

CONFERENCE PRESENTATIONS



OUR MARITIME COMMUNITIES
—STRONGER TOGETHER



11TH MARITIME HERITAGE CONFERENCE

45TH ANNUAL CONFERENCE ON
SAIL TRAINING AND TALL SHIPS

55TH ANNUAL MEETING OF THE
NATIONAL MARITIME HISTORICAL SOCIETY

82ND ANNUAL MEETING OF THE
STEAMSHIP HISTORICAL SOCIETY OF AMERICA

FEBRUARY 14-17, 2018
NEW ORLEANS

ACCESSIBILITY AND COMMUNITY ENGAGEMENT

CINDY BETH DAVIS-DYKEMA

As bricks-and-mortar preservation work restores aging lighthouses, lighthouse groups are facing new challenges in transitioning from capital projects to cultural site management. Cindy Beth Davis-Dykema of the Michigan Lighthouse Conservancy examines some of the issues involved in welcoming visitors.

ACCESSING USS *CONSTITUTION* RECORDS THROUGH A DIGITAL PORTAL

CARL HERZOG

The USS Constitution Museum is in the final stages of a project to develop an online collection, research and interpretive portal tentatively called “Explore USS Constitution and the War of 1812.” The museum’s goal is to create a visually compelling, easily navigable, content-rich, and engaging interpretive experience that will transform what is known about “Old Ironsides,” her crew, and the War of 1812. The project will also make the museum’s decade-long groundbreaking historical research, top notch collections, and award-winning resources broadly available for the first time. This presentation will look at the tools, technologies and curatorial decision-making process that have gone into creating this portal. The project has relied on a diverse set of partnerships to document the objects being included and create the digital platforms to display them. The site will incorporate new object photography along with images of the museum’s archival collection digitized by Digital Commonwealth at the Boston Public Library. These images will also be accessible online via Digital Commonwealth and the Digital Public Library of America. Curatorial staff have updated object metadata for use by the site, organized crew profiles, and transcribed the logbooks that will become the basis of an active maps section. The interactive maps will illustrate each of *Constitution*’s four wartime cruises using transcriptions from the deck logs and surgeon’s day books. By clicking on an individual map point, virtual users will be able to see a pop-up box with a transcription of the day’s log entry and links to related objects, people, and content. Once launched in April 2018, this portal will offer free and open access to the full scope of the museum’s War of 1812 collections and research, making it a key educational resource available for ongoing engagement, enjoyment and discovery by the public.

ALCATRAZ ISLAND LIGHT STATION

J. CANDACE CLIFFORD

The lighthouse that figures prominently on the Alcatraz Island skyline—but plays a secondary tourism role to the iconic prison—has its own heritage, and the United States Lighthouse Society is working with federal and state agencies to tell that story. J. Candace Clifford, USLHS Historian, presents the history of this important San Francisco Bay light station.

THE ARCHAEOLOGY AND RECONSTRUCTION OF THE LAKE CHAMPLAIN STEAMBOAT *PHOENIX II*

CAROLYN KENNEDY

As the fifth passenger steamboat to operate on Lake Champlain between Vermont and New York State, *Phoenix II*, built in 1820, was once known as the fastest boat in the world. Traveling between St. Jean-sur-Richelieu in Québec, and Whitehall, New York, for seventeen years, the sidewheel steamer's career was colored by a variety of events, including transporting the first fatal case of cholera into the United States in 1832. In 1837, the old and worn-out wooden hull was retired to Shelburne Shipyard, where it was scuttled in the shallow harbor. An archaeological investigation of the hull from 2014 to 2016 revealed that only the very bottom of the hull remained intact, but what was left was in a good state of preservation and could reveal much about how the vessel was constructed. Excavation of key components of the hull, including the bow, five frame sections, the stern and the rudder, allowed archaeologists to reconstruct how the boat was built, and interpret what it might have looked like despite the lack of imagery. The archaeology revealed that the hull was constructed much more robustly than what was necessary for an inland body of water such as Lake Champlain. Its reconstruction shows that the tubby steamboat was much more simply designed than later passenger steamers, and indicates that shipwrights had not yet realized the full potential of hull design as a method of increasing overall speed.

THE BATTLE FOR THE ATLANTIC THROUGH THE WRITINGS OF NICHOLAS MONSARRAT

CAPT. JOHN RODGAARD, USN (RET.)

Nicholas Monsarrat's famous work *The Cruel Sea*, taken together with his three novellas, *H.M. Corvette*, *H.M.S. Marlborough Will Enter Harbour*, and *Corvette Command*, represent an insight into the human narrative behind the almost six years of the Atlantic war that official histories did not capture. Official histories of the war at sea and fiction written covering the same subject are different vehicles in characterizing what transpired. But, while Monsarrat's fictions convey tremendous breadth and detail, he does so, not in a dispassionate matter-of-fact tone, but with human emotion laid bare.

Monsarrat's fictions compare to the official histories on several levels. First, they are ironic. They convey at the individual level the same sheer economy textually as official histories. Second, they are paradoxical. As with official histories, they are unsentimental and understated.

Yet in contrast, Monsarrat was free from constraints. Not only did he depict humanity in the adversity of the "Cruel Sea" and that of a remorseless enemy, but the reader is able to follow the characters into their experiences ashore in war-torn Britain. This paper shows that Monsarrat's fictional portrayal of the Atlantic War of 1939–45 conveys the human experience of being at sea and the impact it had on the home front.

THE BLACKWATER MARITIME HERITAGE TRAIL: CONCEPT AND INNOVATIONS

ANDREW VAN SLYKE. KENYAN MURRELL

The Blackwater Maritime Heritage Trail allows visitors to choose among cultural, historical, and natural interpretive themes as they enjoy a journey down the Florida Panhandle's Blackwater River, either in person or virtually. While cruising down the river or coasting from the couch, the Trail joins the past to the present through themes including warfare, exploration, and industry. Kayakers, paddlers, and boaters can track their way down the river and through time, enjoying thematic trails like Beard's Raid of 1862. Visitors may also enjoy historic industrial mills-turned-public parks, such as the Bagdad Mill Site Park. The virtual Heritage Trail will enable a wider audience to enjoy the river in the form of an immersive, 360-degree, web-based tour of the Blackwater River that incorporates the same themes. Public parks and historical sites along the river are highlighted to provide points of access as well as venues for outings, camping, hiking, and further exploration. The Blackwater Maritime Heritage Trail is envisioned as a way to bring historical and archaeological data about the maritime heritage of Santa Rosa County to the hands of local people and visitors to encourage heritage tourism to the local community. This paper describes the development of the Trail and its subsequent expansion, as well as the unique challenges and opportunities involved in creating the virtual version. The Trail is a unique heritage tourism tool and can serve as a model of an innovative way to educate and encourage the public to preserve, enjoy, and protect maritime cultural resources.

BRINGING THE SÃO JOSÉ PAQUETE DE AFRICA TO MEMORY: RETURNING THE MOZAMBICAN PEOPLE TO THEIR HOMELAND

KAMAU SADIKI

On December 3, 1794, the *São José Paquete de Africa*, a Portuguese ship transporting over 500 captured Africans, left Mozambique, on the east coast Africa, for what was to be a 7,000 mile voyage to Maranhao, Brazil, and the sugar plantations that awaited its human cargo. Tragedy struck twenty-four days into the voyage. On December 27th, the *São José Paquete de Africa* crashed into the rocks off Clifton Beach in Cape Town, South Africa. After attempts to salvage the "cargo" from the wreckage, 212 Africans lost their lives. The remaining African survivors were sold into slavery in the Western Cape of South Africa.

In June 2015, after more than five years of research and underwater archaeology work, the Slave Wrecks Project, a partnership between the Smithsonian's new National Museum of African American Culture (NMAAHC), George Washington University, and Diving With a Purpose (DWP), announced the discovery of the *São José Paquete de Africa* shipwreck. It represented the first slave shipwreck ever discovered that sunk with captured Africans on board.

This presentation will discuss the international collaboration that took place to discover the shipwreck and document the remaining artifacts at the site, and the ultimate exhibition of artifacts from the *São José Paquete de Africa* in the new Museum of African American History and Culture in Washington, DC.

CASE STUDIES: 1930 WOODEN TUG *WO DECKER*: REBUILD AND CERTIFICATION;
SPANISH-AMERICAN WAR VETERAN CRUISER *OLYMPIA*: IN-PLACE HULL REPAIRS

JESSE LEBOVICS

Planning

Case Statement—Necessity, Utility, return on investment

Professional Survey

Detailed work spec-RFP, or bid sheets

Documentation, historic condition, existing condition

Comprehensive estimates based on RFP

Funding

Grants

Donations

The pitch

In-kind donations

Management

Vetting contractors and bids

Contract vs. T & M

Labor vs. materials and tooling

Daily oversight

Documentation

Notes for future work

CHANGING COURSE & CREATING OPPORTUNITY: HOW ESTABLISHING AN
EDUCATION PROGRAM CHANGED THE PATH OF A NEW ENGLAND CULTURAL
ORGANIZATION

PAULINE PROCH

In 2012, Egan Maritime’s board of trustees dreamed of ways their organization could make an impact on Nantucket’s community by creating opportunities for local youth to get out on the water and experience the maritime heritage of their community. That year, Egan Maritime launched a new maritime education program and provided 40 island youth with on-the-water educational experiences. In 2016, more than 1,100 local students participated in the program, which is now partnered with every island school. In addition to growing Egan Maritime’s audience, the new maritime education program has invigorated the organization and enhanced philanthropic initiatives by broadening the scope of Egan Maritime’s mission while welcoming new donors to the organization. Attendees will leave the session with a road map for brainstorming new initiatives to grow audiences served while creating new sources of revenue.

CHIEF PETTY OFFICER HERITAGE WEEKS ONBOARD USS *CONSTITUTION*

CDR. NATHANIEL SHICK, LT. CDR. JOHN BRENDA, BUC THOMAS CAMARA, SN ANTHONY DAY

Two weeks during August each year, 150 newly selected Chief Petty Officers from across the country arrive in Boston for intense training, but not the type a modern sailor is used to. The CPOs are taken back to the year 1812 and they learn what an 1812 sailor would need to know. The training is physically rigorous, including sailing, climbing the rigging, gun and cannon drills, pike drills, and rowing. The sailors become familiar with 1812 nautical technology and terminology. In this intense environment, they learn the essence of small group leadership, team building and reliance on one another, knowledge that still translates to today's Navy that they can then take back to the fleet.

COAST GUARD HISTORY ANNUAL AWARDS PROGRAM

CAPT. BOB DESH

Inspiring through Recognition

The Foundation for Coast Guard History (FCGH) is a non-profit organization whose purpose is to promote the recognition and prestige of the United States Coast Guard by emphasizing its illustrious past and contributions to the nation. One of its primary objectives is according recognition to individuals, Coast Guard units, and public and private organizations for both scholarly achievement and for raising public awareness of the challenges, accomplishments, and character of the men and women who have contributed to the proud heritage of the United States Coast Guard. Each year, the FCGH recognizes special achievement in the following categories: individuals who, through their own efforts, have contributed to the preservation and celebration of Coast Guard history; both a large and small Coast Guard unit for contributions to preserving and celebrating either its unit history or that of the service as a whole; authors, for their contributions to preserving the history of the service through published works, particularly books focused on the Coast Guard and its predecessor services (Revenue Cutter Service, Life-Saving Service, Lighthouse Service, Bureau of Marine Inspection and Navigation); and an individual or group for their contributions in preserving the history of the service through the use of multimedia.

COMANCHE

JOE PETERSON

Comanche is a USN built ATA202 c1944, a 143 foot ocean going rescue tug that saw combat in the invasion of Okinawa. (ATA means Auxiliary Tug, Auxiliary.) In 1959, she became a Coast Guard Cutter and named *Comanche* (W202 and later WMEC 202.) *Comanche* served most of her USCG career in California at San Francisco and Eureka, CA. She performed many search and rescue duties, fighting fires, supplying remote light station and fishery patrols. *Comanche* was the first US vessel to give a notice of violation to a foreign fishing boat. For a period of time she was stationed in Corpus Christi, TX and engaged in piracy patrols in the Caribbean and fishery patrols in the Gulf of Mexico. *Comanche* was

decommissioned at San Francisco on January 30, 1980. From 1993 to 2002, Comanche was a commercial ocean-going tug out of Tacoma, WA. In 2007, the *Comanche* was donated to the Comanche 202 Foundation for preservation and use. On September 11, 2007, she became a recognized museum ship 501(c)3 nonprofit organization. *Comanche* is entirely restored and operated by volunteers who have done over 36,000 hours of work aboard her for ten years and at the cost of less than \$25K a year. She has a successful “teens-at-risk” program and hosts other youth programs aboard. *Comanche* cruises the Puget Sound in the summer welcoming thousands of visitors for free. Winters will find her doing breakwater duty at Tyee Marina, Tacoma, WA, and still serving!

