposits, large piles of stone in the bay can be assumed to have been imported as ballast in sailing ships. The large rock pile, which contains small cobbles, medium-size stones, and large boulders, appears to be composed of ballast from sailing vessels. In addition, the pile is strewn with a wide variety of artifacts ranging from Delft ceramics and blown-glass bottle fragments to modern electric Christmas lights and aluminum beer cans. Today the pile is a well-known fishing spot that attracts numerous boats every weekend and serves as a repository for the garbage the fishermen discard.

The pile measures 107 meters along its northwest/southeast axis and 48 meters along its northeast/southwest axis. The substantial size of the pile clearly indicates that it was not the result of a shipwreck or of ballast disposal to avoid wrecking. Instead, the feature appears to be the remains of numerous ballast dumping episodes or the dedicated construction of a ballast pile.

With the general dimensions recorded, attention turned to the artifacts and historic debris scattered on and around the pile. In total, 105 diagnostic and representative artifacts were collected from the rock pile, including ceramics, glass, leather, modified stone, and



Documenting the large rock pile. Left: C. Barron, right: K. Kennedy. Photo courtesy of University of West Florida.



Aerial photograph, Pensacola, 1922. U.S. Army Corps of Engineers.

bone. The majority of the artifacts dated to the mid-to-late-19th century. The ceramics consisted mainly of pearlware and whiteware, with a few examples of creamware, stoneware, coarse earthenware, and porcelain. Of the several bottles and pieces of glass discovered on the rock pile, four featured maker's marks. One mark was similar to designs found on mid-19th century bottles from sites in the American West (Arizona and California), as well as sites in New Zealand. Others appear on bottles from mid-19th to early 20th-century sites in Australia. Finally, the base and part of the side of a light blue bottle that was four sided with chamfered corners was also found on the large rock pile. The bottle's shape suggests that the contents were likely medicinal or hygiene-related, and thus alcohol-based. Considered together, the various bottles on the rock pile may imply that the maritime workers who labored there occasionally enjoyed intoxicating beverages shipped to Pensacola from areas around the world. Other artifacts, including pipe stems and fragments of pig and goat or sheep bone, suggest that the workers or others who visited the rock pile may have enjoyed a smoke along with their libations or after a hearty meal.

In addition to the smaller artifacts, a metal structure was recorded just off the northeast quadrant of the pile. The structure appears to be a portion of a boiler and gear wheel, possibly from a steam-powered vessel. The feature might also be the remnant of a smoke stack that was present on the rock pile in 1901.

Small Rock Pile

The small rock pile is located to the east of the large pile in an area that has seen major maritime activity

since the 1780s, when the Panton, Leslie and Company trading firm established their headquarters on the shore. Although there are numerous crabs on the small rock pile and occasionally crab traps are placed on it or nearby, the site is typically submerged and does not attract the same attention from local fishermen and outdoor enthusiasts as does the large rock pile. The pile measures approximately 48 meters long and 22 meters wide, about half the size of the large rock pile. Although smaller, this rock pile still appears to be too large to represent a single shipwreck or ballast disposal event. The pile is composed of large boulders and tiny stones and likely represents several episodes of ballast disposal.

The small rock pile differs significantly from the large rock pile in the artifacts it contains. While the



*Documenting the small rock pile (in foreground).
Left to right: H. Schmid, S. Williams, W. Abrahamson.
Photo by the author.*



Marseille roofing tile. Photo by the author.

large rock pile is covered with a variety of artifacts and debris, the small rock pile features artifacts of a limited nature consisting exclusively of hundreds of flat and rounded terra cotta roofing tiles, some with impressed designs and maker's marks. No ceramics or bones were encountered and only a few modern beer bottles were noted.

The artifacts collected from the small rock pile consisted of a small sample of five French terra cotta roofing tiles containing various portions of the following inscription:

“Arnaud Etienne et Cie / Marseille St Henry”

along with a Maltese Cross. These interlocking roofing tiles, known commonly as Marseille tiles due to their production in Marseille, France, have been found at archaeological sites from Israel to Australia to the U.S. Surprisingly, precise production information on Marseille tiles is difficult to obtain, but it appears that the tiles were first produced in the 1850s. Tiles with the *Arnaud Etienne et Cie* imprint were being advertised in Australia as late as 1899 and in Marseille as late as 1922. Thus, although specific production dates for the tiles found on the small rock pile cannot be determined, the feature must have been created sometime after the first production of Marseille tiles in the 1850s and before the appearance of the pile an aerial photo from 1922, a period that coincides with the major landfill episodes on Pensacola's waterfront.

History of the Large Rock Pile

Archival research revealed that the large rock pile was a constructed feature, a wharf built between 1873 and 1877 by a German entrepreneur, Henry Gerhard Sophus Baars. In 1873 and 1874, Baars, an employee of the lumber exporting firm of Carl Epping and Company—later Epping, Bellas and Company—signed leases with various individuals who claimed riparian rights for the western Pensacola waterfront and proceeded to build a “crib wharf.” Based on the description in the deed, the crib wharf was actually the

large rock pile. Later documents refer to the same property as a ballast crib, or a large wooden box, rather than a crib wharf. Baars used palmetto logs to assemble the portion of the crib below the water and pitch pine for the portion above water, and then filled the crib with ballast until a surface was formed above the high water mark. He also constructed an office and kitchen on the wharf and built a timber boom—a type of holding pen for lumber—next to the pile, all of which were used by Epping, Bellas and Company, most likely to store timber for shipment on oceangoing vessels.

Between 1875 and 1877, Epping, Bellas and Company liquidated and the large rock pile was sold in 1877. For over a decade after its sale, the large rock pile remained largely invisible in the historical record. An 1890 United States Coast Survey map is the first to depict the large rock pile next to the Perdido railroad wharf, but the map does not identify structures on the rocks or anywhere nearby on the waterfront. The first graphic evidence of structures on the large rock pile is in an 1896 view of Pensacola. Whether these structures were the same that existed in 1877 is unclear, but one structure is larger than the other, suggesting a main edifice and an outbuilding, such as Baars' office and kitchen described earlier.

