

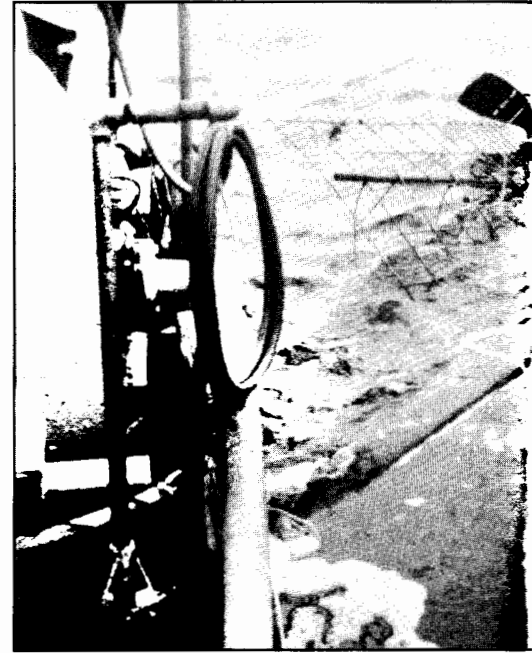
MAPLE LEAF FIELD SCHOOL 1994

On 1 April 1864, a Union transport, the *Maple Leaf*, carrying the personal effects of three Union regiments, the 112th and 169th New York and the 13th Indiana, collided with a Confederate mine 12 miles south of Jacksonville, FL, on the St. Johns River. No salvage attempts took place due to a strong Confederate presence near the river. The side wheel steamer then settled into the muddy river bottom. The exposed superstructure posed a threat to navigation and the Army Corps of Engineers had it demolished in the 1880's. The remainder of the *Maple Leaf* lay covered in silt and mud for more than 100 years until its rediscovery by the Saint Johns Archaeological Expeditions Inc. (SJAEI) in 1984.

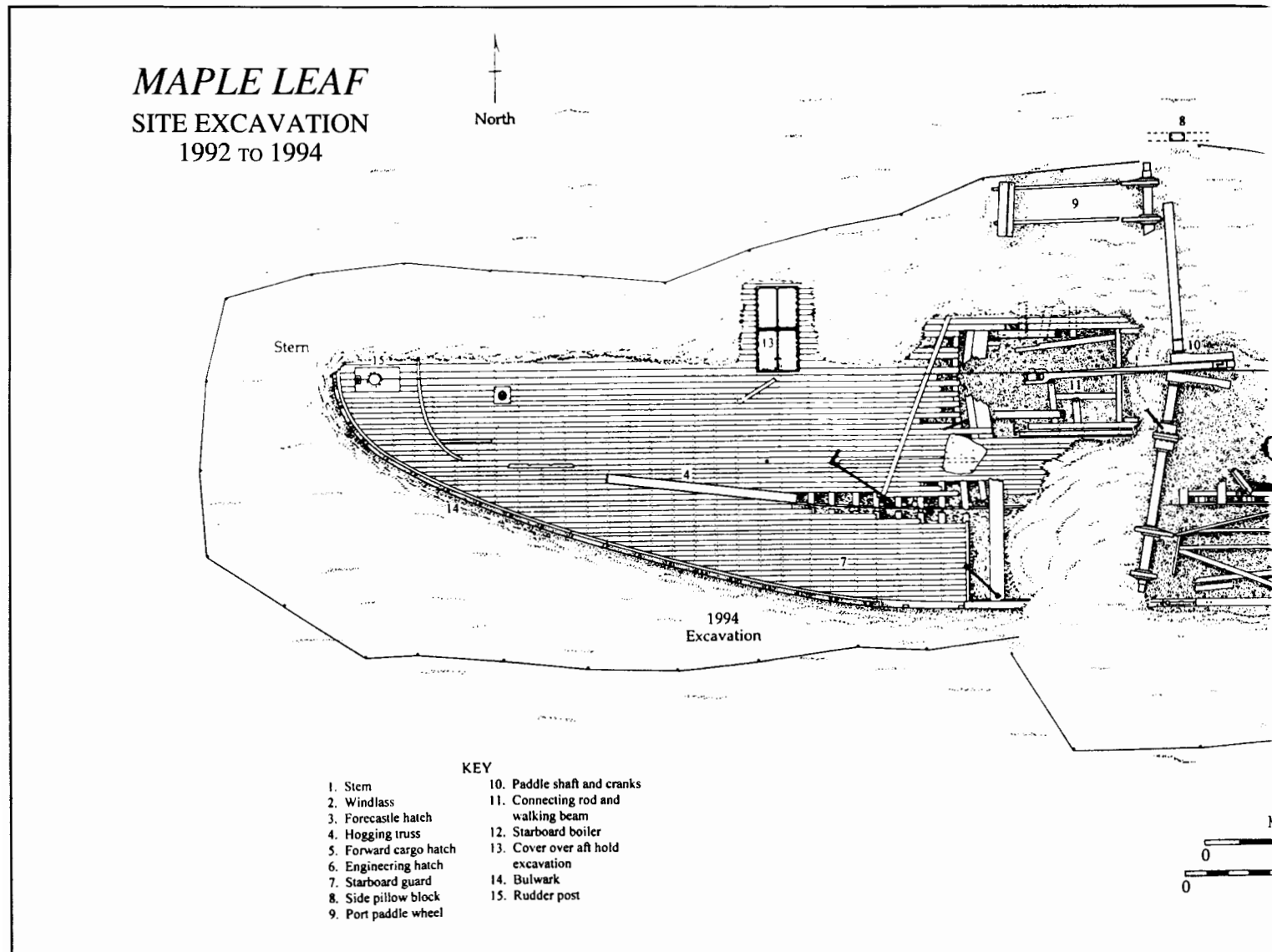
The 1994 field season, under the direction of **Frank Cantelas** and **Dr. Larry**