CONNECTING SHIPS TO THE SHORE

ROBERT KIIHNE, JONATHAN BOULWARE AND CHRIS GASIOREK,

This panel discussion looks at the ways in which maritime ship museums and educational centers use and interpret the adjacent waterfront. Representatives of three museums with very different shoreside environments will discuss the challenges and value associated with addressing shipyards, wharves, warehouses and other waterfront assets as part of their interpretive mission. Panel participants are Robert Kiihne, Director of Exhibits at the USS Constitution Museum, Jonathan Boulware, Executive Director of the South Street Seaport Museum, and Chris Gasiorek, Vice President of Watercraft Preservation and Programs at Mystic Seaport. The panel will be moderated by Carl Herzog, Public Historian for the USS Constitution Museum. The format that will include a 15-20 min presentation by each member of the panel followed by a half-hour Q&A and discussion with the audience. This idea came up at USSCM because of the extensive work being done with the National Park Service and consultants to reassess the visitor experience in the Charlestown Navy Yard and the role that USSCM plays in that. In the post-Hurricane Sandy environment, South Street has been addressing the use and interpretation of waterfront buildings, and Mystic Seaport is overseeing a working yard that, in the post-Morgan era, seems increasingly able to serve a wider range of other ships as well as those that Mystic specializes in displaying and interpreting.

Although these topics would seem to be of most interest to museums and facilities with relevant shoreside assets, three of us also have backgrounds in sail training, and I think this panel could also prove of interest to tall ships incorporating shoregoing activities as part of their educational programming.

COMMON LIGHTHOUSE MAINTENANCE PROBLEMS AND SOLUTIONS

JOE JAKUBIK

Tending the lamps may have been the main duty of a lighthouse keeper, but station maintenance took much of the keeper’s time. It’s not different today. Joe Jakubik, historic projects manager for International Chimney and the man who moved the Cape Hatteras Lighthouse, offers some experience-based guidance.

CONTRACTING INNOVATION: PRIVATE SHIPBUILDERS IN THE DEVELOPMENT OF THE ROYAL NAVY STEAM FLEET

MATTHEW MCLIN

The introduction of the steamship to the Royal Navy is a topic that has been discussed by researchers such as Basil Greenhill, Ann Giffard, Roger Morriss, and Andrew Lambert. These authors argue that, rather than a conservative institution that refused to adapt to changing technology, the Royal Navy was simply being prudent and fiscally responsible in adopting steam. This presentation will take this argument a step further and primarily be of interest to scholars of technology and the military. By examining the East India Company's early adoption of steam technology and comparing it with the Navy's strategies in research and development, it can be stated that the adoption of steamships is one of the first instances of a British government entity outsourcing development to a private contractor in a systematic manner. This system of research helped to spread risks between private investors and public institutions, driving down the cost of steamship technology. This argument will fall in closely with that of Patrick Joyce in his book, *The Rule of Freedom*. The idea that the government encouraged private contractors to do expensive work for them is in line with Joyce. Through giving business the freedom to act with only minimal legislative restraint, the government encouraged technological development in such a way as to guarantee that it would be a main beneficiary. The corporate body, like the private body, could be presented a set of circumstances in which their freedom directed them towards government ends. The adoption of steamship technology in nineteenth-century navies was somewhat slow, especially when compared to private firms. High capital costs, the untested nature of the technology, and issues of safety prevented many countries from embracing steamships fully in the aftermath of the Napoleonic Wars. In this sense, the Royal Navy was in line with other industrializing nations. As military budgets were slashed after 1815, fewer funds were available to test and implement steam technology. To compensate for this, the Royal Navy leaned upon private contractors to produce steamships and engines for them in the first half of the nineteenth century. Through incentivizing these actors to conduct costly research on their own, the Royal Navy assured that it would be at the forefront of maritime technology into the twentieth century.

EXPLAINING PENSACOLA'S MARITIME HISTORY THROUGH THE LENS OF A LIGHTHOUSE

JESSIE CRAIG

Pensacola, Florida, boasts a complex maritime past, from the initial Spanish occupation in 1559 to becoming a major port city along the Gulf Coast in the early 20th century. Today, the area known as the Emerald Coast draws visitors from around the world looking to enjoy the pristine beaches. The city exists—and thrives—because of its connection to the sea. Working with the Pensacola Lighthouse & Museum, I created an exhibit to inform visitors of the region's vast maritime history while simultaneously highlighting the connections between the past and today. This presentation will explain the process of researching, curating, and implementing an exhibit that conveys 458 years of history in a space no larger than 350 square feet. The audience will take away not only a brief overview of Pensacola's maritime importance but also an understanding of the successes and challenges of this exhibit at the Pensacola Lighthouse.

DECOLONIZING THE UNDERWATER ARCHAEOLOGY OF THE ARCTIC: AN ALASKAN CASE STUDY

EVGUENIA V. ANICHTCHENKO

From the search for the ships of famous European and American explorers, to the investigations of commercial whaling disaster sites, underwater archaeological research in the Arctic is largely focused on material culture of Euro-American colonialism. This focus often determines research questions, methodologies, and, ultimately, conclusions. Despite growing understanding of the need to decolonize anthropological discourse, maritime archaeology of the Arctic remains colonial at the core. It is predominantly focused on a white man's story, rarely engages with indigenous knowledge and worldview beyond short and superficial contact with tradition bearers, and does not benefit local communities. Can a colonial shipwreck be "decolonized"? Or is the focus on western technology inherently restrictive of such perception shifts? Using data from the Chukchi Sea whaling fleet disaster project and the recent investigation of the shipwreck of the *Neva* and other submerged sites in Southeast Alaska, this paper discusses the value of indigenous input in underwater research and shares some insights about engaging with Native communities of the north.

DIVING WITH A PURPOSE: UNDERWATER/TERRESTRIAL ARCHAEOLOGY MISSIONS TO RECLAIM MEMORY, HERITAGE AND HISTORY

This panel session will have four presentations highlighting various maritime related archaeological missions of Diving With a Purpose over the past three years and the organization itself. Diving With a Purpose (DWP) is a non-profit 501c(3) underwater archaeology advocacy organization that supports field mission all over the world with the purposes of memory restoration, preserving heritage and ocean conservation. Three of the panelists will discuss DWP missions related to the underwater survey and documentation of a Tuskegee Airmen P-39 Cobra aircraft that crashed in Lake Huron in 1943, taking the life of the pilot; the global collaborative mission to document the wreckage of the Portuguese slave vessel *Saõ José Paquete d'Africa* off the coast of Cape Town, South Africa, the first sure vessel documented that had enslaved humans on it when it sank; and the development of a maritime and terrestrial archaeology training program in St Croix, US Virgin Islands, based on archaeological work at the Little Princess Estate site in collaboration with the International Association of Caribbean Archaeologists. The fourth panelist will discuss the founding and growth of DWP, its programs, particularly the Youth DWP program and its many collaborations with the National Park Service and the National Oceanic and Atmospheric Administration. A particular focus will be DWP's outreach program to involve local communities in their work in the marine environment.

ECONOMIC IMPACT ANALYSIS OF THE 2015 YORKTOWN LANDING OF *L'HERMIONE*

THOMAS HALL, PH.D.

In June, 2015, the reconstructed French frigate *L'Hermione* made its first official landing in the United States at the port of Yorktown, Virginia. During the three-day period, 1,676 survey intercepts were conducted by student volunteers. The presentation will discuss various ways to incorporate that survey

data into economic impact estimates, justifying the expenditure of public monies to support *L'Hermione's* visit.

ESTABLISHING THE LIGHTS—THE IMPACT OF WINSLOW LEWIS

WAYNE WHEELER

Winslow Lewis was a key figure in the early history of American lighthouses. He improved the lighthouse system from 1812 to 1822, and then held it back for the next 30 years. Lighthouse historian and USLHS founder Wayne Wheeler discusses this fascinating figure from the formative years.

FARRAGUT, BLOCKADE, AND THE IMPORTANCE OF THE GULF TO UNION VICTORY IN THE CIVIL WAR

CORI CONVERTITO, PH.D. SAM CAVELL, PH.D. BREANA SOWERS

This panel recasts the role of Admiral David G. Farragut, and the US Navy's Gulf Blockading Squadron, as pivotal to Union victory in the Civil War. The papers cover Farragut's management of federal operations from Key West to New Orleans, to Mobile, and examine the use of archival sources to uncover details about the people, places, and activities of the Gulf Campaigns. Topics to be covered include: the importance of Key West as a Union stronghold and Farragut's use of this critically important port; the impact of Farragut's efforts against determined Confederate blockade runners and two of the largest port cities in the South; and the importance of examining the tangible artifacts left by Farragut and his colleagues for a deeper cultural perspective and a more personal understanding of the war. The historical story and an interactive presentation on the value of archival ephemera offer an interdisciplinary approach to the local Civil War experience.

FINDING FARRAGUT: USING LOCAL ARCHIVES FOR CONTEXTUAL RESEARCH

BREANA SOWERS

Key West has an incredibly rich maritime history and has played a vital role in Gulf coast trading, shipping operations, political relationships and military strategies for hundreds of years. In 1823, while appointed by the Navy to purge pirates from the Florida Straits, Commodore David Porter noted, "The importance of this station [Key West] appears daily more and more manifest to me ... I had no conception myself, until I came here, and am fully persuaded that this is the proper place from which to give protection ... it is to this sea what Gibraltar is to the Mediterranean and the thousandth part of the money that has been expended on this one, would make the other all that could be desired." Following Porter's influential observations, Key West immediately became an active Naval Station, instigating the future strategic power that allowed the East Gulf Blockading Squadron tremendous success during the Civil War and supported Admiral David G. Farragut's Gulf of Mexico campaigns. Correspondence, personal notes, scrapbooks, family Bibles, newspapers, paintings, objects, postcards, and diaries were regularly kept by military staff, and their families, during the Civil War. While government documents held in larger repositories are crucial to researchers, personal items held in local collections are

sometimes overlooked. This paper will examine the importance of such items, and tangible ephemera, specifically, focusing on examples from the collections of small local institutions, such as the Key West Florida History Archives, the Key West Library, and the Key West Art and Historical Society. The interactive presentation intends to give an interdisciplinary view of how archival items have been used and interpreted for deeper cultural, social and political understanding of the Civil War, Admiral Farragut and the Union Blockade.

THE FIRST “GREAT WALL AT SEA”: IMPERIAL CHINA’S EFFORTS TO CREATE A MODERN FLEET

PAUL FONTENOY, PH.D.

Although Imperial administrators were well aware of modern naval developments, adopting them rarely seemed necessary, since China’s ability to cut off Western access to trade generally sufficed to maintain control. The First Opium War (1839–1842) overturned this equation, but almost twenty years elapsed before China took significant action to create a modern fleet. China’s approach was simultaneously to purchase warships abroad while hiring foreign expertise to develop the necessary infrastructure to build new fleets. Drawing from its experience of military operations against the Taiping rebels, China also hired Western naval officers to command and train crews for the new warships. The first short-lived squadrons envisaged were wholly foreign-built (in Britain and the United States) and largely foreign manned as well. Thereafter, like contemporary Japan, Imperial China continued both to purchase warships abroad and build at home from the late 1860s into the early years of the twentieth century, and to reduce its reliance on foreign naval officers for expertise. By the early 1890s many outside observers considered the Chinese fleet the most impressive in the region. Nevertheless, a major issue flawed this impression. Although almost every naval officer of the Imperial squadrons and all their indigenous warships emerged from the same academy and shipyards, there were no fewer than four separate fleets. These fleets operated virtually autonomously and, as operations in 1884 versus France and ten years later against Japan were to demonstrate, fleet commanders essentially declined to cooperate with their fellows even in the face of the enemy. Imperial China’s impressive naval force was rendered a paper tiger.

THE FOUNDING AND GROWTH OF DIVING WITH A PURPOSE

KEN STEWART

Diving with a Purpose (DWP) is a community-focused nonprofit organization dedicated to the conservation and protection of submerged heritage resources by providing education, training, certification and field experience to adults and youth in the fields of maritime archaeology and ocean conservation. A special focus of DWP is the protection, documentation, and interpretation of African slave trade shipwrecks and the maritime history and culture of African-Americans who formed a core of labor and expertise for America’s maritime enterprises. The DWP tagline is “Restoring Our Oceans, Preserving Our Heritage.” This presentation will discuss the motivations behind the founding of the organization and the convergence of coincidences that got it started. DWP has been in existence for 13 years and has seen tremendous growth over those years. This presentation will also describe what incentivized that growth with a focus on the two business units of underwater archaeology and coral reef restoration. DWP has won numerous awards, the most prestigious being the USA President’s Council on

Historic Preservation in 2015. The award-winning DWP youth program, YDWP, will also be highlighted.

FUNDING PRESERVATION

HENRY GONZALEZ

Lighthouse preservation is specialized and expensive, and fundraising always has been a key issue. Three years ago, the largest national lighthouse organization launched a first-of-its-kind grant-making program within the movement itself. USLHS vice president Henry Gonzalez outlines the Society's grants program and the projects it has helped fund.

THE "GREEN SHORE OF STATEN ISLAND": HERMAN MELVILLE, THOMAS MELVILLE, AND SAILORS' SNUG HARBOR

JOHN ROCCO PH.D.

