THE
INA QUARTERLY
BRINGING HISTORY TO LIGHT THROUGH THE SCIENCE OF SHIPWRECKS

2016 PROJECTS
A LOOK AT INA'S NEW AND CONTINUING RESEARCH

GIVING THANKS
2015 INA DONORS AND SUPPORTERS

ROMAN SHIP AT TRSTENIK, CROATIA
THE 2015 CLAUDE DUTHUIT ARCHAEOLOGY GRANT RECIPIENT

WINTER 2015
VOLUME 42, NO. 4

CONTENTS

ON THE COVER: Submerged Roman ship at Trstenik, Croatia. Excavation supported by the Claude Duthuit Archaeology Grant (E. Šilić). **ABOVE:** An aerial photograph of the Trstenik shipwreck site taken by drone (E. Šilić).

The Institute of Nautical Archaeology is a non-profit organization whose mission is to advance the search for the history of civilization by fostering excellence in underwater archaeology

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FROM THE CHAIRMAN OF INA'S ARCHAEOLOGICAL COMMITTEE

Each winter, the INA Archaeological Committee meets at INA's headquarters in College Station, Texas to review new expedition proposals, follow the progress of ongoing projects, and appoint INA Research Associates and Affiliated Scholars. The Committee forwards its recommendations to INA President Dr. Debbie Carlson for consideration by the Executive Committee. The Archaeological Committee consists of INA Board Members and faculty members from INA's pedagogical partner, the Nautical Archaeology Program at Texas A&M University.

A main focus of these meetings is the disbursement of funds to new, or active, nautical archaeological field projects. These funds, which totaled $45,000 for 2016, and in most cases are allocated in awards of $3,000-$5,000, aim to promote excellence in nautical archaeology worldwide: the Committee evaluates every project in terms of its potential to contribute to nautical heritage, its viability and safety, and whether it affords opportunities for young archaeologists to receive practical experience.

Thanks to a generous endowment established in 2014 by Barbara Duthuit, wife of late INA Director Claude Duthuit, Committee members also have the responsibility of recommending the recipient of the annual $25,000 Claude Duthuit Archaeology Grant. We select a nautical archaeology expedition that best encapsulates the passion, creative mindset, and adventurous spirit that epitomized Barbara's late husband, Claude (1931-2011), who helped establish nautical archaeology.

Beginning with his participation in Dr. George F. Bass's groundbreaking Cape Gelidonya excavation in 1960, the lives of Claude and George became inextricably linked in work and deep friendship, as Claude continued to participate in, and support, George's trailblazing work. Claude's vision for excavating, conserving, researching and publishing the world's heritage locked in shipwrecks across the world lives on in the expeditions supported by INA's Claude Duthuit Archaeology Grant.

Shelley Wachsmann
Chair, INA Archaeological Committee
swachsmann@tamu.edu

NEW PROJECTS

Abusir Boat Burial Research Project
Cairo, Egypt I Doug Inglis (INA) & Veronica Morriss (INA)

Anaxum River Shipwreck Publication Project
Precenicco, Italy I Massimo Capulli (University of Udine)

Burgaz Harbors Research Project
Datça, Turkey I Elizabeth S. Greene (Brock University)

***Equator* Research Project**
Washington, USA I Piotr & Katie Bojakowski (Ashford University)

Indianola Submerged Port Survey
Matagorda Bay, Texas I Sam Cuellar (Texas A&M University)

Marzamemi Maritime Heritage Project
Sicily, Italy I Justin Leidwanger (Stanford University)

Rockley Bay Shipwreck Project
Republic of Trinidad and Tobago I Kroum Batchvarov (University of Connecticut Avery Point)

Sea Biscuit and Salted Beef
Bermuda, British West Indies I Grace Tsai (Texas A&M University)

Shelburne Steamboat Graveyard Project
Vermont, USA I Kevin Crisman (INA/Texas A&M University), Carolyn Kennedy (Texas A&M University), & Lake Champlain Maritime Museum

Survey for the Patacho of Pedro Diaz
Cove of Baleeira, Portugal I George Schwarz (U.S. Naval History & Heritage Command)

Yukon Gold Rush Steamboat Survey
Yukon, Canada I John Pollack (INA) & Robyn Woodward (INA)

ONGOING PROJECTS

Cape Gelidonya Late Bronze Age Shipwreck Ceramic Study
Turkey I Nicolle Hirschfeld (Trinity University)

