

MAHS NEWS



VOLUME 23, NO. 1

SPRING 2012

The War of 1812: A New Look

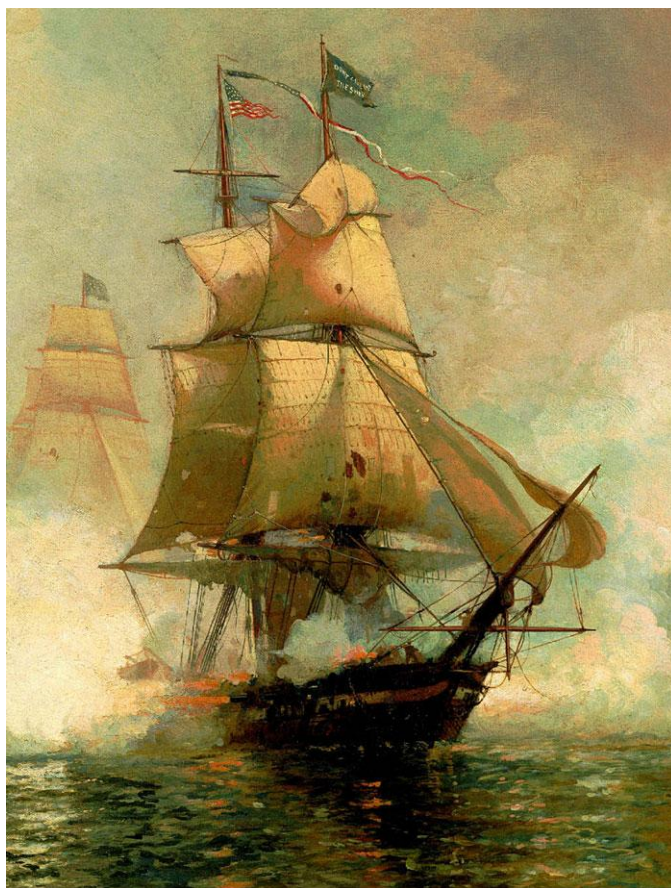
By Joseph Callo

The following is the text of an address by Rear Admiral Callo presented at a meeting of the Society of the War of 1812 in the State of New Jersey and the Jamestowne Society, held at the Nassau Club of Princeton, New Jersey, on October 29, 2011.

The bicentennial of the War of 1812 is approaching, and after 200 years it's time to change how we think about that war. To support that proposal, I'm going to explore what I believe the narrative of that war has been and how we might change it to make it more accurate and more relevant to our own lives and times.

In the past there have been heated—and mostly partisan—arguments about who won. Then in recent years, it became fashionable to claim that the war was a stalemate, with the further claim that it was simply a horribly stupid waste of life.

Those two latter conclusions are easy to slide into if one simply concentrates on the war's military actions. For example, of 25 noteworthy naval actions, the U.S. Navy won thirteen and the Royal Navy won twelve. And along the Canadian borders there were bloody battles won and lost but no major change in the border. Then on the one hand the U.S. Navy won the critically important fleet actions on Lake Erie and Lake Champlain, and American privateers had a significant effect on Britain's vital sea lines of communication. But on the other hand, the Royal Navy was able to apply a punishing blockade and a series of successful expeditionary warfare raids against America's Atlantic coast.



US Brig Niagara, detail from The Battle of Lake Erie, painted in 1885-1887 by Julian Oliver Davidson, on loan to the Erie Maritime Museum.

continued on page 3

INSIDE THIS ISSUE:

War of 1812	1	Titanic Centennial Commemorations	10
Norie Marine Atlas.....	6	Titanic Memorials.....	12
Bronze Anchor of Monterey	8	MAHS Pool Session.....	13

Notes from the Prez – Steven Anthony

Winter in the Northeastern United States is usually a time when divers send their gear out for service and start planning projects for the next dive season. MAHS members often stay busy during the winter writing project reports and preparing for the spring archaeology conferences. However, that wasn't the case for MAHS divers this year. On December 20, 2011, when the water temperature in the Chesapeake Bay dropped to 39 degrees, a MAHS dive team was in the water working on the Roth 208 wreck. Local diver Abe Roth previously reported finding bones on the wreck but he was unsure if the bones were human or animal. He also reported finding two leather shoes in the stern section of the wreck. So, Susan Langley, Maryland's Underwater Archaeologist, asked MAHS to work with Abe to examine the site more closely. In cooperation with Jeffrey Morris and his cultural resource consulting firm Geomar, LLC, MAHS mounted a winter expedition to the site to learn more about this wreck and the bones that were found on it. A complete report about these activities and a follow-up expedition conducted in July, 2012, will be included in an upcoming issue of *MAHSNEWS*.

In January, 2012, MAHS offered our 24th annual Introduction to Underwater Archaeology course. The students really seemed to enjoy the program and were eager to become involved in the fascinating field of underwater archaeology. Tom Berkey conducted the MAHS Pool session on April 29 which provided the students with their first hands-on experience in underwater mapping in a safe and shallow water environment.

Also, in January, MAHS members Dennis Knepper, Jim Smailes and I attended the Society for Historical Archaeology Annual Conference in Baltimore, Maryland. First we participated in Bob Neyland's symposium on War of 1812 shipwrecks on Friday morning. We presented a report on the *Lion of Baltimore* project and the role of privateers in the Chesapeake Bay during the War of 1812. We also presented a report in the Saturday morning session updating the status of our multiyear project on Pickles Reef in the Florida Keys. A third presentation during the same session, in collaboration with former intern Stephanie Koenig, reported on our Bodkin Point project and the possible identification of the site as the remains of the *Harriet P. Ely*. In addition to the project reports, Jim Smailes and I participated in the Annual Board Meeting of the Advisory Council on Underwater Archaeology where MAHS serves as an Institutional Associate member.