Between 1877 and 1949, the large rock pile, which eventually became part of the platted Waterfront Block 131, changed hands numerous times, from lumber exporters to land speculators to maritime industrialists to civil government. Despite several transfers and accompanying documentation, it is unclear whether the feature was a functioning part of Pensacola's industrial landscape during this period. A plat map from a 1901 land transfer depicts the boundaries of the large rock pile, or “Rat Island” as it was known at the time, within Waterfront Block 131. The structures were no longer shown, but a smokestack appears on the northern portion of the pile, which may have belonged to the erstwhile kitchen. In 1949, the City of Pensacola foreclosed on Rat Island and bought it at public auction; the city still retains property rights to this tiny, unoccupied waterfront island.

History of the Small Rock Pile

Although the large rock pile, aka Rat Island, has a complex and distinct history, the small rock pile's pedigree is far more vague. This may be due in part to the fact that the feature is only visible at very low tide during the winter months, and even then only the tips of some of the highest rocks are visible. While a few early newspaper articles about hurricane damage make possible mention of a rock pile or rock reef in the general location of the small rock pile, the first definitive evidence of the pile is in an aerial photograph taken by the Army Corps of Engineers in 1922 for a report on the port of Pensacola.



Panoramic Photograph of the Pensacola Waterfront circa 1930. Pensacola Historical Society Collection.

While late 19th-century maps and views do not denote an isolated ballast pile where the small rock pile now exists, these documents do show that a crib wharf belonging to the Baylen Street Wharf Company existed directly adjacent to or even on top of the small rock pile. The property of the Baylen Street Wharf Company served as the home of the Warren Fish Company as early as 1887, and the stockholders of the Warren Fish Company also held the stock of the Baylen Street Wharf Company. A 1922 map of the Port of Pensacola by the Army Corps of Engineers shows a marine railway on the southwestern end of the Baylen Street wharf peninsula and a 1929 report specifies that the marine railway belonged to the Warren Fish Company for maintenance of their fishing boats. A 1930s panoramic photograph of the waterfront clearly shows the small rock pile in the center foreground with the Baylen Street wharf peninsula in the center background. In 1949, the Baylen Street Wharf Company finally merged with the Warren Fish Company, which operated until the 1950s.

Because of the Warren Fish Company's long tenure on Baylen Street wharf and the presence of a marine railway just opposite the small rock pile, which had operated in that location since at least 1913, it is very possible that the small rock pile was created with discarded ballast from marine railway operations. If so, the small rock pile may represent instances of ballast dumping in Pensacola Bay long after such disposal had been made illegal.

Alternatively, the rock pile may represent a small parcel of created land that was never finished or was later abandoned. The various maps and photos of the area referenced above show that the Baylen Street wharf landfill peninsula had a ragged, unfinished edge, especially in the southwest corner where the small rock pile is located today. Later attempts to beautify the area and square off the peninsula may have resulted in the abandoning of small areas of landfill.

Conclusions

Despite its unclear later history, the large rock pile was originally built as an innovative response to the transshipment of lumber from Pensacola. Rather than expending the amount of money it would take to construct a traditional wharf from the western shore all the way to deep water, it appears that Henry Baars conceived of building a detached wharf or artificial island to serve the same purpose. Such a maritime structure would have been ideal for Baars's employer Epping, Bellas and Company, which owned a lumber boom up the bay. Timber could be floated from the lumber boom to the timber boom next to the large rock pile, where it was counted and managed by the employees who ran the office, and loaded by stevedores into vessels that anchored near the rock pile. In effect, the large rock pile represents an unusual and inventive maritime structure that creatively and economically answered the needs of Epping, Bellas and Company.

Judging by the artifacts found, the large rock pile hosted numerous maritime workers, some of whom ate, drank, and disposed of their refuse on the ballast pile. Considering the presence of many kinds of ceramics whose production periods predate the creation of the large rock pile, the maritime workers on the pile may have used older ceramics that could have been purchased at a cheaper price than the more popular, newer styles. This potentially suggests a lower socioeconomic status than that of their employers and local elites. The presence of animal bones, beer bottles, and pipe stems points to the food and drink the workers consumed and the stimulants they used, but it is dangerous to produce any overarching statements about the quality of their diet as compared to the local population. Additional excavation would expand our knowledge of the maritime workers who labored upon the pile and paint a rich

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Archaeologists Oppose Tang Ceramics Exhibit

by Steven Anthony and James Smailes

Late last year, the Freer/Sackler Gallery of the Smithsonian Institution announced that it would be exhibiting a collection of Tang ceramics and other artifacts recovered by a commercial salvage company from what has been identified as an Arab dhow shipwrecked in the 9th Century. The wreck is currently referred to as the Belitung Wreck. Artifacts salvaged from this wreck were acquired by the government of Singapore and were to be exhibited under the name “Shipwrecked: Tang Treasures and Monsoon Winds.” The Freer/Sackler staff worked with several government agencies in Singapore (including the Singapore Tourism Board and the National Heritage Board of Singapore) to promote this exhibit. The exhibit is currently on display in Singapore through July and will subsequently travel internationally. Although the Smithsonian has not made a final decision on staging the exhibit—which includes glazed pottery, rare pieces of early blue-and-white porcelain and the largest gold cup yet known from the Tang Dynasty (618-907)—it was tentatively set to arrive at the Smithsonian’s Sackler Museum in the spring of 2012.

The planned exhibition of the Tang Collection by the Freer/Sackler Gallery set off a whirlwind of controversy. Archaeology organizations around the world condemned the commercial exploitation and unscientific excavation of the Belitung Wreck and called for cancellation of the exhibition. The Secretary of the Smithsonian, Dr. Wayne Clough, received letters of protest from numerous archaeology societies and organizations including the National Academy of Scientists, Advisory Council on Underwater Archaeology, Society for Historical Archaeology, Society for American Archaeology, the Council of American Maritime Museums, the International Congress of Maritime Museums and the International Committee for Underwater Cultural Heritage, UNESCO and MAHS supporting the call for cancellation of the exhibit. Groups within the Smithsonian including members of the anthropology department and the Senate of Scientists at its National Museum of Natural History, the Smithsonian Scientific Diving Program, and the Smithsonian Congress of Scholars have also urged Dr. Clough to reconsider staging the exhibit.