Civil War Blockade Runner *Denbigh*
Texas, USA I J. Barto Arnold (INA)

Kızılburun Late Hellenistic Shipwreck Research
Turkey I Deborah Carlson (INA/Texas A&M University)

Ottoman Frigate *Ertuğrul* Research
Japan I Berta Lledó (INA) & Tufan Turanlı (INA)

Ships of the Theodosian Harbor at Yenikapı
Turkey I Cemal Pulak (INA/Texas A&M University), Rebecca Ingram (INA), & Michael Jones (INA)

Tektaş Burnu Classical Greek Shipwreck Research
Turkey I Deborah Carlson (INA/Texas A&M University)

Uluburun Late Bronze Age Shipwreck Research
Turkey I Cemal Pulak (INA/Texas A&M University)

Yassıada Byzantine Shipwreck Research
Turkey I Fred van Doorninck (INA) & Justin Leidwanger (Stanford University)

NEWS & EVENTS

Traveling scholars, INA Board additions, NAP alumni news

INA WELCOMES TWO NEW DIRECTORS

We are delighted to announce the election of two new Directors to the INA Board: **Charles Steinmetz** and **Casidy Ward**. Charlie earned a B.S. in Commerce from Santa Clara University and an M.A. in Business Administration from the Anderson School at UCLA. He worked for his family's company Tiernay Metals, which was the world's largest distributor of aircraft-quality aluminum extrusions when it was sold to Transtar Metals. Today Charlie is a real estate investor and President of the Steinmetz Foundation which makes grants to literacy- and curiosity-building non-profit organizations in Southern California. He is also a member of the Governing Board of the Archaeological Institute of America and the Directors Council of the Cotsen Institute of Archaeology at UCLA. Casidy Ward, daughter of long-time INA Director Lew Ward, has embraced her father's loyal service to and interest in INA after his recent passing in March 2016. Casidy is a Sonoma County vintner and owner of a 60-acre mountain vineyard which produces the highly rated Cabernet Sauvignon Hidden Ridge. She attended Agnes Scott College in Atlanta before transferring to the University of Oklahoma, earning degrees in political science and petroleum engineering and her MBA at the American Graduate School of International Management. Casidy has twice visited INA projects in Turkey and was part of the winning 7.0 Senior Women's Doubles team at the USTA Nationals in 2015.

We extend a warm welcome to Charlie and Casidy as the newest members of the INA Board!

Charlie Steinmetz

Casidy Ward

Kevin Crisman shows William Murray ship reconstruction drawings in the New World Laboratory

2016 UNDERWATER INTERVENTION CONFERENCE

In February, NAP Ph.D. candidate Dave Ruff traveled to New Orleans to represent INA at the 24th annual Underwater Intervention Conference. Underwater Intervention is a non-profit industry conference and exhibition, jointly operated by the Association of Diving Contractors International and the ROV Committee of the Marine Technology Society. The conference provides networking and collaboration opportunities in sonar and acoustics, ocean engineering, AUV/ROV technology, and commercial diving. Ruff attended several seminars devoted to Manned Underwater Vehicles to discuss issues pertinent to INA's two-person submersible, *Carolyn*. More than a decade ago, with funding from the Institute for Aegean Preshistory (INSTAP), INA Founder **George Bass** commissioned the SEAmagine Hydrospace Corporation to design and build a submersible uniquely suited to meet the needs of INA archaeologists looking for shipwrecks in the Mediterranean.

NAP students show visitors what it is like to draw under water at Shipwreck Weekend

Shipwreck Weekend speakers Dave Ruff and William Murray

SHIPWRECK WEEKEND

Shipwreck Weekend, an annual event showcasing the fieldwork and research conducted under the auspices of INA, the Nautical Archaeology Program (NAP), and the Center for Maritime Archaeology and Conservation (CMAC), was held on the Texas A&M University (TAMU) campus on April 9th. The one-day event featured a lecture by historian **William Murray** (University of South Florida) about reconstructing the size of ancient Mediterranean warships based on limited archaeological remains including bronze rams. **Dave Ruff**, a Ph.D. candidate in NAP, followed with a reflective presentation on the occasion of NAP's 40th birthday. The event culminated in an open house that included outdoor activities for kids interested in learning more about nautical archaeology, research presentations by graduate students, and tours of the INA facilities, CMAC laboratories, and NAP library. Visitors to the INA Archives observed ongoing restoration of drawings, preservation of media, and digitization of INA's vast collection of photographs. Be sure to check out INA's Facebook page for more photos from the event!

