

COURIER

NEWSMAGAZINE OF THE NATIONAL PARK SERVICE



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COVER

Jet Lowe, NPS photographer for the Historic American Engineering Record (HAER), recently went to San Francisco to document the San Francisco Maritime Museum ships. This month's cover - a sea view from the schooner *C.A. Thayer* - comes out of that assignment. On the back page is part of the ferry *Eureka's* internal workings.

Entitled *Industrial Eye*, a collection of Lowe's photographs for HAER has been published by the National Trust for Historic Preservation.



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National Park Service
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The Director's Report

OUR MARITIME HISTORY, OUR AMERICAN HERITAGE

Looking back over this country's relatively short history, I can't help but notice how much of it is linked to the sea. Maritime events pepper our past—some inspirational, others tragic, many significant to the founding, shaping and protecting of the United States.

Just short of 500 years ago Christopher Columbus persuaded Queen Isabella to back his expedition to the Far East. Thanks to her support, his courage, and a little help from the winds of chance, the new world of America opened to Europeans. Pilgrims, adventurers, the dispossessed, seekers of religious freedom, debtors, and others later came by sea, in search of a new and better way of life. Then there were those who came to this country not by choice, but by force, under unbelievably cruel and inhumane conditions, imprisoned in the dark, damp hull of a ship to be sold into slavery.

By way of the sea, lakes, and canals this country was founded, explored, settled, developed and expanded until it reached "from sea to shining sea." The National Park Service is privileged to have the opportunity to play a major role in preserving, protecting and sharing this maritime history.

Park areas such as Acadia, Virgin Islands, Jamestown, San Juan, and Saint Croix have ties to early maritime exploration and settlement. Others like Fort McHenry, Fort Sumter, and USS Arizona Memorial commemorate historic naval events. Still others such as Isle Royale, Point Reyes, Golden Gate, Glacier Bay, Fire Island, and Cape Hatteras preserve and protect marine natural resources, as well as maritime and related resources like ships and lighthouses. Within the national park system, the Service is responsible for managing approximately 10,000 historic ships and shipwrecks, 2.2 million acres of submerged lands, and other numerous maritime-related resources. The Park Service's maritime preservation program, underwater archeologists, curators, researchers, and resource managers have the difficult tasks of preserving the remnants of this nation's maritime past and the marine environments under NPS stewardship.

In addition, the National Park Service has leadership and assistance responsibilities that provide opportunities to enhance maritime preservation both within and outside of the national park system. In cooperation with the NPS maritime preservation program, the Historic American Engineering Record (HAER) has been documenting historic ships since 1985. Recently it completed a draft field manual for recording historic ships to its archival standards. Measured drawings now are being completed for the 301-foot, square-rigger *Balclutha*, berthed at the Service's National Maritime Museum in San Francisco.

In FY 1988, the Historic Preservation Fund has a special appropriation of one million dollars for lighthouses and related facilities projects through state grants. We are also in the midst of a two-year study of large, preserved vessels for National Historic Landmark designation. Currently 20 vessels including USS *Arizona*



and USS *Utah*, two sunken battleships at Pearl Harbor, and *NeNaNa*, an Alaskan riverboat, are being studied. The first nuclear submarine, USS *Nautilus*, already has been designated. Other maritime-related sites, such as lighthouses, will be the subject of a future study. Of course, the National Register of Historic Places includes a number of maritime-related entries. One recent entry that perhaps illustrates the diversity of these resources is a listing of the remainder of the Chesapeake Bay Skipjack fleet.

Recently, Congress passed the Abandoned Shipwreck Act of 1988 to help end the long debate concerning jurisdiction over historic shipwrecks that lie within state

waters. This law will allow for the protection of such shipwrecks and enable their systematic and scientific exploration. Taking treasures from shipwrecks destroys the knowledge that could have been gained from seeing such items in context and applying scientific techniques to unlock the information they contain. Let's face it: exploiting shipwrecks in search of "booty" is as serious a theft of our past as that perpetrated by pothunters on land. I hope this legislation will put an end to it. It's also interesting to note how much shipwrecks contribute to the natural balance of life in the sea. Fish find both food and refuge in their dark places. Indeed the discarded evidence of human warfare often becomes home to a complex web of life.

Preserving these perishable maritime and marine resources pose special problems and challenges that demand our attention. To lose maritime resources diminishes the richness of our cultural heritage; to lose marine resources imperils our future survival on this planet. Both are consequences we can ill afford. The Service can and must exercise its authority and use its expertise to avert such tragic outcomes.

A handwritten signature in black ink, appearing to read "William Penn Mott, Jr." The signature is fluid and cursive.

William Penn Mott, Jr.

FROM THE EDITOR

I'm an inveterate reader of labels. I find them reassuring. They tell me that the cheese I buy is real and that the doughnuts I uncart at the check-out stand are not loaded with multisyllabic, chemical ingredients—death to pronounce and perhaps to consume. Grocery day finds my consumer's antennae ever alert for the distinction between the artificial and the real.

If this is true, then how do I respond to artificial environments? Well, recently, with interest, much interest. An article by local journalist Richard Deutsch piqued my curiosity when it described the work of Dr. Walter Adey—the director of the Smithsonian's Marine Systems Lab goes in for artificial oceans. From a modest office on the ground floor of the Natural History Museum, Dr. Adey has been designing and building living aquatic ecosystems for more than a decade. The museum maintains a living coral reef exhibit, side by side with an exhibit replicating the Maine coastal environment. What could be more in keeping with a *Courier* issue devoted to maritime resources than the research of a man devoted to uncovering the secrets of the deep? Wouldn't his work increase understanding of the delicate balance of elements that sustain such life?

The hope, of course, is yes. Adey believes research efforts such as his some day may save the Chesapeake Bay, feed the Third World, and—perhaps—sustain a human colony on Mars. But there are subtle issues involved. Deutsch quotes Adey: "Many scientists would say this is not on the cutting edge of science, because we don't have the capability of reducing this to a single variable which we rigidly control. I argue exactly the opposite: If you narrow your experiment down too close, you don't know what you're measuring anymore. You are measuring something totally artificial and it doesn't mean anything, and maybe you have total control over it, but it has no bearing on the real world."

So we come to an understanding of what is real and true not by isolating one

element that is the linchpin of the entire business, but, as Adey says, by constructing it "in all its complexity, again and again," every element, large and small, geological and biological, leaving nothing out, because to do so is to become untrue to the system—is perhaps to create something other than the living network we are trying to understand.

All very heady stuff, and on the surface not particularly critical to the National Park Service, which at last glance had not gone into the business of replicating oceans. But the business of the Service is truth—maintaining a cultural or a natural environment intact with all the interrelated elements that make it what it is. And so, following that premise, to remove a flower from a natural site, or a potsherd from a Native American dwelling, or a bent and tarnished fork from an underwater wreck is to diminish the original, to make these places less themselves. Such, indeed, is the point of "The Sound of Thunder," Ray Bradbury's story about a time traveler on safari to the past who steps off the hiking trail, crushes a butterfly, and, in so doing, alters the world.

To help prevent this sort of redrawing of the world we know, Walter Adey creates artificial ecosystems in all their fantastic complexity. He notes the interrelation of thing to thing—for example, how wave action and nutrient levels complement each other to sustain life on a coral reef. He figures out how nature does it—the whole, glorious, interrelated ball of wax—and perhaps, just perhaps, his artificial oceans and the knowledge they impart eventually may enable us to correct a few of the imbalances we have perpetrated on the real ecosystems of the world.

Where does the National Park Service fit into all this? By contrast, we help to maintain the priceless originals—the very originals from which creative minds like Adey obtain their inspiration. Indeed, the raw materials of Adey's recreated Everglades ecosystem, located out near the Soldiers' and Airmen's Home in Washington, DC, were collected from the South Florida park area.

What is at issue, I suppose, is just how little we truly know about what makes the world function, what supports life—about how far we can alter an ecosystem for

short-term human gain without altering its ability to support life—perhaps our own.

This month's *Courier* concerns one of these systems—waterways, the cultural resources they support, and the new laws that help protect them. But there are other such systems at stake, so many others. A sampling of them will be studied in another project that presently occupies Adey's attention. That project is Biosphere II, an enclosed, two-acre structure now being built near Oracle, Arizona, to include five self-sustaining systems—desert, savanna, rainforest, marsh, and ocean—for scientific study.

Why not recreate the world in such a positive way for study and evaluation? What are the alternatives to such "artificial" environments?

I suspect that the scientists working and living in Biosphere II won't be reading labels to make sure the food they'll be eating is real.

ANSEL ADAMS REACHES 78 RPM

"Dixie" Tourangeau

Belated clamskin greetings from the sprawling, flat kingdom of Baby Shamu, Mickey, long-legged birds and toothy gators.

Just in case you might have taken a long lunch near the end of May and missed the news, there was a modest, yet important, two-day conclave of about 15 NPS regional and WASO public affairs folks down in Orlando, FL. A highlight was being able to view a fabulous "red ball" sunset between palm trees along the Canaveral NS's nifty Black Point Wildlife Drive.

Naturally there were some subjects that interested listeners more than others. Job description and grade level have a lot to do with what you "tune out or in" to. On our agenda of discussion matters, "it" innocently followed *Courier* chatter and first appeared rather trite. But after thinking about "it" a while...

"It" was the plight of the WASO Photo Library—the grimly undersupplied WASO Photo Library. Seems the old library shelves are stocked with a few real old photos and not much else. The library

is just not as current as such a facility should be, considering the normal demand put on it, especially from media outlets.

Classic historical photos from the 1900 to 1935 era are not in question here. They are great and I love to see them splashed around as much as possible. What I'm talking about are the outdated ones. Sure mountains and lakes don't change, but some man-made facets under our care have changed—for the better, we say and hope. Improvements or remodelings completed during the last few years cannot be shown in 10- to 20-year-old photos. The deadliest age giveaway is usually found in those pictures that include autos. "Big Grey," my '65 Pontiac (Catalina) Star Cruiser, looks great surrounded by 1980s-produced, characterless "cheeseboxes." But when my hunk of restored metal is the newest model in the picture, that's when we should worry.

Your Pre- (Official) Memo Warning

I guess the plea of the Public Affairs Office best can be paraphrased as "Help, we need new photos!" My question is, what route did NPS take to arrive at this point? I thought that among the millions of shutterbugs out there snapping billions of pictures, some of those snappers must be park employees and some of their pictures of park sites must swim upstream through agency rapids and eventually spawn in DC. Nope! No new Ansel Adamases are coming forth to relieve WASO (and Regions) of this photo drought. So NPS doesn't have many current pictures of itself—a problem akin to the IRS now distributing 1970 tax conversion tables. Ansel is probably turning over in...

On the surface, doesn't this sound like a real easy problem to solve? Each park finds reliable photographers and sends them out to click a couple rolls of film. That film is then mailed to Region where some designated poor soul sorts out the best shots, labels everything, and sends the package to WASO after duplicating the nicer pics for the Region's file.

But. There's a list of complications and questions that turn "easy" into "impossible."

WHO: Is there someone reliable available? How reliable? How available? How good a photographer, even of simple landscapes or buildings? Is it an NPS employee, volunteer, or hired gun? If an

employee, then is the work paid duty or a fun-day-off assignment to help document the park? Can the person shoot acceptable color slides as well as black-and-white prints?

WHAT AND WHERE: Photograph what in the park for general use? Famous spots or unknown nook? Capture visitor fun or ignore everybody? How many different scenes, if the park is large? How many multiple exposures for assured results?

WHEN: Is there a procrastination deadline? Who has any time? Who can make time for a worthy cause? Is this worthy? Will seasonal changes make a difference? It's already August, what do you want us to do?

WHY: Logic demands that parks, regional offices and Washington should have a much better stack of pictures to choose from than is now available. But doesn't it seem strange that so many media outlets rely on NPS pictures when certainly their requested stories come from staffers or freelance writers who have enough motor coordination to hold a camera steady. Could the motive be the freebie factor? Major cities have large picture bank outlets that must be crammed with vacation-type park photos, but our door inevitably gets knocked on for help.

HOW: Actually how much? Who's going to pay for the film, the processing and the printing? Who coordinates how to keep this venture under control?

Spelunking through this office's photo files, one notices out-of-whack photo procedures: use of the wrong film type; mislabeling of pictures/slides; careless handling of pictures, slides and negatives; lost negatives and inept filing. Did I mention plain lousy photography like my black-and-white-with-flash stuff? Or debatable decisions on what photos should be kept for our own NPS historical reference and which should be duplicated because they have the composition and quality that would be of value to publishers.

See? And you thought that like in the commercials, all you had to do was stand there, aim and shoot!

NOTES FROM THE HILL

Rob Wallace

National Park Service issues normally work their way through Congress with bipartisan harmony. This summer has produced some notable exceptions.

In June, a controversial proposal by Representative Bruce Vento (D-MN) to make the Park Service independent of the Department of the Interior passed the Interior Committee on a straight party vote: 23 Democrats for, 14 Republicans against. The proposed legislation, entitled the "National Park System Review Board," would limit the Secretary of the Interior's authority over the National Park Service; provide that the director be appointed by the president and confirmed by the Senate for a 5-year, fixed term; establish a three-person review board to report NPS needs to Congress; and establish new deputy director positions for historic preservation and cultural resources, for parks, and for recreation, conservation, and open space. The House probably will pass the Vento bill. It is unlikely the Senate will go along with the proposal.

Another partisan issue flared up on the floor of the Senate over the designation of 465,000 acres of Great Smoky Mountains NP as wilderness. Senator Terry Sanford (D-NC) favored the designation, while Senator Jesse Helms (R-NC) only supported 400,000 acres and wanted the park to build a cemetery access road through two sections of proposed wilderness along the north shore of Fontana Reservoir. This disagreement resulted in a filibuster on the Senate floor, and Senator Sanford was unable to get the required 60 senators to support ending it. If the two North Carolina senators cannot agree to some type of compromise language by session's end, the resolution of the wilderness issue will be put off until the next Congress.

In May, the Senate held hearings on a proposal to create a 100,000-acre Tallgrass Prairie Preserve in Oklahoma. Field hearings were held in Oklahoma in July, but it is unlikely that both the House and the Senate will agree on a final version until the next Congress.

Congressman Mo Udall's (D-AZ) American Heritage Trust bill, which will create a \$1 billion-a-year land acquisition and historic preservation fund, will also stall for lack of time. Congressman Udall has scheduled field hearings this summer to build grass root support for the concept. In years past, Land and Water Conservation Fund (LWCF) appropriations have been around \$100 million a year. This tenfold increase in LWCF appropriations will face a prolonged, difficult fight in Congress.

The proposed shopping mall on the southwest side of Manassas National Battlefield Park in Virginia also has generated keen congressional interest. Several members of the House of Representatives have introduced legislation to implement acquisition, including one proposal for a legislative taking of the proposed shopping site. Others, including NPS Director Mott and Secretary Hodel, support a negotiated settlement between the Park Service, State and local entities, and the mall developer which would close the two heavily traveled commuter roads through the battlefield. Legislative taking has strong support in the House, but it is doubtful that the Senate would support the estimated \$100 to \$200 million price tag for the legislative taking option.

The FY 89 appropriations bills for the National Park Service also will be making their way through Congress this summer. Preliminary indicators suggest our total budget will be up \$50-60 million over FY 88, with operations up \$7-8 million. The total appropriation, which includes operations, land acquisition, construction, and historic preservation, should be around \$950 million. Operations alone, is estimated at \$740 million—an historic high. The final figure will be determined once the House and Senate negotiators meet to resolve differences in their bills.

PLEASE NOTE

July was the first month in which the *Courier* was distributed directly from Washington to the parks. Call the editor at 202/343-4996 or FTS 343-4996 if the number of copies your park received is totally unworkable for your needs.

LETTERS

I have just finished reading "Playing God in Yellowstone" by Alston Chase. Earlier, I read Don Hummel's book, *Stealing the National Parks*. These two writers are philosophically at opposite ends of the world, but both have concluded that the worst enemy of the national parks is nobody else but the National Park Service.

I wish to say that I found the arguments of both writers too un-persuasive and disturbingly self-serving. Admittedly, both are closer to their subjects than I, and, I suppose, would claim greater virtue on account of their expertise. On my own part, I claim to be only a park user, but one who has been a heavy user for fifty years, and has visited 152 of the national park units on your 1987 Guide and Map. My experiences have run the full breadth of the spectrum, from nights at the Ahwahnee Hotel, to sleeping on the ground in a snowstorm by the Lyell Fork of the Merced River. With all this, I am certainly better informed than the average park visitor, and I categorically reject Chase's and Hummel's arguments.

My belief is that the Park Service has, in general, carried out its responsibilities in an outstanding fashion. Sure, the Park Service doesn't always do things just the way I would like. For example, I think it went too far in its war against autos in Yosemite Valley. I wish it had made the North Cascades more accessible to the average visitor, and I wish it hadn't burned the nature trail to the Congress Grove in Sequoia. I'm sure even the Service would admit it has made mistakes; all human institutions make them. But, by and large, I find the parks and the monuments and the historic sites wonderful places to visit. I am pleased by what I find there, and I am (almost) always pleased by the treatment I receive. I regard my visits to the parks as quality experiences.

I am well aware of the precarious balance the Park Service must maintain between the goals of preservation and use. Alston Chase and his ilk ap-

parently would cling to the preservation end, and I suppose Don Hummel would err on the use side. The Park Service goes down the middle, angering almost everybody in the process except the user public, which is generally delighted. Personally, I am pleased by the fact that the Park Service almost always seems to come down on the side of people. The people do want the parks preserved in a wild state, but not so wild that they can't get there to enjoy them with reasonable comfort and safety. So even the preservation goal finds its ultimate justification in use, and I think this must be the way the Park Service views things, judging from what I see. If anything, I think the Park Service usually comes out slightly more on the side of use than on the side of preservation, and this is the correct compromise, in my view. Without the ability to use the parks, few people will support them except the hard core preservationists and cocktail-party environmentalists.

Alston Chase finds fault with everything the Park Service has done at Yellowstone, and refers darkly to the imminent destruction of the park. Yet he fails to tell us just how we are to tell when this destruction has occurred. Perhaps it is when the grizzlies are gone, or perhaps it is when the elk are gone, or maybe it is when the elk are everywhere; he isn't clear. Maybe he would regard low populations of any animal species as symptomatic of destruction, although he admits the earliest explorers found little game in Yellowstone. I am sorry for the grizzlies. I am sorriest for them when I see them burdened by radio collars, or tranquilized and dragged out of their winter dens by researchers, to be prodded and weighed and have their teeth pulled out.

Chase, while finding fault on all sides, fails to offer much useful advice on his own part, except perhaps that we should feed the bears artificially, and research the hell out of things. For my own part, I fear the level of research espoused by Chase would bring its own kind of mechanized artificiality to the parks that I think he ought to oppose. The parks would gravitate toward the very

kind of artificially maintained zoo that Chase most laments. The Park Service wisely has resisted this degree of human interference, and I think ought to continue to do so. One of the best things that has happened to Yellowstone is the elimination of the begging bears that once infested the roads. I know that most visitors were delighted with the bears, but it was Fleishhacker Zoo they were seeing, not wilderness. I have hiked nearly 4,000 miles of mountain trails and have seen only one wild bear outside the parks; inside, I have seen more than I would like, most of them definitely not wild.

The Park Service is constantly tugged in many directions by opposing forces, and much of what Chase calls "incompetence" on the part of the Service is in fact an attempt to find the kind of balance between competing forces that is necessary in a democratic society. I shudder to think what would happen if the environmentalists totally had their way. I suppose my own opportunities to use the parks would become so severely curtailed that they might as well not exist. The same sort of thing would come to pass if the commercial interests were too much in control. I hate it when I get to the top of a mountain and find ski lifts there, or microwave repeaters, or a new dirt road. The Park Service prevents both of the above extremes from taking place, and sometimes seems to be the only participant in these struggles who genuinely acts on behalf of the general public.