The Belitung Wreck, so-called from the island in the Java Sea near which it was discovered, was found by fishermen in the late 1990s. The Indonesian government granted a salvage license for the wreck to Seabed Explorations of New Zealand, led by German treasure hunter Tilman Walterfang. In two seasons in 1998 and 1999, more than 60,000 artifacts were raised. For part of the second season, Australian archaeologist Michael

Flecker was brought in to assist with the excavation. Flecker mainly recorded the hull structure.

Archaeologists note that instead of careful scientific excavation, artifacts were simply removed from the wreck and sold to the highest bidder. Seabed Explorations of New Zealand, trading as Rickshaw Investments, sold the majority of the artifacts to the Sentosa Leisure Group in 2005 for US\$32 million. However, several thousand artifacts were not included in this sale, and some of the ceramic objects have been found on internet auction sites including eBay.

Archaeologists explain that the sale of artifacts from a commercially exploited site betrays the most basic aspects of research, a position that is supported by international treaty. Furthermore, by exhibiting materials from a wreck site that was salvaged without scientific archaeological controls, the Smithsonian Institution will be violating its own signed endorsements and agreements dating back as far as 1993 and fostering the appearance of supporting and condoning treasure salvage. The exhibit would be viewed as an endorsement of treasure salvage in opposition to international conventions and best resource management practices, thereby leading preservationists worldwide to question the Institution’s integrity and commitment to the preservation ethic. The consequence to the Smithsonian would be considerable adverse publicity at a time when public scrutiny and criticism of the Smithsonian’s activities are already high. Some have voiced the concern that this criticism could compromise the ability of Smithsonian archaeologists to carry out their work both nationally and internationally.

A meeting of interested parties was held at the Smithsonian in April to examine these issues. The Freer/Sackler Museum, represented by its Director Julian Raby, did not dispute that the artifacts were recovered unethically but argued that nevertheless the activity was legal and that the information about the Tang artifacts was so important for general knowledge and understanding that the exhibit should go forward.

In late June, Director Raby announced that the exhibit would be postponed and that the talks would continue. In a statement he acknowledged the concerns of professional archaeologists and cultural heritage experts regarding the standards employed in recovering the artifacts.

Parts of this article were adapted from articles in the New York Times on April 25, 2011, and the Washington Post on June 28, 2011. †

On the facing page is the text of the letter of protest sent by MAHS to the Secretary of the Smithsonian.

February 24, 2011

Dr. Wayne Clough
Secretary
Smithsonian Institution
Washington, DC



Dear Secretary Clough:

I am writing to you on behalf of the Maritime Archaeological and Historical Society (MAHS), a nonprofit organization dedicated to the protection of historic shipwrecks and other underwater cultural heritage (UCH). The purpose of this letter is to express our objection to the exhibition proposed by the Arthur M. Sackler Gallery titled "SHIPWRECKED: Tang Treasures and Monsoon Winds."

One of the most significant threats to historic shipwrecks and other UCH is the destruction caused by commercial treasure salvors who harvest the sites for personal profit. Since its Inception in 1988, MAHS has played a leading role in addressing these threats by broadening public awareness of the destructive nature of these activities and fostering a message of stewardship and protection throughout the diving community. This letter is written on behalf of our members and sympathetic scuba divers across the nation who share our concern for the protection of historic shipwrecks and other UCH.

Indonesia is the world's fourth most populous country, with 238 million people and the world's 18th largest economy. International experts estimate that between the 7th and 18th centuries, thousands of ships sank in what are now considered Indonesian waters. In 2006 the *Jakarta Post* reported that M. Hasyim Zaini, a senior official at the Indonesian Maritime Affairs and Fisheries Ministry, stated that "If the state can get roughly an average of \$10 million from each wreck, then imagine how much money the treasures would contribute to the state budget." This astonishing announcement presents a clear and unequivocal statement of official Indonesian policy for harvesting that nation's historic shipwrecks and the sale of its cultural patrimony to the highest bidder.

Moreover, Indonesian authorities have turned to commercial salvage companies to excavate their historic shipwrecks, and they award handsome contracts to sell the artifacts to the highest bidder on a "split share" basis. This profit motive creates an inherent limitation on the amount of time and resources that salvors devote to scientific research. Thus the commercial value of the artifacts becomes more important than the history of the ship, its people and the community that it represents. The loss of these stories deprives the people of Indonesia and neighboring countries of their heritage, and the sale and dispersion of the artifacts compromises the ability of historians, archaeologists and other social scientists to study these ancient ships and relate their stories to current and future generations.

The Tang collection recovered from the "Belitung" wreck site in 1998 by Seabed Explorations (Seabed) illustrates this point. Despite Seabed's representations, we found reports that they have retained title to a substantial number of Tang artifacts, and that many gold pieces were shipped to Germany and withheld from the collection that was sold to Sentosa Leisure Group. In fact, Tang artifacts are currently listed for sale and their prices continue to escalate in anticipation of the beneficial publicity provided by the upcoming Smithsonian exhibition.

Smithsonian endorsement also plays a key role in supporting Seabed's ongoing salvage activities and its promotional efforts to obtain future salvage contracts. This is evidenced by the numerous references to the Smithsonian exhibit on Seabed's website along with the posting of DeVoss' reprehensible article in *Smithsonian Magazine* criticizing key provisions of UNESCO's 2001 Convention for the Protection of Underwater Cultural Heritage.

The Smithsonian is one of the largest and most respected museums in the world, whose stated mission is to disseminate information and knowledge. Moreover, the Smithsonian is committed through its affiliation with ICMM, CAMM and on many other fronts to protect and preserve history and the ideals of scientific research. Thus, it serves as the flagship for museum standards worldwide.

Endorsing and supporting the activities of nation states that commodify their cultural patrimony on the scale and to the extent contemplated by the current Indonesian government is, in our opinion, inconsistent with the Smithsonian's mission and the standards that its audience has come to expect. So too is the promotion of the commercial salvage companies, like Seabed, that do the bidding for these governments. These endorsements only serve to promote markets for historic artifacts, which in turn facilitate the ongoing destruction of historic shipwrecks and other UCH worldwide.