STEAMBOAT RESEARCH IN THE BIG APPLE

Carolyn Kennedy, a Ph.D. student in the Nautical Archaeology Program (NAP) at Texas A&M University (TAMU), spent a week in the New York Public Library's (NYPL) Manuscripts and Archives division researching historical information on the remains of *Phoenix II*, one of several vessels identified by the Shelburne Shipyard Steamboat Graveyard (SSSG) project. The opportunity was made possible by the TAMU Department of Anthropology's dissertation research grant program.

In the NYPL's Manuscripts and Archives division are preserved the Townsend Family Papers, a collection of 58 boxes of correspondence, legal papers, and miscellaneous documents belonging to the family that owned the Lake Champlain Steamboat Company (LCSC). The LCSC built and owned *Phoenix II* from 1820 until 1833, when the steamer was sold. The documents revealed what is often the case for steamboats built prior to 1850:

no ship plans of any kind exist. Without the original ship plans or other historical records, archaeological documentation of early steamboats like Phoenix II is our primary means of understanding their design and technology. Carolyn, co-director of the SSSG project, will spend the summer studying these steamboat remains, funded in large part by INA's **Claude Duthuit Archaeology Grant** (see the following page of this *INAQ* issue for more information).

INA AND NAP NEWS

INA extends our sincere thanks to **Cynthia Eiseman**, co-author of *The Porticello Shipwreck* (Texas A&M University Press, 1987) for her recent generous donation of several hundred books devoted to ancient history, classical archaeology, and Mediterranean shipwrecks. These titles will be added to the growing collection in the Tooze Library at INA's Bodrum Research Center in Turkey. On the occasion of the donation, Cynthia reflected "I really like to think that my books will be spending the rest of their useful lives in Bodrum, helping people understand what they have excavated."

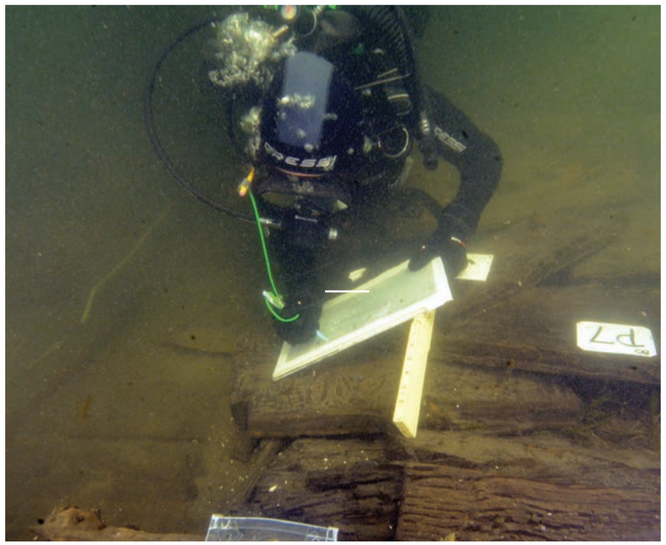
We are pleased to announce that INA has joined the ranks of the **Council of American Maritime Museums** (CAMM). CAMM was founded in 1974 to support the preservation of North America's maritime heritage by promoting research, exhibition, and publication. CAMM also acts as an authoritative voice on policy matters which impact maritime history and promotes legislation that supports maritime preservation and high ethical standards. For more information, visit www.councilofamericanmaritimemuseums.org.

Congratulations to INA Vice President **Kevin Crisman**, who was recently promoted to Full Professor by the Texas A&M University Board of Regents. Kevin joined the NAP faculty in 1990, currently serves as Director of the Center for Maritime Archaeology and Conservation (CMAC), and is co-editing with INA Research Associate George Schwartz (U.S. Navy History and Heritage Command) a book on early North American lake and river steamboats.

Congratulations also go out to **Carrie Atkins Fulton**, who earned an M.A. from the Nautical Archaeology Program (NAP) in 2009 and went on to earn a Ph.D. in Classics from Cornell University, for accepting a tenure-track faculty position at the University of Toronto. Carrie will be teaching undergraduate courses at the Mississauga campus and graduate seminars in Classics at the main campus.