In March MAHS participated in the Maryland

continued on page 14

2011 MAHS OFFICERS

Steven Anthony – President (301) 652-2622
Dennis Knepper – Vice President (703) 642-6878
James A. Smailes – Secretary (202) 543-4895
Earl Glock – Treasurer

At Large Board Members

David Shaw

Committee Chairs

Education Director – Thomas Berkey
Dive Safety Officer – Earl Glock
Webmaster – David Shaw
Equipment Manager – James A. Smailes

MAHSNEWS Editors: **James A. Smailes, Dennis Knepper**

ADVISORS

Dr. Michael Crawford
Early History Branch, Naval Heritage and History Command
Dr. Kevin Crisman
Assistant Professor of Anthropology, Texas A&M University
James A. Goold, J.D.
Covington and Burling
Dr. Richard Gould
Professor of Anthropology, Brown University
Dr. Paul Johnston
Curator, Maritime History, National Museum of American History, Smithsonian Institution
Dr. Susan Langley
State Underwater Archeologist, Maryland
Jeffery Morris
President, Azulmar, LLC
Larry Murphy
Archaeologist, Submerged Cultural Resource Consultants, Panama City, Florida
Dr. Robert Neyland
Head, Underwater Archaeology Branch, Naval Heritage and History Command
Dr. John Seidel
Assistant Professor of Anthropology and Environmental Studies, Washington College
Dr. Roger C. Smith
State Underwater Archaeologist, Florida
Bruce Terrell
National Marine Sanctuaries, National Oceanic and Atmospheric Administration

MAHSNEWS is the official publication of the Maritime Archaeological and Historical Society (MAHS), a non-profit organization dedicated to preserving our global maritime heritage.

MAHSNEWS will consider articles and notices for publication which enhance public awareness and appreciation of maritime history, archaeology, and heritage preservation.

And so the discussions have rolled on. But while it's true that there was no unconditional surrender by either side, and in a compilation of the results of individual actions there was no clear winner, there were indeed some very important, bottom line gains and losses for each side. And those gains and losses had long term, geopolitical implications for both the United States and Great Britain—and in fact for the world. But I'll come back to that particular point towards the end of my remarks.

One of the biggest problems with the current narrative of the War of 1812 is, I believe, that there has been a tendency to focus on the main events as if they were free standing, rather than parts of a stream of interconnected campaigns, battles, policies, and decisions. And the corollary of seeing the War of 1812 as a series of free-standing events is that tactical matters inevitably overshadow strategic matters.

There is a very interesting new book out. Some of you may have read it already. The book's title is *1812—The Navy's War*, written by George Daughan. Towards the end of the book there is, for me, a particularly enlightening passage. The passage quotes a letter from the Duke of Wellington to the British prime minister at the time, Lord Liverpool. The prime minister had suggested that Wellington go to Canada and take over leadership of the land war along the Canada-U.S. border. At that point Wellington had a deserved reputation as a successful field commander in the Peninsula Campaign against Napoleon's army. Wellington's response focused on an important point. This is what he said:

“That which appears to me to be wanting in America is not a general, or a general officer and troops, but a naval superiority on the Lakes....The question is, whether we can obtain this naval superiority....If we cannot, I shall do you but little good in America.”ⁱ

Wellington understood the continuing strategic issues of the War of 1812, in this case the question of whether or not the British could take control of the communication and supply routes represented by the Great Lakes and Lake Champlain. Wellington wasn't thinking tactically. He was confident that he could dominate in the field in most situations with his experienced troops. He was instead emphasizing the kind of strategic issue that gives context to individual actions and decisions.

And the importance of context is nowhere more evident than when trying to establish the true causes of the War of 1812. The American declaration of war in June 1812 is generally attributed to America's need to assure “free trade and sailors' rights.”

In the book *Sea Power—A Naval History*, edited by

E.B. Potter and Admiral Chester Nimitz, the circumstances behind that battle cry are spelled out succinctly:

“In the post-Trafalgar period the intensifying commerce warfare between Britain and France left the United States the only major neutral trader on the high seas. American merchant shippers enjoyed unprecedented prosperity both in the general carrying trade and as exporters of American wheat, tobacco, and cotton. At the same time American merchantmen and even naval vessels, caught between Britain's Orders in Council and Napoleon's retaliatory Decrees were subjected to increasing interference that eventually grew intolerable.”ⁱⁱ

That's fine as far as it goes, but in reality there was more—much more—to the story than a simple desire for free trade and sailors' rights.

As the war approached, there were also strong, emotionally laden political and diplomatic cross currents that shaped the decisions of President Madison and then-British Prime Minister Spencer Perceval. And politics, as we know, is often a force unto itself.

While Madison was the leader in the House of Representatives, he had steadfastly resisted the pressure of those in Congress who were inclined towards war with Great Britain. Those advocating war were mostly from the South, along with expansionists from the then-western states of Kentucky, Tennessee, and Ohio, who were anxious to push the United States' borders to the west.



James Madison
(1757-1836)

Spencer Perceval
(1762-1812)

Images from Public Domain.

Notwithstanding the pressures coming from those inclined towards war with Great Britain, President Madison acted on his belief that he could avoid armed conflict by convincing Prime Minister Perceval that a major clash was inevitable unless Britain dealt with the issues of free trade and impressment. Madison was

further convinced that Great Britain's preoccupation in Europe with Napoleon would make Britain reluctant to open up a new global warfront.

Madison was wrong on all of the above. In fact Perceval believed that the regional political divisions within the United States, along with America's obvious military weakness, would force America to accommodate Britain's maritime policies, no matter how onerous or economically damaging. In addition, Perceval and many around him believed that U.S. complaints could be quieted with a limited application of military pressure. All of the foregoing created perceptions on the part of the British leadership that were as important as the actual circumstances involved.

There was another important psychological factor among much of the British leadership. As a result Prime Minister Perceval and his successor, Lord Liverpool, who became Prime Minister in May 1812, had a desire to settle scores with the United States. In the first chapter of his book, Daughan is blunt:

"The Treaty of Paris...hardly reconciled the king or his people to colonial liberty. Bitter about their humiliating defeat, the British watched with satisfaction as the thirteen states floundered without a central government...Many in London expected the American experiment in republican government to fail."ⁱⁱⁱ

The Evening Star in London put things in more colorful terms:

"England shall not be driven from the proud pre-eminence, which the blood and treasure of her sons have attained for her among nations, by a piece of red, white, and blue striped bunting flying at the mastheads of a few fir-built frigates manned by a handful of bastards and outlaws."^{iv}

As we know the feelings were mutual, and it's difficult to overemphasize the importance of sentiments such as those when discussing the reasons for the War. Yet they usually get little emphasis, if any.

The miscalculations on both sides that contributed to the U.S. declaration of war continued into the armed conflict. For example, the British leadership failed to recognize the importance of the U.S. Navy's early, morale-boosting, tactical victories in the early single-ship actions.

Those stunning successes were shrugged off at the Admiralty and Whitehall as embarrassing but basically non-determinants in the war, when they were in fact hugely important in sustaining a fighting spirit in the U.S. Navy. And of greater importance, those early naval victories sustained the will of the American political leadership and the public to fight on in the war.