I will close this letter with a brief commentary on Chase's proposals for what he calls the reform of the Park Service. I attach considerable importance to his proposals, because I believe Chase is in fact acting as a spokesperson for a special constituency, one made up largely of research scientists. Now, I am not against research. I am a university professor and former dean. I understand very well the importance of research. But I also know how research can develop a driving, dominating imperative of its own, coming soon to serve its own ends, and not those of outsider groups, such as the public. I especially urge you not to make

resource management the academic training discipline for the ranger corps (Chase's point #7). This is almost a guaranteed way to insure that the rangers will become less and less sensitive to the desires of the unwashed public, and more responsive to their own internalized goals. Perhaps the most dangerous of Chase's recommendations are #8 through #12. He urges that scientific research be made the core of all Park Service activities, and that the researchers in each park report, not to the superintendents, but to Washington. These are the means by which my fear, that the interests of the public will be neglected, is most likely to come to pass. The god of research will become the guiding moral principle of the parks, and the goal of public service will diminish. Much the same sort of thing has happened in academia, and I can assure you that the public does not like it. Neither do state legislatures.

I will end here. I love my parks, and so do the people at large. The parks are so many, and so diverse, that I sometimes wonder how it is possible to manage them all. Yet, as the years pass, I note that the parks have survived in great shape, and that the public's opportunity to enjoy them has improved. Keep on course, and don't let the elitists and special pleaders get control.

John D. Kemper
Woodland, CA

The recent notice that, due to budget cuts, there would no longer be enough *Couriers* distributed to give one to each employee—this is a strong encouragement to join E&AA, but, worse yet, it is false economy.

It will mean that at least some employees will have to read the publication on the job, if they are to read it at all. If the average employee were to spend only one hour reading several of the articles, then he or she will have lost more in productive time than a whole year's subscription would have cost. On the other hand, if we don't expect employees to spend some time reading it, why publish it? We could go back to the

plain vanilla edition that we had until about nine months ago, but the new format looks much more professional.

The article titled "Institutional Identity" by Bill Wade in the April edition had many valid points in my opinion. One way to build a sense of family and organization is to have a good publication that everyone can take home read and share with the family (my wife reads ours—which we get through E&AA) and learn what's going on in the rest of the organization. Cutting the circulation of the *Courier* is a big step backward.

Charles B. Cooper, Sup't.
Aztec Ruins NM

Ed. note: Increased costs may have necessitated the reduction, but the new appearance is not the cause. A lot of genuine, personal generosity has held production costs down, even as the value of the final product has gone up.

THE PUBLIC SPEAKS

During the period February 15-18, Ranger Inga Theisen, stationed at Death Valley National Monument, distinguished herself and earned the deep appreciation of forty-six citizens! ...the special attention of Ranger Theisen was so unexpected and appreciated it deserves special recognition. ...she offered to stay late and conduct a personal briefing on what to see and do, just for our group. The next morning she offered and conducted a second, more specialized briefing. An evening later, she came by our camping area to inquire if further assistance was needed. All three personal appearances were voluntary, and two of the three, during her off-duty time! My experiences with park rangers have always been favorable. This one was so sincere and helpful that forty-six of us want to offer our thanks to you, to the local superintendent, and most especially to Ranger Theisen.

L.C., Mesa, AZ

SUPER TRIP TO TETONS INSPIRES, BUT NO PICNIC

Wyoming Governor Mike Sullivan's wife, Jane, opened her balcony window atop Jackson Lake Lodge in Grand Teton NP. "Why, it sounds like Yellowstone Falls down there," she told the governor.

The din she heard in the giant lobby below was not a waterfall, but shrieks, shouts, laughter, backslapping and chatter. It was the buzz of the National Park Service Family, assembling for the first Superintendents General Conference since 1977, unloading a pent-up decade's backlog of news.

The governor welcomed the superintendents the following morning and recognized them as "indeed a family."

"You treat your work as if it were almost a religious experience," he said, an obvious reference to the Family's penchant for talking business and mission to the exclusion of all else.

So began a conference that Director Bill Mott called for, more than a year earlier, to provide a forum for leadership, enable review of current issues, look into the challenge of the future, and provide inspiration.



Director Mott talks with conferees. Photo by Bill Clark.



George Hartzog. Photo by Bill Clark.





Joan Anzelmo's know-how made the conference a success.
Photo by Bill Clark.

It accomplished all of its goals if the reactions of most superintendents, wives, guests, staff and the media were any indication.

"We have renewed our sense of purpose," Chrysandra Walter, superintendent at Lowell NHP, told Associated Press reporter Tad Bartimus. "I've gotten a lot of inspiration, and it keeps me going."

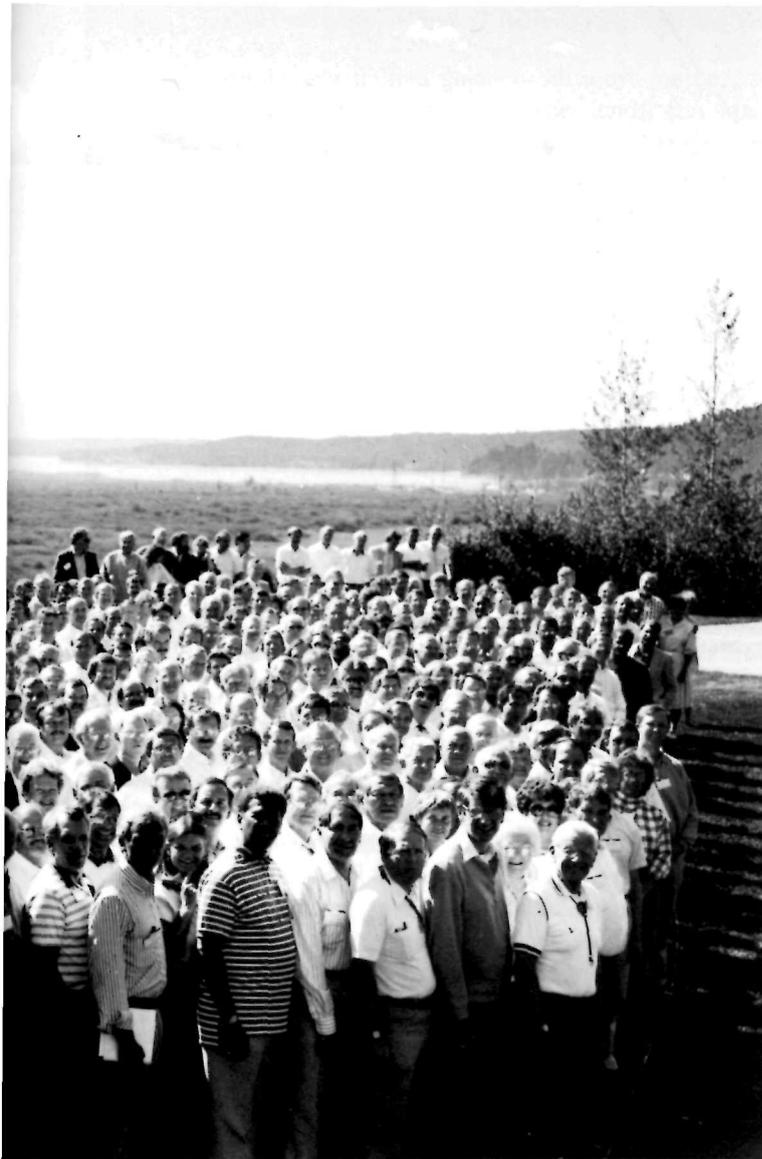
Bartimus, a veteran AP reporter noted for her objectivity and nose for news, sensed both the NPS mystique and employee dedication, if her writing is any indication. She began one story with the mission statement and filed 3,000 words in four park-related stories the first day alone.

Bartimus was one of some 50 reporters on the scene, which added an unexpected dimension to the conference, putting Grand Teton activities on the front page of newspapers across America.

The media interest opened up with a free-wheeling discussion on park issues, including reaction to the General Accounting Office report on budget shortfalls and to the Wilderness Society report on the nation's 10 most endangered parks.

Questions were abundant on the future of the National Park Service, reactions to proposed legislation to change the method of selecting the NPS director, restoration of the wolf to Yellowstone, and boundary expansion proposals by the National Parks and Conservation Association.

Reporters examined the issues from every perspective by cajoling a smorgasbord of NPS wizards into the public debate: Bill Mott, 10 regional directors, 342 superintendents, Assistant Secretary Bill Horn, NPCA leaders Paul Pritchard and Destry Jarvis, 4 former NPS directors (Dickenson, Everhardt, Hartzog, and Wirth), a former Secretary of the Interior (James Watt, on the final evening), the Wyoming congressional delegation, Congressman Bruce Vento (Chairman of the Subcommittee on National Parks and Public Lands), and a host of experts on park matters who came as speakers. In his opening remarks, Director Mott expressed regret that seasonal, administrators, the entire NPS family could not all gather at Teton to participate in this news-making event.



Conference photographer Bill Clark prepares to take the group shot. Photo by Bill Clark.



Conference lobby of Teton Lodge. Photo by Bill Clark.



Blues players helped provide entertainment Wednesday night. Photo by Bill Clark.

Horn called the discussions that evolved at the conference “creative tension” and the “healthy, open process through which we work things out.” In keeping with his evaluation, a number of issues fraught with “creative tension” were aired, if not resolved, throughout the conference.

The issue of returning the timber wolf to Yellowstone, which has burned hot in recent months, took on a light note with some friendly sparring at the podium. Director Mott produced for attendees a button that contained a wolf’s head with blinking eyes. Around it were the words “Bring Back the Wolf. The ‘Eyes’ Have It.”

But Wyoming Senator Malcolm Wallop, who has been wary of returning the wolf to the Yellowstone ecosystem for many reasons, including the possibility of wolf-sheep mismatches, countered with his own button. It read: “SOS. Save Our Sheep. The ‘Ewes’ Have It.”

The wolf subtheme ran throughout the conference, with audience reaction often taking the form of wolf howls. It went hand-in-hand with the ongoing banter between Yellowstone and Grand Teton over the relative prestige of the two parks.

Bob Barbee, Yellowstone superintendent and conference chairman struck first, calling Grand Teton the “south district” of Yellowstone. Jack Stark, Grand Teton chief and conference host, retaliated within minutes, labeling Yellowstone as “our buffer zone to the north.”

The good-natured ribbing, high quality presentations and heady discussions against the snowclad Teton backdrop quickly eliminated any mini-pall that may have been cast on the conference when a newspaper with a federal audience labeled it a “\$600,000 office picnic.”

In fact the assembled newspeople never followed up on the “office picnic” offering. Wyoming Congressman Dick Cheney called the conference “one of Mott’s best ideas” and added that “nobody embodies the park idea in the broadest sense like Bill Mott.”

And so, from the opening bell, it was jam-packed in the Explorers Room, where all sessions were held. Tom Kleiman of Harpers Ferry got the endorphins pumping with a 15-minute, 120-slide audio-visual experience that “reminded (the audience) of what we are about—stewardship and the role we play with the American public.”

The presentation, mostly visual but with some stirring narration by conservationist and earth mother Mardy Murie, provided a strong booster shot of NPS philosophy.

Dr. Robin Winks of Yale further revved up the gathering. “The superintendents are in charge of the greatest university in the world,” he proclaimed. “The parks are not recreational areas; they are educational institutions. Every superintendent is in effect the president of a small university.”

At noon on the second day, Mott gave his troops time off to see the parks before launching into two, final all-day sessions that delved into such meaty areas as conflict resolution, the 21st century, urban parks, tourism, interpretation, and how to work with the media. Few if any participants passed up the final sessions for the lure of Teton’s mountains and streams, and they were rewarded with spirited sessions.

Robert Dilenschneider, CEO of Hill and Knowlton, Inc., told them of the five key environmental issues likely to dominate the foreseeable future: acid rain; globalism and third world ecology; genetic engineering; waste; and the changing strategies of environmental activists. Stay tuned.

Gary Blonston of the *San Jose Mercury News* told them something they wanted to hear after a week of constant exposure to the media: “The National Park Service has press relations that Mother Teresa would envy.”

All the activities weren’t in the conference room. Joan Anzelmo of Yellowstone, the conference coordinator, had activities going elsewhere, too, including a program for spouses. Twenty-one exhibits, by cooperating groups and NPS entities, also were on display, each identified by a handsome standard and



Who Was Saying What?

“Anybody who thinks a dog is his best friend has never had a deputy.” (Deputy Director Denny Galvin)

“I cannot pluck a flower, but I disturb a star.” If you don’t understand that, you don’t understand the web of life.” (Supt. Jerry Shimoda, Pu’uohonua O Honaunau NHP)

“I’d give my right arm to be ambidextrous.” (banquet speaker Dick Jackman)

“We are trying to adopt the methods of business; not the goals of business.” (Dr. John Crompton)

“The Director (of NPS) ought to be free to enter into political debate based upon professional judgment and he ought to be an advocate.” (Congressman Bruce Vento)

“A decade ago Congress armed the Park Service with a powerful new tool for park protection: the right and the duty to go to court for an injunction against private land uses that threaten authorized park purposes. This is the message of the little-known, but vital, legislative history of the Redwoods Expansion Act of 1978.” (Joseph Sax)

“Would you all squeeze in a little more, please.” (group photographer Bill Clark)

“If change (in NPS organizational structure) comes, it should be established that the Director gets to pick his deputy and that the deputy comes from within the ranks of the National Park Service.” (Director William Penn Mott, Jr.)

“We’re like tea bags. We never know how good we are until they put us in hot water.” (Supt. Jerry Schober, Jefferson National Expansion Memorial)

“When you (Yellowstone) are ready for your wolves, we’ll be happy to send some down.” (Asst. Supt. Sandra Key, Glacier NP)

“Isn’t it great to watch the love and affection—and the reason we joined this outfit—grow this last week.” (Karen Reyer, daughter of NPS legend Lon Garrison and wife of SWR AD Eldon Reyer)

“There are two ways to get on top of an oak tree: climb or sit on an acorn.” (Supt. Jerry Schober)

“The ‘nut graf’ is a significant summary paragraph in the news story. Help us find the nut graf. Help us write better and understand better and, sometimes, as I hope some of you have learned, that relationship can actually lead to trust.” So said Gary Blonston of the *San Jose Mercury News*. Gary’s published nut graf on the conference reads as follows: “The National Park Service, America’s best loved government agency, is facing a possible post-election change in administration like every other branch of the federal bureaucracy. But it is also confronting more portentous and ongoing change outside the government because of growing numbers of visitors to its parks and clashes with those whose uses of its land conflict with its sanctuaries of history and nature.”

a unifying conference logo designed by Phil Musselwhite of HFC. At one booth you could buy raffle tickets and win items donated by parks or NPS friends. “Ski Death Valley” read a tee shirt that was a raffle item.

A raffle and silent auction sponsored by the National Park Women earned \$4,977 for the Employees and Alumni Association Education Trust Fund and \$783 for the Horace Albright Fund. E&AA sponsored a booth offering, among other items, hard cover editions of George Hartzog’s new book, *Battling for the National Parks*.

A total of 705 people attended the moving wrap-up banquet, so big that it overflowed into a separate dining hall where guests watched emcee Gary Everhardt and featured speakers via closed-circuit television. Director Mott had kind words for everyone in his final remarks.

“Thank you for the opportunity to be your Director, for being creative, for being able to recognize problems as opportunities

and for being able to solve those problems.”

The standing ovation his words received demonstrated that the Park Service also thanked him for similar opportunities—for, among other things, his commitment to an inspiring, informative reunion of the Park Service Family after too many years apart.

Ben Moffett is the public affairs officer for the Rocky Mountain Regional Office. As he explains, the 1988 Superintendents General Conference was a mammoth undertaking that became a huge success thanks to the efforts of many people. Unfortunately, space does not permit the Courier to give everyone the credit that is deserved. However, the entire proceedings were recorded by Harpers Ferry Center and should soon be available for all to see. Rocky Mountain Regional Historian Marcy Culpin is also contributing as conference historian. Consult the accompanying quips for some of the flavor of this history-making gathering.



Photo by U.S. Fish and Wildlife Service.

MARITIME AMERICA, A LEGACY AT RISK

Efforts to preserve America's dwindling maritime heritage have gained momentum in the last decade. Public interest in Tall Ships, waterfront revitalization and lighthouse preservation is on the upswing. But substantial problems and obstacles remain. Of the general issues facing maritime preservation in the 1980s, the most frequently identified are lack of widespread public awareness of maritime heritage and inadequate support for preservation activities.

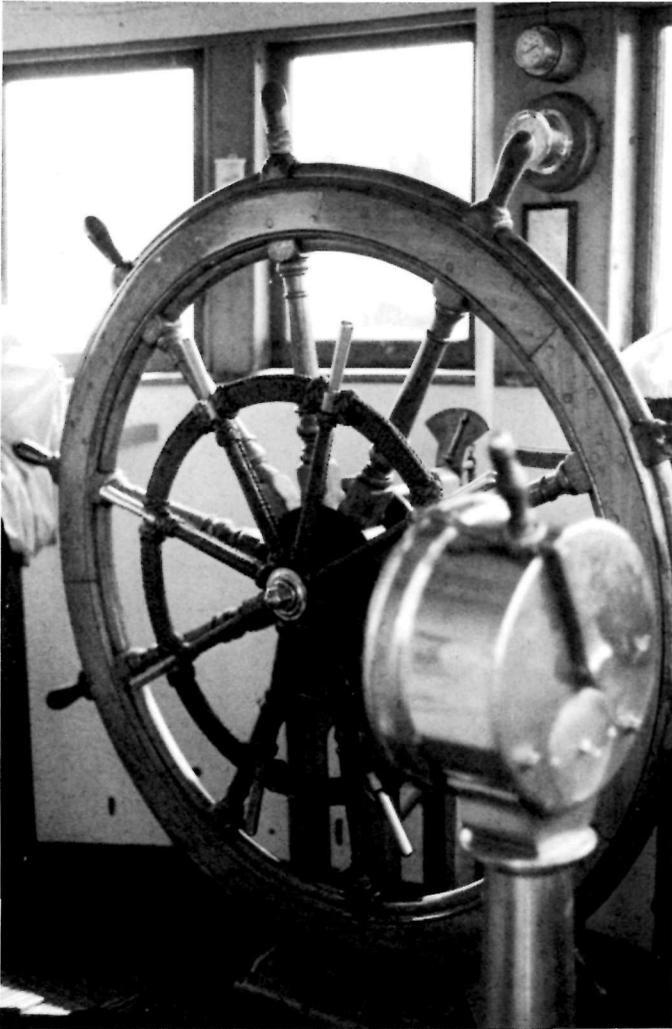
Public awareness translates into support for legislation and funding, plus the allocation of scarce resources and the timeliness of decisions. Unless the public at large and the historic preservation leadership recognizes that historic maritime resources are important to our communities as well as to our identity as a nation, and that they are fragile and endangered, there will not be the commitment needed to preserve them.

Maritime preservation is further weakened by a fragmented, individualistic constituency isolated from the rest of the preservation movement. Other than the maritime museums, which attract people broadly interested in the maritime world, other organizations often are focused around a particular type of resource—lighthouses, historic naval ships, canals of a particular region, steamboats, antique yachts, or other small craft. These special interest groups do not especially communicate with each other, perhaps failing to see the relevance of lighthouses to steamships or naval ships to yachts. Thus opportunities are lost for sharing experience, expertise and power.

Maritime preservationists have not tended to see themselves as part of a broader movement to preserve American heritage or a nationally structured program based in federal law. This is partly due to the fact that maritime practitioners have correctly perceived that the preservation movement has been led and the program designed by people whose first priority was the protection of buildings and structures of architectural and historical merit, and who initially identified the primary threat to those resources as coming from federally supported activities and projects.

There is no national policy supporting maritime preservation, and significant gaps exist in the protection and recognition of historic maritime resources. The National Historic Preservation Act of 1966 is comprehensive in scope, having been interpreted to address historic maritime resources as well as other elements of American heritage. However, the extent to which maritime





Wheelhouse of 1889 tug *Arthur Foss* in Kirkland, WA.
Photo by Jim Delgado.

properties represent distinctive resources excluded from some benefits afforded to other kinds of resources suggests the need for a national policy directed specifically to maritime preservation, a need now being addressed in part by the National Park Service.

