

Maritime Heritage

V. 3 2015



Maritime Heritage Management



NOAA/SBNMS and Applied Signal Technology

The schooners *Frank A. Palmer* and *Louise B. Crary* collided and sank in 1902 and remain connected at their bows on the seafloor.



NOAA/SBNMS and NURTEC

Artifacts, such as the sink and toilet in the *Frank A. Palmer's* head, provide a glimpse into life onboard a 19th century schooner.



Deborah Marx

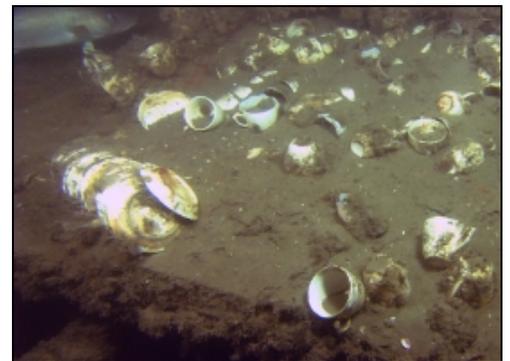
Fishermen began using eastern rig draggers in the sanctuary's waters around 1920. These vessels are one of the most common shipwreck varieties found in the sanctuary.

Located at the mouth of Massachusetts Bay, Stellwagen Bank National Marine Sanctuary sits astride historic shipping routes and fishing grounds for many of Massachusetts' oldest ports. During the past 400 years, a variety of maritime activities have taken place in and around the sanctuary including whaling, immigration, transatlantic commerce, naval warfare and rum running. Historical research has identified hundreds of vessels lost in the vicinity of the sanctuary due to storms, collisions, and other maritime calamities. To date, sanctuary archaeologists have located fifty shipwrecks, ranging from wooden sailing vessels to modern trawlers.

The sanctuary is required by the National Marine Sanctuaries Act and the National Historic Preservation Act to locate, assess, protect, and interpret its archaeological resources. In the Stellwagen Bank sanctuary, shipwrecks constitute the primary heritage resource. These lost vessels are windows into the past, each capturing various aspects of our maritime history. Archaeological investigation of these shipwrecks provides insights into the evolution of shipbuilding, the changing role of waterborne commerce, and the maritime culture of the day.

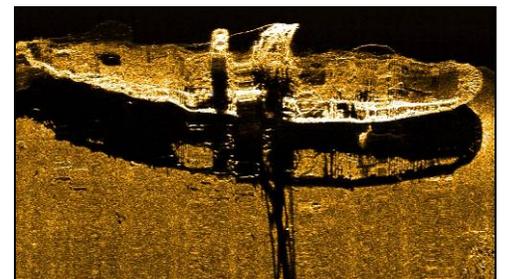
Through public participation in scientifically grounded management, the sanctuary attempts to meet its stewardship

responsibilities for present and future generations. Similarly, the sanctuary endeavors to increase public understanding and appreciation of New England's important maritime heritage and to encourage all Americans to become stewards of our shared maritime legacy.



NOAA/SBNMS and NURTEC

Fragile plates and teacups survived the steamship *Portland's* fall to the seafloor in 1898 (above). A side scan sonar image of the shipwreck (below) depicts the vessel's remarkably intact hull.



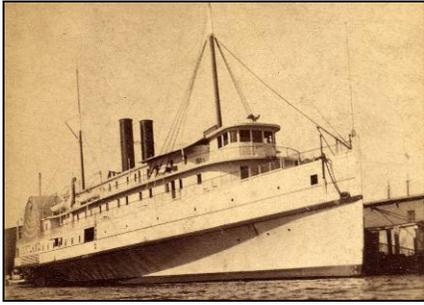
L-3 Klein Associates, Inc.

Discovering New England's Maritime Heritage

- Sanctuary archaeologists have located 45 historic and 5 modern shipwrecks
- Six shipwrecks sites (encompassing 7 vessels) are listed on the National Register of Historic Places
- Oldest located and identified shipwreck is the schooner *Lamartine* built in 1848
- Historical records indicate that at least 200 more vessels sank within the sanctuary that have not been located

Shipwreck Gallery

Steamship *Portland*



Deborah Marx

The Maine-built, wooden-hulled paddle wheel steamship *Portland* sank with all hands, nearly 200 persons, in November 1898. Known as "New England's *Titanic*," it was the first sanctuary shipwreck listed on the National Register of Historic Places. The vessel's remains are the best preserved "night boat" located to date.