FOLLOW INA ONLINE: Find the latest news, excavation blogs, photos and more at **www.nauticalarch.org**. Like our Facebook page, too!

INA Membership Coordinator Grace Tsai greeted Shipwreck Weekend visitors to INA's offices and archives



INA

— 2016 —

CLAUDE DUTHUIT ARCHAEOLOGY GRANT RECIPIENT

In 2014, INA established the **Claude Duthuit Archaeology Grant**, a $25,000 award made annually to the underwater archaeological project that best captures the innovative, bold, and dedicated spirit of Claude Duthuit. An explorer, innovator, and pioneer of nautical archaeology, Claude was a loyal supporter of INA since its inception.

Carolyn Kennedy, now completing her Ph.D. in Texas A&M University's Nautical Archaeology Program (NAP), is the third recipient of this prestigious award. The funds will support her co-directed study of several 19th-century American passenger steamboats scuttled in Vermont's historic Shelburne Harbor on Lake Champlain.

I would like to thank the INA Archaeological Committee and Mrs. Duthuit for making it possible for this project to benefit from the Claude Duthuit Archaeology Grant. The steamboats of Shelburne Shipyard present a wealth of archaeological data for a period when historical documentation is sorely lacking, and their value in revealing information about an important time in North American history is immeasurable. Many thanks to INA for its continued support. **-CAROLYN KENNEDY**

M. Čvrljak assists S. Govorčin in underwater photogrammetry

PHOTO: B. VUKICEVIC

— 2015 —

CLAUDE DUTHUIT ARCHAEOLOGY GRANT RECIPIENT

EXCAVATING AN EARLY IMPERIAL ROMAN SHIP

AT TRSTENIK IN THE GULF OF KAŠTELA, CROATIA

BY DAVE RUFF AND IRENA RADIĆ-ROSSI

The mention of Roman seafaring conjures up many mental images: the port of Ostia and the arrival of grandiose grain merchantmen from Egypt; the Tiber River and the ferrying of cargoes to the city of Rome itself, or the battles fought at sea between Roman and Carthaginian galleys during the Punic Wars. An excavation funded primarily by the Institute of Nautical Archaeology's 2015 Claude Duthuit Archaeology Grant is expanding the knowledge of Roman shipbuilding and seafaring in a proximal region of Rome's nautical empire—the eastern Adriatic Sea.

Rome established one of two Imperial fleets at the port of Classe in Ravenna, which exercised control over the eastern Mediterranean as well as provided presence in the waters between the Italian peninsula and the province of Illyricum (later split into Dalmatia in the south and Pannonia in the north). Completely unlike the western (Italian) coast of the Adriatic Sea, the eastern (Croatian) coast of the Adriatic is a vista of dynamic mountains, jagged rocks, and craggy coastlines. There are over

1200 islands, reefs, and rocks in Croatian waters—the bane of successful navigation in antiquity, but a windfall for maritime archaeology today. Nautical archaeology has a long history on the Dalmatian coast; the first underwater projects began after the end of World War II, and the archaeological work along the eastern Adriatic coast has intensified since the late 1960s. The density of Roman-era shipwrecks found throughout the Adriatic testifies to the intensity of maritime activity during both the Republican and Imperial periods (spanning the late 6th century B.C. through the 5th century A.D.).

One such wreck was located in 2006 in the Gulf of Kaštela, a partially protected coastline near Split, formed by the Marjan peninsula to the west and the island of Čiovo to the southeast of the city of Trogir. In the Roman era, the Gulf of Kaštela was a region of bustling activity between the Roman cities of Salona (modern day Solin) and Tragurium (modern Trogir). Salona was the capital of the Roman province of Dalmatia, with an estimated population in excess of 50,000 people. To date, little evidence has been found to indicate the port that served Salona, but the remains of numerous villas along the coast have been located; these villas were likely associated with economic activity that supported Salona and the surrounding Roman population.

Attention to the area's underwater remains was first attracted by the discovery of a perforated *dolium*, a large earthenware storage container from antiquity that was likely repurposed for breeding live fish, found 50 m off the coast of Kaštel Sućurac, the eastern-most of seven towns along the northern coast of the bay. The specific area in Kaštel Sućurac is known as Trstenik (deriving from Croatian for 'reed'), reflecting its history as a freshwater marsh, less than 2 km from ancient Salona's city gates. During the recovery of the dolium, a concentration of Dressel 20 amphorae trapped within wooden pilings was discovered, in addition to a Roman wooden sea wall with the outline of a ship that had been filled with rocks and apparently intentionally scuttled.