Second, funding and financial incentives are critical need. Unless appropriate funding is available soon, there may be no major historic ships left in this country outside of Mystic, CT, and one or two cities with an exceptional commitment to maritime heritage. While some of the needed money can be expected to come from donations, the backlog of projects is too great to expect maritime supporters to provide all the capital necessary to save the ships.

More federal assistance is needed for surveying and inventorying, for economic and technical planning, and for major capital repairs. Private sector support should be targeted to build endowments or income to cover ongoing maintenance costs.

In order to promote investment in vessels that can be economically self-sustaining, the existing investment tax credit

for the rehabilitation of historic structures should be made available to income-producing vessels—not only those that have been converted, but especially those that are working in the maritime trades.

Preservation of maritime heritage is a complex assignment, made more complicated by the composition of the maritime constituency itself. While ships are the most prominent resource, and capture much of the attention, maritime heritage also includes the small craft and landside facilities that were part of the maritime system: shipyards, piers and warehouses, aids to navigation, locks and canals. It includes the values and traditions of maritime culture, plus the skills required to build and repair the ships, to sail them, and to handle the cargo they carried. It includes the wrecks of ships that didn't make it home, and those left to rot on a mudflat. Each of these resources has its own characteristics.

Large historic vessels, of which relatively few exist, rapidly deteriorate, and are difficult to re-use, given current market demands and safety requirements. The ships that remain need improved management and long-term planning. Small craft, while sharing some of the problems of large vessels, present easier maintenance problems. Improving private stewardship of these resources is the most pressing need.

Very different threats confront historic shipwrecks. Increased accessibility due to new technologies and the popularization of treasure hunting have contributed to the loss of historic material and information. Effective use of new technology to bring home the "hidden" cultural value of shipwrecks to the nation is needed.

For the maritime communities witnessing the loss of historic waterfront facilities and character, a methodology is needed to identify what remains of maritime culture and evaluate what can be preserved. New approaches to use, regulation and incentives are required to achieve waterfront revitalization with preservation.

Lighthouse preservationists need information on how to work with the Coast Guard, how to deal with special structural and use problems, and how to carry out long-term management responsibilities.

Like the physical remainders of maritime America, some of the folklife and folkways representing the human dimension of maritime heritage are endangered, as technology alters living styles and commercial practices, and as 'condomania' threatens the remaining waterfront communities. Preservation of living traditions through documentation, special events and educational programs is taking place in various locations across the country, but much more needs to be done.

Quite distinct from efforts to understand and preserve the multi-faceted elements of a cultural group are the more focused campaigns to save a particular set of skills. Most institutions with extensive small craft collections inevitably become involved in skills preservation, if only to maintain their collections. However, innumerable skills have been lost because there is no continuing need or justification for their existence. And with the skill goes, in some cases, the entire technology of a maritime enterprise.

In the long run, maritime preservation will probably proceed best if integrated into the preservation movement as a whole, and if endowed with adequate funding and a national commitment



Galley of the Wapama. San Francisco Maritime Museum. Photo by Jet Lowe.

to preserve historic resources of all types. Maritime preservation will also succeed best if there is broad participation from all levels of government and the private sector—both institutional and individual.

In carrying out its responsibilities, the National Park Service has taken a major step forward in establishing a solid base for maritime preservation activities. The development of standards and guidelines for nominating maritime properties to the National Register, for documenting maritime resources and for preserving large vessels are important contributions to the field. The inventory of maritime resources now underway is providing a more complete picture of America's maritime culture.

Other significant accomplishments have been made in locating and documenting underwater archeological sites both at Park Service areas and in cooperative efforts with other government agencies, private organizations and sport divers. National Historic Landmark theme studies of specific lighthouses, ships and shipwrecks, and the documentation of certain large and small craft are also positive steps in recognizing maritime heritage.

Although lack of federal funding has sharply curtailed state participation in the national preservation program, states are becoming increasingly involved in the management of underwater archeological resources. Maryland, Michigan, Vermont, Texas and North Carolina have vigorous, if widely differing, programs.

At the local level, maritime preservation projects have been at the core of many successful community revitalization projects around the country.

Within the private sector, the leading non-governmental organization is the National Trust for Historic Preservation. A

private, nonprofit membership organization, the Trust's primary role is to assist and influence historic preservation activities of public and private organizations across the country. A host of national, statewide and local organizations are dedicated to the preservation of America's heritage. Some have specialized roles: preservation of a particular type of resource such as lighthouses, or, in the case of Preservation Action, lobbying for preservation legislation and funding. Others represent specific professional disciplines such as archeology or architectural history. Still others are geographically based—concerned with all types of historic resources within a defined geographic area, from neighborhood to region. And museums of broad and narrow scope count themselves part of the preservation movement.

Private individuals and businesses are generally the primary stewards of historic resources. In the maritime field, private sector individuals serving as volunteers have provided thousands of hours annually to the restoration and maintenance of ships, lighthouses and small craft. Sport divers working with marine archeology programs in some states have helped to locate and record historic shipwrecks. An unknown number of historic small craft are in the hands of private individuals and businesses.

America's maritime heritage is worth saving. It has meaning to people; it has much to teach us about ourselves and our past. But such preservation is neither an easy nor a simple task. It requires multiple strategies and a concerted effort on the part of the public and private sector participants.

Marcia L. Meyers is vice president for maritime preservation, National Trust for Historic Preservation.

Dining Al Fresco in Former Harbor Blight

"The Massachusetts Miracle," the now well-known campaign slogan, may have more to do with the Commonwealth's national parks than any politician may remember. The rebirth of Lowell and the economic resurgence of Boston interestingly coincided with the establishment of historical parks in the two cities. Little wonder that with the 50th anniversary of Salem Maritime NHS, economic forces are looking to the oldest maritime site in the country as the ticket for revitalizing the City of Salem and Boston's North Shore.

In principal the future scenario is based on Lowell's storybook success —market history-rich Salem as a package to increase the number of money-spending entrepreneurs and visitors. Some will take root as An Wang did in Lowell. Salem is now in an initial development stage.

Recognizing Salem's tourism potential, a group of city businesses, educational institutions, politicians and non-profits formed the Salem Partnership. At the helm was Maureen Johnson of Salem State College and Cynthia Pollack, superintendent of Salem Maritime. If successful, the Partnership's contribution for the park's 50th birthday may consist of revolutionizing the site. The birthday party has been going on all year.

—January: The Partnership announced their objective to expand the original seven-building site to incorporate some 300 historic buildings, creating a city-wide heritage park.

—February: The Partnership and the City purchased the option on a building adjacent to the site to hold it for NPS offices while Congress acted on proposed legislation (passed June 10).

—March 4: The Partnership enlisted the involvement of the local school system in an Interview Day. Children collected memories of early Salem and added some future predictions of their own. These were presented in a time capsule to Deputy Director Denis Galvin on the steps of the Customs House at the conclusion of festivities marking the site's birthday on March 17.

—March 21: Congressmen Ike Skelton and Nicholas Mavroules conduct a congressional hearing on tourism in Salem. The Partnership winned and dined participants, and testimony thundered for a larger NPS role in the infamous City of Witches.

—June: Meanwhile, the Park Service and the Customs Service, in cooperation with the Partnership, have

recommissioned the Customs House —the most famous building at the site. Officers from the Customs Service will be operating out of the building while interpreting the mission of the Customs Service in concert with that agency's 200th anniversary.

—July: NPS and the Customs Service jointly celebrated Customs' Bicentennial and Salem Maritime's 50th Anniversary July 14 to 16. Activities included maritime crafts demonstrations, living history programs and Customs "drug smuggling intervention" demo.

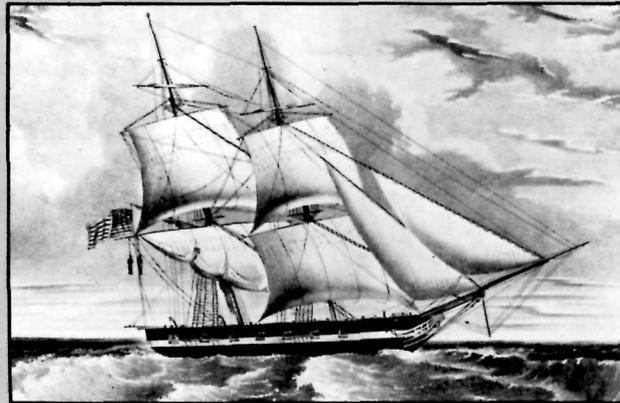
According to Peter LaChapelle, park chief of visitor services, Salem currently is one of the smallest—but richest in history—sites in the historic site system. Now drawing about a million visitors a year, it includes within its 9.2 acres the home of the country's first millionaire, privateer Elias Hasket Derby; the Customs House where novelist Nathaniel Hawthorne dreamed up *The Scarlet Letter* while working as Chief Inspector for the Customs Service, and homes and stores typical of the 17th century.

Salem was the only port not captured by the British during the Revolution and was once the capital of Massachusetts. For a time Witch City was a busier 18th-century hub than New York City. Eventually, however, came decades of decline. The NPS in its early elitist fashion created "walls" around the treasured historic port site to keep out "locals." Hindsight proved that to be a mistake for the move to make the park a "catalyst" for City improvement began only when the site opened its doors to the community. Then, with the appointment of dynamic superintendent Cynthia Pollack, the magic began. A fairly dingy area took on a new, chic look as businesses in adjacent neighborhoods suddenly boomed and condominiums sprung up, along with quaint and expensive shops (famed Pickering Wharf), selling designer shoes and antiques or serving gourmet foods al fresco and takeout.

Preservationists say that this type of related, small business development is what was envisioned in 1935 when Congress passed the Historic Sites Act. While inspecting sites like Salem and Lowell, one can only guess whether the NPS exists here to preserve the cultural resources or to improve the economic climate of a depressed area. Possibly the answer lies in the long term success of the "Massachusetts Park Miracle."

Edie Shean-Hammond

Romancing the Sea



U.S. Brig-of-War *Sommers* by Napoleon Sarony.

ISABELLA. Built in 1825 at Shoreham, Great Britain, this tiny, two-masted vessel was purchased in 1829 by the Hudson's Bay Co. and sent into the Pacific with supplies for the company's outpost of Fort Vancouver at the Columbia River. Captain Ryan lost his way while entering the river and wrecked *Isabella* off Cape Disappointment in May of 1830. The largely-intact remains were rediscovered in 1986 by a local fisherman. *Isabella* lies split open along her keel in 30 feet of muddy, fast-running water. In 1987 a team from the NPS Submerged Cultural Resources Unit, working with the Columbia River Maritime Museum and the Coast Guard, identified the vessel's remains, mapped and nominated it to the National Register of Historic Places.

USS SOMERS. Built at Brooklyn, NY, to serve as a training ship for young naval officers, the 10-gun brig was the scene of an attempted mutiny in November 1842. Captain Alexander McKenzie executed three members of the crew, including 19-year-old officer Philip Spencer, the son of the Secretary of War. The controversy known as the "Somers Affair" lasted more than a year and resulted in the establishment of the U.S. Naval Academy at Annapolis. Author Herman Melville used the tale as inspiration for his novella *Billy Budd*. *Sommers* sank in December 1846 while blockading the port of Veracruz during the U.S. war with Mexico. It was rediscovered in Gulf of Mexico waters last year. The Service is working with the State Department, which is negotiating with the Mexican government for permission to begin scientific study of *Sommers* next year.

FRANCES. Built in 1863 in Great Britain, the iron-hulled bark *Jane Blythe* was a typical British "tramp" sailer engaged in a variety of trades. Sold to German

owners in 1872, *Jane Blythe's* name was changed to *Frances*. Sailing from Hamburg to Singapore, she loaded a cargo of sugar, tin and nickel, and was returning by way of Cape Horn and Boston when a fierce winter storm off Cape Cod sent her ashore on Christmas Day 1872. The crew escaped, but Captain Wilhelm Kortling died later as a result of his ordeal on the freezing decks. The intact hulk of *Frances* still sits off Head of the Meadow Beach at Cape Cod NS.

ALMA. (*Alma* and *Duwamish* are examples of ships now being studied as part of a National Historic Landmark theme study, "The Maritime Heritage of the United States.") Built in 1891 at San Francisco, the flat-bottomed, box-like scow schooner *Alma* was used to haul hay, brick, and other bulk cargoes across the shallow waters of San Francisco Bay. Scows like *Alma* served the same purpose as trucks now hauling freight on the freeways. A restored and sailing historic vessel in the NPS fleet at the National Maritime Museum, San Francisco, *Alma* is the last representative of this once-common vessel type.

DUWAMIS. Built on Puget Sound in 1903 as the second fireboat for the port city of Seattle, *Duwamish* was the most powerful vessel of her type. Capable of shooting out 10,300 gallons of water per minute, *Duwamish* battled waterfront blazes and shipboard fires. If her monitors could not extinguish the flames, *Duwamish* was built with a steel ramming bow that could sink a wooden vessel in the shallow waters of the sound and put the fire out that way. Replaced by more modern vessels and laid up since the 1970s, *Duwamish* is the oldest fireboat in the U.S. and a perfect example of an early 20th-century American fireboat.

MARITIME AMERICA AND THE NATIONAL PARK SERVICE

Having recently moved to Washington to take on the task of serving as the first Maritime historian for the National Park Service, I'm discovering that maritime culture is not just pervasive in American history but also in the national park system. One of the first letters addressed to me came from the superintendent of Moores Creek NMP, who wrote that while his park was established to commemorate an important North Carolina Revolutionary War battle, it also contained the essence of what had made the Carolinas a center for naval stores production in colonial times. Live oak that still grows at Moores Creek served as building timber for ships, and pitch pine groves once were tapped to make turpentine and caulking tar—a product that incidently may have provided North Carolinians with the nickname “tarheels.” When I recently met the superintendent of Lincoln Boyhood NMem, he remarked on me how fascinated the young Lincoln had been with the riverboats that steamed past his home and mentioned how this forgotten maritime aspect of the future president is interpreted at the memorial.

Other parks contain lighthouses—the NPS manages some 58 of these maritime structures, including the oldest in the U.S., a 1767 light at Sandy Hook in Gateway NRA; the tallest and perhaps the most significant light in North America on Cape Hatteras at the seashore that bears that landmark's name; and the site of the first lighthouse on the Pacific Coast, located on rocky Alcatraz Island in Golden Gate NRA.

The NPS also manages and actively interprets several historic life-saving stations. Built by the United States Life-Saving Service to rescue shipwrecked mariners on treacherous shores in the days before the U.S. Coast Guard, these stations are a quickly vanishing resource. The NPS rescued and restored one station at Race Point in Cape Cod NS, and offers a highly acclaimed living history program there, as we also do at Cape Hatteras NS. At Point Reyes NS, a 1927 station not yet open to the public has one unique gem—a historic 36-foot motor lifeboat. Once launched down steel-railed tracks to rush to the rescue, this boat braves the fog-bound Point Reyes headlands on occasion. Ironically, archeologists surveying Wood's End at Cape Cod NS last summer discovered the remains of the first station built for 36-foot motor lifeboats—complete with rails, launching carts, and building foundations—eroding from the dunes and littering the beach.

Other maritime structures abound. Among the more notable is the Chesapeake and Ohio Canal, an engineering landmark and reminder of an age when maritime America preferred waterborne transportation to railroads. One of the most popular NPS experiences is riding the canal boat *Canal Clipper* and learning about canal life while being pulled by mule team at a steady four-miles-per-hour.



NPS sailing ship *Balclutha* leaves San Francisco's Fishermans Wharf after 33 years for a new berth at the Hyde Street Pier of the San Francisco National Maritime Historical Park. Photo by Bill Thomas.

In addition to the famous custom house where Nathaniel Hawthorne once labored, the waterfront of Salem Maritime NHS also protects historic wharves dating to colonial times. Tremendous collections of historic small craft likewise reside in park collections—Indiana Dunes, Cape Cod, and Golden Gate collectively contain more than one hundred small craft ranging from surfboats to fishing vessels.

The NPS also manages the world's largest collection of floating historic ships. The National Maritime Museum at Golden Gate accounts for most: the 1887 ship *Balclutha*, the 1891 scow *Alma*,

the 1895 schooner *C. A. Thayer*, the 1907 tug *Hercules*, the 1915 steam schooner *Wapama* and the 1922 ferry *Eureka*, the 1915 paddle tug *Eppleton Hall* make a world-class collection. Also moored in the park but managed by a cooperative association is *Jeremiah O'Brien*, the last unaltered WWII Liberty Ship. At Charlestown Navy Yard the NPS manages the WWII destroyer *Cassin Young* next to the U.S. Navy's "Old Ironsides," USS *Constitution*. In addition to these large artifacts there may be counted hundreds of thousands of smaller artifacts—ship's bells, parts of vessels, logbooks, photographs, tools and models.

One hitherto "out of sight, out of mind" maritime resource in the parks are shipwrecks, thousands of them. Dating from voyages of exploration and settlement to modern times, they litter the waters and beaches of more than two dozen national parks—some on the coasts, others in lakes or along rivers. The best known shipwreck in a park unit is undoubtedly USS *Arizona*, lying 38 feet in the water and mud of Pearl Harbor, and now straddled by the USS Arizona Memorial. Another is the raised and restored remains of the Civil War ironclad gunboat USS *Cairo*. Less well-known wrecks include the Spanish Manila galleon *San Agustin* at Point Reyes NS; a 1733 patache at Fort Jefferson NM; 18th-century British warship, HMS *Fowey*, at Biscayne NP; and the 1856 medium clipper ship *King Philip* at Golden Gate NRA.

Managing sites, structures, and objects associated with the maritime past, the NPS joins the U. S. Navy, Coast Guard, Army Corps of Engineers, and National Oceanic and Atmospheric Administration in the field of maritime and naval history and maritime preservation. Under the provisions of a 1985 request from Congress, the Park Service created a new office—the Maritime Preservation Program—as part of the History Division in Washington. In cooperation with the National Trust for Historic Preservation, the National Conference of State Historic Preservation Officers, and the maritime preservation community, the NPS finds itself managing a major national inventory of historic maritime resources, encouraging the nomination of ships, shipwrecks, and lighthouses to the National Register of Historic Places, offering preservation advice, conducting a National Historic Landmark theme study of the U. S. maritime heritage, and much more.

The field of maritime preservation is a relative newcomer to historic preservation. Now, at least 20 years behind the national preservation movement, it is catching up. The passage of new laws, such as the Abandoned Shipwreck Act of 1988, are aiding preservation.

The National Park Service can and will remain an active partner in this process—by effectively managing the precious maritime resources entrusted to its care; adding new resources to the system where appropriate; and working with states, local groups, and individuals to encourage and support their efforts. We in the National Park Service can and should apply the best of our skills, traditions, and efforts to a previously overlooked yet quintessential part of our nation's character—its maritime past.

James P. Delgado is WASO's new maritime historian.



The above-ground remains of a wreck. Photo by Submerged Cultural Resources Unit.



Photo by Joe Strykowski.

PARKS AND THE SEA

NEW FRONTIERS, NEW CHALLENGES.