In 1877, Herman Melville wrote his friend Evert Duyckinck a note of thanks for his donation of a series of sea prints depicting Nelson's Battle of the Nile to Sailors' Snug Harbor. Melville was thanking Duyckinck on behalf of the "old salts" who resided at Sailors' Snug Harbor on Staten Island, the oldest philanthropic institution in the United States. Dedicated to the welfare of "aged, decrepit, and worn out" seamen, Sailors' Snug Harbor was created in 1801 from the will of Robert Richard Randall. But Melville had another reason for writing his thank-you note: his youngest brother, Thomas Melville, was governor of Snug Harbor from 1867 to 1884. Melville dedicated his fourth novel, *Redburn*, to Thomas, and in one of those odd bits of Melville synchronicity/happenstance *Redburn* explicitly mentions the maritime institution his brother would run for 17 years: "I do not know what has become of Donald now, but I hope he is safe and snug with a handsome pension in the 'Sailors'-Snug-Harbor' on Staten Island." Donald was the figurehead on the *Highlander* and stands in for Wellingborough Redburn for all "old salts" who have shipped out for life-long careers at sea and deserve a "snug" retirement on what the novel calls the "green shore of Staten Island." There is no exact number of the mariners who ended their days at Snug Harbor—some estimates are over 10,000—but we do know that seamen from all kinds of merchant marine vessels from whalers to modern steamships lived there. They also came from many different countries. My paper focuses on Thomas Melville's governorship and how Sailors' Snug Harbor provided an imaginative maritime springboard for Melville's late work from *Clarel* to *Billy Budd*. The crossing Redburn makes to Liverpool is echoed and multiplied by the thousands of crossings and the thousands of maritime lives Melville encountered at Snug Harbor, or as he once called it in a letter, Tom's "Paradise." It was a "Paradise" for old sailors before their final crossing of the bar. My talk will include photos of Sailors Snug Harbor through the years; the portrait of Governor Thomas Melville which hangs in the Noble Collection today; selections from Governor Melville's Snug Harbor letters and reports to the Trustees; and Snug Harbor records of residents or "inmates" through the years.

FROM LAKE MICHIGAN TO THE INDIAN OCEAN: THE GLOBAL MARITIME HERITAGE OF THE GREAT LAKES DURING THE WOODEN AGE

JOHN ODIN JENSEN, PH.D.

This paper presents case studies of three innovators whose maritime careers carried them from Great Lakes to Indian Ocean between 1860 and 1880. Michigan shipbuilder/Mariner James Davidson sailed on the clipper ship *Panther* from Liverpool to Calcutta to Boston in 1861. In 1871, Michigan shipbuilder Allyne Litchfield assumed the position of US Consul General at Calcutta, India, a post he retained for 10 years. In 1878, Chicago mariner Hartley Hatch commanding the Great Lakes schooner *Mary L. Higgin* delivered military supplies and British colonial soldiers to the east coast of Africa during a Zulu uprising. These stories illustrate substantive larger patterns of international interaction central to Great Lakes maritime culture and heritage during the age of sail. Such direct connections between the fresh “inland” waterways of frontier North America and the distant ports of Africa and Asia argue for more cosmopolitan critical approaches in US maritime heritage and popular history.

GETTING A WARSHIP, BUILDING A NON-PROFIT, AND ENGAGING A COMMUNITY ... WITHOUT GOING CRAZY

SCOTT SHAW SERGE SARANDINAKI

Some of you may have gone through this, and others may be thinking of doing this... Getting a tall ship and starting a non-profit is no easy feat. This presentation is about our story, and how we approached building the Tall Ship Providence Foundation (TSPF). We will share with you how we got started, the obstacles we faced, and how we addressed them. Although we are still working to build our organization and accomplish our goals, this co-hosted session will enable you to either learn about starting a maritime heritage focused non-profit, or give you a comparative example. TSPF's ship is a 110' full-scale replica of the sloop *Providence*, one of the Continental Navy's first warships. After its renovations are complete, the *Providence* will be making its way to Old Town Alexandria, Virginia—its soon-to-be home port. Our mission is to promote for posterity maritime, naval, and American Revolutionary War history.

THE GREAT WAR AT SEA: BEFORE, DURING, AND AFTER

DAVID KOHNEN, PH.D.; SALVATORE MERCOGLIANO, PH.D.; JOSEPH MORETZ, PH.D.; CHUCK STEELE, PH.D.

With the centennial of the Great War reaching its conclusion in 2018, four historians will discuss the complexities of developing and employing sea power at the beginning of the last century. While the greatest weight of Allied and Central Powers resources was expended on the waging of the war on land, the problems associated with employing sea power in that conflict were monumental and no less worthy of attention. Indeed, as would be true in the last century's other world war, the need to master the challenges posed by operating in the maritime environment was crucial to Allied victory. The panel addresses four distinct topics having their origins in the maritime sphere of the First World War. The

first paper details Britain's experiences in employing its command of the seas to preserve its place as the world's preeminent power late in the nineteenth century. By bombarding Alexandria and then invading in 1882, the British were not only asserting control in Egypt, but were also learning valuable lessons that would be essential in the Great War. The second paper details the challenges associated with American merchant shipping during the war. The final two papers will discuss how the American experience in the Great War became the starting point for creating a truly modern American Navy. These last two papers will address two ways in which Admiral William S. Sims helped to lay the foundation for an American navy capable of gaining command of the seas. It is hoped that these discussions of naval logistics and professionalism will provide insights useful to both maritime historians and sea service professionals alike.

HIGGINS'S OTHER "LITTLE SHIPS"

RON SKAGGS

Andrew Higgins's efforts during World War II are well-documented, with the many landing craft and PT boats built here. However, the Higgins Industry built thousands of other ships and small craft. One group of ninety-five vessels built in 1953, commonly known as "Army T-Boats," made significant contributions in marine environmental studies, exploration, and training. Of particular note is T-Boat 501, the Research Vessel HYDRA "the boat that saved Lake Erie." This visual presentation covers the history of T-Boats as research vessels, work boats, and training ships. As a class of vessels, T-Boats have made, and continue to make, significant contributions to maritime history, and are deserving of recognition for their more than 60 years of service.

INNOVATIVE APPROACHES TO LIGHTHOUSE PRESERVATION

JON HILL, KEN SMITH AND SCOTT HOWELL

The management, methods and technology employed in lighthouse preservation will be covered by the team that has focused on the Gulf Coast's historic Pensacola Lighthouse. Jon Hill, Executive Director of the Pensacola Lighthouse and Museum, will be joined by Ken Smith of KS Architects and Scott Howell of Robinson Iron.

THE ISOLATED UNION OUTPOST: KEY WEST, DAVID FARRAGUT AND THE GULF BLOCKADING SQUADRON, 1861–1865

CORI CONVERTITO PH.D.

On January 13, 1861, Union Army Captain James Brannan attended church services in Key West and then, in the middle of the night, made the decision to lead his forty-five-man unit through town to take possession of Fort Zachary Taylor in the name of the Union. Although no one was aware of it at the time, Brannan's maneuver solidified Key West's position as a Union stronghold a mere three days after Florida seceded. As the home of Fort Taylor, a Navy base and a coaling station at the entrance of the Gulf of Mexico, Key West had the potential to be one of the most important assets for the Confederacy.

Instead, the Navy was able to utilize the strategic port city as a base of operations for the East Gulf Coast Blockading Squadron. Having that base greatly influenced the outcome of the Civil War, particularly concerning the Union's ability to limit the amount of supplies arriving and departing port cities dotted along the Gulf of Mexico. Assigned to lead the Blockading Squadron in 1862 was David F. Farragut. His arrival in Key West brought about several Union triumphs, most notably his victories at New Orleans and Mobile. Aside from Farragut's achievements in the Gulf, Key West's vital geographic position allowed for the slow strangulation of Southern states. The blockade proved to be a powerful weapon that contributed greatly to the demise of the Confederate economy. This paper will examine not only the importance of Key West as a Union holding, it will also discuss Farragut's role in Key West and his advancement into Confederate port cities. Lastly and more crucially, it will emphasize the operations of the highly successful East Gulf Blockading Squadron.

THE HISTORY, RUMOR, AND LEGEND: THE PHILADELPHIA EXPERIMENT

ANGUS KRESS GILLESPIE, PH.D.

During World War II, the US Navy sought ways to make its ships invisible to enemy radar. There are persistent rumors of one particular experiment that allegedly took place in the Philadelphia harbor on August 15, 1943, involving USS *Eldridge*, a destroyer escort. According to the story, the ship was part of a top-secret experiment called "Project Rainbow." The ship was sent to the Philadelphia Naval Shipyard and equipped with four powerful generators designed to create an electromagnetic field that would hide the ship from enemy radar. The mechanism involved the generation of an intense magnetic field surrounding the ship that would cause refraction, or the bending of light waves around the ship. At first, the experiment proceeded as planned. An electromagnetic field surrounded the ship, ionized the air, and caused a mist to rise up from the sea. The experiment succeeded in concealing the *Eldridge* in the electromagnetic chaff. To all observers, the ship simply disappeared. Then something went horribly wrong: the ship was "teleported" into the future. The information contained in this narrative is of uncertain origin, but it is believed by many to be true. My repeated attempts to verify the narrative by means of standard historical sources have not been successful. The Naval Historical Center says that its records have been searched repeatedly, but "no documents have been located which confirm the event or any interest by the Navy in attempting such an achievement." The Navy goes on to say that it has reviewed the deck and war diary of the *Eldridge* for the entire year 1943, and it has found no corroborating evidence.

The story does have elements that are believable. In fact, the believability of this legend-in-the-making stems from its plausible wartime setting. We can easily accept the idea that the Navy experimented with technology to defeat enemy radar systems. We know that, if such experiments, in fact, did succeed, they would have been shrouded in wartime secrecy. Therefore, it is just one more leap to assume that, if such an experiment had gone wrong, there would have been a government cover-up. Thus, for the true believer, the fact of government denials serves as "proof" of the story.

INTERPRETIVE MASTER PLANNING FOR AN HISTORIC TUGBOAT AT A MODERN MUSEUM

MARIFRANCES TRIVELLI

My presentation will explain how the Los Angeles Maritime Museum is re-interpreting its World War II harbor tugboat, *Angels Gate*, in order to enhance our visitors' experience and broaden the visitor base. The tugboat has enormous interpretive potential, having served as a US Army small tug (ST-695) during World War II, as a towing and public relations vessel for the Port of Los Angeles during the post-World War II harbor expansion, and, since 1992, as part of the museum's watercraft collection. *Angels Gate* remains one of the best-preserved examples of an Army small tug, however, operating with an all-volunteer crew and the restrictions of the 12-passenger USCG certification, the tug is accessible to less than 1% of the museum's visitors.

The challenges the museum seeks to address is how best to create a dockside tour experience that would complement and expand upon the information presented in the museum, link the tug's history with the history of the port and to national maritime history, and present an alternate experience for visitors with physical disabilities. This year, the Friends of the Los Angeles Maritime Museum (the museum's non-profit support group) was awarded a National Maritime Heritage Grant that will fund an interpretive master plan for the tugboat. I will bring the audience up to date on the progress of the grant project, and illustrate how a single artifact can inspire new educational experiences and serve as an additional incentive to attract new visitors and encourage repeat visitation.

THE JAHNCKE SHIPYARD: THE LAKE PONTCHARTRAIN BASIN MARITIME MUSEUM'S PLACE IN NAVAL HISTORY

MARY "TRIXIE" LEBLANC

If present-day Madisonville residents traveled back in time to 1917, they'd be astounded to find not homes along the waterfront, but the skeletons of five enormous ships towering over the surrounding structures. Today, the Lake Pontchartrain Basin Maritime Museum sits on the Jahncke Shipyard, the largest industrial effort in the Northshore's history, where World War I cargo ships were built. Learn about how a young German immigrant went from inventing shell dredging machinery for paving the first sidewalks in New Orleans to creating a massive shipyard empire in a tiny French village on the Tchefuncte River that grew overnight with over 2000 workers.

KATRINA: RESPONDING TO THE BIGGEST DISASTER IN AMERICAN HISTORY

CAPTAIN ROBERT G. MUELLER, US COAST GUARD (RETIRED)

This presentation details the Coast Guard response to hurricane Katrina, which flooded and devastated much of New Orleans in August of 2005. While various government agencies floundered, the Coast Guard simply got to work and rescued over 33,500 people, over 25,000 of them by boat. This presentation shows how the Coast Guard responded immediately to not only a massive human tragedy with tremendous success, but also simultaneously dealing with an overwhelming maritime challenge as

the river was severely disrupted and the largest port complex in the world shut down, with a tremendous amount of petroleum industry damage and spillage. The presentation is full of never-seen-before photos from the disaster, from a time before cell-phone cameras, and along with the “whats” and “hows” of this tremendous disaster response, amazing rescue stories are brought to life.