Babits, was the third consecutive field school conducted on this site. The primary objectives of the two previous field seasons were to excavate and record the forward deck and starboard engineering spaces. Last summer, our objective was to finish recording the starboard side of the vessel, focusing on the hogging truss and the aft deck with the hope of locating the rear cargo hatch.

The members of the field school were a mixture of first year maritime students: **Chris Kirby**, **Tim Marshall**, **Michael Coogan**, and prospective students: **Charlie Clausen**, **Filippo Ronca**, and **Johnny Bilou**. After two weeks of scientific and blackwater dive training, they were split into three teams. **Paul Steinberg** and **Annalies Corbin Kjorness**, members of the 1993 *Maple Leaf* field season, and **Rick Jones**, a trained dive master, supervised these teams. The duties for each team rotated between dive, dive support and logistics. **Steve Sellers** and **Jim**



Above: Graduate Students Chris Kirby (Front) and Annalies Corbin Kjorness on the surface. (Photo: Frank Cantelas)
Below: Final *Maple Leaf* site plan, showing three years of excavation.





Corbin Kjørness measures the hogging truss on the riverbank during a field school.

Sibthorpe from ECU's Dive Safety Office supervised all diving operations.

The *Maple Leaf* lies 25 feet below the surface of the St. Johns River and the excavation area is surrounded by a silt barrier. This barrier, developed to prevent mud from sliding back into the excavated site during the first field season, has been used each subsequent season. After an initial dive to become familiar with the site, all team members quickly became accustomed to the difficult diving conditions: low visibility and strong currents.