Therefore we respectfully call on you to withdraw the planned exhibition of the Tang collection. Although the collection imparts a compelling story of historic interest, more importantly it provides an exemplary opportunity for the Smithsonian to demonstrate its leadership in the growing international movement opposing commercial salvage of UCH and the misguided government policies that promote the commodification of cultural patrimony.

Very truly yours,

Steven Anthony, President

The Effects of European Maritime Economies on Newfoundland's Indigenous Peoples

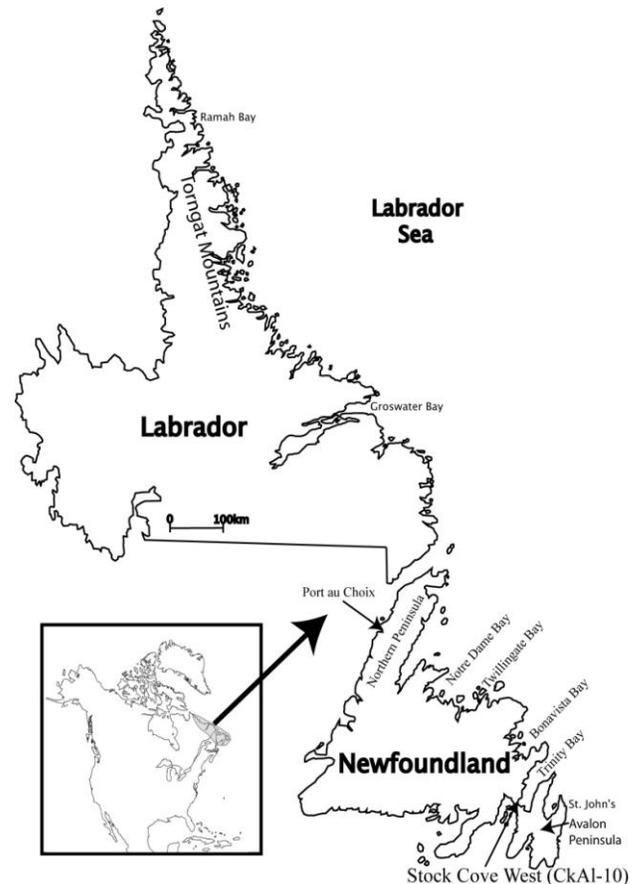
by Christopher B. Wolff

Prior to European contact there had been a long history of maritime exploration, travel, and subsistence in the coastal waters of Newfoundland and Labrador. The earliest inhabitants occupied the region from roughly 8,000 to 3,200 years ago and are referred to as the Maritime Archaic Indians due to their focus on marine and coastal resources. They regularly made long sea voyages in waters that can often be quite inhospitable and deadly—the Labrador Sea and the Gulf of St. Lawrence—to procure stone needed for their tools, hunt sea mammals, and maintain contact with other members of their society. Subsequent Paleoeskimo groups, such as the Pre-Dorset (ca. 4500-2800 BP) and Dorset (ca. 2800-1200 BP), who migrated across the High Arctic and down the Labrador coast as far south as the islands of St. Pierre and Miquelon, just south of Newfoundland, spent much of their time in the Arctic and Subarctic waters of the Labrador Sea and the western North Atlantic Ocean. Similarly, more southerly coastally-adapted Amerindian groups from the Canadian Maritimes and Quebec also began to migrate north and occupy parts of the island of Newfoundland sometime around 2000 BP, and some of their descendents were extant on the island as late as the nineteenth century. By the time Europeans arrived in Newfoundland and Labrador, they found native societies that were well-adapted to sea travel, and much of their subsistence and raw materials for life were obtained from harvesting its waters. Despite this obvious indication of active occupation, Europeans were drawn in increasing numbers to Newfoundland's rich coastal and offshore resources.

The first Europeans to arrive to the shores of Newfoundland were the Vikings, led by Leif Ericson. They established a short-lived settlement on the tip of its Northern Peninsula sometime around AD 1003. The economic practices the Norse brought with them were nearly identical to those they practiced in their homeland of Iceland and their recent settlements along the western shore of Greenland. These consisted mostly of sheep ranching, subsidized by fishing and hunting. Unfortunately for them, raising sheep is not as well suited to the largely unproductive soil of Newfoundland, nicknamed "The Rock" due to the nature of its landscape and the shallowness of much of its topsoil. To make Newfoundland fit for domestication of animals and crops would be a huge undertaking, and would likely not provide much in return. Had conditions been different, and had the Norse learned subsistence practices from the native populations of Newfoundland, which at this time

were the ancestral Beothuk Amerindian peoples, they may have continued to successfully occupy Newfoundland. This may have set an entirely different historical trajectory for Europeans in the New World. However, it appears that the Vikings of Newfoundland became increasingly cut off from their kinsmen in Greenland and Iceland and the material culture they exported, and after less than a decade, they abandoned the island. It would be another 500 years or so until the next well-documented European contact with the native peoples of Newfoundland.

In 1497, John Cabot (anglicized from Giovanni Caboto), the Italian explorer and navigator, traveled to Newfoundland and documented what he found there. One of the most important discoveries was the schools of cod in such quantities he wrote that one could "walk across the water on their backs." Although other Europeans likely visited Newfoundland prior to Cabot, such as Basque whalers and English fisherman from Bristol, he was the first to document for a wider audience the abundant marine resources, particularly the



Map of Newfoundland and Labrador and approximate position of the Stock Cove West archaeological site. Map by the author.

cod, that would drive the economic rush to exploit the region.

Historical records, beginning in the sixteenth century, show increasing catches of cod, millions of tons of fish extracted from the sea around Newfoundland. While cod was the most important part of the early maritime economy of Newfoundland fisheries, lasting until the late twentieth century, the hunting of seals—mostly harp seals (*Phoca groenlandica*)—and whales was also important economic pursuits by early Europeans, putting them in direct competition with the native peoples of the region. Whales and seals were valuable for their oil, while other products such as baleen and seal fur became part of the growing world market that increasingly affected Newfoundland's resources. In particular, harp seal "sculps", the skin and adjacent layer of fat, were sold in rising numbers in the European market. However, none of these sea mammal products could rival cod in their economic importance.