THE LAST CRUISE OF THE USRC *GALLATIN*— IDENTIFYING COAST GUARD HERITAGE ASSETS

CHRISTOPHER G. ALLEN-SHINN

The USRC *Gallatin* made her final cruise during the War of 1812, but she was not lost to enemy action. As she returned from a patrol to Savannah, she sighted British warships off the Carolina coast. When she returned to Charleston on 1 April 1813, the captain and mate immediately went ashore to inform the city’s leaders of the potential threat, leaving orders for the crew to clean their weapons and equipment. An errant spark caused a massive explosion with cataclysmic results, blowing the bark apart and sending men and debris flying through the air. Although the *Gallatin* was anchored in the harbor, the wreck broke up and sank so quickly that rescue was impossible for most of the crew. Moreover, the exact position of the *Gallatin*—now the final resting place of most of her crew—had not been precisely located. I reviewed historical maps, newspaper accounts, met with local experts, and personally walked the ground at several locations along to city’s shoreline to establish evidence that identifies her location, and my research has led the USCG to conduct recent physical surveys of the area with sonar and divers. Should physical remnants of the *Gallatin* be found, it would be a historic re-discovery.

THE LAST SAIL FISHING FLEET IN NORTH AMERICA

FRANK B. ARBUSTO JR

The skipjack is a fishing vessel unique to the Chesapeake Bay and the last remaining commercial sailing fleet in North America. While there once were 600-800 skipjacks working the waters of the Bay, today there are fewer than 20 still dredging commercially. The presentation will explore: the skipjack’s typical design as a single-masted sailing vessel, which evolved to dredge for oysters in the shallow reaches of the Chesapeake Bay; its interconnection with the history and health of the oyster industry, including the fluctuations in numbers of the boats as demand for oysters rose and fell and as the oyster harvests precipitously declined due to overharvesting, pollution and disease; the precarious state of the few remaining skipjacks, including an overview of the skipjacks still working, under restoration, or abandoned; the repurposing of some skipjacks into tourism, educational and recreational vessels, either by nonprofit organizations or by private individuals; and the need for public support for the restoration and preservation of those skipjacks still in good enough condition to be restored. The intended audience are people interested in commercial sailing vessels and their interconnection with regional ecology, along with those concerned about the preservation of endangered maritime heritage. The audience should leave the presentation/forum with an understanding of what a skipjack is, an appreciation of its unique role in the commercial heritage of the Chesapeake Bay, and an interest in encouraging the preservation of the boats before they are allowed to disappear.

LAUNCH THE BOATS: USING RESTORED HISTORIC SMALL BOATS TO RESCUE PUBLIC ENTHUSIASM FOR OUR SHARED MARITIME HERITAGE

MARK C. KOCH

This presentation describes the positive impact of the discovery, preservation, and hands-on exhibition of the restored lifeboats from the *Andrea Doria* and a 23' replica of *Titanic* on energizing public interest in maritime history. Developing hands-on participatory maritime events featuring exhibits focused around genuine historic small craft handled and navigated by the general public can generate considerable public enthusiasm, real community interest, and even national media promotion that often triggers financial support for a fledgling (or established) maritime cultural organization. I will provide evidence that the authentic restoration and public involvement with small but historic vessels can provide a surprising amount of community awareness, as well as appreciation for a museum or maritime cultural site, while at the same time providing practical instruction for students and the public, concerning the story surrounding these vessels and their part in our maritime heritage. In the past five years we have restored and exhibited the *Andrea Doria Lifeboat #1* as well as a twenty-three-foot motorized, human-piloted, replica of the *RMS Titanic*. We have operated these boats as dynamic on-water exhibits at maritime events throughout the United States. The purpose of these and other ongoing boat restoration projects, and their traveling exhibitions, is to educate youngsters as well as to bring awareness to, and generate discussions among, an American public oblivious of our shared maritime experience. Using these vessels as hands-on, participatory history projects, in collaboration with the traditional museum setting, generates publicity and interest that can produce unexpected but welcome consequences. This presentation will attempt to demonstrate the years-long process involved in locating, obtaining and preserving/restoring these historic vessels and the tremendous educational value they add (as historic vessels as well as participatory history) to our shared maritime heritage.

LESSONS LEARNED RESEARCHING LIGHTHOUSE KEEPERS

JOSH LILLER

Josh Liller, historian and collections manager for the Jupiter Inlet Lighthouse in Florida, discusses the insights he has gained from researching the lives of the keepers at his light station.

THE LIFE OF A SAN FRANCISCO PILOT

PAUL LOBO

My talk, accompanied by photos (most of which I took), will show how difficult and dangerous it is to pilot today's monster-sized ships. It is difficult to become a state and federally licensed ship pilot of any gross tons, and it is also difficult to maintain my profession. I describe the terrible oil spill in November 2007 when a containership hit the San Francisco-Oakland Bay Bridge, resulting in millions of dollars of damage and the incarceration of one of my partners, a first in nautical history!

LIGHTING THE LAKES – A BICENTENNIAL

MIKE VOGEL

This year marks the start of the bicentennial cycle for lighthouses on the Great Lakes. The federal government built its first Great Lakes lighthouses at Buffalo and Presque Isle (Erie, PA) in 1818, and although neither tower survives, the light stations still do. Mike Vogel, the Buffalo Lighthouse Association's founding president, sheds light on that history.

LIVING HERITAGE: NAPS STUDENTS IN PARTNERSHIP WITH BATTLESHIP COVE

DC2(SW/IW/AW) MATTHEW BOWLING

A brisk five-part presentation. Part One is an overview on the nature of public preservation of historic naval vessels, the what and the why. Part Two is a brief history of Battleship Cove. Part Three is a brief history of NAPS and its relationship with Battleship Cove. Part Four is the current work of the 2018 on both USS *Joseph Kennedy* and USS *Lionfish*. Part Five discusses the value, both seen and unseen, in the work of the students and its effects on their careers long-term as leaders, in both a military spectrum, and as stewards of their own heritage. The intended audience includes current maritime museums caring for decommissioned naval vessels, and schools seeking avenues for community service that carries practical and educational value.

THE MARITIME HERITAGE GRANT PROGRAM: HOW IT WORKS. TIPS FOR APPLICANTS

KELLY SPRADLEY-KUROWSKI, TIM RUNYAN PH.D., K. DENISE RUCKER KREPP

The National Maritime Heritage Act provides funding for projects in education and preservation. The National Maritime Alliance led the effort to establish the Act, and advocates for full funding. The grant program is administered by the National Park Service. In 2014, the National Park Service issued a call for grant applications for its Maritime Heritage Grant Program. Although the demand far outstrips the funds available, 96 projects totaling nearly \$7 million have been selected so far that meet the spirit and the requirements of the 1994 Maritime Heritage Act, which authorizes the program. Projects and applicants span 28 states and represent some of the most exciting work happening in the maritime community today. This session, which is intended for a general audience, will give an overview of the program, requirements, and the application process; advocacy efforts to keep the program funded for the future; and examples of successful projects. Attendees will learn information they need to apply, what they might expect for future funding, and tips for successful projects.

MARITIME LEGACY ART BY ARTIST JOHN F. GOULD

ROBERT AND LORETTA GOULD

The legacy art of John F. Gould (1906–1996) presents a unique and fascinating view of the artist’s 70-year career. John Gould was an artist/illustrator from the early 1920’s through the 1990’s. He was extraordinary in the way he showed his images in illustrations as well as in natural and historical maritime paintings. The sustainability of this artist is again evident in his 25-year association with the General Electric Company as an artist/consultant. Developments by GE in the maritime industry were skillfully illustrated in numerous paintings and the very successful GE School and College Poster 8-year run. During the last 20 years of artist’s career, he devoted a considerable amount of time in portraying the history of the Hudson River and its maritime heritage. Classic paintings such as *The dedication of the Statute of Liberty*, *Alexander Hamilton Day Liner*, *Mary Powell River Boat*, *Columbus Discovers America*, and many others clearly give the viewer of the art an appreciation of the beauty and power of the vessels that sailed rivers and oceans. The background information on how the artist created the images presented by his son, Robert Gould, will give the audience a greater appreciation of art. As the artist would say during his career, he saw color and composition in his mind before he created the work. The audience will see the creative talent of the artist in images and text. At the conclusion of the presentation, attendees will be aware of how the artist’s eye could see so much and express so clearly.

THE MARY E.

KURT SPIRIDAKIS

In May 2017 the *Mary E* returned to Bath to undergo a major rehabilitation. Built in 1906 by Thomas Hagan, she represents a typical small fishing schooner built on the Kennebec River at the turn of the 20th century. Over the last 112 years she has worked as a coastal fishing schooner, a mail boat, a rum runner, a dragger, a windjammer, and a daily cruiser. The Maine Maritime Museum is funding a 12-month rehabilitation to ensure that *Mary E* will continue sailing for another century. Head shipwright Andros Kypragoras is leading a team of four to replace most of the structure above the waterline. A unique aspect of this project involves replacing and raising *Mary E*’s transom over 12” to bring her back to her original lines, which required remaking all stern framing. This session details the rehabilitation efforts and documents her previous rebuilds.

MASTER BLOCKHEAD GOES TO SEA: A GLIMPSE INTO THE EXPERIENCES OF MIDSHIPMAN FREDERICK MARRYAT

MARTI KLEIN, PH.D.

Frederick Marryat was a distinguished officer in the Royal Navy and a highly-respected author of naval fiction about young men who went to sea “with their white gloves on.” Authors of sea literature written in later years recalled reading his books with great interest, and how they contributed to their decisions to ship before the mast. Very few formal biographies of Marryat exist. The first was written twenty-four years after his death. To understand an author’s work, one must first understand the author. In this case, his work must speak for him. In 1819, Marryat created a series of watercolor sketches based on his own

experiences as a young midshipman. In collaboration with British caricaturist George Cruikshank, *The Progress of a Midshipman, exemplified in the career of Master Blockhead* was initially published in 1820 as a series of plates following the adventures (and misadventures) of a midshipman. *Master Blockhead* is humorous and gentle, albeit mildly satirical, and provides a glimpse into the life of Marryat and his midshipmates. This paper introduces students of maritime literature to Marryat, and students of Marryat to *Master Blockhead*. It speaks to the accuracy of Marryat's naval literature, which should be of interest to researchers of Marryat, the Royal Navy, and the influence of maritime literature on young men considering shipping before the mast.

MUSEUMS BY THE SEA: ASSESSING MARITIME MUSEUMS ALONG NORTHWEST FLORIDA'S GULF COAST

SORNA KHAKZAD, PH.D.; MIKE THOMIN

Florida history is firmly connected to its maritime landscape. A number of interpreted shipwreck trail resources exist for divers across Florida's waterways as "museums in the sea." However, out of all the museums in the region of Northwest Florida on land, only a handful focus on a theme of maritime heritage and the most comprehensive maritime museum closest to the area is the GulfQuest (AL), which is out of the state. This paper assesses the maritime museums in Northwest Florida that currently exist, using criteria developed by National Trust for Historic Preservation, in addition to factors, such as location and accessibility, and tourists' perception and expectations. The study applies qualitative, quantitative, and spatial analysis to identify gaps and potentials in the management of different maritime heritage attractions in Northwest Florida with the ultimate objective of offering recommendation for improvement of maritime heritage tourism strategies and policy in the future.

MUTINY, MURDER, AND STRIFE ON THE FAMILY SHIP *JEFFERSON BORDEN*, 1875

JOSHUA M. SMITH, PH.D X

The objective of this presentation is to briefly explore the mutiny on board the schooner *Jefferson Borden* on its voyage from New Orleans for Britain in 1875. This ordinary cargo vessel was the scene of a bloody mutiny attempt and its violent suppression that ultimately led to the conviction and order of execution for the mutineers. This paper looks at the causes of this mutiny and the human dimensions of sailing on board a so-called "family ship," where all the officers were related and the captain sailed with his wife on board. Relying on the personal diary of the captain's wife and the schooner's logbook, this paper sheds new light on the emotional impact of this incident, which scarred the survivors for the rest of their lives. The intended audience includes academic historians, maritime museum professionals, interested tall ship crews, and the general public. The "take-away" value for the audience should be that while the term "family ship" seems to have homey connotations, in fact it had negative connotations for nineteenth-century seamen.

NATIONAL LIGHTHOUSE MUSEUM UPDATE

CELESTINA CUADRADO

NLM Executive Director Linda Dianto and curator and site manager Celestina Cuadrado discuss the ongoing development of the museum at the former US Lighthouse Depot in Staten Island, and its growing programming.

THE NATIONAL HISTORIC LIGHTHOUSE PRESERVATION ACT

ELLEN RANKIN

In 2000 the lighthouse preservation movement won an exception to federal property deaccessing processes, in the form of a new law that transfers lighthouses to the best possible heritage stewards. Ellen Rankin of the National Park Service discusses the competitive and protective process.

NAVIGATING THE WEB IN KEEPER RESEARCH

DEBRA BALDWIN,

So, you have a list of keepers who served at a lighthouse. What next? There are many excellent resources available today for doing web-based research if you know where to look. Debra Baldwin, historian for *Lighthouse Digest Magazine*, suggests websites and steps to help in finding the information you need to recreate a keeper's personal life and service history so they can be remembered once more.