In 2012, an abbreviated three-week excavation season was conducted by Dr. Irena Radić-Rossi, assistant professor at the University of Zadar, Croatia, in order to verify the ship's state of preservation, and estimate the time needed for excavation of the entire hull. The uncovered section was documented and re-covered with geotextile for preservation in situ. The ship was found to be in outstanding condition, attributed to the weight of stones pressing the wooden remains into the seabed, which limited oxygen and quickly protected the ship from organic decay. A return to Trstenik to complete the excavation became a high priority.

Planning for the return to Trstenik began in 2014, through a partnership between the University of Zadar and Texas A&M University (TAMU). Dave Ruff, a Ph.D. student in the Nautical Archaeology Program at TAMU, had worked with Irena and her students at the Gnalić shipwreck site in 2012. In preparation, Dave spent three weeks in Croatia in 2014, reviewing the previous excavation files and visiting the site for advanced planning. Late spring 2015 was the ideal time frame for the excavation, in order to avoid the dense algae bloom often experienced in the Gulf of Kaštela during the summer months, while avoiding winter's colder water and unpredictable weather.

An international team of student archaeologists was assembled for the excavation, co-directed by Radić-Rossi and Ruff; participants came from the University of Zadar (Croatia), TAMU (USA), the University of Leicester (UK), and the University of Oxford (UK). The excavation, conducted over one month between April and May 2015, was an unqualified success, with the ship fully excavated, sampled, documented via photogrammetry, and re-covered for in *situ* preserva-

PHOTO, OPPOSITE PAGE: S. GOVORČIN

Opposite page: Perforated *dolium* recovered in 2002, on display in the Croatian Maritime Museum in Split. **This page:** The 2012 excavation cleared the rocks to the west; rock removal (to left/east) was completed in 2015.

AUTHORS

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tion to maintain the possibility of future visits to the site. The weather cooperated, allowing us 23 diving days, and only one day canceled due to high winds. The team logged 267 injury-free dives, executing 624 hours of bottom time at a depth of 2-3 m. The 2015 team uncovered the previously excavated section and completed the excavation of the rest of the ship.

Excavation began with removal of the sand bags and geotextile covering the section of the ship excavated in 2012, followed by the installation of an aluminum grid of 2 x 2 m squares over the entire site. In traditional nautical archaeology, grid squares are used as a reference system to describe the location of finds and allow for the sketching of site plans. The grid at Trstenik still provided a useful reference system, but its most important function was to afford a level, stable surface above the wreck site, which facilitated the removal of heavy rocks and the operation of water dredges without risking contact with delicate wood. Divers walked to the wreck from shore and worked on top of the aluminum grid without concern for maintenance of buoyancy control. When photogrammetry was scheduled, the entire grid could be lifted and moved off site by four divers so that photographs could be taken without visual interference.

...a concentration of Dressel 20 amphorae trapped within wooden pilings was discovered, in addition to a Roman wooden sea wall with the outline of a ship that had been filled with rocks and ... scuttled.

The excavation attracted a significant amount of press coverage in Croatia. The site was visited twice by national television (HRT), with coverage provided on *More (The Sea)*, a weekly show that airs every Sunday afternoon. The excavation was also visited by Ivan Šuta, director, and Ivanka Bilich, chief archaeologist, of the Municipal Museum of Kaštela, as well as local authorities. Additionally, Radić-Rossi and Ruff called on several offices responsible for archaeology and cultural heritage management in Croatia, including the archaeological museum in Split and the conservation office in Trogir. Highlighting the level of local interest, in early May Radić-Rossi presented an overview of the history of the site as well as the current excavation at an open house at the Kastel Sućurac Museum, which was well-attended by local citizens and authorities observing the daily progress.

Unique access to the excavation was provided by a drone which flew over the site and the surrounding area. Drone pilot Ervin Šilić (Novena Digital Media Studio, Ltd.) spent two days at the site, recording the ship (clearly visible through only 2m of water) and its geographic perspective in relation to land, as well as assisting with photogrammetry and photography on land. While it may never be possible to fully integrate drones into deep-water excavations, the use of a drone at Trstenik clearly added value and perspective to the excavation; this technology will continue to be useful to land and coastal excavations.