The British were not alone in this pattern of miscalculations. For example, the U.S. political leadership constantly misjudged the determination of most Canadians to remain part of the British Empire. A month into the war, then-former-president Jefferson, famously opined: "[T]he acquisition of Canada this year, as far as the neighborhood of Quebec, will be a mere matter of marching."^v

The serious misjudgments were still evident—not surprisingly at this point—during the peace negotiations that began at Ghent in August 1814. In the early phases of those deliberations, for example Madison doggedly believed that the British were anxious for a negotiated peace. In truth, Prime Minister Liverpool was convinced that with the pressures of Britain's blockade and expeditionary warfare raids—particularly the presumably devastating psychological impact of the burning of Washington—the United States would not, could not, sustain the war for much longer.

So we see that the War of 1812 was launched and sustained to a significant degree by one false impression after another and a high degree of emotion on both sides. It wasn't until the connected Battles of Lake Champlain and Plattsburg that the direction of the negotiations at Ghent finally changed. And at that point they changed radically.

With Commodore Macdonough's victory over a British fleet on Lake Champlain on 11 September 1814 and U.S. Brigadier General Alexander Macomb's accompanying repulse of British General Prevost at Plattsburgh—along with the subsequent withdrawal of Prevost's army to the north—the strategic nature of the War of 1812 was suddenly altered.

The Battle of Lake Champlain became the main tipping point by stopping a British thrust down Lake Champlain and the Hudson Valley and into the commercial heart of America. Such a campaign, if successful, would in all probability have shattered the United States geographically and ended the nation then and there. The coincidental repulse of the British attack on Baltimore was the exclamation point on the new strategic equation.

Let's shift focus now to assess the outcome of the war. On the positive side for Britain, the period of relative peace that followed the war allowed Britain to benefit economically from her foreign trade and to firmly establish her *de facto* dominance of the seas. The latter would prove to be an unchallenged and immeasurable geostrategic benefit to Britain for a century. The end of the war also helped Britain to focus on the Industrial Revolution's early stages and to quickly become the world's largest economy. These were obviously important and very positive outcomes of the

War of 1812 for Great Britain. It should be noted, however, that notwithstanding those positives, there were many in Britain who felt that their nation had conceded too much at Ghent.

On the positive side for the United States, the dominant position of America in Florida and Louisiana was confirmed and the possibility of a massive buffer Indian nation in the territories that would become Ohio, Indiana, and Michigan was eliminated. And U.S. foreign trade was once again able to contribute to America's burgeoning economic might.

In addition and arguably most important of all, the United States gained international stature that did not exist before the war. The companion to that new stature was the recognition in the United States that a strong, standing military was an essential component of national security, and both the U.S. Army and U.S. Navy emerged from the War of 1812 as more professional military services.

Many—perhaps most—would agree that at the center of that new American global stature was the U.S. Navy, a force that had established emphatically that it not only would fight against the best, but it also could win decisively at that level. And it could win not only in a tactical context but in a strategic context as well.

Frequently the War of 1812 is referred to as America's second war of independence, and it was that. It was also the validation of the implausible vision of John Paul Jones who wrote in 1778:

“Our Marine (Navy) will rise as if by enchantment and become, within the memory of persons now living, the wonder and envy of the world.”^{vi}

Representative of the new U.S. Navy that was shaped during the War of 1812 was a group of officers referred to as “Preble's Boys.” They were named for Commodore Edward Preble, who noted the youth of his officers when he was in command of a squadron in the Mediterranean during the Barbary Wars. All his captains were less than 30 years old—some were in their early 20s. After a few months of action in the Mediterranean, however, “Preble's Boys” established themselves as exceptional warfighters, officers who were forward-leaning if not downright aggressive in their combat doctrines.

Among the “Preble's Boy's” who went on to distinguish themselves in the War of 1812 were William Bainbridge, victor in the action between USS *Constitution* and HMS *Java*; Stephen Decatur, who defeated HMS *Macedonian* while in command of USS *United States*; Isaac Hull, victor over HMS *Guerriere* while captain of USS *Constitution*; Thomas Macdonough, victor at the Battle of Lake Champlain; David Porter, who, as captain of USS *Essex* captured



Commodore Edward Preble (1761-1807)
Image from Public Domain.

HMS *Alert*, the first British ship captured in the War of 1812; and Charles Stewart, who captured HMS *Cyane* and HMS *Levant* in a single extended action.

“Preble's Boys” were part of the new breed of professionals who bridged the gap between the inward-looking and basically defensive attitudes that followed the American Revolution and the global sea power concepts that came to maturity at the beginning of the twentieth century with President Teddy Roosevelt and Admiral A. T. Mahan. In a book by Allan Westcott titled *Mahan on Naval Warfare—Selections from the Writings of Rear Admiral Alfred T. Mahan*, the Introduction includes the following:

“[T]he historian of sea power (Mahan) had much to do with the emergence of the United States in 1898 as a world power, with possessions and new interests in distant seas. And no one believed more sincerely than he that this would be good for the United States and the rest of the world.”^{vii}

It was “Preble's Boys,” along with those who fought with them and paid a heavy price in blood, who connected ideas of liberty with the steady progress of globalization that continues up to our own times.

In his book *On Seas of Glory*, former Secretary of the Navy John Lehman wrote at the beginning of his chapter on the War of 1812:

“Before the War of 1812 the young republic did not have an organized naval service in the truest sense. Gradually, the need to defend the commerce of the fragile new nation against warring European powers, Barbary pashas and

pirates created the foundation of the U.S. Navy in fits and starts.”^{viii}

At the end of the chapter Lehman’s focus is far reaching:

“The early efforts of Adams, Jones and Barry to establish institutional permanence were now accomplished, complete with a rich store of custom and tradition, borrowed liberally from the British and French navies, but very distinctly American....The new republic now had a formidable instrument to build a global commerce, enforce a Monroe Doctrine, and when the test came, to preserve the Union from rebellion.”^{ix}

At the beginning of my remarks, I said there were a lot more than tactical victories and defeats during the War of 1812 and that there were very important gains and losses at the end of the war that had long term implications for both the United States and Great Britain—and in fact for the world.

To that point and in closing, I suggest that what the victories and defeats, mistakes on both sides, and the good and bad luck of the War of 1812 all added up to a happening that is still playing out. That happening was the emergence of the United States as a global—eventually preeminent—naval power.

Our security and prosperity, as well as that of much of the world, is to a significant extent based on U.S. naval power, a global force that came forth in a brilliant flash of history between 1812 and 1814. It was a marriage of democratic political concepts to sea power.