In the sixteenth century, European markets were interested in acquiring greater amounts of cod to meet demand and prevent shortfalls, primarily due to bad harvests in the Mediterranean, and unpredictable and sometime volatile relationships between European nations. English,

French, and Portuguese fisherman rushed to fill that supply gap, with even greater intensification of fishing in and around the waters of Newfoundland, including the newly discovered Grand Banks. Most of the fish were then shipped back to Mediterranean countries and sold as salt cod. Prior to freezing and canning processes, the fish had to be salted and cured so that they could be preserved for long periods while they were being transported to markets. In the early period of the fisheries, salting was done on ship. But due to the size of the catch and other factors, the process was increasingly done on stages (buildings where fish were cleaned and salted) and flakes (raised platforms on which to dry fish) on the shores of Newfoundland.

At first, the occupation of Newfoundland's coast by European fishermen and fish processors was seasonal in places with the best access to the large shoals of fish. As the fishing season came to a close, and prior to the arrival of sea ice from the north, the fishermen would prepare for the often harrowing journey back across the Atlantic, with their holds full of Newfoundland fish. They would leave their stages and flakes, as well as many of their unneeded supplies and refuse, until the following year. These abandoned materials, including metal objects (e.g. nails, scissors, knives), torn sails, wooden beams, barrel parts, and ballast flint, to name a few, were a beacon for the native Beothuk peoples who occupied the island year-round and found many of these materials to be very useful.

The Beothuk were a people who had successfully adapted to the landscape and coastal waters of Newfoundland. To do so, they had to be innovative and maintain a high degree of cultural flexibility. This meant finding inventive ways to use as many elements of their environment as possible to get them through leaner times, which could arise unexpectedly, particularly when much of their subsistence was reliant



A depiction of Guy's meeting with the Beothuk in 1612. Courtesy of the Centre for Newfoundland Studies, Memorial University of Newfoundland.

on migratory resources (e.g., caribou and harp seal) that are highly mobile and notorious for being unpredictable. Many researchers have suggested this unpredictability of resources, in association with environmental change, led to the extinction and/or abandonment of the earlier cultures that inhabited Newfoundland. Therefore, when Beothuk people encountered materials like iron nails and sail cloth,

they quickly found uses for them and increasingly sought them out. This practice included scavenging seasonally abandoned European occupations. Iron nails, in particular have been found at several Beothuk sites on Newfoundland, some having been pounded into projectile points. Ballast flint from the holds of English and French ships that was dumped out as the vessels

were filled with fish has also been found at some Beothuk sites, and some pieces had been made into stone tools. And old sails have been historically documented during the early contact period as being used for tent fabric by the Beothuk.

For the Beothuk, this scavenging behavior was probably an extension of an adaptation to a landscape where opportunities could not be ignored. For the Europeans it was simply theft. These two very different cultures had dissimilar ideas about ownership of abandoned materials, and likely had little opportunity to discuss those differences and how to resolve them. These opposing views, along with increasing numbers of Europeans along the Newfoundland coast, conditioned the developing relationship between the Beothuk and Europeans.

There are many documented stories of Europeans and Beothuks committing heinous acts against one another, with some Europeans hunting Beothuk for sport, and some Beothuk beheading Europeans and putting heads on posts to warn others. However, there is also evidence of both sides attempting to create a mutually beneficial trading partnership during the early colonization period. For instance, the first official governor of a colony – Cuper’s Cove (later Cupids) – on Newfoundland was a Bristol merchant named John Guy who, in the fall of 1612, set sail into Trinity Bay,



*Excavations at the Stock Cove West Site.
Photo by D. Holly.*

Newfoundland, to explore uncharted parts of the island and make contact with the Beothuk to encourage the fur trade. After waiting for the famous English pirate, Peter Easton, to leave his base at the mouth of Trinity Bay to harass ships in the Middle Atlantic, Guy and crew, in his ship *Indeavour* and another small shallow, made their way into Trinity Bay. Near the southern end of the bay they made contact with the Beothuk at a series of sites, both directly and indirectly, and traded knives, scissors, and other European goods, for animal skins. At one of

these encounters, there is evidence that the Beothuk had traded with other Europeans previously, in that the Beothuk waved a “white wolf skin” to signify a peaceful attempt to make contact. This demonstrates the Beothuk had some knowledge of European symbolism in regards to peaceful communication.

While this provided Guy with some hope that mutually beneficial relationships could be developed with the Beothuk, the following decades would see deteriorating interaction that eventually led to the demise of the Beothuk culture. The last documented Beothuk, Shanawdithit, died in 1829, after leaving us with some information about her culture and the ultimate fate of the Beothuk people of Newfoundland. Shanawdithit told a story of an ingenious and resilient people who knew how to make a successful living in an often harsh landscape, and had done so for centuries. But her story also chronicled a people who had become marginalized and pushed into the interior of Newfoundland due to increasing conflict with growing numbers of European fisherman and merchants occupying once important coastal settlement areas. Moreover, Europeans were beginning to occupy these areas year-round rather than seasonally, at first to reduce Beothuk “thievery,” but later simply as settlers. Ultimately, the numbers, diseases, and technology of the Europeans would allow them to prevail and take control of the coast, particularly in places that would give them access to the richest resources, some of which the Beothuk needed to survive. No matter how ingenious a people might be, the resource depauperate interior of Newfoundland could not sustain many people for very long, particularly in the face of the unpredictable environmental conditions during the Little Ice Age which lasted from the mid-1300s to as late as the nineteenth century. And, unlike the Europeans, they could not get on their ships and travel long distances to other lands to procure needed resources, particularly since their access to the sea was increasingly limited.

The archaeological record during the Beothuk-European contact period has still not been investigated fully; therefore, while we have Shanawdithit’s and Guy’s accounts, as well as many other English and French accounts of Beothuk people, we are still missing some of the intricacies of how their relationships affected Beothuk culture. While we have a good idea of the ultimate outcome of Beothuk-European relations, we have little knowledge about the dynamics of early interactions, and what shaped the fatal historic trajectory of the Beothuk. Most of the explanatory frameworks have focused on two overarching ideas: cultural avoidance and economic competition. The issue is complex, and current archaeological evidence suggests the two ideas are not mutually exclusive.