THE NAVAL CIVIL WAR IN THEATERS NEAR AND FAR

DWIGHT HUGHES

Civil War military history occurs in the context of “theaters” including Eastern, Western, and Trans-Mississippi, with sub-theaters within each. This framework organizes operations in terms of discrete location, environment, interacting events, influences, and consequences that are mostly independent of other theaters. The naval war consisted of distinct theaters also and these warrant separate definition and consideration: The Offshore Blockade, Peripheral Coasts and Harbors, Heartland Rivers, and Wide Oceans. Some of these zones overlap terrestrial counterparts having varying degrees of interaction with land operations while others extend far beyond familiar battlefields to the far side of the world. Land and water are disparate mediums for war; their organizations, strategies, tactics, technologies, leadership, and personnel differ. Naval operations were more than just peripheral or supporting. They were critical. This paper defines the unique characteristics and contributions of naval theaters in the Civil War, providing fascinating and enlightening perspectives on the conflict.

NETWORKING YOUR MESSAGE: HOW THE MISSISSIPPI RIVER MUSEUM BECAME A MAJOR MARITIME MUSEUM BY WORKING WITH LOCAL, REGIONAL, AND NATIONAL PARTNERS

JERRY ENZLER

Do you want to grow your museum and your audience? Then partner with others and network your message. The founding director of the National Mississippi River Museum & Aquarium will share valuable ideas for museums ranging from startup organizations to well-established institutions. He will describe key strategic moves that enabled his organization to grow from 1 to 65 employees and from 10,000 to 200,000 annual visitors. Working with consulting scholars, designers, educators, and development specialists, the organization created a 14-acre, Smithsonian-affiliated campus with four exhibit buildings, a boatyard with historic vessels, five theaters, aquariums, wet lab, wetland, blacksmith shop, library and archive, and species propagation lab. The program will also describe the Museum's MOU's with federal agencies and the Museum's part in the creation of the Mississippi River Network of Museums and Interpretive Centers, the Mississippi River Network of river conservation NGO's, the River Citizen program, and the NOAA sponsored interpretive kiosks shared by 14 Coastal America Ecosystem Learning Centers.

A NEW CUT –THE NEW PANAMA CANAL

THOMAS DONOGHUE

The Paper Outline: A little more than a century after the opening of the Panama Canal, the Chinese freighter Panama Endeavor slid through the newly opened locks constructed to enable whole new class of NewPanamax vessels to transit the canal. With vessel capacity jumping from 5,000 TEUs to 14,000 TEUs the new locks provide a set of both opportunities and challenges. This paper is a brief overview of what the new locks mean to the shipping industry, the government of Panama, port facilities on both US coasts as well as the impact on US trading partners. The paper will briefly review the impact (if any) on the US cruise industry. In addition the paper will quickly look at the impact on other routes such as the Suez and the proposed China sponsored canal across Nicaragua. Numerous color photos and charts will be built into the presentation.

THE PABLO NERUDA SHIP FIGUREHEAD COLLECTION IN CHILE

CAROL A. OLSEN

At a location between the bustling port of Valparaiso and treacherous Cape Horn, famous poet and politician Pablo Neruda assembled in his living room the 19th century ship figurehead collection now seen by thousands of annual visitors to Isla Negra, the beachfront house-museum managed by the Pablo Neruda Foundation. Neruda's carved-wood figureheads include an aggressively striding full-length Indian male with a sharp bear-claw necklace and loin quiver and arrows, plus a range of portrait, allegorical, and mythological images, some with special features from their own ship carver's hand, and others with small details linkable to Neruda. Collecting these images over a 30-year span, Neruda died in 1973 just after the violent overthrow of his good friend President Salvadore Allende by General

Augusto Pinochet. Nationwide, as properties, including Neruda's, were intentionally destroyed, this remote carving collection survived. Neruda, who won the Nobel Prize for literature in 1971, wrote some memorable lines about figureheads and shipwrecks. Carol Olsen's research, begun in late 2015, is the first in-depth study of Neruda's carving collection, and includes finding a person whose family, 50 years ago, was forced to sell to Neruda their prized figurehead due to political exigencies. More investigation now reveals a surprising literary footnote in the history of that stunning sculpture. This review highlights Neruda's figureheads in relation to ships and timeframes. Reasons are considered for individual names given to what Neruda called his "choir of figureheads" and books are identified in the poet's library that may have influenced his thinking about these carvings. Neruda's prolific, joyful, and tumultuous life is fascinating overall, but when focus narrows to him in relation to 19th century ship figureheads, it is clear that in the hands of the poet, each carving has subtle and personal meaning.

THE PENSACOLA MARITIME HERITAGE TRAIL: BRINGING HISTORY AND ARCHAEOLOGY TO THE WATERFRONT

NICOLE GRINNAN; DELLA SCOTT-IRETON PH.D.; AMY MITCHELL-COOK, PH.D.; MIKE THOMIN

In recent years, the downtown Pensacola waterfront has undergone a revival: new restaurants, stores, and investments in beautification have encouraged a bustling pedestrian thoroughfare. The National Park Service's 2014 National Maritime Heritage Grant Program awarded a grant to the Florida Public Archaeology Network, the University of West Florida (UWF) History Department, and UWF Historic Trust in support of a series of interpretive panels along this high-traffic waterfront. This Pensacola Maritime Heritage Trail consists of 16 wayside signs that highlight important periods in local maritime history. With visual designs and targeted interpretive text, the trail panels offer impromptu learning opportunities to residents and visitors alike. This paper discusses the importance of free, outdoor interpretation in busy pedestrian areas, as well as the significance of the Pensacola Maritime Heritage Trail in contributing to a new strategic plan for interpreting the city's historical and archaeological resources for a public audience.

OCEAN LINER CAPITAL: NEW YORK, THE OCEAN LINER, AND THE RISE OF A TRANSATLANTIC ARISTOCRACY, 1865-1914

WILLIAM B. ROKA

January 2018 marks the 200th anniversary of the one of the most significant events in the history of shipping and the rise of New York City: the sailing of the first ocean liner. The birth of the ocean liner solidified New York's place as America's preeminent port city and transformed trade on the Atlantic. However, one of the most important consequences was the rapid growth in the passenger trade. By the early 20th century the growing economic might of New York, spurred in part by the ocean liner, made it the port of entry for nearly seventy-five percent of immigrants entering the United States. The history of New York and immigration is widely known, but New York was also the point of departure and arrival for nearly eighty percent of wealthy first-class passengers. For wealthy American passengers, travel was a form of social validation. It was an opportunity to differentiate themselves from other classes by absorbing European culture and becoming acquainted with Europe's upper classes; which resulted in several Euro-American aristocratic, business, and political elite marriages. Americans successfully

integrated themselves into European high society, and as a result a unique transnational elite developed whose social lives required consistent travel between the United States and Europe, linking New York, Paris, and London. By 1914 the Atlantic shipping companies built a transatlantic travel infrastructure that stretched from frontiers of Russia and the Austro-Hungarian Empire to the western United States. The ocean liners that plied the Atlantic had not only conquered distance, but created a transatlantic region defined by large-scale cross border movement and the foundation for an integrated transatlantic elite social system. The Atlantic had ceased to be a physical barrier and instead had transformed into a Euro-American borderland. The consequences of this development would have profound consequences for both New York and the United States.

New York became not only the busiest port in the world, but America's 'imperial city', rivaling the great capital cities of Europe. The elite social connections fostered and maintained by travel would intimately link America's business and political elite to a Europe that in June of 1914 was preparing to fight a world war.

ONE WATER WAY: CONNECTING OUR MARITIME HERITAGE TO INLAND WATERS AND SUSTAINABLE FUTURES

KAREN HELMERSON, ROBERT CASSETTI

The broader theme of this presentation is the contemporary relevance of our maritime history. Early harbors and inland waterways were the original information highway. This session focuses on the ongoing and significant role of maritime heritage in developing new cultural commerce today. Through the Corning Museum of Glass 2018 Sesquicentennial, One Water Way illustrates this relevance by telling the story of the 1868 re-enactment of the Flint Glassworks relocation by barge, from Brooklyn to Corning, NY, how it is being funded, and the vital contribution to the regeneration of historic Hudson River and Erie Canal ports and towns today. Session attendees will learn how public/private support for this project is stimulating tourism, public engagement, and generating a new understanding of historic harbors and inland waters as interconnected communities, essential to a sustainable contemporary maritime cultural. Learn about new funding initiatives for waterfront communities through State and Local Partnerships, Economic Development and Cultural Tourism. Learn how the NYS Canal Corporation, Erie Canal National Heritage Corridor, and the NYS Council on the Arts secured over 2 million dollars in public support of maritime heritage in 2017–2018. This session will highlight Corning Museum of Glass 150th Anniversary re-enactment of its historic relocation by canal barge, of the Brooklyn Flint Glass Works to Corning, NY in 1868— from NY Harbor up the Hudson River and along the Erie Canal. This project is one of several in NYS generating new understanding of harbors and inland waters as one waterway, bringing maritime organizations and marine industry professionals, including tourism, together through public support for the vital regeneration of our waterfronts. This presentation culminates with a brief video screening and lively discussion on models of sustainability for our maritime culture, industry and future.

OVERFISHING IN THE NORTH ATLANTIC: THE HIDDEN BACKSTORY

W. JEFFREY BOLSTER, PH.D.

We are living through the greatest sea change in human history, the demise of the living ocean. Just a few decades ago, that transformation caught many marine scientists and fisheries managers unaware. Today most ask: Are the oceans really dying? A thought once incomprehensible now seems plausible. Many fish stocks are a tiny fraction of their former abundance, the result of overfishing, habitat destruction, and biological invasions. Yet until rather recently, much tradition, literature, and science insisted that the sea remained impervious to anthropogenic impacts—despite centuries of evidence to the contrary. As a historian I wanted to know how this story unfolded the way it did. And, as a practitioner of the new subfield of marine environmental history, I wanted to investigate how data from the past might influence contemporary marine science and fisheries policy. While overfishing is often thought of as a contemporary problem, this lecture reveals that humans were transforming the sea long before factory trawlers turned fishing from a handliner's art into an industrial enterprise. Focusing on commercial fisheries in the northwest Atlantic from 1850 to the present, this lecture reconstructs the deep roots of the depletion of our coastal ecosystems. It will be drawn in part from my most recent book, *The Mortal Sea: Fishing the Atlantic in the Age of Sail*. The lecture blends marine biology with a remarkable cast of seafaring characters, ranging from notable explorers to an army of unknown fishermen. Laced with irony, it reveals how Americans have been arguing for more than 168 years about whether there would be fish for the future. The takeaway message? Without genuinely historical perspectives on changes in the sea, we can have no idea of the magnitude of the restoration challenges we face.

PARTNERS IN PRESERVATION: ALCATRAZ ISLAND LIGHT STATION

RALPH ESHELMAN

Still in its early stages, the effort to not only preserve but interpret the Alcatraz Island Lighthouse for the flood of tourists who visit the island is a complex network of consultations, evolving partnerships and negotiated responsibilities and approvals. Ralph Eshelman, a USLHS board member and a former president of the Council of American Maritime Museums, details that process and the Society's recent completion of condition assessments at the station.

PHOENIX II: THE ARCHAEOLOGICAL INVESTIGATION OF AN EARLY NORTH AMERICAN STEAMBOAT FROM LAKE CHAMPLAIN

CO-PRESENTERS: KEVIN J. CRISMAN, CAROLYN KENNEDY, DANIEL E. BISHOP, AND AMELIA HAMMOND

Steam propulsion transformed North American life, but many aspects of these boats still elude us, particularly for the dynamic decades of experimentation and adaptation before 1850. Fortunately, a material record of these steamers was preserved in the form of their wrecks. One of these surviving hulls is *Phoenix II*, built in 1820 for passenger service on Lake Champlain. Between 2014 and 2016, its structure was the subject of an archaeological investigation, with funding for the 2015 project provided

by the National Maritime Heritage Grant Program. Apart from studying the hull construction, the project included photogrammetric recording of *Phoenix II* and three nearby steamboat wrecks. The photogrammetric modeling of *Phoenix II* was one of the first successful attempts to capture a 1:1-scale model of a submerged site. During the investigation archaeologists recovered approximately 200 artifacts associated with the wreck; they are currently undergoing conservation at Texas A&M University's Conservation Research Laboratory.

THE PHOTOGRAMMETRIC RECORDING OF SHELBURNE SHIPYARD'S FOUR STEAMBOAT HULLS

DANIEL E. BISHOP, KOTARO YAMAFUNE

In 2014, 2015, and 2016, Texas A&M University partnered with the Institute of Nautical Archaeology and the Lake Champlain Maritime Museum to conduct field work in Shelburne Bay on Lake Champlain, Vermont. In the second and third field seasons, the archaeological team utilized photogrammetric recording to document four nineteenth-century steamboats. The photogrammetric team channeled most of their efforts on *Phoenix II* (Wreck 2), which was the focus of the project during those years. Despite challenging conditions of the site (very large vessels in shallow, murky water), the team established a local coordinate system around *Phoenix II* (with over 130 measurements). This coordinate system helped scale-constrain and geo-reference the model of the wreck. This presentation will discuss how the team photogrammetrically recorded the four vessels, processed the models, and how the models were used to analyze the wrecks' remains. Additionally, the authors propose another method (Tri-Closure) to establish a local coordinate system. This new methodology enables archaeologists to more efficiently scale constrain and geo-reference photogrammetric models of underwater sites.