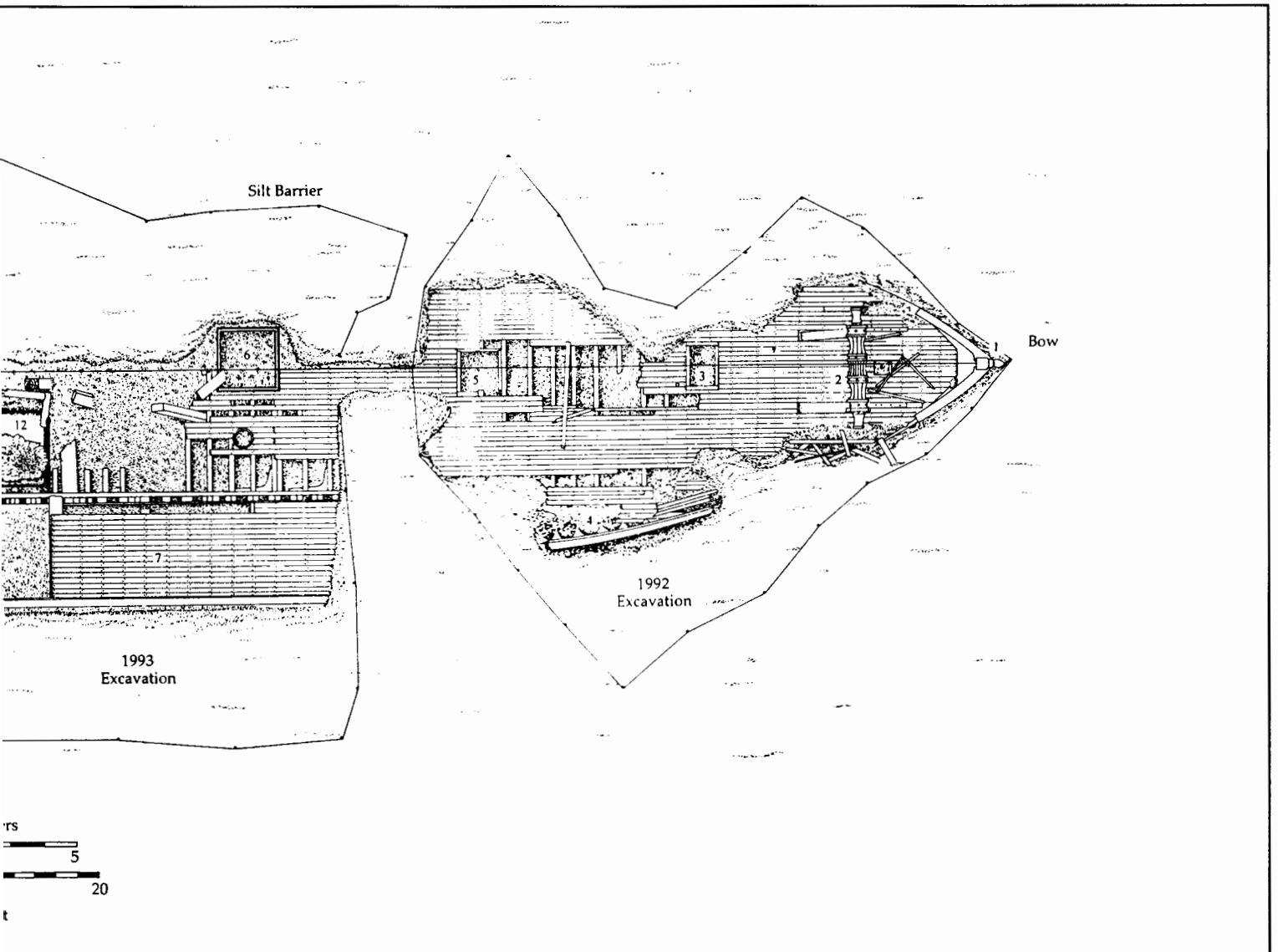
Dredging began immediately to remove the accumulated silt. When a shell layer containing cultural material was encountered, a 1/4 inch mesh catch bag was placed over the exhaust end of the dredge. The contents of the bag were screened on the surface to recover artifacts. Artifacts, such as bullets, glass and buttons, were provenienced and sent to the SJAIEI conser-

vation lab for preservation and cataloging. Some of the more outstanding artifact recoveries included a well preserved Enfield rifle and a packing crate of plug tobacco.

Mapping the site involved dividing the aft deck into grid units and assigning each team member a unit to map. One of the more difficult tasks was mapping the hogging truss or bishop arch. This structure acted like a bridge truss, making the vessel longitudinally rigid, thus preventing hogging or sagging at the ends. The aft end of the truss was found fallen over on the deck. To expedite documentation, the truss was placed on a cradle, raised to the surface, and drawn by **Chris Kirby** and **Annalies Corbin Kjørness**.

Divers wore full face masks equipped with wireless communication. This enabled the students to be in contact with the surface at all times. Even though getting an air check every fifteen minutes was distracting

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HAWAII FIELD SCHOOL RECORDS PBV & HONORS

For the second year, graduate students in Maritime History and Nautical Archaeology, and students from the University of Hawaii participated in a joint summer field school in Hawaii. **Dr. Bradley A. Rodgers** directed the field school sponsored by East Carolina University, the University of Hawaii, and the National Park Service. The class was designed to give students an understanding of method and theory in underwater archaeology. In addition, students were expected to complete a project from preliminary research to the final site report for the first time in any East Carolina University field school. This unique approach to field training along with the talents and efforts of staff and students allowed the field school to win the prestigious Western Association of Summer Sessions award in the category of summer session credit programs.

The field school combined the talents of an eclectic group of five graduate students and ten undergraduates. Among the participants were a chiropractor, a dive charter operator, a geologist, and students of underwater resource management. Attending graduate students from ECU included Dive Safety Officer and assistant Field School Director **Hans Van Tilburg**, with crew chiefs **Jinky Smalley**, **Ann Merriman**, **Wendy Coble** and **Rob Dickens**.