It was a phenomenon that harks back to Themistocles and the triremes of the Athenian empire of the fifth century BC.

The conjunction of American theories of liberty with global sea power in 1814 is, in my opinion, the single most important outcome of the War of 1812. And it was an enormously important—and mostly positive—outcome that has born heavily on world history. We ignore that message from history at great risk.

ⁱ *1812—The Navy’s War*, George C. Daughan (New York, Basic Books, 2011), 356

ⁱⁱ *Seapower—A Naval History*, edited by E.B. Potter and Admiral Chester Nimitz (Englewood Cliffs, NJ, Prentice-Hall, Inc., 1960), 207

ⁱⁱⁱ *1812—The Navy’s War*, George C. Daughan (New York, Basic Books, 2011), 1, 2

^{iv} *The Perfect Wreck—“Old Ironsides and HMS Java—A Story of 1812*, Steven Maffeo (Tuscon, Fireship Press LLC, 2011), iii

^v *Perilous Fight—America’s Intrepid War with Britain on the High Seas, 1812-1815*, Stephen Buduansky (New York and Toronto, Alfred A. Knoff, 2010), x

^{vi} *John Paul Jones: America’s First Sea Warrior*, Joseph Callo (Annapolis, Naval Institute Press, 2006), 62

^{vii} *Mahan on Naval Warfare*, Alan Westcott (Mineola, NY, Dover Publications, 1999), xviii, xix

^{viii} *On Seas of Glory*, John Lehman (New York, The Free Press, 2010), 103

^{ix} *Ibid.*, 140, 141

Joe Callo’s latest book, *The Sea Was Always There*, about how and what we learn from the sea, is now available in print and e-book form at a variety of book sellers. †

The Norie Marine Atlas, A Unique Acquisition for the Smithsonian

by James Smailes

As part of my behind-the-scenes volunteer work at the Smithsonian, I am working now on the Norie Marine Atlas of nautical charts that was donated to the Smithsonian by the U.S. Coast Guard. The Norie Marine Atlas is a large collection of nautical charts of the world that were printed between 1822 and 1826. Much of the information was collected by the Royal Navy, but also included is data contributed by European governments, including such things as depth information, landscape elevations and other details. The materials were assembled and bound into this unique atlas in 1856. But we do not yet know for whom this atlas was prepared.

John William Norie (1772 - 1843) was a British mathematician, hydrographer and chart maker. He is perhaps best known as a publisher of nautical books, the

most famous of which is entitled *Epitome of Practical Navigation* (1805). This particular book became a standard reference on navigation and went through many editions, as did a number of his other works with topics ranging from piloting directions for diverse locations—such as the Gulf of St. Lawrence, the Baltic Sea, and the Bay of Biscay—to a description of the Maritime Flags of All Nations.

Norie began his career working with William Heather, who published charts and navigation books from the Naval Academy and Naval Warehouse, located in Leadenhall Street in 1795. The Naval Warehouse provided navigational instruments and charts to the Royal Navy, East India Company and other commercial enterprises. After Heather’s retirement, Norie assumed ownership and founded the company J.W. Norie and



John William Norie. National Portrait Gallery, London: NPG 1131, public domain in the U.S.

Company in 1813. After Norie's death the company became Norie and Wilson, then in 1903 Imray, Laurie, Norie & Wilson.

The charts in the atlas are extremely well drawn, accurate and beautifully engraved. Dozens of soundings, showing depths in fathoms, are presented in each chart to guide mariners safely to their destinations. Like many nautical charts of the period, details on coastline elevations and measurements are included. In some cases, notable landmarks are identified, such as forts, churches, signal towers, rock outcroppings, and on one chart "...a significant tree." Distance scales and conversion charts are also provided, which would have been of great benefit to contemporary mariners using the charts since standardized units of measurement had yet to be adopted. The scales thus allow one to convert



The author cleaning one of the charts in the Norie Atlas. Photo by T. Tilson.



Map of the Island of Bermuda, from the Norie Marine Atlas, photo by the author.

between English and Danish miles, French and Swedish miles, and so forth. It is clear that many of the charts currently in the atlas could have been assembled together into much larger maps that could be rolled for storage aboard ship or mounted and displayed on a wall.

The first step in conservation of a collection such as this involves initial cleaning and measuring each page. We brush and vacuum the pages and recover any broken pieces of binding or paper. These remnants are placed in a plastic bag that is labeled with information regarding the page on which the material was found. The book was originally assembled by pasting each paper chart to a linen liner. These liners were then assembled and bound into the book form that we now see. The binding is unique and was carried out in such a way that each chart, although folded in the middle, is fully readable when the book is opened. To read some charts one must turn the book 90 degrees. For other charts, one or more sections fold out to complete, for example, the entire chart of a coastline.

Following the painstaking cleaning and documenting of each chart, the next step will be to further clean the pages by gently rubbing fine erasure particles over the pages to remove discoloration from mold or water. We know that some of the damage cannot be removed, but with this unique resource we will certainly do our best to bring the documents back to the best condition possible.

After conservation, the Norie Atlas will join the rare book collections of the Dibner Library in the National Museum of American History where they will be available for public use.

Some of the biographical material for this article was excerpted from the Dictionary of National Biography, 1885-1900, Volume 41, by Richard Bissell Prosser. ⚓

The Mysterious Bronze Anchor of Monterey, California

by Jeffrey Delsescaux

Iron anchors are common artifact types that are displayed in the various seaports around the world. They are so common that most people give them little attention. However, there is one anchor that deserves closer inspection. In Monterey, California, an unusual bronze anchor lies outside the Customs House, a historic structure that dates back to 1827. A small plaque placed next to it reads,

"Old bronze anchor brought up from the bottom of Monterey Bay in July 1944. Origin unknown."

Monterey was an important settlement in early California, which at that time was referred to as Alta California. Monterey served as the capital of all Spanish territories north of a boundary established in 1773 by the Franciscan friar Francisco Palou. Today this boundary would reside between Tijuana and Ensenada, Mexico.

In 1542, Juan Rodriguez Cabrillo was one of the first European explorers to travel near the Monterey peninsula when his small flotilla sailed by during an evening storm. Nearly 60 years later, in 1602, another early Spanish explorer, Sebastián Vizcaíno, explored the California coastline. Vizcaíno was in search of a suitable way station for the Manila galleons after their exhausting trans-Pacific crossing.