The four weeks of excavation were consumed by removal of stones and sediment, documentation of the ship's construction,

This page: The 2015 excavation team (L to R) Nick Budsberg, Luka Golubović, Jelena Glamać, Saša Koren, Matko Čvrljak, Irena Radić-Rossi, Ervin Šilić (drone pilot), Sofia Blanchard, Petra Mašće, Dave Ruff, Gita the dog, Arianna DiMucci, Derik Durbin, Sebastian Govorčin. **Opposite page:** Diver M. Čvrljak carefully dredges away sand.

PHOTOS, FROM LEFT: E. ŠILIĆ, S. GOVORČIN

The starboard side cracked twice due to the weight of the overlying stones, which meant that a greater number of strakes were preserved under the weight of the stones and sediment that covered the wreck.

photogrammetry, and extensive sampling of the ship and overall site. As the wood became visible, the orientation of the ship was confirmed to be facing east. The ship clearly had a strong mast step at one time, based on notches preserved/visible on selected frames to support the load, but it had been removed prior to scuttling.

The ship rests on its keel, and was scuttled in an east-west orientation, which was fortuitous for future reconstruction. The port side, against the sea wall, was perfectly preserved through the turn of the bilge and up to the first wale. The starboard side cracked twice due to the weight of the overlying stones, which meant that a greater number of strakes were preserved under the weight of the stones and sediment that covered the wreck.

Built shell first, with mortise-and-tenon plank joinery and frames attached to the shell with wooden pegs driven from outside-in, the ship was clearly well-used before it was scuttled; several repaired planks were noted, including repair tenons coated with pitch. Frame construction varied throughout the ship but was mostly floor timber/futtock combinations, substituted by half-frames in several positions. Some frames appear to have been either repaired or replaced during the life of the ship. The most striking construction feature was the density of frames: 69 frames were used over a length of only 12 m. Frame spacing was so tight in spots that it was difficult to insert one's hand between two frames. Four hundred wood samples were taken during the excavation; analysis of the wood species used in the construction and repair of the ship is in progress.

Because the ship was scuttled, there were not high expectations for artifact recovery. However, an oil lamp in perfect condition was found between two frames, and two coins were also recovered from the ship; their exact identification will follow conservation. Artifact dating will be compared to radiocarbon dating of samples from the wreck itself, which indicate a date in the late first or early second century A.D. Numerous broken ceramics were recovered, along with animal bones, nut shells, and pieces of glass—over 230 artifacts were cataloged and photographed.

At the completion of the excavation, the ship was re-covered with geotextile, and may be revisited in the future for additional research. The data obtained from the Trstenik excavation will form the bulk of Ruff's doctoral dissertation. Additionally, the study of the Trstenik ship is part of the AdriaS Project (Archaeology of Adriatic Shipbuilding and Seafaring), a four-year international project sponsored by the Croatian Science Foundation, and chaired by Radić-Rossi. The AdriaS Project **(www.adriasproject.org)** is designed to enhance systematic interdisciplinary study and interpretation of the archaeological and historical records of shipbuilding and seafaring in the Eastern Adriatic, and to stimulate the development of nautical archaeology in Croatia. Research at the Trstenik site, as well as other Roman sites around the Gulf of Kaštela, is planned to continue in association with the AdriaS Project with the scope of overall site analysis.

After completion of the Trstenik excavation, the team proceeded to the Bay of Caska on the island of Pag, where another Roman ship of approximately the same era and construction technique was also intentionally sunk by filling it with rocks. The Caska ship differs in several important features, particularly much wider frame spacing; the Caska ship also contains the remains of an entirely preserved hearth/galley. Comparison of the information gleaned from Trstenik with the ship at Caska and other Adriatic Roman shipwrecks furthers the goals of the AdriaS Project. There is no immediate plan to revisit the Trstenik ship in 2016, but the authors look forward to continuing the TAMU/University of Zadar partnership into the future.

ACKNOWLEDGEMENTS

This excavation could not have happened without the support of the 2015 Claude Duthuit Archaeology Grant from the Institute of Nautical Archaeology. Additional support was provided by the University of Zadar and the Center for Maritime Archaeology and Conservation (CMAC) at Texas A&M University.