Direct economic competition between Beothuk and



*Sixteenth century pipestems.
Artifact photos by D. Holly.*



Gunspall made of European flint.



Beothuk projectile point.

Europeans may have been limited to seal hunting, and perhaps to other resources such as birds, whales, and walrus. However, there is no evidence to suggest that Beothuk were reliant upon cod for their economic success. It could be that cod fisherman, by setting up stations that effectively cut off Beothuk from other coastal and marine resources, may have limited their ability to maintain traditional economic practices (i.e., indirect economic competition). So, even if they were not in direct competition with Europeans for all of the same resources, they may have been in competition for access to resources. This access would have been further limited by conflict resulting from differing views concerning the abandonment of materials. In other words, if the Europeans believed that reuse of their abandoned materials by the Beothuk was thievery, then conflict could have risen and led to cultural avoidance. In some ways it was a feedback loop, resulting in the demise of the Beothuk in the face of increasing populations of Europeans on Newfoundland.

To understand how such a pattern could develop, it is necessary to excavate sites from the sixteenth and early seventeenth centuries. Information from such excavations would help us to assess the degree of contact that may have taken place among the earliest European fishermen and explorers and the Beothuk of Newfoundland. Sites mentioned in the writings of John Guy during his 1612 exploration of Trinity Bay have a great potential for addressing those issues.

That is why I, in collaboration with Dr. Donald Holly of Eastern Illinois University and Dr. John Erwin of the Provincial Archaeology Office of Newfoundland and Labrador, have created an archaeological project in the region that focuses on finding sites that can provide a better understanding of the dynamics of early contact, focusing on European-Beothuk interaction in Newfoundland. Our first season of research met with some success, where we located a late sixteenth century site, Stock Cove West, with both European and Beothuk mixed contexts. We will be expanding our research at this site and in the Trinity Bay region in the following years.

This research not only has the potential to provide us with knowledge of European-Beothuk interaction, but has broader implications concerning contact period relationships in other regions, and the effects on indigenous peoples as they are faced with expanding global economic pressures.

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Maritime Maryland: A History, by William S. Dudley

(Johns Hopkins University Press, 2010)

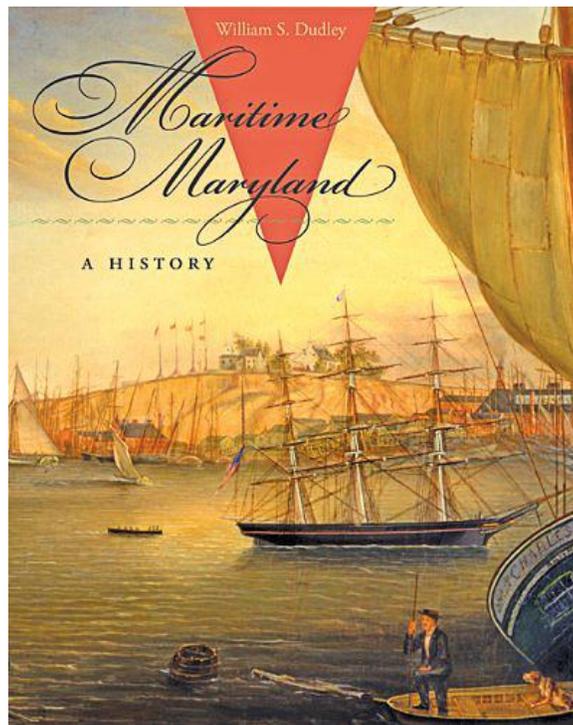
reviewed by Dennis Knepper

Maryland and maritime are words that are closely linked. Perhaps as much as any state that borders on a great body of water, Maryland can be described as a maritime province. It is hard to imagine the water not being important, with thousands of miles of shoreline, almost all of it representing the vast and rich estuary known as the Chesapeake Bay. A notion prevalent among many historians of the eastern U.S. is that coastal states in the Middle Atlantic and the Southeast were primarily agricultural and had relatively little involvement in maritime affairs—no great shipbuilding traditions, for instance, no large fishing industries.

But Maryland's life and history have always been tied to the water. For early colonists water was the primary means of transportation. Agriculture has indeed been critical to the state's growth, and the southern plantation economy, based on tobacco, was the early model. Large population centers were slow to develop, as settlement spread along navigable shorelines to allow easy and direct access to shipping. Later, cereal grains and eventually truck farming became the important agricultural products, but railroads were few until the latter nineteenth century and roads were not well developed along the Eastern and Western Shores until the twentieth century. And so, the water has until recently been the important link between producers and markets.

William S. Dudley's *Maritime Maryland* traces the history of the Old Line State describing the critical links between the lives of Marylanders and the water. Dudley offers an intelligent, highly readable work backed by a keen and comprehensive grasp of his subject.

The book's narrative flow is generally chronological. The first half of the work is event-oriented, chronicling historical episodes and individuals ranging from the Colonial-era struggles between Lord Calvert and William Claiborne, through the development of the Maryland Navy and the exploits of the likes of Nicholson and Barney in the Revolutionary War and War of 1812, to the Civil War prisoner camps at



Annapolis and the sinking of the USS *Tulip* in the Potomac River in 1864. Dudley notes the importance of privateers originating from Maryland, and Baltimore in particular, who accounted for 20 percent of privateering ventures during the Revolutionary War, second only to Massachusetts. Baltimore privateers were also critical in the War of 1812, but Maryland's Navy was unable to protect her population from the depredations of the British Chesapeake Campaign that ravaged the countryside around the Bay and led directly to the burning of Washington.

The latter half of Dudley's work, while maintaining the basic chronological development, concentrates on themes, describing the lives of Maryland watermen, and trends such as the replacement of sail by steam and the rise of recreational boating.

Chapters on Maryland watermen and on the decline of sail on the Chesapeake Bay provide extensive views of both the economic and social lives of Marylanders and their deeply rooted links to the water. Oystering, for example, has long provided a livelihood for many Marylanders, but was only a minor industry prior to the mid-nineteenth century. Increasing demand for the shellfish fed competition among oystermen that eventually led to the so-called "oyster wars" of the 1870s. Summary histories of fishing and crabbing reveal similar insights into those industries.