During his exploration he located a large peninsula protruding from the coastline, forming a crescent shaped bay to the north. Vizcaíno recognized this area as being ideally suited for his purpose, being "all that could be desired as a way station for the galleons." Vizcaíno named the anchorage in honor of the Viceroy of New Spain, Gaspar de Zuñigar y Azevedo Conde de Monterey. However, politics conspired and Monterey was forgotten. It would take 167 years before the first permanent European settlement was established at Monterey in 1770.

In the summer of 1944, the Monterey bronze anchor was brought to light after it became entangled in the anchor line of the Tidewater Associate's oil tanker *Tide Oil # 2*. The site of the discovery is 1.5 km offshore in

approximately 27 meters of water, on a sandy flat that slopes slightly towards the north. Captain A. P. Kurtz of the *Tide Oil #2* brought the anchor aboard and decided to sell it for scrap. Residents of Monterey immediately recognized the anchor as an important and rare specimen of maritime history and made arrangements for its purchase by the City of Monterey. The local Monterey History and Art Association formally took possession of the anchor on January 16, 1946, and established the Anchor Committee to decide the appropriate location for displaying the artifact. The committee eventually determined that the Customs House was the best site.

On Sunday, April 28, 1947, a ribbon cutting ceremony, which included more than 100 guests, celebrated and dedicated the anchor in its new home. The ribbon was placed around the anchor and removed by the wife and daughter of William Hansen, the City

Manager who had played a critical role in helping to arrange the anchor's acquisition by the City. J. S. Moodey, a visiting poet, was inspired enough to pen a verse for the dedication ceremony about the anchor. The poem speaks of how, "Here foundered nameless in a shrouded year / This muted bronze is voiceless to explain."

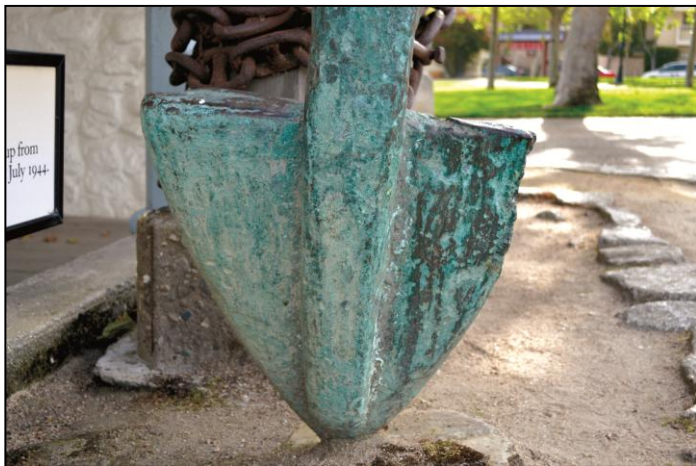


Bronze Anchor outside the Monterey Customs House.

All photos by the author.

The bronze anchor now stands in an upright position on its side, tied to a wooden post with a thick iron stud-link chain wrapped around it for security. The anchor's shank is 2.64 meters long with a diameter of 9 centimeters. The distance between flukes is 1.98 meters. The palms are 43 by 48 centimeters. It weighs an estimated 816 kilograms. The arms form an elegant crescent shape. A large 43-centimeter bronze ring is threaded through the eye near the tip of the stock.

On the backside of the anchor one will notice that part of the stock ridge is missing. This piece was most likely removed for a past metallurgical analysis. In 1947 there is mention of metallurgical experts from the University of Arizona assisting in the analysis of the anchor, but nothing further is known. Robert Reese,



Anchor fluke or palm, note asymmetry.

former historian for California State Parks, mentions a metallurgical analysis being conducted in 1966 by the local firm Marine Technology - Oceans Unlimited. Reese wrote, "The carbon tests were not too satisfactory, but that they believed the anchor to be English and made about 1600 because they had taken one up, of the same design, on the East Coast and they knew it to be English and made in 1600." Efforts to locate any record of this English anchor have been unsuccessful.

Some have commented on the crude casting of the anchor, writing that it was probably a sand casting scooped out by hand. The palms are asymmetrical and do not line-up with the arms. The surface is very rough and pitted with a significant number of air bubbles being contained within the bronze, as a cross section of the sample taken off in 1966 shows.

Also located on the back of the shank, near the eye, are what appear to be scratches incised into the bronze. Jim Jobling was the first to pay close attention to these markings. While working on his Master's thesis in the Nautical Archaeology Program at Texas A&M University in the late 1980s, Jobling was assisted by another student, Takahiko Inoue, in identifying these as Chinese numerical signs, representing the numbers 166 or possibly 162. I have attempted to independently verify this, but no Chinese epigrapher I have consulted has been willing to accept these markings as numbers. In the opinion of all consulted thus far they are merely scratches. However, more research into the marks needs to be conducted before they are entirely discounted.

There are many micro scratches in the surface, particularly near the arms and crown. They are not necessarily surprising because the process of recovery and final placement would have exposed the anchor to many possible abrasions. On areas where the patina has rubbed off, the metal shows a dark coloration, almost a reddish or violet color.

A search of the historical record has not revealed much additional information. Bronze anchors are

extremely uncommon and my multiple inquiries with experts in maritime history and archaeology have thus far been unsuccessful. Besides the Monterey bronze anchor, I could only confirm the existence of one other bronze anchor, this one located in the Philippines. Robert Marx reported that this anchor, located in the town square of Masbate, was from the Spanish wreck *Santo Christo de Burgos*, which was lost in 1726.

Other bronze anchors have reportedly been seen in the Philippines, Central America, the Dominican Republic, and Cozumel Island. Yet no confirmation of these anchors has been found. While Marx said he has personally seen around 20 bronze anchors, ranging from 3 to 8 meters in length, on 6 or 7 wreck sites in the Philippines, he could not supply any pictures.



Sampled area showing air bubbles.



Unidentified markings.

Yet, there is a common denominator among all of these bronze anchor sightings: all are located in former colonial Spanish territories. During the colonial period in the Philippines there were numerous bronze foundries, including one inside the Intramuros Wall of Manila in 1590. Foundries that produced bronze for the Spanish were also located in Indonesia, Malaysia, India, and Macau.

While copper, the primary metal in bronze, is abundant in the Philippines, tin is not. During the colonial period the Chinese were importing metal into the Philippines. William Schurz writes in his book *The Manila Galleon*, that the metal necessary for ship construction was "Mostly bought from China, Japan, Macao, or even from India and worked up by Chinese smiths." Schurz does not mention what type of metal was being imported, but there must have been some tin to supply the bronze foundries in casting bells and cannons in the Philippines.