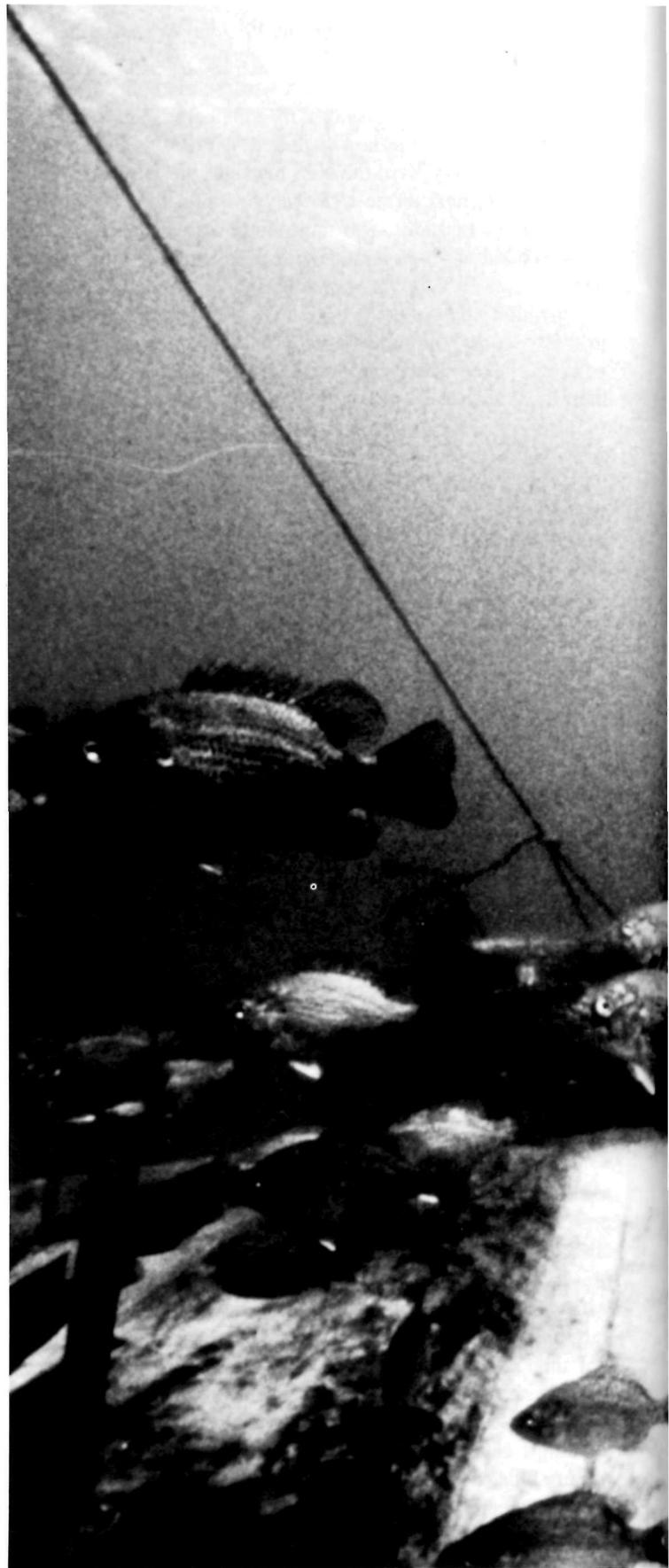
As Alaska was—and still is—a great frontier in park management, so is the territorial sea. Seashores, lakes, and rivers have long been part of the national park system—but the full implications of their underwater component is just beginning to be realized.

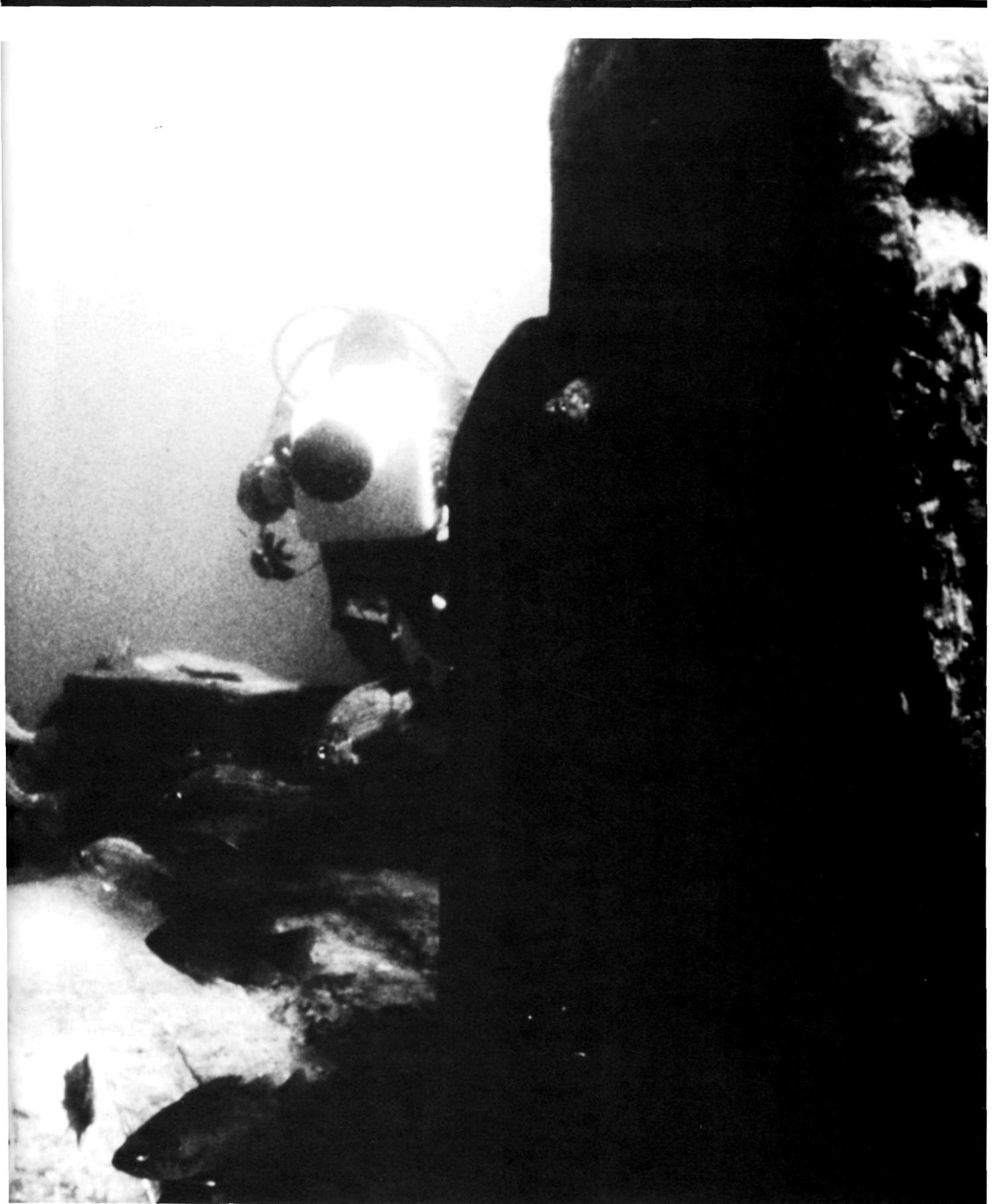
The National Park Service was the first land-managing agency to develop a diving program, and the names of some of the early adventurers in this area are familiar: Jack Morehead, Dick Marks, Don Dayton, Don Brown, Leroy Brock. They were part of the first vanguard of what are now almost 200 NPS employees who engage in diving as a collateral duty. The Service began with protection, then maintenance, and then resources management as target programs for application of rapidly developing scuba diving technology. Now the possibilities for interpretation to the public are becoming another important factor. Virgin Islands NP led with the concept of a snorkeling trail established at Trunk Bay. Today, burgeoning sport diving use has become a major factor determining management of submerged resources.

Problems developing from growing sport diver use of park areas are readily apparent from the recent law enforcement actions taken at Channel Islands NP. Also clear from that case, as well as ARPA citations at Biscayne NP is that the Service's commitment to "protect and preserve" extends to underwater resources.

The Western, Midwest and Southeast Regions have been especially active in their treatment of submerged resources, natural and cultural. Everglades and Biscayne have conducted animal studies since the late '60s, about the time George Fisher and Cal Cummings started beating the drum for underwater archeology, running projects at Montezuma's Well and Fort Jefferson. Ed Bearss was a driving force in the project that ended with the raising of the Civil War gunboat, *Cairo*, a project we'd do differently now, but one that nevertheless helped develop an understanding of the immense potential of submerged shipwrecks as archeological and historical resources.

Diver videotapes natural resources (fish) associated with a wreck at Pictured Rocks NL. Photo by Pat Labadie.







Underwater video is important, new technology for underwater archeology. Photo by Submerged Cultural Resources Unit.

Resource treatment the public would deem inappropriate on dry public land somehow seems all right when the resources are under water. Management at Point Reyes NS has had to cope with the spectre of highly financed treasure hunting expeditions seeking access to park waters to search for a Manila galleon thought to be sunk in or near the park's border. Similar cases have arisen at Biscayne and Cape Cod. The treasures are there all right—but not in gold and Ming dynasty porcelain, rather in answers we seek to questions about the past.

Perhaps the most thorough way of dealing with the new demands for underwater park management is increased staffing at the field level. For example, Bill Ehorn, at Channel Islands, has beefed up an already superb natural resources research program with a staff archeologist who has diving capabilities, an underwater video interpretive program, and a full underwater maintenance capability. Recent protection activities at Channel Islands where rangers participated in a commercially chartered diving boat trip recalls earlier efforts by Jack Morehead at Isle Royale when Mac Shaver and Larry Thomas took part in diving trips in a similar capacity in 1976.

Statistics concerning underwater archeological sites generated from a submerged cultural resources questionnaire last summer reveal that out of 80 parks queried, 59 indicate submerged cultural resources within their jurisdiction. The regions with the greatest responsibility are Southeast and Western Region, each with 13 parks having submerged cultural resources. Not counting the Alaska Region (where submerged lands jurisdiction is still being decided), the Service has an underwater realm of significant cultural resources (known or suspected) that exceeds the size of Yellowstone NP. However, of 59 parks, only 20 have addressed the issue in their general management plans or resource management plans, and generated project proposals for inven-



Project Sea Mark is a collaboration between NPS and Navy divers.

tory. Ten of these areas have indicated a significant protection problem in the area of submerged cultural resources management. And at least three have had major litigation problems due to claims made by treasure hunters on shipwrecks within park jurisdiction.

The funding for all of these aspects of submerged resources management reflects the level of understanding held by higher management—it is low, but steadily increasing, even in tight fiscal times. One method for dealing with a high need, low dollar environment was pioneered by "Project Sea Mark." In a nutshell, the Service has developed an arrangement whereby the training mission of the Navy dove-tails with the NPS historic preservation mission. The technical and financial assets of the diving Navy are brought to bear on real-life problems such as a ship that needs salvage at the Statue of Liberty or an electronic survey for historic wrecks at Cape Cod NS, or underwater mapping/documentation of sites at USS Arizona Memorial, Golden Gate NRA and Fort Jefferson NM.

The Navy also has helped the Service in its historic preservation mission in the Trust Territories and former Trust Territories of the Pacific Islands. In 1988, 140 Navy divers worked with SCRUI in Guam at War in the Pacific NHP and the Republic of Palau.



Park rangers work with the Submerged Cultural Resources Unit at Pearl Harbor.

What does the future hold?

From their experimentation with balloons and ropes for cave exploration at Carlsbad Caverns NP, Ron Kerbo and company have demonstrated that the limits of park resources management are defined only by the limits of our imagination. The underground realm of parks, like the underwater realm, is still in an early stage of exploration and research. When combined, as in the case of underwater cave systems, the scope of management concerns is just beginning to be understood. There are underwater caves at Ozark National Scenic Riverways and even Death Valley that park management has only begun to consider.

Increasingly, technology will make the underwater realm accessible to the non-diving park visitor. Tour buses that visit Yosemite may soon have their equivalent in forty-passenger submarines that are, even now, being experimented with by the private sector in some seashore locations. These will become commonplace, as will underwater walkways with acrylic spheres for 180-degree viewing.

Three-dimensional video technology also may be used, as in National Geographic's Explorer Hall, to bring the essence of things natural and cultural to the visitor centers of national parks. Indeed, the underwater world is itself three-dimensional, with natural buoyancy aiding the transport of people and vehicles to greater depths, each layer harboring ecological niches needing interpretation by park rangers.

Along with increased vistas will come new problems. Imagine having to exhort visitors not to feed the great whites. Of course,

rolling down the windows would take on new meaning in a submarine environment.

The question of underwater trails for scuba divers on shipwrecks has been experimented with at Isle Royale NP and resulted in a predictably wide range of responses from visitors: "great," "O.K.," "impacted the ambience and sense of discovery"—new environments, old issues. The question of what may be permitted in an underwater wilderness as well as accessibility for non-divers and the handicapped are all legitimate concerns in a new theater of action for park managers.

The universe of potential challenges for future park managers is expanding—not contracting—as time goes on. Director Mott has requested the Service look at "events" in addition to "places" as part of the range of possibilities in future park management. Perhaps the cooperation we see these days between the Navy and the National Park Service in Project Sea Mark will be the forerunner of an NPS/NASA relationship in some future "Project Space Mark." Whatever the technological and managerial advances of the next centuries happen to be, it is entirely possible that the crew of a space galleon may some day circumnavigate our own galaxy and return to earth, having experienced all the terror and the excitement that first must have drawn Magellan to sail the circle, wood on water.

John E. Cook is Regional Director for the Southwest Region. Dan Lenihan is Chief, Submerged Cultural Resources Unit.

WRECK HUNTERS



Submerged Cultural Resources Unit members discussing a dive.

In Arizona during the autumn of 1968, NPS archeologists George Fischer and Cal Cummings donned scuba gear, jumped feet first into a supposedly bottomless lake called Montezuma Well, and landed neck-deep in silt.

Thus began the first documented underwater archeological expedition of the National Park Service.

Four years later the two pioneers recruited Dan Lenihan, a graduate student intrigued with neo-suicidal cave diving. The three went to find ships in the shifting sands of Padre Island NS. As the seashore is part of the Southwest Region, the wreck hunters sought support at Santa Fe, NM, office of the regional director. The occupants of that office have since been faithful patrons of the Submerged Cultural Resources Unit established there.

In the spring of this year those who had first plunged the Service into the ocean, and those who joined them later, gathered at Santa Fe to plan for the future.

At the long conference table sat Edwin C. Bearss, chief historian, slightly more bald than when he and two friends found the sunken Civil War ironclad *Cairo* while he was a historian at Vicksburg NMP. Even today when Bearss talks about the gunboat *Cairo*, excitement comes to his clear eyes and he rocks forward as he talks. Only his sparse gray hair reminds that a third of a century has passed since that auspicious day.

It had been November 12, 1956, when Bearss and two friends came down the muddy Yazoo River in a ratty old wooden rowboat driven by a sputtering outboard to start the National Park Service into the world of underwater archeology. They headed for the spot they had chosen after long historical research and by guessing the thoughts of the river pilots who rammed *Cairo* into a river bank so the crew could escape before she sank.

Their only instrument was a compass, and their theory was that the heavy metal plates of the warship would attract its magnetic needle. Bearss watched the compass in the bottom of the boat. It began to spin wildly, signifying a large mass of metal. They probed the dark waters of the Yazoo with a long rod. The bar thumped on the metal plating of the warship: they had found *Cairo*!

The raising of the mud-filled riverboat was a horrendous task that took the life of one person. The ironclad came up in pieces, which were allowed to rot for many years before Congress appropriated the funds to restore *Cairo* as a museum exhibit at the Vicksburg battlefield. It was an expensive and sobering lesson that has continued to discourage the Service from other such efforts.

Another around the conference table at Santa Fe was George R. Fischer—fierce beard testifying to his German heritage—who

served as research archeologist at the Southeast Archeological Center in Tallahassee, FL. As a boy at his ranch home near California's Tule Lake, Fischer made a diving helmet out of a big metal milk can. Unfortunately, it leaked; it was not until long after he joined the Park Service that he again pursued diving.

Next to Fischer sat Calvin R. Cummings, the Service's senior archeologist from Denver, whose beard is hewed more modern. Cummings was already scuba diving when Fischer learned at the YMCA in Washington, DC.

Looking back, the first recorded NPS underwater archeological expedition in 1968 into Montezuma Well at Montezuma Castle National Monument in Arizona took place about twenty years after the French invention of the scuba out't became available and historic shipwrecks were suddenly accessible to anyone with the price of an aqualung.

A plague of undersea destruction spread throughout the Mediterranean and then to other parts of the world. The shipwrecks—to archeologists irreplaceable time capsules of the moment when the ship sank—were being destroyed senselessly by irresponsible divers hungry for artifacts and treasure.

The tide of destruction came to Padre Island when a treasure hunting company called Platoro began to raid the wrecks of a Spanish treasure fleet blown ashore during a hurricane in 1554. The full outrage of Texas fell upon Platoro and the State organized its own recovery mission. Among those helping in this effort was the National Park Service.

Cal Cummings has undertaken a detailed account of the Service's underwater history, which describes underwater surveys around Fort Jefferson, Biscayne Bay, and other NPS areas, all littered with wrecks from many centuries.

To help with these undersea projects, the National Park Service enlisted many archeological students as seasonal employees. One of the graduate students was Daniel J. Lenihan, whose passage



Dan Lenihan converses with BBC underwater camera team. In the background, Navy divers check data from last dive at U.S.S. Arizona.

from New York's Little Italy to archeology had been a stormy one. In 1972 Fischer hired Lenihan as a seasonal park ranger-archeologist. "I may have saved his life, getting him away from cave diving," Fischer ruminated later. The next year Lenihan became a dive officer on the Gulf Islands Shipwreck Survey.

Lenihan had only been diving for several years. He had been a teacher of underprivileged children in the Virgin Islands when he learned to dive. Of that first experience in the underwater world, he remembers: "I couldn't believe what I had been missing. To me it was a whole part of the planet I had not experienced. The act of diving became fascinating to me as an art form."

Lenihan is a slender man. His hair is curly brown. His eyes can be intense and then relax into humor. Today he lives, when not diving, in an adobe-style house with his wife and two children in the sage brush of northern New Mexico near Santa Fe where he is chief of the Submerged Cultural Resources Unit of the National Park Service. It was not always so. Lenihan grew up in Manhattan where the Boys Club found him promising and gave him a scholarship to rural Guilford College when he was sixteen. Unable to adjust to the new environment, he left college after several years and drifted through the South, doing a variety of jobs, including night club barker, potato picker and textile union organizer. Finally he returned to Guilford to complete his undergraduate studies in philosophy.

The year Lenihan joined the Park Service in Florida he was "passionately involved in cave diving," a sport which had killed a score of divers in that state alone. The danger in cave diving is that if something goes wrong you cannot rise to the fresh air of the surface. As Lenihan put it: "You can't resolve difficulties by going up. Very simple mistakes can be disastrous."

He dove in the caves because he was "seeing things never explored before." Yet he knew the sport was not for everyone and he only trained three others in it, one being an archeologist for the State of Florida, Larry Murphy, who was to become his principle assistant in the Submerged Cultural Resources Unit.

What they learned they carried with them into the NPS operation, where careful planning always precedes what are sometimes very difficult diving assignments. "We are an extremely cautious bunch," Lenihan noted.

At the meeting in Santa Fe, the Service's chief anthropologist, Doug Scovill, seemed to dominate at times, perhaps because of his bluntness, interspersed with humor, as he contemplated with mock dismay, his long, curly hair shaking, the proposals of other participants.

In the beginning it was Scovill's dubiousness the group had to overcome, and the pioneers still remember the night they did back in 1974, at Cal Cummings home. The underwater people wanted to be involved with "The National Reservoir Inundation Study." The study was motivated by the requirement that builders of new dams state in environmental impact documents what the effect will be on inundated cultural resources. The only way to predict that was to find out what existing dams had done to the resources beneath the reservoirs they created. These predictions would have to be based on what had happened to cultural resources immersed by existing reservoirs.



Photo by Joe Strykowski.

To find that out, the dam-building agencies were willing to pay the National Park Service divers enough money to purchase the sophisticated diving equipment and hire the skilled professionals they desperately needed. The catch was that the Service had to put up \$25,000 in seed money, which they did not have, and which they wanted Doug Scovill to get them in Washington. On the night Scovill went to Cummings's house, he had warned them he was opposed to the new venture but "if you can make me feel any different in three hours..."

Several bottles of wine later, Scovill agreed to seek the funds. Lenihan recalled nervously waiting for weeks until "at the

eleventh hour Scovill called and said 'you are in.'" Four years of diving in "deadly dull" reservoirs is not a fond memory for Lenihan and the others. Today he says: "I'd rather eat broken glass than do another reservoir."