FOLLOW INA ONLINE: A video of the drone overflight may be viewed at the Institute of Nautical Archaeology web page for the Trstenik excavation: **http://nauticalarch.org/projects/bay-of-kastela-excavation/)**

This page: Photogrammetry performed after removal of stringers - the sea wall is visible at top. **Opposite page:** Example of frame notches cut to support a mast step. The tacks indicate peg locations (driven from outside the hull) for attaching the frames to the hull - note the differing frame thicknesses.

PHOTOS, FROM LEFT: S. GOVORČIN, K. YAMAFUNE; OPPOSITE PAGE: S. GOVORČIN

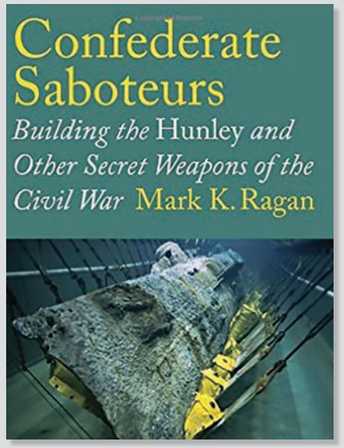
REVIEW

CONFEDERATE SABOTEURS: BUILDING THE *HUNLEY* AND OTHER SECRET WEAPONS OF THE CIVIL WAR

By Mark K. Ragan

TEXAS A&M UNIVERSITY PRESS, 2015
ISBN 978-1-62349-278-6

REVIEWED BY JOHN LITTLEFIELD



Students of American Civil War history are likely familiar with the story of the infamous submarine, *H.L. Hunley.* However, many may not be familiar with the impetus and origin stories of the vessel, topics that Mark K. Ragan includes in his latest work.

Due to the potential for punishment from agents of the Federal government, documentation of subversive Confederate secret service affairs was generally destroyed as, or before, Southern cities fell to Union authorities. The author traces sparse, extant primary records and spins an intricate, well-researched yarn of Edgar Collins Singer, and his group of mostly local Texan peers in the creation of several devices of war, including anti-personnel mines, underwater torpedoes, the submarine vessel *H. L. Hunley*, and several other unfinished submarine torpedo boats.

This is Ragan's fifth book in which he tackles, at least in part, the history of the submarine. His previous four include a volume on Union and Confederate Submarine warfare of the Civil War, with a later updated version, and a volume specifically on *H. L. Hunley*, also with an updated version. Despite the title, *Confederate Saboteurs: Building the* Hunley *and Other Secret Weapons of the Civil War* is not simply a rehashing of Ragan's previous work. Instead, *Confederate Saboteurs* extends Ragan's in-depth research on the submarine to resurrect the tale of the Singer Secret Service Corps, the group responsible for creating the submarine. Ragan argues that although the Singer group was but one of many secret service Confederate organizations operating during the Civil War, they were likely the most active and successful, working throughout the entire theater of war activity.

In addition to creating several innovative devices of war, the Singer group was also involved in a plethora of covert affairs, including an attack on Union-held railroads and the planting of offensive and defensive torpedoes in various waterways, rivers, and harbors, all conceived to thwart the advances of the Union military into Confederate-controlled lands and waters. Through an introduction, six topical chapters, and a conclusion section, all firmly buttressed with historical records and military correspondence, Ragan has, with an impressively minimal amount of conjecture, produced a compelling argument for Singer's group as a major force of reckoning against the Union militaries in many of the major arenas of the American Civil War.

The author is able to identify the major members of the Singer group as well as their individual contributions to the Confederate war effort, and track them over time and space, when possible, given the sparsity of surviving documentation.

Although well-researched and logically organized, this work is not without a few shortcomings. The most significant criticisms pertain to the images. There are 51 black-and-white figures placed centrally in the book that would have been more beneficial to the reader had they been placed in text. On the title page and at the start of each chapter section is displayed a sketch image of CSS *David*, a vessel unrelated to anyone associated with the Singer group. For those unfamiliar with the individual vessels, this image may be easily confused with the more pertinent *H. L. Hunley*. Finally, Ragan employs a colloquial practice of placing the definitive article the before naval vessel names (i.e., the *H.L. Hunley*); a practice generally accepted in popular writing, but one that detracts from an academic work of this caliber. These shortcomings suggests the book may have been intended, at some point, for a popular reading audience, yet the work can be a difficult read at times.