It is unknown if the Monterey anchor is an isolated find or associated with a larger site. It could possibly be related to a nearby shipwreck. An area for further research would thus be a survey of the surrounding seabed where the anchor was recovered. If the artifact were part of a larger site, additional data from the site could help determine its origin.

I have not been able to conduct my own metallurgical analysis on the anchor, but it is expected that when this analysis does occur the chemical composition will allow for useful comparisons with other cast bronze artifacts in helping to determine its origins. At the Presidio in San Francisco, for example, there are at least six Spanish bronze cannons. Dating from the 17th century to the 19th century, all of these cannons were cast in Peru. A portable X-Ray Fluorescence (pXRF) analysis of these cannons could offer a useful comparison with the Monterey bronze anchor.

The anchor is most likely not older than the first recorded European visit in 1542. The only recorded vessels to anchor in Monterey before a permanent European settlement in the 18th century were those of the Vizcaíno Expedition in 1602. Unless a wayward Manila galleon took shelter there, the anchor was most likely deposited on the seabed sometime after 1770. The

shorter length of the stock seems to support this later date. Anchors are an artifact type that were frequently reused and lost. The anchor could be significantly older than the vessel associated with it.

With the exception of the Spanish, there is no evidence for a cast bronze anchor tradition anywhere that I could locate. The Philippine bronze anchor would seem to suggest that the Monterey example is associated with the Manila galleon trade, but this conclusion would seem premature given currently available data. More research is needed before the plaque beside the anchor can be switched to something less ambiguous.

Additional research may help explain why such an expensive metal would be utilized for a device that could so easily be lost. It would seem that only the Spanish were making cast bronze anchors, but there is always the possibility of a cast bronze anchor tradition that expands beyond Spain. It would not be surprising if bronze anchors were cast by other countries, but have been melted down and recast into other artifacts, which leaves those anchors lost on the seabed as the only reminder of this artifact type.

If anyone knows of other bronze anchors, or has any insights in this Monterey example, please feel free to contact me at jdelses@calstatela.edu.

Jeffery Delsescaux is a graduate student at California State University, Los Angeles.

For additional information on the history of anchors, Jeffery recommends:

Treatise on Ships' Anchors, by George Cotsell. John Weale, London, 1856.

Anchors: The Illustrated History, by Betty Nelson Curryer, Naval Institute, Annapolis, 1999.

"Bronze Anchors" by Jim Jobling, *International Journal of Nautical Archaeology* 18:67, 1989. †

Titanic Centennial Commemorated Around the World

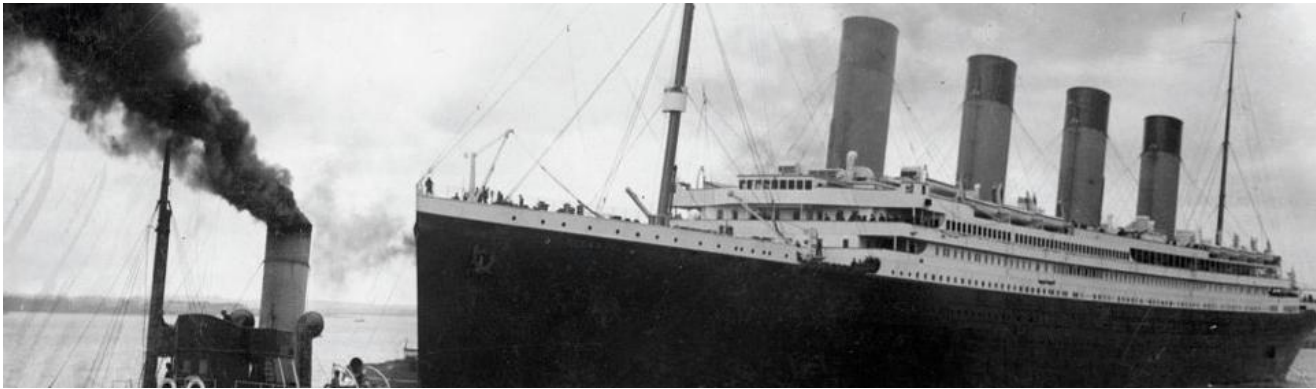
by James Smailes

As all those with an interest in maritime archaeology or history know, commemorations of the sinking of RMS *Titanic* were held in numerous cities and locations around the world this past April. Indeed, as Charles Weeks, Professor Emeritus of Marine Transportation at the Maine Maritime Academy and a member of the Titanic International Society said "Anyone with a connection to the *Titanic* seems to be doing something to mark the anniversary." His words were certainly correct. Some commemorations were single events, some involved sea voyages to where the *Titanic* sank, while others marked the openings of

museum exhibits. Some examples of how this tragic event was memorialized are summarized below.

At Sea

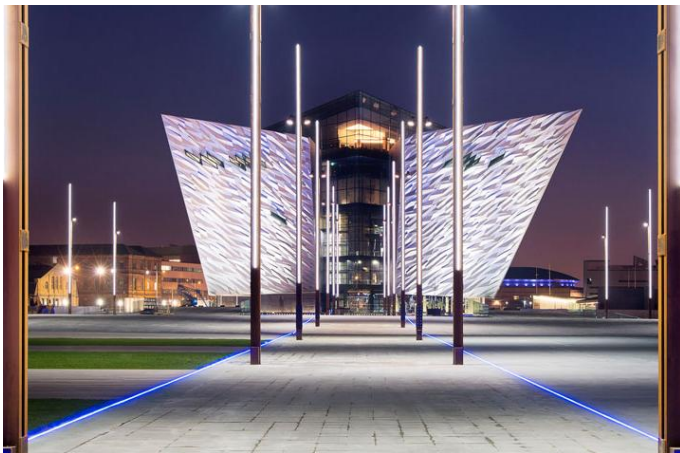
Two ships, the *Azamara* from New York City and the *Balmoral* from Southampton, met on the ocean where the *Titanic* went down to commemorate the loss of 1,514 people on April 15, 1912. The *Balmoral* had retraced the *Titanic's* voyage from Southampton and was carrying the same number of passengers on board and serving the same meals. Memorial services were held at 2:20 am to pay tribute to the brave passengers and crew on board that night.



RMS Titanic Leaving Southampton in 10 April, 1912. The National Maritime Museum.