"PLAN ONE, ACKNOWLEDGE": UNITED STATES COAST GUARD OPERATIONS IN WORLD WAR I

WILLIAM H. THIESEN, PH.D.

The dawn of the 20th century saw the emergence of new threats to American security. To help meet those threats, the civilian-run US Revenue Cutter Service experienced a reincarnation in 1915 as a military agency and re-named the United States Coast Guard. Part of the transformed agency's duties included serving as part of the US Navy in time of war. Two years after its rebirth, the Coast Guard would be called on to play a vital role in the naval operations of World War I. On April 6th, 1917, the day Congress declared war on Germany, the US Navy transmitted the three-word message "Plan One, Acknowledge" to all Coast Guard cutters, stations and offices. The pre-planned signal informed these units that they would no longer serve under the Treasury Department, but would from then on receive direction from the US Navy. With that message, nearly fifty cutters and 280 shore installations came under Navy control. Nearly 9,000 Coast Guardsmen would participate in World War I, including over 200 Coast Guard officers, many of whom served as warship commanders, troop ship captains, training camp commandants and naval air station commanders. During the war's nearly nineteen months, the Coast Guard would lose four ships, including two combat losses and the nation's greatest single naval loss of life due to combat. In addition, the Coast Guard would suffer the highest percentage of combat casualties of any US military service. In all, Coast Guard heroes would receive two Distinguished Service Medals, eight Gold Life-Saving Medals, almost a dozen foreign honors and nearly fifty Navy

Cross Medals, dozens more than were awarded to Coast Guardsmen in World War II. This paper will argue that World War I served as a baptism of fire for the Coast Guard. The war provided an opportunity for the Service to add combat missions to an extensive list of civilian duties that included search and rescue, maritime interdiction, law enforcement and humanitarian response. During the war, the Coast Guard undertook the added responsibility for shore patrol, port security, marine safety, and convoy escort duty and it played a vital role in wartime naval aviation, troop transport operations and overseas naval missions. By the war's end, these vital roles had become a permanent part of the Coast Guard's defense readiness mission and would prepare the Service for an even greater combat role in the Second World War.

PRESERVATION AND CREATIVE REUSE

WAYNE WHEELER

The lighthouse preservation movement dates back about 35 years. Wayne Wheeler, founder of the United States Lighthouse Society, takes a look back at the preservation movement and at some creative reuses as preservation continues.

QUEEN ANNE'S REVENGE: A VERY LORE-FUL SITE

PAUL FONTENOY, PH.D.

Long before the discovery of the wreck site of *Queen Anne's Revenge*, Blackbeard and his flagship loomed large in popular literature and art. He was far from being the most successful pirate of his time, or even the best known either among his contemporaries or in the subsequent pantheon of piracy, but his flamboyant reputation made him a staple of pirate literature. This flamboyance strongly influenced the art of Howard Pyle, whose work became the basis for the twentieth-century popular perspective of pirates and piracy, especially in films. Hollywood also succumbed to the Blackbeard legend, large enough even to prompt production of two movies about him. Twenty years of excavation and conservation have only increased the lure of these topics. Hundreds of contributions by scholars and more popular writers have enriched the literature with books, articles, and presentations. Artists and illustrators have found subjects in the man, the ship, and the artifacts themselves. Blackbeard and *Queen Anne's Revenge* appear in documentaries, docudramas, and feature films, and as toys, plastic kits, and even Lego sets. Businesses, from carwashes to subdivisions, have adopted their names. The tourism industry additionally exploits Blackbeard with T-shirts, baseball caps, flags and banners, playing cards, and other souvenirs, including figurines, key chains, bumper stickers, and similar bric-a-brac.

This lore, most importantly, also draws millions of visitors to exhibitions of the conserved artifacts from the *Queen Anne's Revenge* site staged around the country (and overseas) The success of these exhibitions, allying popular culture, local lore, and academic rigor, clearly demonstrates that the general public can find archaeology exciting and, therefore, worthy of support.

REBUILDING THE MARITIME & SEAFOOD INDUSTRY MUSEUM AFTER HURRICANE KATRINA

ROBIN KROHN DAVID, DARIA PIZZETTA, ARIEL FAUSTO

On August 29, 2005, Hurricane Katrina made landfall in Biloxi, Mississippi, bringing with it a 30 foot tidal surge. The Maritime & Seafood Industry Museum (MSIM) experienced catastrophic damage with only a portion of its façade and roof remaining intact. Many of the artifacts simply washed away in the storm surge, never to be seen again. Those that remained were exposed to the elements. The two 67' double-masted Biloxi oyster schooners went up river and were left with only minor damage. The Biloxi Schooner Pier Complex, only two months from completion, was partially destroyed. Determined to continue to preserve and exhibit the Gulf Coast's maritime heritage, Museum Director Robin Krohn David and the Museum's Board of Directors have worked tirelessly to rebuild its collection and its building. With assistance from Tourism Cares and many other volunteers, remnants of the building were removed and some buried exhibit materials were retrieved. Salvaged artifacts were sent for conservation. Little by little, donations trickled in, slowly starting to rebuild a collection. The Biloxi schooners came out on the river and immediately started running trips trying to keep the museum afloat. A major turning point occurred in July 2009, when the 30' sloop *Nydia* returned to Biloxi to become the focal point of the collection. Numerous other artifacts have been donated to the museum by local citizens and the seafood industry families, slowly rebuilding content for the exhibits to be housed in the new museum building. MSIM and the City of Biloxi hired H3 Hardy Collaboration Architecture to design a new building to house exhibits, meeting rooms, a gift shop, and outdoor space for museum programs and community use. The building re-opened August 1, 2014. The Pier Complex opened in June 2006, one of the only pier attractions on the East end of Biloxi. Established in 1986, the Maritime & Seafood Industry Museum is an artifact-based museum that preserves and interprets the maritime history and heritage of Biloxi and the Mississippi Gulf Coast. It accomplishes this mission through an array of exhibits on shrimping, oystering, recreational fishing, wetlands, managing marine resources, charter boats, marine blacksmithing, wooden boat building, netmaking, catboats/Biloxi skiff, shrimp peeling machine and numerous historic photographs and objects. A summer day camp program, Sea and Sail, introduces children to the history and heritage of the Mississippi Gulf Coast.

The discussion will focus on how the Maritime & Seafood Industry Museum is designed to meet resiliency standards in Mississippi, post-Katrina building, and using good architecture to make Biloxi a tourist attraction.

REDISCOVERING ROBERT DE GAST: INTERPRETING A 20TH CENTURY PHOTOJOURNALIST'S WORK

PETE LESHNER

A significant body of work by photojournalist Robert de Gast (1936–2016) provided significant opportunities and challenges for the Chesapeake Bay Maritime Museum in Maryland. Following its 2003 acquisition, much of the 10,000 image collection (created between 1960 and 1994) lacked specific dating and identification. The passage of time since the creation of the works and the photographer's move outside of the United States until late in his life created a barrier to thorough documentation. But a multipronged approach of oral history, community contacts, and research into the published record went a substantial distance toward filling these gaps. CBMM modeled its interpretive approach following the

creator's aesthetics and interests as a solo sailor in the Chesapeake region and beyond. Interpretive products included a traveling exhibition, catalog, website, and programming to reach various audiences.

RESTORATION OF THE *MAYFLOWER II*: A COLLABORATIVE PROJECT BETWEEN MUSEUMS

QUENTIN SNEDIKER, WHIT PERRY

Discussions between Mystic Seaport Museum and Plimoth Plantation regarding the restoration of the 1957 reproduction vessel *Mayflower II* began in 2012 even before Mystic's completion of the *Charles W. Morgan* restoration project (2008–2014). It was clear from that time that collaboration between Museums would be both economically and educationally advantageous for both. While *Mayflower II* was built with excellent material and craftsmanship and received appropriate maintenance, time inevitably caught up with the 60 year-old hull. With Mystic Seaport winding down from the Morgan Project, infrastructure, access to materials and work force to undertake such a project were already in place. Topics will include her design and construction, voyage to the US and history since arrival. We will then focus on her current restoration, mobilization, schedule, material acquisition, and gathering sufficient skilled craftsmen to undertake the project. Work proceeds with the understanding that *Mayflower II*, while a reproduction, is in itself now a historically significant vessel.

ROPING IN THE RELUCTANT READER: STRATEGIES FOR TETHERING MARITIME UNDERGRADUATES TO SAFE PORTS WITHIN THE HUMANITIES CURRICULUM

MARYELLEN KEEFE, PH. D.

In my presentation I want to share the literature of the sea that I use in my Humanities World Literature course. A novel that students love is Joseph Conrad's *Nigger of the Narcissus*. They also enjoy plays by Eugene O'Neill, like *Anna Christie*, because of its maritime connections and its memorable captain, Chris Christofferson. They even love Shakespeare's *Merchant of Venice*. A mariner himself in his early years, Conrad's depiction of life aboard the *Narcissus* is an eye-opener for many since it shows the effects of isolation often experienced by mariners as well as the challenges involved in living for weeks and months perhaps amid diverse shipmates with whom they must learn to work together for the good of all. Even those who may not have read a Shakespeare play before are amazed at how they enjoy the *Merchant of Venice*. Initially, they like the sea-related setting of the famous port of canals and gondolas. They soon begin to understand the business dealings of Antonio and Shylock as they begin to comprehend the underlying message of treating the different other with respect and compassion. Another piece my students enjoy is Coleridge's *Rime of the Ancient Mariner*. This ballad appears challenging at first but quickly engages the student's imagination as the sea is becalmed after the albatross is slain and the crew is soon gasping for water with nary a drop to drink. Since many find required reading to conflict with their preferences for more hands-on activity, the fact that I can engage them and succeed in having them enjoy their reading is gratifying for both professor and student. Therefore, I welcome an opportunity to share my experience with others involved in maritime education.

THE RUSSIAN STEAM TUG *RUDOKOP*

GEORGE THOMSON

Fourteen years before the stack. In 1989 I was a sales engineer working in Europe promoting propeller shaft bearings, rudder bearings and seals for a Canadian family business that is this year, 106 years old. The idea of buying one of Russia's recently retired steam tugs built in the mid 1950's for use as a "floating showcase" to demonstrate the function of the products of our business seemed almost irresistible. I have always loved marine steam and had previously owned a 94 ft. steam yacht which sailed on the Canadian lakes. As I travelled through Russia selling our products, I started looking, and after covering the continent from Vladivostok to Saint Petersburg, I ultimately found the perfect example in Arkangelsk on the White Sea. I was able to buy the "Rudokop" for a fair price (about \$100,000 USD) and that began a saga that was adventure-filled until I sold her in 2004 to a Norwegian Cruise vessel owner. The ship was in poor condition, having been converted to operate as a water tender for the ships on the road outside the port. But she had just been retired from service. I took ownership outside of St Petersburg on a trip to Gdynia, Poland for the initial conversion. Every winter I would put her into alongside repair or drydock and upgraded most aspects of the vessel except for her beautiful steam plant. This is a story of love at first sight, followed by intervals of terror, intrigue and joy. I never, in my travels to almost 300 ports in Eastern and Western Europe encountered anything quite like *Rudokop*. She was about 130ft LOA powered by a single scotch boiler and a triple expansion condensing steam plant. All auxiliaries were run by steam and when she was sold she was at the top of her game. Living spaces were brought up to yacht-like standards, while the machinery remained pretty much original. I sailed with a crew of six and we had a single guest cabin on board. Virtually every voyage was a working trip, often sailing through the night, in all weather and sometimes for several days at a time. I started as chief engineer and after sea trials took on the job of captain. I would take her into and out of every port before turning the helm over to the first officer. The crew was all Russian and Ukrainian, except for my Canadian wife. We sailed often with a marine artist as guest, and Don took thousands of photos and videos of our saga. Heavy oil consumption started out at 7 tons per day and we eventually got that down to 5. We carried over 140 tons of heavy fuel and MGO (marine gasoil) on board. The paper will deal with the restoration of the vessel, some of the more memorable voyages and a few tales likely no one will believe. The ship is undergoing conversion to a luxury private yacht in Gdynia Poland, and will likely be ready for sailing into the Norwegian fjords next season.

SAILOR ALMOST FORGOTTEN—THE MAN WHO BROKE THE ICE: COMMANDER HENRY J. HARTSTENE

CADET KENNETH DIBIASE

This session reveals new information and explores the worldly influence of the life and career of Captain Henry J. Harstene. Hartstene's maritime travels include the Charles Wilke's explorations of the Pacific Northwest and his Artic relief expedition. Until now, not much was known about this Artic expedition. The search for Dr. Elisha Kane and the return of HMS *Resolute* is rich in lore and significance. Kane was lost while working on research and attempting to find Sir John Franklin who was in search of the northwest passage. The Wilkes expedition (1838–42) had sought to expand American influence and interests in the Pacific Northwest, with commercial and scientific objectives to help maritime merchants, sealers, and whalers. They needed accurate charts of islands and navigational hazards in the Pacific Ocean. These expeditions, along with Captain Hartstene's role and reactions to the beginnings of the

Civil War, reveal his character and personality. Some saw him as a hero, some as a traitor. All found him a determined and well-decorated sailor. This session will interest historians, mariners, and tall ship aficionados who enjoy discovering Early American maritime history. Hartstene also changed the direction of and shape of our current relationship with Great Britain. He is known in Great Britain as the “man who broke the ice”—the icy relationship of our countries. Captain Hartstene’s gracious delivery of the *HMS Resolute* to Queen Victoria was a most influential factor that forever changed America’s worldly status, and resulted in strong bonds we now enjoy with our steadfast ally and friend, Great Britain.