Confederate Saboteurs is ground-breaking and remarkable, in that Ragan has been able to locate so much information about the Singer group and their activities through obscure sources. The volume makes a nice addition to the Ed Rachal Foundation Nautical Archaeology Series as it is potentially of great utility to Civil War and maritime historians. Ragan brings to light key and largely overlooked Confederate actors, technologies, and activities of the American Civil War era and this book should grace the shelves of all those interested in such topics.

John Littlefield received his M.A. from the Nautical Archaeology Program at Texas A&M University in 2012.

INA REMEMBERS

ALAN BOEGEHOLD (1927-2015)

A Founding INA Director

Alan Lindley Boegehold and INA Founder George Bass first met in 1955, as fellow students at the American School of Classical Studies at Athens (ASCSA). Having served in the U.S. Army, Alan was earning a doctoral degree at Harvard. Alan, his wife Julie, and George traveled Greece by bus and cruised the Cycladic Islands together. In 1973, when George was forming a Board of Directors for the newly founded Institute of Nautical Archaeology (INA), he asked Alan, by then teaching at Brown University, to serve as one of three academic members to help guide INA's direction. Alan soon convinced Brown to join INA as a Supporting Institution, lending academic respectability to the young organization. Three years later, Alan traveled to Texas with fellow Director Jack Kelley and INA's counsel James Eiseman, to finalize INA's terms of affiliation with Texas A&M.

As a classicist, Alan realized that Greek prose and poetry were usually recited by a performer who presumably accompanied his reading with head nods and hand waves to clarify or emphasize the meaning, resulting in Alan's ground-breaking *When a Gesture Was Expected* (1999). In addition to his scholarly works, he published three volumes of his own poetry and a translation (2009) of 166 poems by Constantine Cavafy. From the 1950s, Alan stayed involved with the ASCSA as an excavator, as four-time Summer Session Director, as a Visiting Professor, and as Chairman of the Managing Committee. Deservedly, he was awarded the School's first Aristeia Award for his contributions. The entire INA family extends our sincere condolences to the Boegehold family.

I was happy that, when Alan once visited me in Turkey, I could take him to Uluburun to experience firsthand an underwater excavation. My memories only hint at the joys of a friendship of 60 years.

– George Bass

Alan, Julie , and George cruising the Cyclades

Alan and Julie at home in Dartmouth, Massachusetts, in 2006

INA REMEMBERS

MUSTAFA KOÇ (1960-2016)

Director of TINA and INA

The members and officers of the TINA Board (L to R): Ayhan Sicimoğlu, Enes Ediz, Kenan Yılmaz, Sanem Yükselsoy, Mustafa Koç, Oğuz Aydemir, Jeff Hakko, and Burak Özügergin

Mustafa Vehbi Koç, Chairman of Turkey's largest conglomerate and Board Member of INA's sister Turkish organization Türkiye Sualtı Arkeolojisi Vakfı, or TINA, passed away on January 21, 2016 at the age of 55 following a history of heart problems. Mustafa was educated in Switzerland and graduated from George Washington University in 1984. He was appointed president of Koç Holding in 2003, was the head of the High Advisory Council of Turkey's top business organization, TÜSİAD, between 2005 and 2010, and a member of the Foreign Economic Relations Board (DEİK) Under Mustafa's leadership, Koç Holding became the only Turkish business group to join the Fortune 500 Global List.

Mustafa and Oğuz Aydemir at the opening of ANKÜSAM in Urla, Turkey

Mustafa had long been involved in the protection of Turkey's underwater cultural heritage. Mustafa visited several INA excavations in Turkey over the years and served for a time on INA's Board of Directors. During the first leg of a three-part INA shipwreck survey in September 1995, the survey fleet included Mustafa and Caroline Koç's classic sailing yacht *Nazenin*, which accommodated the INA team in unfamiliar luxury. During their week together, Mustafa showed the INA team two shipwrecks he had discovered recently in Fethiye Bay: a wreck carrying several large storage jars, known as pithoi, probably of late Roman date, and a 3rd-century A.D. Rhodian/Knidian amphora wreck, which survey director Cemal Pulak named the Mustafa Koç wreck. More recently, he lent his name and financial support to Ankara University's Mustafa V. Koç Marine Archaeology Research Center (ANKÜSAM) in Urla, Turkey, west of Izmir.

Underwater archaeology has lost a valued patron, but the world has lost a successful businessman and a truly nice guy. I send to his many TINA friends my deep condolences.

– George Bass

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