Ireland

On March 31 “Titanic Belfast”, the largest *Titanic* experience in the world, opened in a new six-story structure, part of an extensive urban renewal project on the Belfast waterfront known as the Titanic Quarter, on the site of the Harland and Wolff shipyard where the vessel was built. The building, whose striking design recalls images of ice and ship hulls, cost more than £90 million and features nine galleries with interactive exhibits exploring stories about the people who built the ship and the technology and science that located the wreck. The exhibits include recreations of the ship’s decks and cabins, as well as animations and full-scale reconstructions depicting shipbuilding in the early 1900s.



Titanic Belfast, the Museum Customs House.
www.titanicbelfast.com.

England

On April 10, the 100th anniversary of the *Titanic*’s departure, the city of Southampton opened the Sea City Museum. The museum celebrates the city’s long connection with the sea. Most of the crew of the *Titanic* lived in Southampton and more than 500 households lost at least one family member with the ship. Museum exhibits focus on the lives of the crew, their work on-board and stories of survival.

France

Also on April 10, the La Cité de la Mer, a center in Cherbourg dedicated to deep-sea adventures, opened a new permanent exhibition: “Titanic—Return to Cherbourg.” *Titanic*’s first stop on leaving Southampton was Cherbourg, where the ship picked up passengers. Among the new exhibits, housed in the original Art Deco ferry terminal building, are recreations of life on board the ship based on the stories of survivors and witnesses. Also the exhibition includes displays on subjects such as ship construction and the ship’s one and only journey, along with concerts, theatrical performances and guided tours.

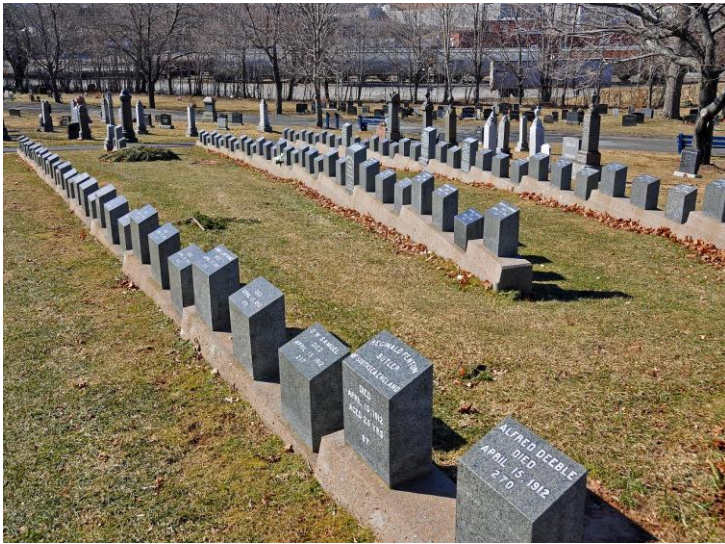
Canada

Several locales in Canada hosted events as well. Nova Scotia held commemorative events on April 14 and 15, including a moment of silence at the hour the *Titanic* began to sink. Flares were set off to symbolize the ship’s call for help. An interfaith memorial service was held at the Fairview Lawn Cemetery, in Halifax, where 121 *Titanic* victims are buried. Also, the Nova Scotia Archives has developed an on-line “virtual archive” containing digitized passenger lists, diaries, photographs and official records. Other events, including exhibits at The Maritime Museum of the Atlantic, also in Halifax, will extend into summer and autumn.

United States

Events were also held across the United States. They involved original musical productions, interactive interpretations by story tellers, gala dinners, and costume contests. Special showings of the movie “A Night to Remember,” adapted from Walter Lord’s 1955 novel of the same name, were held in places as far removed from the North Atlantic as Atlanta, St. Louis, and Orlando, as well as Branson, Missouri, and Pigeon Forge, Tennessee.

On National Geographic television, Robert Ballard, who discovered the *Titanic* 25 years ago, presented a program on how the *Titanic* was found and initially



*Graves of Titanic Victims in Halifax.
Photo courtesy of archer10.*

hull. James Cameron presented a special program that summarized the latest interpretations by experts regarding how the *Titanic* suffered her fatal collision with the iceberg, how she sank, and how the debris field of the ship's final resting place was created. And of course, Cameron re-released his movie, *Titanic*, in 3-D.

This article was adapted from a variety of sources, from which additional information on specific exhibits may be obtained:

<http://www.titanicbelfast.com/Home.aspx>

<http://cherbourg-titanic.com/en/>

<http://www.normandie-tourisme.fr/articles/titanic-return-to-cherbourg-spring-2012-1377-2.html>

<http://www.gov.ns.ca/nsarm/virtual/titanic/exhibit.asp?Search>

The full source of the Halifax cemetery image is:

<http://www.flickr.com/photos/archer10/2283750887/sizes/o/in/photostream/> 

explored. He lamented the visits of later explorers who were not respectful of the site and caused damage to the

Titanic Memorials in Washington, D.C.

by James Smailes

As the nation's capital, Washington, D.C., is home to numerous monuments and memorials to leaders and events in the nation's history. But what many people may not realize is that Washington is also home to several monuments and memorials to the victims of the *Titanic* disaster. The best known of these is probably the *Women's Titanic Memorial*, now located at Fourth and P Streets SW, in Washington Channel Park just outside Fort McNair.

The memorial was funded largely through individual one-dollar donations from more than 25,000 women to honor those men who had lost their lives in the sinking. Authorized by Congress in 1917, the memorial was originally located along the Potomac River at the foot of New Hampshire Avenue in Rock Creek Park. It was dismantled in 1966 to make way for the new John F. Kennedy Center for the Performing Arts, and was re-erected in 1968 in Washington Channel Park.

The sculpture was designed by Gertrude Vanderbilt Whitney and sits atop the center of a 30-foot exedra or semicircular plinth designed by noted architect Henry Bacon, better known as the designer of the Lincoln Memorial. Carving of the thirteen-foot high statue was done by John Horrigan in Quincy, Massachusetts, from a single piece of red granite furnished by the Henry C.