SAILING INTO THE STORM: THE OBSCURE STORY OF THE RENDITION OF A FUGITIVE SLAVE BY THE US REVENUE CUTTER *MORRIS*.

COMMANDER TED BULL, USCG (RET.)

This paper will provide detailed discussion of an obscure, yet momentous event in our maritime history, involving the US Revenue Cutter Service, an antecedent of the modern-day Coast Guard. In early June, 1854, amid the growing national strife over the issue of slavery, a violent abolitionist uprising in Boston resulted in the death of a deputy United States marshal. President Franklin Pierce instituted martial law in the city, enforced by 1,500 federal troops, and ordered the U. S. Revenue Cutter *Morris*, an armed topsail schooner homeported in Boston, to transport Anthony Burns from free soil back to slavery in Virginia, from which he had fled three months earlier. This rendition, “at all costs,” marked the first time a commissioned vessel in service to the United States had been used to enforce the Fugitive Slave Law, effectively denying liberty to a man whose only crime was to seek his own freedom. Despite deep reservations, the captain and crew of this small ship carried out their sworn duties, sailing into a gathering political storm, which ultimately resulted in the Civil War.

THE SAILING SCHOOL VESSELS ACT OF 1982 AND THE LEGAL STATUS OF THE SAIL TRAINEE

REBECCA PSKOWSKI, JD

In 1982 the US Congress passed the Sailing School Vessels Act (SSVA) into law and created a new category of vessel registry. This paper, recently published in the *Tulane Maritime Law Journal*, surveys the historical emergence of modern American sail training vessels, the legal gray area in which some of them operated during the mid-twentieth century, and the industry’s successful effort to bring a bill before Congress, which helped organize and strengthen the organization that is now Tall Ships America. The basic function of the SSVA is to insulate SSV operators from the restrictive safety regulations of passenger vessels on the one hand and from the legal jeopardy of Jones Act seafarer litigation on the other. The paper also examines two civil suits in US courts, one from an operator in the “gray area,” pre-SSVA, one post-SSVA, and considers possible amendments to update the law, specifically as to statutory insurance requirements. Conference attendees may have firsthand knowledge of the SSV law, and/or its passage, and their input will be welcome.

NS SAVANNAH

The Maritime Administration has received funds to begin the project to decommission NS *Savannah*'s nuclear power plant and terminate its Nuclear Regulatory Commission license. After license termination, the ship will be available for disposal. *Savannah* is a National Historic Landmark, and the decommissioning project will be subject to the Section 106 consultation process. MARAD will review the scope of the project, and describe the current condition and expected end-state of the ship. MARAD invites questions and comments on the project, and welcomes expressions of interest in the ship's future.

SAVING MICHIGAN'S OFFSHORE LIGHTS

BRYAN LIJEWSKI MICHELLE SMAY

Michigan has more lighthouses than any other state. Of the more than 120 lighthouses in Michigan, approximately three dozen are defined as offshore lights—those constructed on isolated uninhabited islands or man-made cribs surrounded by water. In 2015, the Michigan State Historic Preservation Office (SHPO), in partnership with local nonprofit stewards, leveraged the funding from the Michigan Lighthouse Assistance Program (MLAP) as match to apply for and receive a \$123,000 Maritime Heritage Grant through the National Park Service. The Historic Structure Report (HSR) and Education Project includes four offshore light stations: Thunder Bay Island in Lake Huron, and Gull Rock, Manitou Island, and Stannard Rock in Lake Superior. These light stations were authorized and constructed by the federal government to guide and protect 19th and early 20th century maritime commerce on the Great Lakes. This session describes this grant project and Michigan's effort to preserve these strategic offshore lights.

SEVEN FLAGS OVER THE COOPER: JAMES MAUD ELFORD AND THE QUEST FOR A UNIVERSAL MARITIME SIGNAL CODE

JAMES RISK, PH.D.

In 1818, James Maud Elford of Charleston, South Carolina, invented a numeric-based maritime signal code that he promoted as "universal." Elford believed his system improved on existing marine telegraph codes because it could be used in any port around the world. The United States granted Elford a patent for his signal code in 1823. Several seaports along the United States' Atlantic coast, a few foreign seaports, the United States Revenue Cutter Service, and the United States Navy adopted Elford's code, but Elford's numeric code never achieved the universality it promised. This paper examines the promotion of Elford's code and why it ultimately failed to materialize into the universal system envisioned by its inventor.

SHIPBOARD LIFE ABOARD *PHOENIX II*: CONSERVING AND INTERPRETING THE ARTIFACTS FROM LAKE CHAMPLAIN'S FIFTH STEAMBOAT

AMELIA HAMMOND

From 2014 to 2016, researchers from Texas A&M University carried out an investigation of a submerged archaeological site in Lake Champlain, Vermont. The site, Shelburne Shipyard, contained four steamboat wrecks from the nineteenth century. The study of the earliest of these steamboats, *Phoenix II*, yielded over 200 artifacts diagnostic to aspects of shipboard life needing conservation. This presentation will discuss the conservation of the wood, leather, and ceramic artifacts, as well as their historical significance and roles in relation to *Phoenix II*. The leather and wood is currently undergoing conservation using silica oil, an innovative and novel method developed by the Conservation Research Laboratory at Texas A&M University. The ceramics are currently being manually and chemically cleaned to remove staining, and reveal their original surfaces with hopes these will provide answers to their origins. Aside from conservation, research will be able to identify these artifacts' historical significance, and their relation to the wreck itself, including how they were utilized by passengers and crew. Once identified, these artifacts will provide a look into the life onboard one of the earliest passenger steamboats in the world.

SHIPPING HORSES: NEW ENGLAND AND THE EIGHTEENTH-CENTURY ATLANTIC WORLD

CHARLOTTE CARRINGTON-FARMER, PH.D.

In July 1732 Captain Crow loaded up his sloop and set sail out of Rhode Island heading for St. Christopher. Crow's cargo was primarily livestock, with sixteen horses, all of which travelled on deck. However, Crow and his horses never made it to St. Christopher. After a month at sea, they were hit with a gale off Bermuda, which overset the sloop and quickly cleared the deck of its equine cargo. Whilst the horses put up a valiant struggle, they were quickly carried out to sea and drowned. Crow and his crew clung to the sloop and were "almost up to their middle in Water, for 36 Hours" before cutting away the mast, righting the vessel. They continued for nineteen days and were hit again by hard gales. In the "Hazard of perishing," they met with "divine Providence" when fellow Rhode Islander Captain Jonathan Remington took them and delivered them to safety. Crow's sloop was one of many ships that braved the dangerous aquatic highway of the Atlantic delivering horses to the sugar colonies. Planters primarily needed draught horses to turn the sugar mills to crush the cane, but they also needed them for transport and the militia. As part of the wider transatlantic sugar and slave trade, Rhode Island and the other New England sent fish, foodstuffs, building supplies (such as timber, boards, and staves), cattle, and horses. In return, they obtained sugar, molasses, rum, dyestuffs, Spanish dollars, and Bills of Exchange from London. This paper will centre on *how* horses crossed the Atlantic, including the types of vessels used, horse care on-board, and ultimately the perils involved in making the journey.

A SHIP'S A FOOL TO FIGHT A FORT: FARRAGUT EXPLODES THE MYTH AT NEW ORLEANS AND MOBILE

SAM CAVELL, PH.D.

Two of Admiral David G. Farragut's greatest naval successes during the Civil War were against the shore-based fortifications protecting New Orleans and Mobile Bay. This paper explores the operational challenges of both campaigns and how Farragut overcame the various obstacles to capture and control ports that were critical to sustaining the economic viability of the Confederacy. Although his efforts brought fame, and the gratitude of the US government, Farragut is remembered more for his audacious (and probably apocryphal) utterance, "Damn the torpedoes, full speed ahead," rather than as an essential player in Union victory, on a par with generals Grant, Sherman, and Thomas. The achievements of the U.S. Navy at New Orleans not only delivered a devastating blow to Southern morale but deprived the South of a vital manufacturing and commercial center. New Orleans was also fundamental to securing control of the Mississippi River and severing TransMississippi supply lines that were the essential to feeding Rebel armies in the Western Theater. The capture of Mobile Bay proved fatal to Southern commerce as it shut down the last remaining port from which blockade runners could operate in the Gulf. The Confederacy's desire to hold the town of Mobile at all costs diverted troops from theaters in Georgia and Tennessee which were desperate for reinforcements. Their absence reduced the opposition Federal forces had to overcome in their push to capture the Southern heartland. From 1862 to 1864 Farragut proved that a naval force, often independent of military support, was essential to the overall Union war effort. It also proved that his Gulf Blockading Squadron was capable of the kind of decisive victories that were rarely seen in the land war.

SHIPWRECKS AS MATERIAL CULTURE: INTERPRETATIONS OF THE MATERIALITY OF HMHS *BRITANNIC*

TIFFANY CHARLES

This essay intends to reinforce the importance of maritime archaeology as material culture, using the wreck of the HMHS *Britannic* to illustrate the various materialities that can be encompassed by and within the interpretation of a shipwreck. We will discuss the varied lenses with which *Britannic* has been viewed and examine who was affected by the existence of this ship and the impact of those experiences. Specifically, this essay will outline the materiality of the ship's intended life and the social implications contemporary to it, including its brief tenure as a World War I hospital ship and subsequent demise. Lastly, but arguably most importantly, we'll review the wreck of the *Britannic* and its potential impact in a number of areas: from maritime archaeology to cultural tourism.

THE SMELL OF MONEY: THE IMPACT OF THE MENHADEN INDUSTRY ON BEAUFORT, NORTH CAROLINA

JESSICA RASSAU

Once a sleepy coastal village on the Inner Banks of North Carolina, Beaufort has quickly transformed into one of the most popular vacation destinations along the "Crystal Coast." The catalyst that awoke the

town of Beaufort was the influx of smelly oily fish, the menhaden, and the industrial changes that accompanied them. The menhaden spawned the fish factory town of Beaufort and to the community of natives, these fish became much more a way of life engrained in the heritage of Beaufort than just an outside entity. The impact, both socially and environmentally, that the menhaden industry had on Beaufort was highlighted when the industry left Beaufort. The hard times and the long struggle to develop a new identity shows the resilience of the people in this beautiful region of the Atlantic coast. The purpose of this research is to analyze the wide spread impact that the menhaden industry had on various aspects of society, such as the social and economic influence, in the community of Beaufort. The various phases of the industry and the corresponding occupational roles, offer a platform to examine the technological advancements, social relations and cultural models of a changing coastal community. This research involved conducting a series of interviews with Beaufort natives who were involved in various positions in the menhaden industry, such as an African American deck hand and a Caucasian Captain. These interviews offered comprehensive insight to the cultural understanding and socioeconomic transformations that took place in Beaufort during the rise and fall of the menhaden industry. The prospering fish factory town of Beaufort saw the decline of the menhaden industry as commercial fishing contended with recreational fishing and the tourism industry. Even though the menhaden industry no longer thrives in Beaufort, those smelly oily fish prove to be the backbone of all that is the coastal charm of Beaufort, North Carolina.

A SNAPSHOT IN TIME – THE IMPORTANCE OF CONTEMPORANEOUS HISTORIC IMAGES IN SHIP RESTORATION.

JAMIE WHITE

This presentation discusses the importance of utilizing historic images of sailing ships in restoring or replicating missing items critical to telling the story of historic sailing ships. Examples will be drawn from my personal experience with the restoration of the 1896 barque *Glenlee*, the 1885 full rigged ship *Wavertree*, the 1877 barque *Elissa*, and the 1886 full rigged ship *Balclutha*. Contemporary historical photographs contain a high density of information and are of great importance as sources in restoring and or replicating historic items that are missing or damaged by misuse or corrosion. Compared to historic photographs taken during the vessels active life, contemporary painted ship portraits are often found to be subjective and may contain significant inaccuracies attributed to artistic license.

SOLVING THE MYSTERY OF THE UNKNOWN SAILORS OF LITTLE RIVER ISLAND

DEBRA BALDWIN

In December 1897, two sailor's bodies washed ashore Little River Island near Cutler, Maine. Lighthouse keeper Roscoe Johnson buried the unknown men on the island without an idea to which wreck they belonged. In 2012, a letter purchased at an ephemera show was given to *Lighthouse Digest* magazine's editor, Timothy Harrison, which led to a five-year research project to find the answers. As a result, a plaque was dedicated this past September and mounted at the grave sites on Little River Island which finally ended the 120-year mystery and brought closure to the descendants who were in attendance. Hear the tale of how the 'Unknown Sailors of Little River Island' gained their names back and are known once more. Tips and tools for genealogical research will also be shared to help solve other mysteries such as these.