The field school was structured in three segments to more accurately convey the entire range of archaeological Phase II field work. Students learned that pre-disturbance field work involved a great deal of planning, logistical preparation and historical research.

The project this year centered on a sunken PBV Catalina flying boat believed to have been destroyed by attacking Japanese planes on December 7, 1941. The flying boat lay in the protected waters off Kaneohe Marine Base, Oahu, where it was likely stationed as a reconnaissance plane just prior to America's entry into World War II. At that time there were three squadrons of PBV's stationed at Kaneohe Naval Air Station (now Marine Base) and one at Pearl Harbor. The wreck site consisted of a left wing, the cockpit and forward fuselage, and remnants of a tail section.

Students spent the first two weeks receiving six hours per day of classroom

instruction in preparation for the field work. Each day ended with a round table discussion of various cultural resource management subjects. The difference between archaeology and salvage became one of the more colorful debates along with discussions ranging from the education of sports divers in basic field techniques, to priorities in choosing sites for fieldwork and what cultural resource managers should do with a sunken battleship. During this segment university program graduate students delivered lectures on different maritime topics.

Also during this first segment, students prepared for the field segment by learning electronic and manual field mapping techniques for accurate shoreline and wreck site positioning. Students were divided into three working teams with graduate students assigned as team leaders. Each team researched and worked together on a specific historical and archaeological portion of the project.

The second two weeks were devoted to field work on the PBV site. During this section of the field school, students learned techniques of measured sketching, archaeological diving, and the layout of site and shoreline maps while Jim Adams of the National Park Service took video footage and still photography of the site. A copy of the underwater video footage will soon be available in the Ruppe Memorial Library at the Program's Admiral Eller House. As this was Phase II pre-disturbance work, no artifacts were removed and no excavation was done.

The final few days of field work gave participants an opportunity to work on the U.S.S. *Arizona* in Pearl Harbor. Students assisted the National Park Service test silt deposition on the wreck as well as photograph concretion buildup at designated test areas. Team members found time spent at the memorial an excellent opportunity to talk with some of the memorial's 4,000 daily visitors about nautical archaeology and the Maritime Program at East Carolina University.

During the field school's final segment, students completed the Kaneohe site maps, their historical research, and practiced their newly acquired skills by drafting the site plan of the S.S. *Kauai* from the previous year's field work. To complete the field school, the three teams and presented a 90-page research paper on PBV flying boats, the history of the Kaneohe base, and future research options for the PBV site. Preliminary results of the survey could not conclusively prove whether the plane was damaged, abandoned or destroyed during the

December 7, 1941 attack on Oahu.

In the future, according to Dr. Sherwood Maynard, director of the Marine Options Program at the University of Hawaii, Manoa, the field schools will continue to focus on pre-disturbance wreck surveys in the shallow waters around the islands. The university's goal is to document as many sites as possible before they can be adversely affected by storms and human usage. Because of its success, the Field School has been nominated at the national level for best summer course, 1994.

Wendy M. Coble

FORT FISHER

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Currently, the interpretative program at Fort Fisher focuses primarily on the fort's defensive role. Little has been done to make the public aware of the importance of Civil War blockade runners.

An assessment of the surviving vessel structure and the nature and scope of the archaeological record will be developed. A management plan will also be designed to ensure protection of the resources. The plan will involve an assessment of the possibility of developing one or more of the wrecks as an underwater park. The concept of an underwater park established to develop natural or cultural resources has proven highly successful in several states.

With the continued growth of SCUBA diving as a magnet for tourism, the development of a system of underwater parks could attract visitors and stimulate the local economy.

Mike Coogan

MAPLE LEAF

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it was reassuring to know that you were not alone in the dark, murky water of the St. Johns. Divers usually remained submerged 90 minutes in the 80-degree waters.

After four weeks of long, hot and stormy days, the team had achieved its objectives: the hogging truss, rudder post, rear cargo hatch and aft deck features were recorded and plotted. *(See Site Plan on pages 12-13.)*

On 12 October 1994, the *Maple Leaf* became the fourth underwater National Historic Landmark, after the *Arizona*, *Utah*, and *Monitor*. Although East Carolina University plans no field season for the *Maple Leaf* in 1995, conservation and research continue on the artifact collection.

Paul Steinberg