*Women's Titanic Memorial in Washington, D.C.
Photo by the author.*



*Butt-Millet Memorial Fountain in Washington, D.C.
Photo courtesy of National Park Service.*

Smalley Granite Co. of Westerly, Rhode Island. At the base of the sculpture an inscription reads:

To the Brave Men Who Perished in the Wreck
of the Titanic April 15, 1912

They Gave Their Lives That Women and
Children Might Be Saved

Another memorial is dedicated to two specific individuals from Washington, D.C., who did not survive the sinking. Major Archibald Butt, an aide to presidents Theodore Roosevelt and William Howard Taft, and Francis Davis Millet, an American painter and writer born in Mattapoisett, Massachusetts, were both lost with the *Titanic*. Friends dedicated a fountain in their memory in 1913. The Butt-Millet Memorial Fountain is located in the northwest portion of the Ellipse in Washington, D.C, south of the White House, and was carved by Daniel Chester French. A Fellow of the American Academy of Arts and Sciences, his best known work is the sculpture of a seated Abraham Lincoln in the Lincoln Memorial in Washington, DC. ⚓

MAHS Basic Underwater Archaeology Class Pool Session, 2012

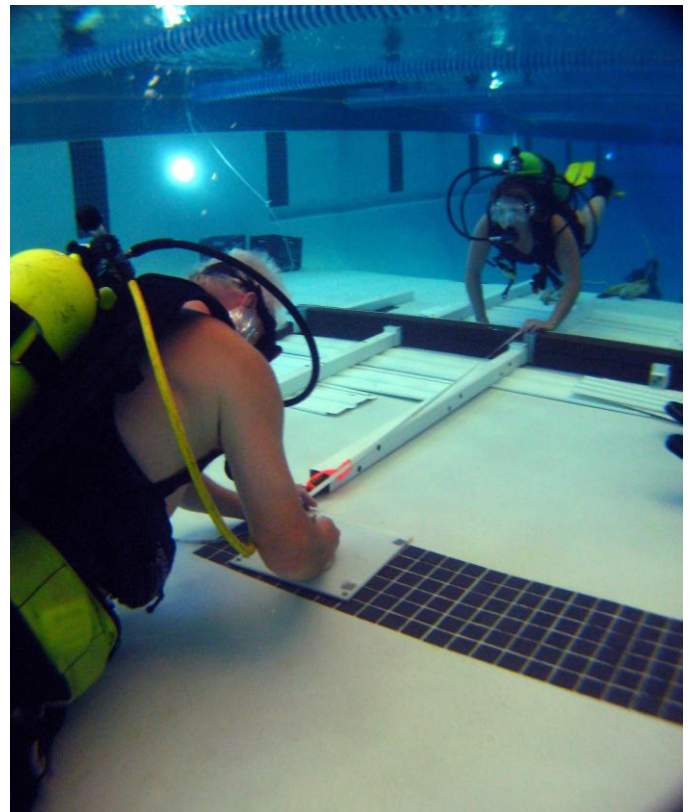
The pool session for the 2012 Basic Underwater Archaeology Class was held at the George Washington Recreation Center, part of the Fairfax County Parks system, on Sunday, April 29.

MAHS Director of Education, Tom Berkey, led the class with assistance from Ray Hayes, Jim Smailes, Dave Kerr, and Dennis Knepper. Also in attendance were Dave Shaw and Earl Glock, and Earl provided use of the pool through his dive shop, Splash Dive Center, of Alexandria, Virginia. Six students participated in the pool training this year.

While the mock shipwreck, *Lil' Sinkenteen*, was being assembled on the bottom of the pool, Ray and Tom walked the group through a review of the practical aspects of trilateration and then had them practice the techniques on dry land, mapping benches, chairs, and other objects pool-side.

Teams were assigned sections of the wreck to map and sent to the pool to try their hands at trilateration underwater. After buddy checks and last minute discussion of tasks, it was time to hit the water.

The calm, clear water of the pool offers an excellent environment for practicing the mapping skills learned in the class prior to using them in open water on a historical site.



Measuring the frames of the mock shipwreck, Lil' Sinkenteen. Photos by D. Knepper.



It was pretty busy in the pool with three teams of divers on the wreck at one time. The shallow water made maintaining buoyancy and trim particularly important, as it was easy to either settle down onto the wreck or pop up to the surface.

But with a little patience and courtesy, everyone got a chance to collect their data. ⚓

continued from page 2

Historical Trust Archaeology Day conference and contributed a presentation on the latest advances in remote sensing and the use of high technology applications to support our work on the Roth 208 project. The session was well attended and the audience responded enthusiastically to the presentation.

Also, during March MAHS became aware that Odyssey Marine Exploration, one of the most notorious shipwreck salvage companies in the world, had been awarded a contract from the British Government to salvage the HMS *Victory* which sank in the English Channel West of the Channel Islands in 1744. Surprisingly, there appeared to be no opposition to this contract from the British preservation community. MAHS began a letter writing campaign to save the HMS *Victory*. After running a series of updates on the ACUA list serve, Robert Yorke, Director of the Joint Nautical Archaeology Policy Committee, a British nonprofit organization, initiated an investigation in the UK that succeeded in capturing the interest of the British people and the British preservation community in particular. It is our hope that our disclosure of the activities of Odyssey will inspire others to recognize the destruction posed to underwater cultural resources not only in the UK but in the many other countries around the world where Odyssey is actively pursuing salvage contracts for shipwrecks and other underwater cultural resources.

In April NOAA issued a comprehensive draft management plan for the Monitor National Marine

Sanctuary (MNMS) and invited public comment. MAHS became aware of the plan in July and learned about vocal opposition to future plans for expansion of the sanctuary from certain segments of the recreational dive community. We responded on behalf of the community of recreational divers who support responsible stewardship of cultural resources and who oppose salvage and souvenir hunting on historic shipwrecks. Our letter offered suggestions for addressing the concerns of recreational divers opposed to expansion of the sanctuary, and we enthusiastically endorsed the expansion and the important work of the MNMS in protecting our nation's cultural patrimony.

Our speaker program was active again during the winter season. Troy Nowak, Assistant Underwater Archaeologist for Maryland, reported on the *Scorpion* Project in the Patuxent River. Dr. Bob Whaley, former Director of the Navy Diving Program, who was involved in the raising of the USS *Monitor* turret, provided our members with an engaging account of that project.

There are plenty of activities in the pipeline for the remainder of the diving season and volunteers are needed. So be sure to check your inbox for MAHSmail and join us at the bi-monthly membership meetings to become involved.

See you on the water,

Steven Anthony
President



MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY

Statement of Ethics

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

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

Signature _____ Date _____

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

Application for Membership

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

Name (print) _____

Address _____

City _____ State _____ Zip _____

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

E-mail _____

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

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

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

MARITIME ARCHAEOLOGICAL AND
HISTORICAL SOCIETY
PO BOX 44382, L'Enfant Plaza
Washington, DC 20026
www.mahsnet.org



ADDRESS SERVICE REQUESTED

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

Renew Now!

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