SEAS OF CHANGE: SPORT DIVERS, HERITAGE MONITORING, AND THE FUTURE OF SUBMERGED RESOURCES MANAGEMENT

DELLA A. SCOTT-IRETON, FLORIDA PUBLIC ARCHAEOLOGY NETWORK

JEFFREY T. MOATES, FLORIDA PUBLIC ARCHAEOLOGY NETWORK

NICOLE GRINNAN, FLORIDA PUBLIC ARCHAEOLOGY NETWORK

The growth and sustained popularity of scuba diving has resulted in increased visitation to historic shipwrecks and other submerged heritage sites. In Florida, one of the top diving destinations in the world, archaeologists and resources managers are concerned with the ongoing preservation of the state's underwater cultural heritage, both as heritage tourism attractions and as tangible parts of our common maritime heritage. The Submerged Sites Education & Archaeological Stewardship, or SSEAS, workshop was developed by the Florida Public Archaeology Network to train sport divers in non-disturbance recording techniques in order to engage divers in preservation ethics and methods, instilling a preservation mindset while developing teams of trained assistants for state managers. After several years of workshops, FPAN is using lessons learned and new strategies to adapt the SSEAS curriculum to the changing needs of both managers and divers, including advanced monitoring of sites, in situ preservation technology, and citizen science initiatives.

STARS AND LIGHTS

DAVID ZAPATKA

As both a lighthouse preservationist and a professional photographer and videographer, David Zapatka was surprised at how few lighthouse photographs actually showed lighthouses at work. His mission to document the lights against starry skies led to dramatic images and a new and unique lighthouse book.

ST. CROIX, UNITED STATES VIRGIN ISLANDS—MARITIME/TERRESTRIAL ARCHEOLOGICAL FIELD SCHOOL: A UNIQUE OPPORTUNITY TO MERGE SUBMERGED AND TERRESTRIAL CULTURAL HERITAGE RESOURCES

JAY V. HAIGLER

In 1917 St. Croix and the islands of St. John and St. Thomas were purchased by the United States of America from the Danish government for military reasons. Today St. Croix is a US Territory with the main industries being tourism, agriculture, and oil refinery. One of the most renowned attractions in the United States Virgin Islands, the Buck Island National Park, is located a short distance from the St. Croix shore. The Maritime/Terrestrial Archaeology Field School is designed to teach the fundamentals of field archaeology. The Field School is a unique opportunity to bring scientists, researchers, dive professionals, and the community at large together in a collaborative effort to develop cultural heritage and environmental stewards for creating long term sustainability and a vibrant community. Understanding one's culture and heritage along with the necessity of protecting the local environment is one step towards preserving a community's unique identity. As a part of a community engagement effort, the Field School focuses on recruiting Crucian youth (between the ages of 15 and 18), university students and local community members. One objective of the Field School is to develop community

cultural heritage stewards on the island of St. Croix. The Field School is also open to youth, university students and adults from the mainland of the United States. The goal is to create a diverse learning environment. The presenter will describe the collaborative efforts taken to develop and conduct the Field School. This effort is a model for collaborative efforts between non-profit organizations, universities, and government institutions dedicated to protecting our oceans and preserving our heritage.

STEAMBOAT ARCHAEOLOGY AND LAKE CHAMPLAIN

KEVIN J. CRISMAN

The introduction and widespread adoption of steam propulsion in the nineteenth century had profound consequences for North America (and indeed, for the world). The steamboat's importance in human history is manifest, yet paradoxically our knowledge of early steam technology and vessel construction is thin: detailed records from this era are often incomplete, or were never generated in the first place. In recent decades intensive archaeological studies of steamboat wrecks have provided new insights into the building and operation of these boats. This paper will examine recent discoveries in North American steamboat archaeology, with a focus on wrecks preserved under Lake Champlain. The lake was at the forefront of the 19th century's steam navigation revolution, starting with the launching of *Vermont* in 1809 and ending with the retirement of the sidewheeler *Ticonderoga* in the early 1950s.

STEAMING INTO THE FUTURE: INTERACTIVE, WEB-BASED EDUCATION

AIMEE L. BACHARI

This presentation will detail the SSHSA plan for our web-based education program—how and why we believe education is the next logical step for our organization. More importantly, it will highlight the ways in which harnessing the power of the internet and programming, we can bring history alive with interactive lessons, primary sources at teachers' fingertips, and even create game based learning tools like Steamship Crossing that allows players to follow characters on their transatlantic journey to the United States via steamships. Users will view primary source material and get historical context before choosing their next move. Will they make it to the America? What were the differences in classes? What happens once you get to Ellis Island or Rhode Island? Where will your character go from there? All the while, users will learn about STEAM (Science, Technology, Engineering, Arts, Mathematics) and Social Studies subjects to complement our educational website STEAMing Into The Future. Our main goal is to create accessibility to our archival materials for teachers and students, as well as researchers and the general public. In order to find out what teachers would find useful, we conducted teacher focus groups. They selected archival materials they found interesting and they explained how they would use them in their classrooms. Many educators said they wanted access and not necessarily specific lesson plans. We tried to stay true to that while also providing guided questions or suggestions for activities based on the materials provided. We incorporated examples of technology integration tools teachers can use in their classroom. Getting students to create their own work has been a driving factor behind our education program. We aim to highlight student work on our website and hope that students will tell their friends and show off their work—creating a form of viral marketing. Our next phase is to get teachers and students using the site so we can have constructive feedback on what works and what does not before we continue to add content. SSHSA is committed to taking its organization into the 21st century and

focusing on education while getting children exciting about steamships in the process. By focusing our website and game on STEAM and Social Studies subjects we hope to provide something for all.

SURVEY-BASED EVALUATION OF MARITIME EDUCATIONAL PROGRAMS

THOMAS HALL, PH.D.

Learn how to conduct surveys that can be used to justify educational programs to donors, board members, government officials, granting agencies, and other supporters. Surveys provide valuable feedback to foster continuous improvement of educational programs, and can allow collection of email lists from supporters that can be used in motivating future engagement and participation. This presentation will provide an overview of various survey methods (paper, telephonic, online), how to analyze the data, and how to report findings to various constituents

TEACHING WITH SMALL BOATS AND MEASURING THE WORK

JOE YOUCHA

You have to know what you're doing, sailing a ship or building a boat. The same rule applies to teaching. The importance of doing good, effective, measurable work becomes more and more critical as future funding will depend upon our ability to deliver quantifiable results. Measuring the quality of our work is also our responsibility as those who practice a craft. The Teaching With Small Boats Alliance (TWSBA) members serve about 90,000 youths and 100,000 adults each year. Case studies on improved math skills and attendance demonstrate that small boats provide a cost-effective teaching tool, but you have to know what you're doing.

THINK BIG! INTO THE LANTERN ROOM: A LIGHTHOUSE EXPERIENCE

AMY LENT

In June of 2013, Maine Maritime Museum received a call from the Coast Guard curator asking if the museum would accept the original second order Fresnel lens (originally from the iconic Cape Elizabeth lighthouse, but by then displayed in the town hall) that was scheduled to be crated and moved into storage in only two weeks. "Yes, we'll take it" led to an ambitious plan to create an exhibit that would place the lens in a simulation of its natural environment...the top of the Cape Elizabeth lighthouse. Trustees encouraging the staff to "think big!" combined with curatorial ingenuity led to a purpose-built addition housing an interactive exhibit that one visitor said "made her dreams come true." The exhibit features a full-scale replica of the Cape Elizabeth lantern, a 180-degree screen showing time-lapse views from the lighthouse over four seasons, wind effects, and even the scent of the ocean.

THOMAS POINT SHOAL AND POINT WILSON LIGHTHOUSES

HENRY GONZALEZ

Thomas Point Shoal is an iconic Chesapeake Bay screwpile lighthouse off the coast near Annapolis, and Point Wilson Lighthouse is on a peninsula a full continent away on Admiralty Inlet between the Straits of Juan de Fuca and Puget Sound. Thomas Point is a nearly-complete success story, Point Wilson is just getting started, and USLHS vice president Henry Gonzalez heads both efforts for the Society.

TRANSFORMING AMERICA'S NATIONAL MARITIME MUSEUM: FROM STRATEGY TO EXECUTION

HOWARD H. HOEGE, III, LYLES FORBES

Over the past 2½ years, dramatic changes have occurred at The Mariners' Museum and Park. Following a year-long effort that produced a new strategic plan, staff and trustees have begun redefining the 87-year old institution. This presentation is primarily intended for maritime museum, library and archives, and similar cultural institutions; with the objective of discussing the implementation of a new and purposeful organizational structure. The recent experience of this transformation at The Mariners' Museum and Park will be of value to other organizations working through similar issues and aspiring to provide relevance to their visitors. The presenters will detail the experience of developing a "collections-based, audience-focused" strategy and reorganizing the museum's operations around a clear purpose and four core functions, which all guide the new long-range strategy.

TUSKEGEE AIRMEN—AMERICAN HEROES: A UNIQUE PERSPECTIVE ON SUBMERGED CULTURAL HERITAGE RESOURCES

JAY V. HAIGLER

During the middle years of World War II, the State of Michigan was home to several African American air combat units, including many graduates of the Tuskegee pilot training program. The Tuskegee Airmen were the first black servicemen to serve as military aviators in the US armed forces, flying with distinction during World War II. While US Navy aviators were qualifying on makeshift aircraft carriers in Lake Michigan far from the perils of the European and Pacific theaters, Army Air Force pilots were likewise simulating aerial combat and bombing exercises over Lake Huron in the State of Michigan. Unfortunately, as with many similar training programs during World War II, dozens of accidents occurred resulting in the loss of both aircraft and crewmen. At least seven pilots of the all African-American 332nd fighter wing lost their lives while training over water in the State of Michigan. Their contribution to the war effort and their ultimate sacrifice should long be remembered across the nation. Diving With a Purpose (DWP), supported by scientific divers from the National Association of Black Scuba Divers Foundation (NABSF) is partnering with the Office of National Marine Sanctuaries (ONMS) and the State of Michigan to document the contributions of the Tuskegee Airmen in the World War II effort. This paper details the collaborative efforts taken to document the aircraft loss of Tuskegee Airman 2nd Lieutenant Frank H. Moody in Lake Huron and identifies the aircraft as a submerged cultural heritage resource.

THE USLHS CATALOG—PUTTING LIGHTHOUSE RESEARCH ONLINE

J. CANDACE CLIFFORD

Digitization is doing amazing things in the world of research, and longtime National Archives research expert J. Candace Clifford is in the thick of it as she streams reams of images and information into a huge US Lighthouse Society online database. She lights the way to these resources in this talk.

WHAT HAPPENED TO FDR'S BRIDGE OF SHIPS? THE WILMINGTON (NC) NATIONAL DEFENSE RESERVE FLEET 1946—1968

JIM MCKEE

The Wilmington Reserve Fleet was one of eight National Defense Reserve Fleet (NDRF) anchorages established around the United States to store merchant vessels after World War II. By 1951 the Wilmington Reserve Fleet was at full capacity, and was the second largest reserve fleet in the nation. There are thousands of people who still remember the ships moored in the Brunswick River but have no idea why they were there or what their purpose was. Until recently, the Wilmington Reserve Fleet had never had a proper study conducted upon it. Furthermore, the Wilmington Reserve Fleet had never been properly inventoried, nor has there been a complete history written about it. This paper will right the first two points. The intended audience is those interested in World War II, specifically those interested in the naval, merchant marine, and logistical aspects of the war.

WHEN NAVAL PERSONNEL MANNED LIGHT STATIONS, LIGHTSHIPS AND LIGHTHOUSE TENDERS

THEODORE (TED) PANAYOTOFF

During WW I from 11 April, 1917, until well after the November 1918 Armistice, US Naval personnel manned 21 light stations, 4 lightships and over 40 lighthouse tenders. The presentation will tell the story of how and why this came about and provide insight into this little-known aspect of Naval and Lighthouse history and “homeland security” 100 years ago. Students of WW I naval history and the US Lighthouse Service history will learn how these two came together in response to the press of wartime requirements; how this was planned, how it was executed after war was declared, and how it was undone (not until July 1919). One quarter of Lighthouse Service personnel were inducted in the US Naval Reserve Force (USNRF) and served at light stations, on lightships and lighthouse tenders. One lightship was sunk by a U-Boat and some tenders were armed during the war.

WORLD WAR II ON AMERICA'S DOORSTEP! U-BOATS OFF THE MID-ATLANTIC COAST

TANE CASSERLEY

More than any other place in the United States, North Carolina serves as a uniquely accessible underwater museum and memorial to WWII's Battle of the Atlantic. Since 2008, NOAA's Monitor National Marine Sanctuary and partners have documented and surveyed this unique collection of WWII Allied and German vessels. NOAA's goal is to protect these fragile historic resources for future generations, and to preserve the memory of the brave Allied service men and US merchant mariners who fought to rid the world of tyranny. This paper will discuss the danger posed by German U-boats during the Battle of the Atlantic along the Mid-Atlantic coast, their effect on Allied shipping, and the naval adaptations and convoy system that finally ended the U-boat threat.