Dudley's credentials as a professional naval historian suggest that he has had this book in him for some time. Appointed a supervisory historian at the Naval Historical Center in 1977, Dudley became Head of the Early Historical Branch in 1982, and Senior Historian in 1990. He was appointed Director of Naval History in 1995, the position from which he retired in 2004. Dudley remains the Historian General of the Naval Order of the United States and is author or editor of numerous works, including *The Naval War of 1812: A Documentary History (Vols 1-2)*; an annotated edition of James Fenimore Cooper's *Ned Myers, or A Life before the Mast*; and *The Early Republic and the Sea: Essays*

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on the *Naval and Maritime History of the Early United States*, edited with Michael J. Crawford. Dudley currently serves on the Annapolis Maritime Museum's Advisory Board, and in positions with the Maryland Historical Society, the Naval Historical Foundation, and *Sea History* magazine.

Dudley approaches the transition from sail to steam from an economic market perspective, focusing on changes in the shipyards, wharves and traders, rather than the evolution of ship design. But the section is accompanied by some fine photographs of old sail, and contains many stories about small shipyards and the families who owned them in the later-nineteenth and early-twentieth centuries

Using as a springboard the well-known quote from the children's classic *The Wind in the Willows* on "messing about in boats," Dudley devotes a generous amount of time describing the rise of recreational boating, and sailing in particular, calling the latter "an important industrial and mercantile activity [of] small maritime communit[ies]." Dudley reviews the development of sailboat design, yacht clubs, and regattas in a narrative that is filled with interesting information, including a brief history of organized log canoe racing, which began in the 1840s at St. Michaels and was eventually followed by the formation of the Chesapeake Bay Log Canoe Association almost 100 years later, in 1933.

True to his Navy heritage, Dudley adds a chapter on Naval installations on the Bay, providing brief histories of most of the larger facilities, such as the Washington Navy Yard, on the Anacostia River in Washington, D.C.; the Naval Research Laboratory across the river; as well as the U.S. Naval Academy, the Coast Guard Depot at Curtis Bay, and the Patuxent Naval Air Station. Adding to this inventory a variety of smaller facilities, he concludes with a sober note that the more than two centuries of Naval presence on the Bay have not always been the most auspicious, citing influences on urban sprawl and the flushing of toxic wastes into the Bay's tributaries.

Dudley devotes a final chapter to a subject dear to many readers of this newsletter, "the rapidly maturing field of underwater archaeology." Using Donald Shomette's work on the Civil War-era steamer *New Jersey* as an example of why archaeology is important, Dudley clearly recognizes and voices the need for properly conducted research and the potential contributions it can make to our understanding of the past. The *New Jersey* was found virtually intact and untouched in 1973, but as word of its location spread it was soon stripped of artifacts by sport divers. The site was a major part of the impetus behind the development of Maryland's strong Maritime Archaeology Program,

MMAP, in the 1980's.

Dudley highlights three sites as MMAP's major accomplishments—*U-1105*, *SS Columbus* and Barney's Chesapeake Flotilla—providing historical reviews of each site and extended summaries of the archaeological work done at each location. He also notes the importance of volunteer work and singles out work conducted by MAHS volunteers on *U-1105* and *CSS Favorite*, as well as the MAHS training program, the "Introduction to Underwater Archaeology" course. He rounds out the chapter with an annotated listing of maritime related museums large and small, noting the role they play in bringing Maryland's maritime heritage to the public.

An epilogue finishes the book, examining the fragile future of Maryland and its links with the Chesapeake Bay, observing that the lessons of history may determine that future.

M*aritime Maryland* is not merely a coffee-table book, although it would grace any coffee table. It is an absorbing, interesting study that is fact-filled but not fact-driven. The text is well-written, consistently paced, and easy to read. The book has a pleasing design. It is adequately illustrated but not cluttered with pictures—most illustrations are in fact together in a central location. The stunning cover is from Charles Koehl's seldom reproduced "View of Federal Hill from Bayly's Wharf" dated 1851, in the Maryland Historical Society collection.

The one disappointment is the absence of any mention of Maryland's Native American population. Granted, the book is subtitled "A History," and history technically begins with written documents, of which there were none in prehistoric North America. Yet a brief note about the 10,000 or more years that people inhabited Maryland prior to the coming of Europeans—evidenced by dugout canoes, rich shell middens and other valuable archaeological sites—would have been appropriate to round out the full story of Maryland's maritime past.

The book has a spare but useful index, a glossary of nautical terms, and is serviceably annotated. An extensive essay on sources is highly informative providing an in-depth assessment of the available literature and is well worth a detailed reading.

This is not a work of deep historical scholarship; it is too wide ranging for that. It is a clearly written, perceptive and well-rounded study of a people and their relationship with the water. The book may be best summarized by Dudley himself in his preface: it developed out of "historical curiosity, social observation, and a love of nature," and focuses on "seafaring people, their environment, and the impact of historical trends on the present and future of Maryland's waterways." ⚓

CORRECTION

In the Fall 2010 issue of *MAHSNEWS* we incorrectly stated that artifacts from the 1980 excavations of the USS *Scorpion*, the flagship of Joshua Barney's Chesapeake flotilla, were conserved by the Naval History and Heritage Command's Archaeology and Conservation Laboratory, in Washington, D.C. The artifacts were in fact conserved by the Calvert Marine Museum. One of the original project directors, Dr. Ralph Eshelman, notes that Leslie Bright, then with the North Carolina underwater archaeology program, was hired to do the work. Eshelman noted in an e-mail message that there was no underwater archaeology laboratory in the region at that time, so an oysterhouse was converted for the purpose. He also notes that a catalog of the artifacts was published by Fred W. Hopkins, Jr., and Donald G. Shomette entitled *War of the Patuxent 1814: A Catalog of Artifacts* (Nautical Archaeological Associates, Incorporated and Calvert Marine Museum Press, 1981). Shomette also covered the history of this investigation, including photographs of the artifacts, in his book *Tidewater Time Capsule: History Beneath The Patuxent* (Tidewater Publishers, 1995).

continued from page 9

picture of the lumber industry in Pensacola as it was experienced by its stevedores, baymen, tugboat captains, and office clerks.