But the money earned bought expensive diving equipment and hired skilled professionals to undertake many interesting projects, usually in cooperation with the increasing number of NPS divers at park units. One project was initiated by Jack Morehead, superintendent of Yosemite, who was then superintendent at Isle Royale. Morehead had been a member of the Service's first scuba team in 1962 trained by Larry Wham of Whamco divers at Lake Mead NRA. The others were Dave McClaine, Dave Dame and Jim Anderson. (The first remembered NPS divers were a pair of Sequoia and Kings Canyon National Park rangers, Donald A. Dayton and Bill Wendt, who had learned several years before.)

It was Morehead who invited the underwater unit to Isle Royale to survey some sunken steamers and freighters he regarded as a historic resource, although some of his predecessors had considered blowing them up as hazards to navigation.

Indeed during these years it seemed that the Submerged Cultural Resources Unit was everywhere. Surveying shipwrecks at Cape Cod and Fire Island for Northeastern regional archeologist Dick Hsu, and mapping the sunken USS Arizona for the first time as well as other Pacific Ocean ventures with regional archeologist Roger Kelly of the Western Region.

At the Santa Fe meeting the Service's new and first maritime historian, James P. Delgado, outlined the programs of the Service's Maritime Initiative. Delgado, a native of San Jose, CA, was responsible for the studies that resulted in the nomination to the National Register of Historic Places not only of the Golden Gate NRA fleet of historic ships but also many west coast shipwrecks, as well as several hulks in the Falkland Islands.

A curly haired man whose serious mouth can break into a mischievous smile, Delgado believes the National Park Service is "finally serious about maritime preservation." Currently the Service is preparing a computerized inventory of large preserved vessels, of collections of small craft, of historic shipwrecks and hulks, and of lighthouses and aids to navigation.

At the Santa Fe meeting one of the concerns was a responsibility the National Park Service was about to assume in assisting states to decide which shipwrecks should be protected as historic sites. In this discussion, Ben Levy, chief of the National Historic Landmark Program, and Michelle Aubry, the archeologist involved in the shipwreck legislation, also played major parts. Cummings discussed the need for national professional standards and guidelines, and outlined what he is now writing.

Delgado is currently undertaking a theme study, "Maritime Heritage of the United States," which will be a study of about 50 ships possibly eligible for national historic status.

Towards the end, the Santa Fe gathering turned to the plight of the underwater program when Lenihan reported that the diving equipment of the Submerged Cultural Resources Unit was wearing out. They needed not only to replace the equipment, but also to acquire more modern instruments of underwater archeology.

The program had survived on the assistance of outside groups, particularly the cooperation of the Navy. Lenihan said, "We are taking seed money to generate outside funds. More energy is going into hustle. Other things are neglected."

Lenihan concluded: "The equipment needs replacing. Much can no longer be repaired. Maybe a year, a year and a half, and we won't be able to operate."

Doug Scovill concurred: "We have been chasing after the money to survive...for the last four, six years we have been going after the dollars. It is getting to the point where we may have to close down because of unsafe equipment...."

There would be no money forthcoming this year, Scovill predicted. But perhaps next year...

Western Region chief archeologist Roger Kelly summed up the meeting with wry humor. He said: "Fill a room with a few well-seasoned NP S archeologists and historians; turn up the heat of public and official interest; baste from time to time with controversies, defeats, successes, and notoriety; add a sprinkling of funds, gung-ho Navy teams and media interest. Set aside and bake until ready."

William G. Thomas is assistant regional director, public affairs, Western Region. President Reagan signed the document creating the San Francisco Maritime National Historical Park on Thomas' birthday, June 27, a particularly meaningful birthday present for him.

Preserving The Nation's Submerged Heritage

SENATOR BRADLEY TALKS ABOUT THE ABANDONED SHIPWRECKS ACT



Q: Summarize the intent of the Abandoned Shipwrecks Act. What are the key provisions?

A: This legislation has a simple purpose: to allow for the comprehensive management of an invaluable cultural resource, historic shipwrecks. Over the past decade, there have been too many conflicts between salvors, archeologists, sports divers, and even fishermen concerning the management of wrecks.

The sport diving community, which will double in size in less than ten years, wants quality recreational opportunities. Fishermen also lay claim to shipwrecks, which serve as artificial reefs. Local communities have sometimes erected barriers or prevented divers from using beaches and other facilities. And archeologically important artifacts are often lost to vandalism or inadequate salvage efforts. Without planning, these conflicts will only increase. This would be to the detriment of the sport and the shipwreck heritage. This new law provides that essential planning.

This legislation gives states the tools and incentive to take charge of their coastal waters; create new recreational opportunities such as undersea parks; designate historic shipwreck sites and provide the appropriate protections; allow for archeological excavation if appropriate; and resolve the inevitable conflicts that could threaten the sport of diving and the divers themselves.

I've visited great ruins in the West that have been preserved—Chaco Canyon, Mesa Verde, Canyon de Chelly. Because of the Antiquities Act of 1906, these sites and others are protected for all generations. I hope that this new law will lead to the same preservation and enhancement for underwater sites that is so obvious in the parks of New Mexico, Colorado, and Arizona.

As for the provisions of the legislation, they are really very simple and straightforward. The law defines historic shipwrecks, claims title on behalf of the federal government for wrecks in state waters, and transfers that title to the state. It is then up to the state to develop legislation for the management of its own resource. The bill does provide, however, for legislative guidelines to be prepared by the National Park Service for the development of a management program.

Q: What made it necessary to introduce this legislation? What is its history and what are the principal issues involved?

A: The fundamental problem addressed by this bill is one of public responsibility. In the United States, modern shipwrecks generally fall within the purview of admiralty law, which places the matter of all shipwreck salvage within the federal, not state, jurisdiction. Under admiralty law, if a ship is judged by the courts

to be in a condition of "marine peril" and a salvor can identify the wreck and prove he has the wherewithal to salvage it, the court may award him the right to do so—despite state laws to the contrary.

Since the passage of the Submerged Lands Act of 1953, states have held title to the lands and natural resources within three miles of their coast. Since this Act, 27 states have passed laws affecting abandoned historic shipwrecks. However, a series of court cases threw into doubt both federal and state jurisdiction. The issue boiled down to whether historic shipwrecks are abandoned ships "in marine peril" or "natural resources."

The United States has been the only country in the world with a substantial number of historic shipwrecks that has lacked a federal law recognizing the importance of preserving these sites. There has been no federal law requiring orderly and archeologically correct excavation when salvage does take place. Instead, a "finders-keepers" principle has applied to all shipwrecks in our waters. While this rule makes sense in matters of ongoing maritime commerce, it has been as obviously inappropriate for underwater archeological sites as it would have been for ancient ruins on land. Under the old system, replaced by this new law for wrecks in state waters, federal courts had substantial policy-making power, which resulted in uneven judgements about the historical value of shipwrecks.

The legislation is limited in scope. It does not assert U.S. title to all wrecks in our territorial waters. Rather, it claims title to wrecks only within state waters. It does not abolish the jurisdiction of the federal courts over any cases under admiralty law for all vessels in the U.S. territorial seas. Instead, it only removes from admiralty law historic shipwrecks that lie within state waters.

The passage of this legislation potentially resolves a great deal of the debate over jurisdiction. The Congress has now soundly endorsed the principal that historic wrecks belong to all of us and that their fate should not be left to the vagaries of complicated litigation and often conflicting court decisions.

Q: Now that the President has signed the Act into law, what are your hopes for state management of shipwrecks?

A: I hope that states will actively participate in the management and protection of historic shipwrecks, as outlined in the new law. The legislation includes a section on guidelines that, in fact, are to be prepared by the National Park Service. The guidelines should be written to enhance the cultural values of shipwrecks and to foster a sense of partnership between all of the many interested groups. I think that the Park Service is in an important position to influence the direction of state efforts, and I have come to expect only the best from the Park Service.

I have heard concern that the states will not adequately take charge. To a degree, I share this concern. But I also recognize that the states are in the best position to manage a resource that is so widespread and generally inaccessible. Many of the conflicts that do arise—say between fishermen or local communities and sport divers—can clearly be best addressed by the states. I believe the states ultimately will recognize shipwrecks for their fantastic recreational and cultural values and treat them accordingly.

Q: What are your views on public access to, and the interpretation of, shipwrecks?

A: Throughout the lengthy debate on the merits of the legislation, the question of access by sport divers loomed as the most contentious issue. I received innumerable letters from divers who believed mistakenly that the bill would inhibit their ability to enjoy sport diving near historic shipwrecks.

On the contrary, this new legislation will increase recreational access. The law gives clear instructions to the states to afford sport divers the maximum access possible. I have no interest in denying sport divers in New Jersey or in any other state access to the wrecks that make diving in our state a great recreational opportunity. I am solely interested in protecting the legacy embodied in historic wrecks so that future divers will have the same opportunities available as are available today. And I don't believe most states are hostile to sport divers. Indeed, they have a financial interest in encouraging recreation, and the business it stimulates, in their waters.

I also feel that this legislation offers a much preferable alternative to the reliance on admiralty law. Once a salvor claims a site under admiralty law, he or she has exclusive access not only to the wreck, but also to a substantial radius of the waters around it. Clearly, as the number of quality sites "arrested" under admiralty law increases, the number of wreck sites available to sport divers gradually diminishes.

I've heard the arguments from some commercial salvors who've stated that maintaining admiralty law is essential to sustaining the incentive to find new wrecks. But fishermen and sport divers—not commercial salvors—find most historic wrecks. This is a final reason why access to sites is crucial and must be permitted.

Interpretation of sites goes hand-in-hand with access. Without interpretation, shipwreck sites appear often as incoherent masses of debris. With interpretation, you can impress upon the visitor the history and heritage present in the site and build a respect for the site as a whole. We all should be concerned about vandalism of sites, but denial of access is no remedy. A quality interpretive effort is.

Q: How does this Act affect the National Park Service?

A: Clearly the Park Service will be involved in the development of the legislative guidelines. If done well, these will provide the impetus for effective state action.

Additionally, the Park Service will be in a much better position to manage its own underwater resources. I understand that the national park system now contains as much acreage underwater as is in Yellowstone National Park. There are real opportunities here for the public. I've seen pictures of the underwater mapping and interpretation that's taken place at Isle Royale. I've seen the maps of the USS *Arizona* that have been generated. And I've been diving with the Park Service at Fort Jefferson National Historic Site on several of the perhaps two hundred wrecks at the park. Interpretation, which is a real strength of the Park Service, is what turns these shipwrecks from an indecipherable mass of debris into a cultural whole, and it will be absolutely crucial to the preservation of this underwater resource.

PERSONAL VIEWPOINTS ON PROTECTING UNDERWATER RESOURCES FOR FUTURE GENERATIONS

I am very pleased that, after eight years' effort covering four Congresses, the 100th Congress has passed and the President has signed into law the Abandoned Shipwreck Act of 1987 (S. 858, P.L. 100-298). Enactment of this law provides a clear recognition that abandoned shipwrecks of historic importance should be treated differently from modern shipwrecks. I am confident that states, with whom this law vests title to three classes of historic shipwrecks, will be responsible managers of this part of our maritime heritage. As part of this new responsibility, states will be working with the director of the National Park Service on the development of federal guidelines for the protection and management of shipwrecks subject to the new law. The Director is required, in turn, to consult with all affected interest groups, including archeologists, historians, sport divers and fishermen in the development of these guidelines.

Our maritime heritage is also supported by the Marine Sanctuaries Program. Title III of the Marine Protection, Research, and Sanctuaries Act, which authorizes this program, is up for reauthorization this year. Title III vests authority in the Secretary of Commerce (implemented through the Under Secretary for Oceans and Atmosphere) to designate and manage discrete areas of the marine environment as national marine sanctuaries. The first sanctuary designated was for the protection of the Civil War ironclad, the USS *Monitor*, located in the waters off my congressional district in North Carolina. Other sanctuaries, including the Channel Islands National Marine Sanctuary and the Gulf of the Farallones National Marine Sanctuary, also protect underwater historic artifacts located within sanctuary boundaries. During the reauthorization process, we will be making sure that the Secretary of Commerce has sufficient authority to protect these important underwater resources.

It is important for Americans to respect their maritime heritage and to learn what tools are available to protect significant underwater resources. The Abandoned Shipwreck Act of 1987 and Title III are two important measures to protect and manage these resources. I encourage all concerned citizens to take advantage of these significant federal laws.

Walter B. Jones
House Merchant Marine
and Fisheries Committee

During the recent House debate on the Abandoned Shipwreck Act, the question was not on whether we need to protect the abandoned historic shipwrecks off our coast—and thus preserve our maritime heritage—but, rather, how best to accomplish this goal.

Given that as much as 85 percent of the shipwrecks discovered in U.S. territorial waters are discovered by private sector sport divers, I argued strongly during the House debate that the

Abandoned Shipwreck Act should be crafted to unambiguously protect the rights of these sport divers, and thus preserve their incentive to find these shipwrecks. After all, if these historic shipwrecks are never discovered, they'll be buried beneath our ocean floors forever and we'll never learn the history lessons they hold.

Like most matters where government regulates an activity, there is a fine line between proper involvement in shipwreck management and virtual elimination of the private sector interest. Let's hope that states, in implementing their new-found ownership responsibility for abandoned shipwrecks, don't cross that line. If they do, we'll have far fewer shipwreck discoveries—and that can't benefit the public interest.

Norman D. Shumway
House Merchant Marine
and Fisheries Committee

As chairman of the Subcommittee on National Parks and Public Lands, I often work to balance present use and future protection. We would not want Mount Vernon carried away piece by piece to decorate people's mantles, or ships like the USS *Constitution* to be available for salvage for private profit. We should not allow similar travesties to occur on that small percentage of abandoned shipwrecks recognized as having particular historic significance either by being eligible for the National Register of Historic Places or by being old enough to have become embedded in submerged lands or coralline formations.

Bruce Vento
House Subcommittee on National Parks
and Public Lands

Maryland has been fortunate, because the issue of shipwreck salvage has been a problem only in the past few years. However, as more books are published on the shipwrecks of the Chesapeake, the stress on these nonrenewable resources will increase. Recent experience in neighboring Delaware, where the eighteenth-century ship *DeBraak* was discovered and commercially salvaged, points to both the unique shipwrecks of the region and to the problems that arise when states do not have clear title to wrecks in their waters. In Maryland, I have recognized the imperative need for some type of state effort to preserve our maritime heritage, and have moved forward to establish a state maritime archeology program. This program will study, protect and interpret the wealth of maritime resources in Maryland waters, but the program will be severely handicapped if federal legislation is not forthcoming to vest clear title to significant historical shipwrecks with the states. Without this legislation, we will be unable to carry out our program which is designed to serve all the citizens of Maryland, rather than the handful of commercial salvors who would "mine" our sites for artifacts.

William Donald Schaefer
Governor of Maryland

In the past, many park managers thought (and some still do) that managing maritime resources meant overseeing activities that took place on the surface of the water. Even those who felt compelled to extend oversight of resources underwater found that such an approach required so much manpower, budget, and effort that nothing was left in the program for investigating and monitoring what was beneath the water's surface.

I think we are now all fully aware that this approach must change. The NPS clearly must take an intelligent leadership role in the management of submerged resources (both cultural and natural) within the parks. This role now includes responsibility to: identify (in some cases locate) submerged resources, determine their condition, monitor the trend of the resource and what conditions affect that trend, determine the significance of same, manage accordingly, and interpret and educate.

Obviously interpretation and education can and should be performed at any step in the process, but it is essential that we communicate to the public—our constituents—how we arrive at decisions, as well as the consequences that will result if these decisions are not followed.

Jack Morehead
Yosemite NP

Ships have moved people, cargo and ideas throughout the world for thousands of years. The world as we know it was shaped by the exploratory probes of 15th- and 16th-century European mariners. They opened the flood gates of immigrations to the New World on a historically unprecedented scale. The heritage resources of this hallmark of human history are embodied in the thousands of shipwrecks abounding along the coasts of our nation and other nations of the world. These shipwrecks, protected for centuries from human plundering by their inhospitable, watery gravesites, are now being ravaged at an alarming rate, either for profit or for the selfish pleasure of personnel collecting. Historic shipwrecks are a great national treasure clearly warranting a national program of protection; they are clearly a great visitor resource deserving a national program that provides for their non-destructive use by recreational divers of this and future generations. The National Park Service can take great pride in the leadership role that it has brought to conservation and visitor use of submerged cultural resources. Let us hope that we will maintain that leadership so we constructively can involve the recreational diving community in our efforts to preserve and protect this unique national patrimony.

Douglas H. Scovill
Chief Anthropologist
National Park Service

DIVING TO ADVENTURE

I am suspended in the frosty greenness of a turquoise inland sea. Below me, the thick, yellow mooring line disappears in a veil of gathering darkness. Above me, the silhouette of the dive boat that brought me here floats like a toy against a brilliant September sun.

"Here" is only slightly offshore of Isle Royale NP, a 60-mile by 10-mile piece of honest-to-god, pristine American wilderness in the middle of Lake Superior's commercial shipping lanes, about 35 miles east of Thunder Bay, Ontario.

"Here" is also midway between the surface and the stern deck on the Canadian steamship *Emperor*, 155 feet below.

My immersion in near-perfect serenity is interrupted by the metallic syncopation of air bubbles cascading from the exhaust

ports of my scuba regulator (SCUBA is an acronym for "self-contained underwater breathing apparatus," and not, as one wag had it, "some come up barely alive"). The rhythmic tinkling of the escaping air reassures me; good divers do not take for granted their ability to breathe underwater.

Scuba regulators "freezing open" is a relatively common occurrence in Lake Superior's frigid depths where water temperatures of 34 degrees Fahrenheit are the norm. Trying to breathe from a regulator that has frozen open is akin to turning the nozzle of your garden hose to full pressure, directing it at the back of your throat, then trying to take a small sip of water.

Not only the regulator is sensitive to the bone-numbing cold. Water conducts heat away from the body 25 times faster than air. Dressed as I am in a high-tech, ultra-light drysuit and companion undergarment of thick synthetic fur, I am deeply grateful for every calorie of heat energy preserved by this space-age dive suit.

Considering the high level of discomfort, not to mention the apparent risk, you might well ask why I dive? Well, I'll tell you. Beneath these waters (and remember, nearly 80% of our planet's surface is covered with water) lies another world. And this other, deep frontier is far more mysterious, far more spectacular than any other.

What moves a diver to accept the stress, the anxiety, the reason-numbing cold? I only dare answer for myself. I dive because I love the sea. I dive because I know when I'm away from it, I long for its embrace, its sounds, its tastes, and even its smells. I dive because the gifts it gives to me stir something deep within me that cannot be defined. I dive because I've learned I can be one with the sea and that special knowledge awakens something in my heart.

My buddy for this series of dives is Dan Lenihan, chief of the Submerged Cultural Resources Unit of the National Park Service. The SCRU team has been exploring and mapping shipwrecks around Isle Royale to enable park officials to better protect these valuable resources, and encourage and manage their use by the diving public.

I run a final checklist on myself: submersible pressure gauge confirms 3,000 psi of high pressure in my twin tanks; underwater lights test OK; drysuit behaving as advertised; dive timer activated; underwater camera prepped and ready. I glance at Lenihan who has already completed his own checklist. His "OK" signal is answered by my inclining my head toward the wreck: "Let's go diving!"

The water darkens as we swim down the mooring line. We descend quickly, slowing only when necessary to equalize the increasing pressure on our eardrums. Suddenly, the ghostly image of the ship takes form in the ambient gloom. *Emperor's* huge, bell-shaped ventilators materialize before me. Forward of the coal bunker, the ship's name comes into view—large, black letters against a stark white background. Except for a light, organic film which seems to cover everything, the ship is completely free of



As one vessel is, so the other may become. Sport divers visit a wreck at Isle Royale NP. Photo by M. Kezak.

the boring organisms and marine growth that tend to overgrow oceanic shipwrecks. Lenihan has not overstated his case when he refers to Isle Royale shipwrecks as the most intact, best preserved in the world.

Dan drops through the engine room skylight, which must have been blown open by air trapped inside when she sank. I follow him carefully; any particulate we inadvertently kick up will make underwater photography impossible. Shipwrecks can be vast reservoirs of data on technology, human relations, art, commerce and even war. The *Emperor* is the motherlode.