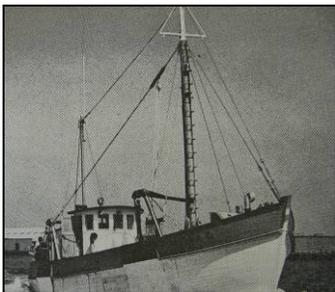
Schooner *Lamartine*



NOAA/SBNSM and NURTEC

Built in 1848, this two-masted schooner sank in 1883 with a cargo of granite sewer basin covers used in the construction of street corners and gutter systems in cities. During the 19th and early 20th centuries, vast quantities of granite were cut from New England's rocky islands and headlands and shipped by water to developing cities.

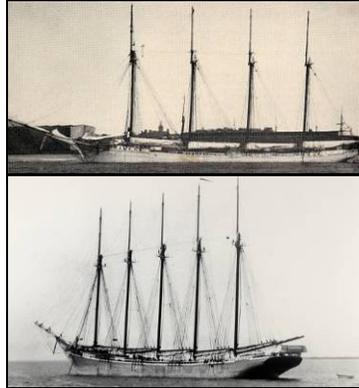
Eastern Rig Dragger *Edna G.*



Maine Maritime Museum

The eastern rig dragger *Edna G.* sank in 1988 off Gloucester, MA. Its 32-year working life encompassed vast changes in the New England fishery and is emblematic of a nearly vanished watercraft variety.

Schooners *Frank A. Palmer* and *Louise B. Crary*



Maine Maritime Museum

The coal schooners *Frank A. Palmer* and *Louise B. Crary* collided in 1902 yet are amazingly well preserved. They provide researchers a unique opportunity to explore two similar vessels at one location.

Mystery Collier



NOAA/SBNSM and NURTEC

The mystery collier is a small coal-carrying wooden-hulled sailing vessel. Vessels of this size were more common than great coal schooners and carried coal to heat people's homes, power textile factories, and fuel railroads during the 19th and 20th centuries.

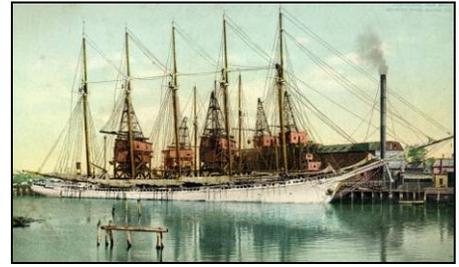
Steamship *Pentagoet*



Deer Isle - Stonington Historical Society

The wreck of a wooden vessel, believed to be the steamship *Pentagoet*, lies on top of Stellwagen Bank in over 150 feet of water. The *Pentagoet* was lost off Cape Cod during the Portland Gale in 1898 with its 18-man crew.

Schooner *Paul Palmer*



Deborah Marx

The partially buried remains of the coal schooner *Paul Palmer* lie on a stretch of flat, sandy seafloor on top of Stellwagen Bank. A large, steam-powered windlass, used to raise its anchors, marks the vessel's bow. Built in Waldoboro, ME in 1902, the unlucky schooner, which set sail on its final voyage on Friday the 13th, 1913 was nearly twice destroyed by dock fires before it burned and sank off Cape Cod.

Eastern Rig Dragger *Joffre*



Maine Maritime Museum

Built as a fishing schooner in the famous shipyards of Essex, MA, the *Joffre* landed record halibut catches during the 1920s. Converted to an eastern rig dragger in 1938, *Joffre* had a significant second career catching Acadian redfish before fire claimed the vessel in 1947 off Gloucester, MA. Today, *Joffre*'s massive diesel engine marks its resting place.

Stern Trawler *Acme II*



Phil Cusumano

The steel-hulled trawler *Acme II* sank in 1988 while fishing 20 miles off Gloucester, MA. The 65 foot long vessel is located in over 400 feet of water. It sits upright and is completely intact.