The small rock pile offers, on the other hand, a possible view of resistance on the Pensacola waterfront. The lack of artifacts on the small pile strongly suggests that the pile was the result only of ballast disposal and did not serve as a structure on which maritime workers congregated. Although less is known about the small rock pile's creation, evidence suggests it may be linked to the Warren and Company marine railway. The mending and patching of hulls, both inside and out, of vessels pulled onto the marine railway likely resulted in the occasional removal of ballast from the vessels. It appears that the employees of Warren and Company deposited ballast in a place convenient to them, resulting in the small rock pile, despite the fact that ballast disposal had been illegal, and frequently litigated, in Pensacola since 1855. Thus, maritime worker resistance to local regulations produced a lasting landscape feature

that still attracts the occasional diver and crab fisherman.

In the field of maritime archaeology, shipwrecks hold the greatest allure, easily attracting the attention of academics, media, and the general public. Certainly, the excavation of shipwrecks has taught us much about trade, navigation, commerce, shipbuilding, sailor's lives, and onboard organization, among other areas. But the study of waterfront structures and their associated refuse is an avenue of research lined with startling potential for deciphering the realities of maritime commerce, the lives of maritime workers, and humankind's continual struggle against nature and chaos to mold the landscape to our needs and wants.

Kendra Kennedy is an archaeologist with the Maryland Historical Trust. Her thesis, which this article summarizes, Between the Bayous: The Maritime Cultural Landscape of the Downtown Pensacola Waterfront can be downloaded from the University of West Florida's John C. Pace Library website at <http://www.library.uwf.edu>. ⚓

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and recently announced that the exhibit would be indefinitely postponed to enable further consideration of the ethical issues. So, hats off to Secretary Clough, Paul Johnston and all of those who supported this decision. See the enclosed article for more information.

Last year I announced in this column that Stephanie Koenig, a senior majoring in marine science and archaeology at Stony Brook University in New York would be working as an intern with MAHS during the year. Stephanie focused her attention on a wreck lying off Bodkin Point and recently completed a survey report on the site which she submitted in satisfaction of the requirements for her senior year's honor program in archaeology. From what we hear it was well received. We wish Stephanie much success as she pursues her

archaeology education at Texas A&M University next year.

MAHS has several projects in the works this summer including a side-scan sonar survey as part of our ongoing Pamunkey River project; a shipwreck survey in the Potomac River in support of Alicia Caporaso and the National Park Service; and an ROV investigation of a shipwreck in the Chesapeake Bay scheduled for later this fall. So, gather up your dive gear and come join us for the fun.

See you on the water,

Steven Anthony
President



MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY

Statement of Ethics

The Maritime Archaeological and Historical Society is organized for the purpose of enhancing public awareness and appreciation of the significance of submerged cultural resources and the science of maritime archaeology. In pursuit of this mandate, members may come into contact with unique information and cultural material associated with terrestrial and underwater sites containing evidence of the history of humankind. To protect these sites from destruction by commercial salvors and amateur souvenir hunters, the Society seeks to encourage its members to abide by the highest ethical standards. Therefore, as a condition of membership and pursuant to Article 2, Section 1 (A) of the bylaws, the undersigned executes this statement of ethics acknowledging adherence to the standards and policies of the Society, and further agrees as follows:

- 1. To regard all archaeological sites, artifacts and related information as potentially significant resources in accordance with federal, state, and international law and the principles and standards of contemporary archaeological science.
- 2. To maintain the confidentiality of the location of archaeological sites.
To excavate or otherwise disturb an archaeological site solely for the purpose of scientific research conducted under the supervision of a qualified archaeologist operating in accordance with the rules and regulations of federal or foreign governments. Artifacts shall not be removed until their context and provenience have been recorded
- 3. and only when the artifact and related data have been designated for research, public display or otherwise for the common good.
- 4. To conduct oneself in a manner that protects the ethical integrity of the member, the archaeological site and the Society and prevents involvement in criminal violations of applicable vandalism statutes.
- 5. To observe these standards and aid in securing observance of these standards by fellow members and non-members.
- 6. To recognize that any member who violates the standards and policies of the Society shall be subject to sanctions and possible expulsion in accordance with Article 2, Section 4 of the bylaws.

Signature _____ Date _____

**MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY
PO Box 44382, L'Enfant Plaza, Washington, D.C. 20026**

Application for Membership

Membership in the Maritime Archaeological and Historical Society is open to all persons interested in maritime history or archaeology whether or not they are divers. Members of MAHS have first preference for enrollment in all courses and other activities and projects of the Society. To join MAHS, please sign the Standards of Ethics above and send it to MAHS along with your check and this application form.

Name (print) _____

Address _____

City _____ State _____ Zip _____

Phone (H) _____ (O) _____ (FAX) _____

E-mail _____

| DUES ENCLOSED | |
|---------------|-----------------|
| ___ | \$30 Individual |
| ___ | \$35 Family |
| ___ | \$50 Sponsor |
| ___ | \$100 Patron |

Skills (circle): research / dive / video / communications / writing / first aid / other:

Please mail this form along with your check to: MAHS at PO Box 44382, L'Enfant Plaza, Washington, D.C., 22026

MARITIME ARCHAEOLOGICAL AND
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ADDRESS SERVICE REQUESTED

General membership meetings of the Maritime Archaeological and Historical Society (MAHS) are held at 7:30 p.m. on the second Tuesday of each month. MAHS meets at McLean High School, in McLean, Virginia, except in July, August and December. The school is located on Davidson Road, just inside the Capital Beltway (I-495) - use Exit 45, coming from Maryland, or Exit 46, coming from Virginia. Meetings in July, August and December are held at other locations for special events and holiday parties. Please join us and bring a friend.
{Check the website www.MAHSNet.org for e-mail advisories about any schedule changes.}

Renew Now!

It's time to renew your membership in MAHS. It's easy. Just complete the application form on the inside back cover and sign the Ethics Statement, enclose a check for your dues, and mail! Thank you!