Our powerful lights punch through the darkness to reveal the massive, triple expansion, steam engine built by proud Scottish engineers to produce 1,500 horsepower. Parallel to the engine are two generators that once supplied the ship's electricity, including the energy to send the final, desperate radio call for help.

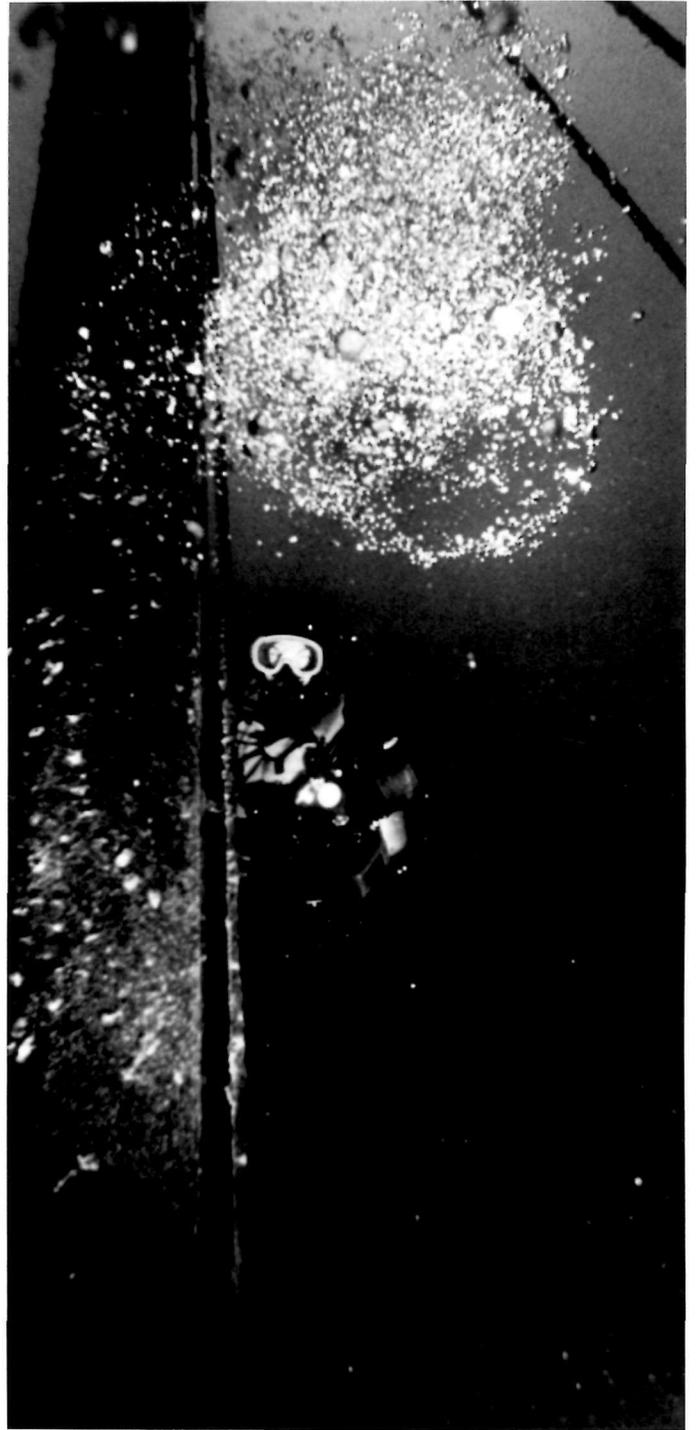
I focus my camera on the steam pressure gauge and take a photograph of the *Emperor's* final readings. A gentle tapping on my arm jerks me back to the present. Dan signals that it is time to start up. Bottom time is a precious commodity, and we have spent it profitably. On the way out of the engine room, I touch *Emperor's* emergency wheel and throttle. One can only imagine the desperation of the crew as the ship began her slide to the bottom.

I follow Dan to the mooring line secured to the stern cabin roof. Taking one last look at *Emperor*, I'm impressed with how intact the stern section is and how unforgettable this dive has been.

We ascend easily. The U.S. Navy standard air decompression tables insist on an ascent rate of 60 feet per second, and our continued good health is inexorably linked to their demands. Great amounts of additional nitrogen have been absorbed by our bodies as a result of the significant pressure we have been under at depth. The longer the bottom time, the greater the amount of absorbed nitrogen. Our safe return to the world just above us is dependent on our successfully reversing the physiologic process and eliminating the excess nitrogen from our bodies. The alternative to the prudent adherence to the dive tables is not pleasant. At the very least, bends is a painful condition produced by expanded bubbles of nitrogen lodged in tissue or blood vessels. In the worst case, the victim dies. We are nothing if we are not prudent.

Suspended like puppets ten feet below Lake Superior's rolling surface, we spend far more time outgassing the accumulated nitrogen than we spent on the bottom acquiring it. Winston Churchill once said, "There are men in the world who derive as stern an exaltation from the proximity of disaster and ruin as others do from success." This is no doubt true, but we are not among their number. I dive because my photographs and writings help to add something to the sum of human knowledge. I come back because dedicated people like Dan Lenihan and his crew keep finding new things for me to photograph and write about.

Some wise old pelican once told me that it isn't the absence of fear that makes a good diver, but the resistance to fear. The joy of diving comes from a oneness with water—from the ability to maintain a relaxed concentration during moments of stress while doing the thing you were trained to do.



The French archeologist Phillipe Diole said it best. "Down below, where dream and action move silently forward, side by side, through the dense waters, man feels for a moment in tune with life."

Joe Strykowski is a freelance writer and photographer whose enthusiasm for adventure has lured him to participate in a number of Submerged Cultural Resources Unit dives.

THE FUTURE OF U.S. LIGHTHOUSES—AND A LOOK AT THEIR PAST



Photo by U.S. Fish and Wildlife Service.

Lighthouses are nearing their 200th year of federal control. On August 7, 1789, the first Congress passed its ninth law establishing federal responsibility for the operation and maintenance of lighthouses, beacons, and buoys. This law was the first public works act for the new nation, and reflected Congressional desire to provide safe waters for international and domestic commerce.

Those first lighthouses provided the critical landfall light that allowed a mariner to safely approach the coast, and they still fulfill this function more than two hundred years after the first lighthouse was constructed in Boston Harbor. Although many other navigational signals now supplement the lone lighthouse, it is still a reassuring sight to the skillful navigator making landfall at night on an unfamiliar coast.

While lighthouses perform much the same function today, they have undergone significant changes. The first colonial lights burned fish or whale oil. By 1812, sperm whale oil was widely used in an Argand lamp with a rough reflector and a crude lens. In 1841, the first French-made Fresnel lens was installed in the United States at New Jersey's Navesink Light, and it soon became

the U.S. standard. By 1885, kerosene, vaporized and burned in an incandescent oil-vapor lamp, had become the primary illuminant. The early 1900s saw the development of acetylene lanterns that allowed many minor lighthouses to be left unattended. The development of reliable electric power and lamps further decreased the need for manned light stations.

Today's fully automated lighthouse system is not even the last phase. Solar power and other renewable energy sources are now being used, while research and development continues.

While advances were being made in optics, construction practices also were evolving. The study of lighthouse construction is a study of specific engineering solutions to a constant problem: the elevation of a light source until it is of use to a mariner. Advances from early wood towers through rubble stone, dressed stone, fired bricks, reinforced concrete, and prefabricated cast iron to the latest of the "Texas Towers" allowed lighthouses to be constructed taller, in deeper water, and in more remote and threatening environments.

In the United States, the renewed interest in lighthouses may reflect their varied appeal. Mariners rely on them for navigation;

engineers respect the achievements of designers; romantics appreciate the solitude and self-reliance of the keepers; poets dramatize their scenic beauty. History abounds with tales of keepers and their families, who have kept lights burning through storms and other catastrophes. Lighthouses symbolize dedication and reliability—a beacon for the lost and weary, a sign of a nation's dedication to its maritime heritage.

The Coast Guard assumed responsibility for lighthouses in 1939. At that time, 509 staffed lights were transferred from the Lighthouse Service. Today, only eleven of those lighthouses remain staffed, and all are scheduled to be automated by the end of 1989 under the Lighthouse Automation and Modernization Program (LAMP). Begun in 1968, LAMP has reduced personnel costs by automating lighthouses and improved aids-to-navigation services by installing more reliable equipment. The approximately \$26 million appropriated for modern equipment over the years has enabled the Coast Guard to reduce its personnel by more than 300 people and save approximately \$50 million. Other savings from reduced logistics and power requirements continue to accrue.

Besides serving as aids to navigation, many lighthouses function as maritime museums or cultural centers since automation freed them for other uses. Lighthouses have been leased or permitted to many organizations, including federal and state agencies, local governments, and non-profit associations interested in maintaining and displaying "their" lighthouses. Many parks and recreation areas have been established along the coasts, and lighthouses in these areas have been transferred to the National Park Service or state park system. Groups leasing the lights are responsible for their maintenance and interpretation, while the Coast Guard continues to maintain the aids-to-navigation equipment. According to a 1980 Park Service report, there are 58 lighthouses in, or near, national parks.

The same problems affecting other historical properties affect lighthouses, though the effects are multiplied by the harshness of marine environments. What is being done to save these sentinels? Although the Coast Guard maintains the majority of U.S. lighthouses as operational aids to navigation, upkeep of these structures according to historical standards is limited by increasingly tight budgets. Although lighthouses generally are well-maintained, outbuildings, keepers quarters, barns, oil sheds and sound signal buildings receive less priority.

In conjunction with the National Park Service, the Coast Guard is conducting an inventory to document existing lighthouses and determine which ones have national significance. The detailed inventory will be invaluable in our efforts to preserve the historical landmark lighthouses. Those remote sites having only local significance may be returned to the states or local communities, rather than letting time take its toll.

Preserving lighthouses requires a balance between federal responsibility, approved methods of adaptive use, public access to the sites, and documentation of the resources. In January 1988, a conference, sponsored by the National Trust for Historic Preservation, the National Park Service, and the Coast Guard, discussed lighthouse-related preservation issues and the



Nauset Lighthouse and keepers house at Nauset Light Beach, Cape Cod. The lighthouse is automatically operated and situated on private land. The keepers house is privately owned, although within the boundaries of Cape Cod NS.

bicentennial commemoration of federal responsibility for lighthouses. The bicentennial is an opportunity to further the public's interest and support of lighthouses, and coincides with the automation of the remaining staffed lights in the United States.

It is clear that the future of lighthouse preservation rests with the cooperative efforts of federal, state, local and private organizations interested in preserving this important element of our nation's maritime heritage. The Coast Guard, National Park Service, individual states, and the independent lighthouse associations must all work to support the common concerns we all share—preserving our nation's sentinels.

Captain Alan B. Smith is deputy chief, Office of Navigation Safety and Waterway Services, U.S. Coast Guard. Lieutenant Robert E. Garrett is involved with the Short Range Aids To Navigation Division, U.S. Coast Guard.

SHIPPING ON CHILLY LAKE SUPERIOR

UNDERWATER RESOURCES TELL THE STORY.

The Great Lakes stretch for nearly sixteen hundred miles from upstate New York to the heartland of America. They cradle within their five great basins more fresh water than almost any other place on earth. The Lakes have been important arteries for U.S. commerce since the War of 1812, and they have floated almost 40,000 U.S. ships since those days, not to mention thousands more of every foreign flag. Today the Great Lakes are known the world over for their purity, their scenic beauty, and the efficiency of their commerce. They are also gaining a reputation for, of all things, their shipwrecks.

The deep, cold waters of the Lakes are home to thousands of shipwrecks, many of them in remarkable states of preservation because of low sunlight, low temperatures, and minimal oxygen levels. Vessels of tremendous historical significance have been discovered in each of the Great Lakes. Lake Ontario holds two wonderfully preserved armed craft from the War of 1812, the schooners *Hamilton* and *Scourge*, which may ultimately be raised by Canadian archeologists. Lake Erie has several significant passenger steamboats. Lake Huron has 13 ships that went

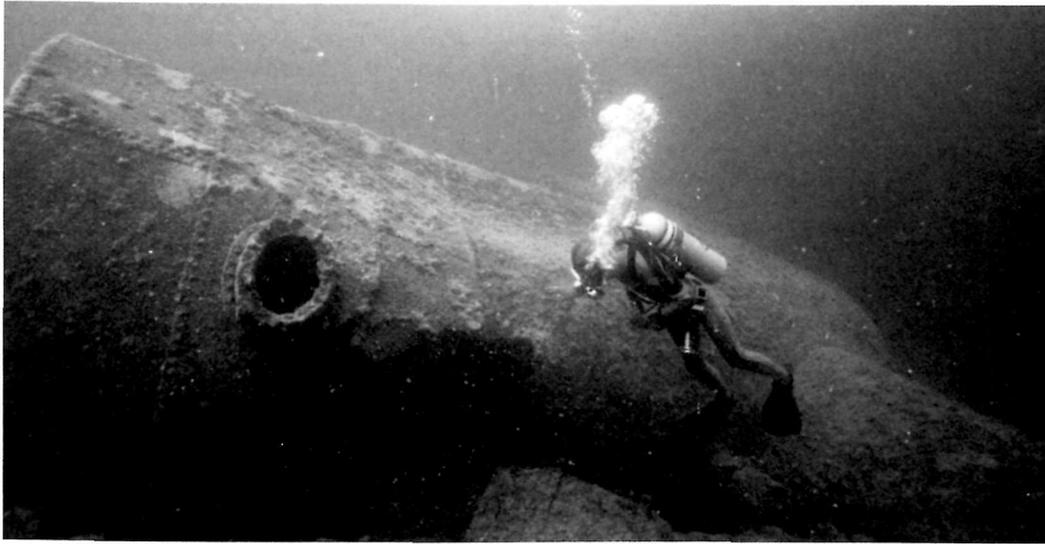
down in a single day in 1913, taking more than 250 seamen with them. Lake Michigan has literally hundreds of sailing ships, largely the victims of autumnal storms. Few places on the Lakes, however, can match the cluster of shipwrecks within the boundaries of Lake Superior's pristine Isle Royale NP.

The ten major shipwrecks at Isle Royale are in a very real sense, a museum of sunken ships. Together, they represent a cross-section of the craft that developed the Lake Superior region. They include all of the principal ship types in the Lake Superior trades between 1870 and 1950, with the single exception of large sailing ships—and it can be argued that sailing craft were not nearly so prevalent on Lake Superior as they were on the lower lakes.

This unusual collection of ships preserves for future generations evidence of the rapidly-changing technology of the late nineteenth and early twentieth centuries; it captures the trend toward concentration of capital in huge new ships with the dawning of the Industrial Age. The wooden bulk freighter *Henry Chisholm* was the largest ship on the Lakes when she was built in 1881, measuring 257 feet in length; she earned a fortune for her Cleveland owners, carrying 2,500 tons of cargo. Little more



Cumberland/Chisholm area Rock of Ages Reef at Isle Royale NP. Structural elements believed to belong to the sidewheeler *Cumberland*. This is outboard side up. Photo by Submerged Cultural Resources Unit.



Diver investigates wreckage at Isle Royale. Photo by Submerged Cultural Resources Unit.

than twenty years later, *Chester A. Congdon* slid down the launchways—a 550-foot, steel giant with a capacity of more than 10,000 tons, not even close to the largest of her class. She contrasted sharply with *Chisholm's* size and her antiquated wooden technology. Both ships came to rest in shallow graves off Isle Royale's rocky shores, along with other big ships of different periods and descriptions. Obvious comparisons between the various craft are hard to resist.

Among the larger wrecks, there are six passenger craft. The old, wooden sidewheeler *Cumberland* was lost there in 1877. *Monarch*, built in 1890, shows wholesale use of steel reinforcing employed in wooden craft of her day. *Algoma* is a steel steamer built in Scotland in 1883; she exemplifies the fine workmanship of Clyde River shipbuilders when metal hulls were just proving their superiority over the more traditional oak. The 165-foot *America* and the larger *George M. Cox* typify construction methods of rivetted-steel ships that were the norm until World War II.

Each also shows us how sailors lived and worked, and how the travelling public was cared for between the 1870s and the 1930s, when the last of the ships was lost here. Differences are reflected in the appliances and fixtures on board the ships, many of which still survive in spite of decades of sports diving. No fixtures have been found on the old *Cumberland*. For the *Algoma*, however, and the *Monarch*, there are several chandeliers and fixtures showing the highest standards of old-fashioned elegance. Turn-of-the-century steamers, by comparison, had plainer, utilitarian furnishings. Most freighters had no embellishments at all.

Several Isle Royale wrecks are remarkable in their own right, but it is the collective quality of the whole wreck population there that makes it so rich a resource. Because the wrecks represent so complete a cross-section of the Lakes' fleet, they became the nation's first thematic group of wreck sites on the National Register of Historic Sites in 1984. Toni Carrell of NPS Submerged Cultural Resources Unit (SCRU), observed that the wrecks at Isle Royale "...in some cases...represent the only

remaining examples within their size and class still available for study within the known Lake Superior shipwreck population."

In this respect, they are unlike the wrecks at almost any other site. They could hardly have better represented the ships of their era if they had been hand picked for preservation. What's more, their location couldn't be much better, either. Isle Royale offers scenic beauty almost unparalleled in the midwest, along with the remoteness that has contributed to the sites' protection. The area offers the perfect combination of conditions providing for a balance between preservation and recreational use.

Isle Royale provides an extraordinarily favorable environment, with clear-water and visibility of 30 to 50 feet most of the year. The temperatures require cold-water gear and special precautions. Because the wrecks lie all around the 50-mile-long island, in various depths and conditions, it is possible to find a suitable dive for any level of expertise and in almost any wind, both important considerations among divers.

Like other historic sites, shipwrecks allow us to experience more of our past than is possible at traditional museums. Under ideal conditions, they freeze moments from that past for our study and our pleasure. They offer us tangible experiences of other times in ways that museums never can achieve. If our museums are credited with the care of priceless national treasures, how can we begin to assess the cultural value of sites such as these which capture not just the artifacts, but the real essence of times past? The wrecks at Isle Royale are a fine example of NPS' incredible responsibility as caretaker of our nation's patrimony. Under NPS care, we are assured of their long-term protection and interpretation.

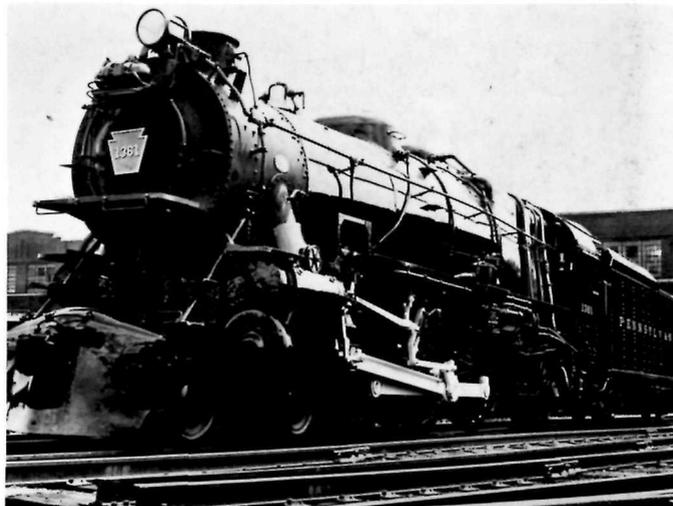
Patrick Labadie is director of the Army Corps of Engineers' Canal Park Marine Museum in Duluth, MN. He is an authority on the subject of wooden shipbuilding technology, and has worked with SCRU on several projects during the past eight years. Labadie is past president of the Association for Great Lakes Maritime History, and a 28-year veteran of the museum profession.

In a nine-county region of southwestern Pennsylvania, the NPS has embarked on an innovative effort to preserve the industrial, cultural and natural heritage of an entire "rust-belt" region.

At the urging of Congressman John P. Murtha of Pennsylvania, Congress in fiscal year 1988 appropriated \$8.2 million to fund the first year of an action plan agenda for "America's Industrial Heritage Project." The project focuses on development, enhancement, and interpretation of the region's ironmaking, steel-making, coal mining and transportation systems—all of which contributed strongly to America's industrial growth. Congress has asked the Park Service to coordinate local, state and federal efforts, plus those of private companies and individuals to preserve this heritage.

A team of planners under the direction of Superintendent Randall Cooley of **Allegheny Portage Railroad NHS** and **Johnstown Flood NMem** put together the 60-page action plan that lays out a blueprint for development. Legislation now before Congress will establish a commission having the power to make grants and loans to conserve significant sites and buildings, to develop guidelines and coordinate activities. Meanwhile, some of the dreams listed in the action plan are already turning into bricks and mortar.

At Johnstown Flood NMem a new visitor center is under construction. From its windows visitors will get a dramatic view of the scene of the disastrous dam break of 1889. A historic farmhouse that stood on the hill at the time of the flood stands next to the contemporary visitor center and is being restored. In downtown Johnstown, the Johnstown Flood Museum is being renovated by the city. Eye-catching exhibits will dramatize the tragic story of the flood, using a wide-screen motion picture, artifacts of the era, photographic blow-ups, video



excerpts and the actual voices of survivors telling personal stories of devastation and heroism. In addition, a \$400,000 Urban Mass Transportation Administration grant and an \$800,000 grant from the state will also make possible a glass-sided observation area to overlook the city, a classy mountaintop restaurant and an information area with touch-sensitive monitors allowing visitors to identify sites they want to visit in the city below. These new attractions should be ready for the 100th anniversary of the flood in May of next year.

In Altoona, the Railroader's Museum, raising its own funds and recruiting eager railroad buffs as volunteers, has restored a working condition a K-4 locomotive of the former Pennsylvania Railroad. The railroaders are also hard at work restoring the ornate private car of steel magnate Charles Schwab, with its Philippine mahogany panelling and gold-leaf ceiling ornamentation. From time to time the K-4 steams out of the yard to take enthusiasts on an excursion on Conrail's main line, which passes by the museum.

At **Friendship Hill NHS** in the southwestern corner of Pennsylvania, workers are busily restoring the country estate of Albert Gallatin, the cabinet member and diplomat under Presidents Jefferson and Madison. When the restoration work is completed, visitors will be

able to tour the restored mansion, learn about the nation's westward expansion that Gallatin encouraged, and walk through the grounds that overlook the Monogahela River.

Other industrial heritage development dreams are taking shape on paper. For the first time, Allegheny Portage Railroad NHS plans to show visitors how the portage railroad really worked—how it carried canal boats up and over the mountain, then deposited them in the Conemaugh River on the western side. Two sets of track will be laid down at the summit, an engine house reconstructed, and a replica canal boat atop a railway flatcar added to the scene. Also, at the Cambrian Iron Company plant in Johnstown, AIHP and Bethlehem Steel are discussing the feasibility of taking visitors on a carefully guided tour of the historic "old mill," as well as through the still-active bar and rod mill.

Already, benefits are appearing from this ferment of activity. From seed money planted by AIHP community improvements have sprouted. For years about the only thing that brought outsiders to the railroad town of Gallitzen was the seven-course dinner served at Erculiani's, a noted Italian restaurant. AIHP planners pointed out that the 2/3 mile-long railroad tunnel that the locals took for granted might intrigue tourists taking a railroad-theme tour of the area.

An NPS landscape architect drew up a plan to clean up the underbrush and trash, beautify both sides of the tracks at the tunnel approach, put in turn-of-the-century lights, park benches, shrubbery and parking. "Here's a plan," AIHP said in effect. "If you like it and if town residents will do the work, AIHP will buy \$1,000 worth of fencing and landscaping materials." Gallitzen residents are now turning their unsightly tunnel entrance into "Gallitzen Railroad Tunnel Park."

"Our past is our future," said William Stauffer, chairman of the Blair County Commissioners and a former mayor of Altoona. "A lot of people now see that if we can present our iron and steel and railroad history in an interesting way we can attract a lot of tourists. The tourists will bring dollars that will help us all. That's a positive goal many of us can unite behind."

Cooley agrees. "The Park Service is a catalyst in this project. What we want to do is to make things happen, help these cities and towns preserve and promote their heritage and then work ourselves out of a job as these enterprises become self-supporting."

Art Miller

Drewry's Bluff Located on the

James River acted as a deterrent to Union navy forays up the river. In order to upgrade the appearance of this historically important site, staff and volunteers from **Richmond NBP** and **Maggie L. Walker NHS** participated in a "Park Project Day." They cleared vistas, painted foot bridges, and contributed to an ongoing Earthwork Landscape Management project.

Keith Morgan

On May 4, explosions at the Pacific Engineering plant in Henderson, NV, killed two persons, injured about 350 persons, destroyed both the rocket fuel plant and an adjacent marsh-mallow factory, and damaged area residences, schools, and businesses.

Personnel from **Lake Mead NRA** responded to this emergency. An NPS representative helped work the incident command post. Lake Mead emergency medical personnel also were dispatched to the hospital nearest the explosion site. One Lake Mead fire truck and crew were sent to Henderson, while another responded to Boulder City, NV, calls, thus enabling the Boulder City fire department to assist the Henderson department. Lake Mead rangers also joined other enforcement

personnel patrolling Henderson residential areas affected by the explosion. In total, 22 persons from Lake Mead NRA provided assistance outside the park boundaries, while other Lake Mead NRA rangers directed traffic in the recreation area. With the closure of U.S. 93-95 in the Henderson area, the park road and its other entrances served as alternative routes, substantially adding to the normal park traffic that afternoon.

May 31, Superintendent Alan O'Neill attended the "Valley of Heroes" ceremony where, on behalf of park staff, he accepted a plaque recognizing their contributions during the Henderson disaster.

Micki Hellickson

A royal birthday was celebrated when **Fort Vancouver NHS** hosted its annual commemorative program honoring the birthday of Queen Victoria, England's reigning monarch during most of the 19th century. "During the early 1800s, the gentlemen who managed Fort Vancouver were a little out of place here," said Superintendent James Thomson. "They were surrounded by wilderness and

living under less than civilized conditions, at least by London standards. Celebrating the Queen's birthday was a symbolic gesture that helped maintain their cultural ties with Mother England." Fort Vancouver was originally a British fur trade center. This year's birthday celebration was used as a vehicle for interpretation of the era.

Environmental education is alive and well at **Lava Beds NM**.

Yvonne McMillian, a seasonal park ranger, is taking it where it counts the most—area elementary schools. Fees collected last year by the park fund the program.

Yvonne's program for fourth graders, "National Parks: Recreation or Wreckreation," gives an overview of National Park Service philosophy, goals, and programs, using Lava Beds as an example. A slide show helps fifth and sixth grade students explore the environment of a lava tube cave, including formations, living things, adapta-

tions, human impact, and the historic and scientific significance of the tubes. Students participate in the park's Adopt-a-Cave program by adopting a cave for their school, thus accepting responsibility for helping NPS rangers preserving their adopted lava tube cave. Six school districts, twenty-two schools and approximately 1,725 students have been reached by the program.

As a result, the park has received thank-you letters and posters, several of which read: "I will never do vandalism in my life, even when I get bigger," and "I hope that the caves stay clean and natural for generations to come."

Snowcapped peaks and a sea of forest that first lured explorers of an earlier time provided the backdrop Saturday, July 23, in special ceremonies marking the 50th Anniversary of **Olympic NP** in Washington State. Director Mott, Governor Booth Gardner, Senators Daniel J. Evans and Brock Adams, and Congressman Al Swift were the scheduled speakers.

Their comments echoed the appeals of early visionaries to preserve some portion of the Olympic Peninsula where seemingly endless stands of fir, pine and hemlock were being felled in a rampant campaign to capitalize on the region's eco-

nomie resource. Only by Congress' action in 1938, at the urging of President Roosevelt, were these forests and the nation's last remaining herds of Roosevelt elk assured of protection.

The park's golden anniversary observation encompassed a variety of special functions throughout the summer, among them a school poster contest, a photo contest and an essay contest. The photo contest was co-sponsored by the Eastman Kodak Company and by the Peninsula Daily News of Port Angeles.

Jim Harpster



Hitches, saddles, and pack boxes were a few of the topics discussed at a stock packing clinic co-sponsored by **North Cascades National Park Service Complex** and the Skagit Chapter of the Backcountry Horseman's Association of Washington State. The Skagit District trail crew provided the venue, stock and tack for this well-attended event, while the Backcountry Horseman's Association contributed advertising and expertise. Attendees were given a hands-on opportunity with a working pack string. They tried their hand at throwing several

types of diamond, decker, barrel and basket hitches. Cogent conversations concerning saw-buck vs. decker saddles and mules vs. horses helped less-experienced horsemen learn from the veterans. The event helped the Park Service educate attendees in backcountry regulations and environmental issues.

NEWS



Robert L. Greer has been named superintendent of Christiansted NHS. No stranger to parks outside the continental United States, he served nearly two years as a maintenance management specialist at the Asir National Park in Saudi Arabia, where he set up park maintenance programs throughout the Kingdom of Saudi Arabia. He comes to Christiansted from the facility manager position at Chattahoochee River NRA.



Fredericksburg and Spotsylvania NMP Superintendent **James R. Zinck** exchanged gifts with Captain Gordon Rheinstrom, designated captain of the U.S.S. *Chancellorsville*, at the 125th anniversary of the Battle of Chancellorsville. The park gift was a flag flown over the battlefield, the captain's gift a replica of the U.S.S. *Chancellorsville*, a guided missile cruiser (under construction).



Robert C. Amdor, a 21-year NPS veteran, has been named superintendent of San Antonio Missions NHP. Transferring from San Francisco where he served as a management program analyst, he follows Jose Cisneros, now at Bandelier NM. Amdor also has served at Mammoth Cave NP, Jefferson National Expansion Memorial, Golden Spike NHS, and Fort Vancouver NHS, among other assignments. He and his wife, Kathy, are life members of E&AA.

Gary W. Warshefski, district ranger at Santa Monica Mountains NRA, has been named chief park ranger at USS Arizona Memorial. A veteran of the Peace Corps in Costa Rica, Warshefski began his NPS career in 1976 at National Capital Parks-Central, operating the elevator at the Washington Monument. He since has served at such sites as Ford's Theatre NHS, John F. Kennedy Center for the Performing Arts, and Fire Island NS.

AWARDS

This year the Alaska Region instituted four new awards: annual Equal Opportunity Award, annual safety award, semi-annual Park Employee Award, and semi-annual Regional Office Employee Award. The Equal Opportunity Award (\$1,000) is given to the regional employee who promotes equal opportunity and affirmative action above and beyond the expectations of the job. **John Foss**, a position classification specialist, was the first to be recognized in this way for his outstanding work with the Alaska Native Program and his efforts, in cooperation with the regional equal opportunity officer, in developing the region's successful co-op education program.

The safety award (\$500) goes to an employee demonstrating a consistent and exceptional effort to promote safety in NPS operations. Two employees—**Tom Griffiths**, Denali NP's collateral duty safety officer, and **Sandy Kogl**, the park's chairperson of the Safety Committee—shared this award.

The semi-annual Park Employee Award (\$400) goes to an NPS employee who has contributed significantly to meeting NPS goals, in this case **David Spirtes**, the chief ranger at Glacier Bay NP, who served as the project manager for the carving of a Yuxwch'ee Yakw, a 24' Tlingit spruce sea otter hunting canoe not built since the turn of the century.

Finally, the semi-annual Regional Employee Award (\$400), granted to a regional office employee demonstrating initiative, ingenuity and positive action, was presented to **Jackie**

Apperson, a secretary in the Mining and Minerals Branch, for the consistent support she gave to the branch in spite of the loss of two secretaries in a six-month time.

Mary G. Martin



National Capital Regional Director **Manus J. Fish** recently received an award from Combined Federal Campaign Director Frank Marchand for outstanding results in NCR's 1987/1988 campaign. NCR employees donated more than \$37,000 to help those in need. Nearly 700 regional office, park, and U.S. Park Police employees participated in this year's fund raising efforts.



Superintendent Tom Hobbs of Isle Royale NP recently presented park naturalist **Bruce Weber** with a special achievement award for his success at making the park's publications program more professional. Resources management specialist **Robert Krumenaker** also received a special achievement award for planning and carrying out a project to re-establish peregrine falcons at the park. Contract specialist **Donald Palo** was presented with a 20-year length of service pin.



Awards for outstanding employer and employee went to **Pipe Spring NM** and **Marlene Fredrick** at the Third Annual Transition Conference. Superintendent Bill Herr accepted the award for the monument. Through his efforts, Pipe Spring NM obtained special equipment that made possible the hiring of a hearing-impaired employee. Marlene, a clerk-typist at the site, is the employee Herr's efforts enabled the park to hire. She stated that Superintendent Herr has given her a tremendous amount of encouragement, helping her to become independent and unafraid to tackle new assignments.

The National Park Foundation recently honored six individuals in recognition of their outstanding contributions to park and recreation management, and scenic and historic preservation. The Cornelius Amory Pugsley, Horace M. Albright and George McAneny Awards were created by the American Scenic and Historic Preservation Society, one of the nation's oldest, non-profit, conservation organizations. In 1985, the administration of the awards program was transferred to the National Park Foundation by the Society's trustees. The Pugsley Award went to **William R. Bird** (county level), director of the Dade County Florida Metropolitan Park and Recreation Department and leader of one of the most diverse county park departments in the country; to **William C. Walters** (state level), director of the Indiana Division of State Parks; and to **William Penn Mott, Jr.** (national level), in recognition of both his distinguished, fifty-five year park and recreation career and his leadership of the National Park Service. **Laurance Rockefeller**, staff attorney of the Natural Resources Defense Council, received the Horace M. Albright Award in recognition of an environmental career that has been at the core of conservation efforts of historic and lasting significance. **Richard H. Jenrette**, Chairman of the Board, Equitable Life Assurance Society, received the George McAneny Award. The National Park Foundation presented the Wirth Environmental Award to **James H. Evans** whose distinguished business career was equally committed to the human environment.

■

Douglas P. Thompson, a supervisory interpreter at Colonial NHP, has been chosen as "Interpreter of the Year" for the Mid-Atlantic Region. Cited as being an interpreter's interpreter, Thompson "excels in the selecting, training and evaluating of interpretive services." Among his many accomplishments, he created and wrote a 114-page interpretive handbook that covers every detail of Yorktown district operations.

■

Jim McDaniel, Associate Regional Director, White House Liaison, and **Audrey Calhoun**, park manager of

President's Park, accepted an Arthur Ross Award in New York City on behalf of the **National Park Service**. The NPS areas honored were Lafayette Park, the Ellipse, Sherman Park, First Division Memorial and East Executive Park. The Ross Award is given annually by Classical America, a group supporting the classical tradition in American fine arts.

■

The Office of International Affairs recently selected NPS rangers **Dave McLean** (Lake Mead NRA) and **J. T. Reynolds** (NARO) for a short-term assignment to Malawi, located in southeastern Africa. On loan to the Peace Corps, McLean and Reynolds taught a course in water and boating safety instruction to nine native employees and three Peace Corps volunteers at Lake Malawi NP.

■

Wes Phillips, an interpretive specialist at Lake Meredith Recreation Area, was honored by the Chamber of Commerce of Fritch, TX, for his work with the Lake Meredith Aquatic and Wildlife Museum. The plaque he received is "in appreciation for your dedication to the area children through entertaining educational programs and exhibits."

RETIREMENTS

In a brief February ceremony, **Epsie Wayne**, a motor vehicle operator and the only female in the maintenance division at Cumberland Island NS, received her ten-year pin. Several months later she retired. Park staff and visitors miss her capable presence during the daily operations of Cumberland Island NS.

■

George Gowans retired from the National Park Service after 32 years of federal service, 30 of it with the NPS. He served during those years in roles of leadership in the field and in the Washington Office. While in Washington, he was a creative leader, providing innovative ideas and solutions to many challenges he faced as the chief of the

Office of Program Development, then director of the Office of Long Range Planning and New Program Development, chief of the Office of Management Policy, chief of the Maintenance Division, and finally chief of Engineering and Safety Services Division, the position in which he retired. George Gowans is a life member of E&AA.

■

Donald L. Bock has retired from DSC Branch of Planning, Western Team, after nearly thirty-four years with the federal government. He plans to enjoy travelling, fishing and relaxing after staying with the NPS several months longer than expected to help complete environmental impact statements on wilderness recommendations for thirteen Alaska parks. Don Bock is a life member of E&AA.

DEATHS

Lyle E. Bennett, 83, a native of Green River, MO, and a 40-year NPS professional, passed away on March 1, of a heart attack. He began his NPS career at Mesa Verde NP in 1929. After 18 years spent in the regional office at Santa Fe, he became the chief architect for the Western Office of Design and Construction, continuing in that position until his retirement in 1965.

Bennett is survived by wife Herma Guillet Bennett (2720 Ptarmigan Drive #2, Walnut Creek, CA 94595), a sister, brother, daughter, son, and four grandchildren. Those wishing to remember him with a donation to the Education Trust Fund may do so by sending your contribution to the Treasurer, E&AA, P.O. Box 1490, Falls Church, VA 22041, or to your favorite charity.

■

Former Washington State Congresswoman **Julia Butler Hansen** passed away May 3. Mrs. Hansen's contributions to the national park system and the conservation movement are legion. She was a public servant for 43 years. From 1960 to 1974, Hansen, a formidable leader, chaired the Interior Subcommittee of the House Appropriations Committee, leaving a record of accomplishments that few will ever match. Her son, David Hansen, curator at Fort Vancouver NHS,

has requested that contributions in her memory be made to the Pacific Northwest National Parks and Forests Association to be used to supplement the reference and research library at that park.

■

David J. Jones, former superintendent of Wupatki and Sunset Crater National Monuments, died this past March. In addition to the two northern Arizona monuments, he held positions at San Juan NHS and Big Bend NP. He retired as a regional planner in Santa Fe. Jones is survived by his wife, Courtney R. Jones, a daughter, and two grandchildren.

■

Formerly a secretary to John Delay of DSC, **Lola M. Kessler** died March 2.

■

Joe Brew, archeologist and longtime member of the Secretary's Advisory Board and Council, died mid-March. He was in his late 80s.

■

Frank Barnes, a long time Park Service historian, died of Alzheimer's disease in November 1987 at the age of 69. His NPS career began in early 1949 at Fort Sumter NM where he did much of the original research concerning the monument. He later served at the old Region One, Wright Brothers NMem, and the Mid-Atlantic Regional Office from which he retired in 1974. His friends remember him as a thinker and a doer who held both himself and the National Park Service to high standards. He is survived by his wife, Ann (15928 N. Santiam Highway, Stayton, OR). Those wishing to remember Frank with a memorial donation to the Education Trust Fund should send their contribution to Treasurer, E&AA, P.O. Box 1490, Falls Church, VA 22041.

■

Grant Wright, 71, the first black chief of the U.S. Park Police (1968-1973), died May 16. He joined the force in 1947 for what he later said was "stop-gap" employment. Two years later, he was put on motorcycle duty and participated in

special presidential escort details. In 1961, he worked on traffic plans for President John F. Kennedy's inauguration. He rose through the ranks to inspector in 1966 and eventually to the position in which he retired. He is survived by his wife, Katherine C. Wright (4031 20th St. NE, Washington, DC 20018), a son, a daughter, a brother, and one grandson. Chief Wright was a life member of E&AA. Those wishing to remember Chief Wright with a memorial donation to the Education Trust Fund may do so by sending it to the Treasurer, E&AA, P.O. Box 1490, Falls Church, VA 22041.

UPDATE

Althea Roberson, whose article entitled "Did You Know" appeared in the February *Courier*, requested that the following information be shared with readers so that "the history of blacks in Yosemite NP will be a little more complete: in the 1930s, the Emergency Conservation Work, the predecessor of the Civilian Conservation Corps, employed some blacks in 1933 and 1934. Also the first permanent black employee was not Big Ben but Noel Pleasant who came to the park in 1958, continuing until 1965. He was hired to drive a truck and work on park roads.

ANNOUNCEMENTS

"War and Peace: A Conference on Battlefield Preservation and Interpretation" will be held November 16-18 at Gettysburg NMP. A collaborative effort of the National Park Service, National Park and Conservation Association, Heritage Interpretation International, Council on America's Military Past, and other preservation organizations, it is designed for battlefield administrators, managers, and staff specialists responsible for battlefield management and interpretation. The primary unifying topics of the conference will be: 1) battlefields are not islands—protecting and preserving the historic scene; and 2) interpreting war and

peace in the context of battlefields. Individuals wishing to conduct sessions, participate on panels, or present papers are invited to submit ideas to the program committee at the following address: National Parks and Conservation Association, attention Bruce Craig, 1015 31st Street, NW, Washington, DC 20007. Registration fees (estimated at approximately \$300 per person) will cover rooms, meals, receptions, field excursions, and conference materials. Additional registration material should be available in June. Contact Superintendent, Gettysburg NMP, Gettysburg, PA 17325.

■

The National Park Service, Bureau of Land Management, Tennessee Valley Authority and Soil Conservation Service is co-sponsoring with the University of Minnesota, "Presenting the Past: Media, Marketing, and the Public." The conference, scheduled for October 12-14, 1988, on the campus of the University of Minnesota in Minneapolis, will address ways in which research and program professionals can communicate the results of their work to the interested public. For more information, contact George S. Smith Archeological Assistance Division, National Park Service, P.O. Box 37127, Washington DC 20013-7127, 202/343-4101, or Peter S. Wells, Director, Center for Ancient Studies, University of Minnesota, Minneapolis, MN 55455, 612/625-2503.

■

We urge you to check your *Courier* label and renew your annual membership on or before your anniversary date. Also, please try to upgrade your membership to the next membership level (Annual—\$10; Life—\$100, with payment either in a lump sum or in two or four equal annual payments; Second Century—\$200; Third Century—\$300; Fourth Century—\$400; Supporting Donor—\$500; Founder—\$1,000). The E&AA is solely dependent on membership fees and donations. We must have your support to continue revitalizing E&AA. Please make check payable to E&AA and send to: Treasurer, E&AA, P.O. Box 1490, Falls Church, VA 22041.

MEMBER NEWS

The annual Spring Fling Geriatric get-together was held at Rio Rico, AZ, in April, with Joe and Barbara Rumburg hosting the event. They deserve a hearty "well done" for the superbly organized, three-day event. In attendance were Bob Giles, Ray and Florence Martinez, Carl and Meraldine Walker, Tom Giles, Ted Thompson, Stan and Mildred Broman, Lee and Lucille Sneddon, Glen and Lois Bean, Carl and Dorothy Reynolds, T. Hewitt, Ed and Terry Donnelly, John and Fran Rutter, Art and Mary White, Mike and Ruth Becker, John and Betty Turney, Ed and Calverna Stokes, Len and Audean Norwood, Tom and Betty Ela, Stan and Ruth Joseph, Chuck and Ronnie Budge, Joe and Jan Shubert, Monte and Mary Fitch, Frank and Georgia Sylvester, Dick and Alice Lee Boyer, Bill and Fay Lukens, Bob and Doris Steenhagen, John and Bee Cook, Luis and Aggie Gastellum, Earl and Kay Steele, and Forrest and Mary Benson.

The Rumburgs started the first evening with a warm-up social at their home overlooking the beautiful Santa Cruz Valley. The first day of golf at Kino Springs Country Club found Carl Walker winning low net and Ed Donnelly second low net. Low gross went to Tom Giles, with Stan Joseph putting the 'little pill' closest to the pin and Frank Sylvester sinking the longest putt. The women toured nearby Nogales, Mexico, led by Aggie Gastellum, on the first day.

The second day of golf brought out the women at Rio Rico Country Club. Terry Donnelly won low net for women; Georgia Sylvester low gross and closest to the pin; and Betty Turney made the longest putt. Frank Sylvester was first low net for the men, with Tom Giles second low net. Ed Donnelly was low gross and longest putt; John Rutter was closest to the pin.

Eight foursomes were fielded on the third day. Fran Rutter won the travelling trophy for the women's first low net; Terry Donnelly was second low net. The ladies' low gross and closest to the pin was Calverna Stokes, with Fay Lukens making the longest putt. Tom Giles won the men's traveling trophy for first low net; Ed Donnelly was second low net, and Luis Gastellum third. Low gross went to Ed Stokes, with Carl Walker closest to the

pin and John Rutter winning the longest putt.

Overall awards were given for the men's three-day play and the women's two-day play. Tom Giles was low net for the men and Ed Donnelly low gross. Ray Martinez received a special prize for losing the most balls. Women's high net went to Betty Turney, low net to Fran Rutter. Mary Fitch won high gross, Terry Donnelly low gross.

The second evening, Al and Frankie Donau, retired NPS concessioners, hosted a barbecue at their beautiful home in Tubac, AZ. The tournament closed with a banquet at the Rio Rico Hotel where awards were presented to the lucky golfers. At the closing of the get-together, Chuck and Ronnie Budge (342 Fairway Drive, Whitefish, MT 59937) invited the group to attend the Fall Frolic Geriatric Tournament in Whitefish, MT.

Mark your calendars for September 18 to 22, the dates for the next Geriatric. Golf is planned for Whitefish on September 19, Columbia Falls on the 20th, and Glacier View, West Glacier, September 21. Rooms have been reserved at the Grouse Mountain Lodge in Whitefish, and participants can request a room overlooking the fairway. Write Chuck and Ronnie at the above address if you can attend. They will be holding a no-host cocktail party at their home the first evening. A closing dinner with awards presentation will be held at Glacier View on September 21. So plan to attend and enjoy days of golfing and companionship with your NPS friends.

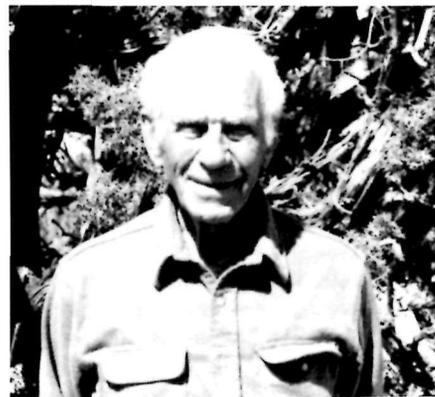
Although the Rocky Mountain Region folks were not among the winners of the 1987 Kowski Memorial Golf Tournament, Dave Mims, former EEO Officer for Rocky now stationed in the Pacific Northwest, won the longest putt category by rolling in a 48-footer. A record \$3,320 was raised for the Education Trust Fund. This news and the following information was reported in the recent Rocky Mountain alumni newsletter.

The Spring Activity planned by D. J. Bishop and Wayne Bryant, was held on May 11, and included a tour of Channel 6, KRMA, in Denver. The tour took the group through the master control room and the studios. Then, on July 4 Cecil Lewis and his comrades planned a

Mountain Man Rendezvous at South Park for an encampment of American Mountain Men. Several hundred attended from the 50 states and Europe to watch tomahawk and knife throwing demonstrations, and listen to the music from dulcimers and Indian flutes (even a bagpipe or two). August 11 saw another summer gathering at the highland games at Brooks Field in Golden. A noontime parade of 120 pipes and bandpeople (including Glen Bean and Jan and Jim Thompson), the performance of a highland dance, a 56-pound hammer throw and a piping competition were among the things to do.

Bob and Marj Hall of 1266 River Park Blvd., Napa, CA 94559, and Mrs. Sanford "Red" Hill (Gerda) all attended the luncheon meeting of the Western Region alumni at Fort Mason Officers Club on April 5. They enjoyed the chance to visit with many of their former coworkers and reported a pleasant time for all. Bob and Marj are Life Members of E&AA.

Letha Williams, wife of William Harve Williams, lives at 310 N. 6th St., Carlsbad, NM 88220. Her address was incorrectly given as El Paso, TX.



"Hey, does that retired guy from Canada still work here? He's full of great stories!" This is a common question among returning visitors to the Needles District of Canyonlands NP. In his seven years as a volunteer at this desert park in southeast Utah, Larry Requea has become almost as much a part of the scenery as

the rock spires that surround him. At 85, Larry certainly has plenty of adventures from which to draw stories.

Larry was, as he puts it, "born at a very early age" on July 28, 1902, in New York. His Basque French father, a minister in the Friends Church, soon moved the family to Saskatchewan. Larry graduated from the University of Saskatoon, Saskatchewan with a degree in agrology (engineering and agriculture) in...well, he can't quite remember the year. Then, "bright-eyed and shaggy-tailed I set out to conquer the world..." and ended up ironing shirts at a Chinese laundry in the town of Moose Jaw for three cents per shirt.

During the dust bowl days of the 1930s, Larry worked at wheat and cattle-ranching. However, the depression in the U.S. soon forced growers to burn their crops rather than receive a paltry six cents per bushel. Larry abandoned cattle ranching too when he shipped two loads of cattle to market and received nothing in return but a railroad freight bill.

Rumors of high wages (12-14 cents per hour) lured Larry to the British Columbia area, but no work could be found. Finally the U.S. government inadvertently provided him with an income during the prohibition: \$50 per trip for running rum between Vancouver and Washington. "Well, it was at least 1/2 legal; legal on the Canadian side!" says Larry.

After four months he jumped "out of the frying plan and into the fire" by joining the British Columbia Provincial Police. He became a captain of the Canadian Rangers during WWII, and by chance was introduced to the Yukon Territory. Following a medical discharge ("A jeep blew up underneath me"), he became a founding member of the Federal Yukon Forest Service. He specialized in fire control, lightning behavior, and prescribed burning. The size of his district (a whopping 208,000 square miles, or approximately two-and-a-half times the size of Utah) required him to do plenty of flying just to manage it. By 1966, when he retired from the Forest Service, he had managed to walk away from two fixed wing and one helicopter crash. "I could tell you some stories about those!"

In 1955 a polio epidemic hit the small town of Mayo, north of Whitehorse, the capitol of Yukon. Nearby doctors refused to treat victims for fear of spreading the disease or catching it themselves. Other

local civil servants "wouldn't come near to help." Finally Larry and a local doctor set up a polio clinic in a high school gym. Says Larry, "I figured if you were going to get it, you'd get it regardless of whether you helped or not." The two men served 17 patients, including two in iron lungs. All of the patients survived, though some remained crippled. For his courage, students of the Mayo High School presented Larry with a polar bear class ring that he has worn ever since.

After "retiring" in 1966 Larry didn't slow down, spending more than ten years as a dispatcher and performing other duties for the British Columbia Forest Service and Game Departments. Then, quite by accident on a trip to the Dawson City Gold Rush Festival, Larry met a couple from Texas who told him of a fantastic place called Canyonlands NP. He visited Canyonlands, fell in love with it, and began volunteering in the spring of 1980. He has worked there 9 to 11 months of every year since.

■

At the instigation of Bill Lukens, a group of retired NPSers who had worked in the Southern Arizona Group recently gathered for lunch, good conversation, and relatively truthful storytelling at a restaurant in Tucson, AZ. As the group was leaving, Ted Scott, one-time superintendent of Chiricahua, took a picture of them for posterity.

By way of explanation, the Southern Arizona Group is headquartered in Phoenix and composed of twelve national monuments in Arizona—Walnut Canyon, Tuzigoot (a place people once feared exile to, but one that, in reality, is a delightful spot), Montezuma Castle, Tonto, Casa Grande, Saguaro, Tumacacori, Organ Pipe, Hohokam Pima, and Chiricahua— plus Fort Bowie NHS and Coronado NMem. I had the privilege of serving as general superintendent of this collection of fascinating areas for fourteen years, before my retirement in January 1987. I worked in the Washington Office, two regional offices, and crown-jewel places like Glacier and Yellowstone, but for sheer delight in hands-on work and one-on-one interaction with visitors, I think these SOAR areas can't be beat.

While I am doing the commercial, a word about the men in the picture. They are too modest to say it, so I'll say it for them—they are good men, and, like others past and present, they labored long years, each in his own way, to make these national monuments the fine places they are today. If they could be coaxed to do it, each could spin you a tale of exciting events they were involved in.

John H. Clay



(l to r) Richard Weaver, John H. Clay, Dave Todd, Les Gunzel, Hal Cross, Bill Lukens, Bill Hoy; (taking picture) Ted C. Scott.

"O.G." Taylor was a key figure in the opening days of the eastern national parks, serving as deputy chief engineer before Frank Kittridge, chief engineer, was brought east from the San Francisco Field Headquarters to take charge of that branch.

Taylor was an amiable man and had many friends. He came from Indiana and was (I believe) a graduate of Purdue. He had been a topographic mapmaker with the U.S. Geological Survey, probably directly transferred from that agency. Wasn't that the case also with J. Ross Eakin and M. R. Tillotson? OG early took me to see Colonel Birdseye, chief of the USGS, who demonstrated the plotting machine that made contour maps directly from aerial photographs. The process was then fairly new.

OG was the first NPS man to spend time at Wakefield (George Washington Birthplace) where he generally stayed with the James Latanes in their nearby farmhouse. I remember his pointing out a gunny sack with all the known remains of GW's ancestors, temporarily removed during the remodeling of the Pope's Creek graveyard. They were then resting on the Latanes' back porch.

He was also in charge of moving the obelisk (set up years before by the Army engineers) on the site of the "Birthplace" and the removal of the brickwork of the old foundations (through he wasn't present when I got so excited and reported to Washington by telephone). Washington architect Edward W. Donn, Jr., was the mastermind of all that; the plans had been approved previously by the U.S. Fine Arts Commission.

OG drove me down to Colonial for the first time, and in Williamsburg introduced me to the Rev. Wm. A. R. Goodwin who inscribed a book (Sept. 27, 1930) that I still have.

We then proceeded to Yorktown where we met the Renforths who ran the Monument Lodge, L. R. O'Hara (local businessman of influence) and other notables. Leaving, we drove up the back road to Williamsburg. When about to pass the Mine Depot entrance (Marine guard) I asked about it. OG said it didn't hold any real interest for us, but I asked to go

in, anyway. We drove up along the river until the road petered out at the Officers' Quarters. The York River view there made a deep impression on me and I was soon to recommend a riverside routing of the parkway—a new idea which just happened to work out—over the protests of the Navy.

OG was designated the acting superintendent of then Colonial NM and worked very hard on the arrangements for the Yorktown Sesquicentennial, which was a spectacular affair. Ralph Lassiter, Robert White and Taylor Hoskins were his principal assistants. Light afterwards, William M. Robinson, Jr., a historian from Georgia off the new Civil Service Register (Like Chatelain, Cox, and Flickinger), took over as superintendent at Yorktown. All through this Stanley Otis Bland (Congressman from Newport News) was very big, though we often sniggered at his initials.

When the big reorganization took place under FDR, the Park Service suddenly inherited a large number of responsibilities—including Washington buildings and parks, the War Department's military parks (e.g. Gettysburg and other areas) so we had our hands full. A huge works program and the labors of the CCC camps were conducted under our professional direction. OG, Verne Chatelain and I were a coordinating committee that recruited the professional personnel and directed the planning for all such work in that period. Our approval signatures will be found on the working drawings in those years. Eventually Thomas C. Vint and Frank A. Kittridge were transferred east as chiefs of landscape architecture, architecture and engineering. But many of the policies and procedures of that period we had already established. To some extent they have endured. Conrad Wirth then operated only on state parks.

As an example: Eakin, Taylor, Public Health Officer Miller and I toured the Great Smoky area for the month of November, 1931, and made the preliminary recommendations which underpinned the master plan for the national park soon to follow. On that tour we were accompanied

by John Needham, a ranger on the Tennessee side, and Phil Hough, a ranger on the North Carolina side. Seventeen CCC camps (3,400 men) were soon to be implementing those plans. I hope our initial reports and drawings are still around.

Charles E. Peterson

BOOKS

Battling for the National Parks by George B. Hartzog, Jr., published by Moyer Bell Ltd., 1988. In our days together at JNEM, where we assembled a formidable research staff, George Hartzog used to rib me about a conversation he allegedly overheard in the Old Courthouse: "What do you figure all those Doctors of Philosophy are doing up there, anyway?" one guard asked. "Blamed if I know," said the other. "They just sit around all day reading books." At an age when most Park Service retirees are content to putter in their gardens and send off an occasional letter of advice to Bill Mott, George has turned historian and written his own book.

In an appreciative introduction, Steward Udall pays tribute to "one of the most inspiring leaders" he encountered in government and recalls "the winning, masterful touch George had in dealing with all kinds of people that made him an unforgettable person." In the Hartzog years, as I now conveniently remember them, a day without a new park added to the system, a new task force assembled, or a hot rumor surfacing of yet another reorganization, was a day without sunlight and sweet heavenly choir music.

To an organization that has a reverence for the old and a selected acceptance of the new, George brought that fearsome energy, coming to his conclusions at such a pace that he appeared to be playing a hunch. Nor was he patient with those trying to puzzle things out. Early on, he apparently decided success comes to the guy who turns off the lights at night. And he possessed that rarest of attributes, flair.

Battling For The National Parks is a fine and timely memoir of the Hartzog career. Its author also has an engaging writing style. When you read his amusing account of how a letter from Senator Cliff

Hansen to Wally Hickel, the new Secretary of the Interior, recommending Hartzog be fired, was routinely routed to the Park Service director for a reply, you can hear George telling it. He has a lot of Horace Albright's ability to recall past events, and good powers of observation. Standing behind LBJ at a White House party, he remarks on "the president's broad, muscular back, his weaving head and waving hand—for whether engaged in conversation or making a speech his whole huge frame was involved."

A long road led back from the White House to the hardships George endured growing up poor in South Carolina, a tale out of Horatio Alger. Born on a farm five miles from a crossroads hamlet, to a family racked by the Great Depression, George took every known odd job to help out. No matter the magnitude of the latest mishap, his parents were indomitable. "Be somebody," they urged him always.

The book is chock full of what Udall calls "combat stories." Park Service people will enjoy the lively anecdotes involving characters they have known. George is generous with his praise, a Southern trait perhaps, often giving credit to others for his own accomplishments. We follow him assignment by assignment, from the chief counsel's office of the Park Service in 1946 (then located in Chicago) to his firing by Nixon in 1972. He isn't out to get even. He relates his successes

and few defeats with gusto and good will and no regrets.

Some of George's best work was done on the Hill, and he gives us a primer on high level strategy. We get the feeling committee chairmen recognized an equal. Conservationists were unnerved by his feats, yet grateful for the 69 parks he helped establish. In a dust jacket commentary Wallace Stegner describes him as "a man of principle who knew how to play politics," proving himself to be "one of the toughest, savviest, and most effective bureau chiefs who ever operated in that political alligator-hole."

A generation ago Bernard de Voto sparked a national debate with his blistering advice that the national parks either be properly maintained or closed down entirely. In the same tradition and under similar conditions another powerful and trusted voice has spoken out. If the message receives the wide attention it deserves, George Hartzog will have made still another significant contribution to the cause he served with such uncommon brilliance and devotion.

Bill Everhart

Note: Substantial discount to all E&AA members on autographed, hardcover editions of George Hartzog's book. Order through E&AA and received your copy, which retails for \$19.95, for the low cost

of \$15, postage and handling included. Orders may be placed by completing the convenient order blank and sending it, with your check, to Maureen M. Hoffman, Treasurer, E&AA, P.O. Box 1490, Falls Church, VA 22041. Please note that Mr. Hartzog is willing to personally inscribe your book. Let E&AA know if you want this. Non-members may purchase the book at the \$15 price when they complete the membership application form and mail it, along with membership dues, and the order form and check for the book to Maureen Hoffman.

■

Island of Rivers: An Anthology Celebrating the 50th Anniversary of Olympic National Park, edited by Nancy Beres, Mitzi Chandler, and Russell Dalton. Price \$9.59 (State residents add \$.75 sales tax) plus \$1 postage and handling, available from PNNPFA, 3002 M. Angeles Road, Port Angeles, WA 98362. Olympic NP's new anthology, compiled to celebrate its 50th anniversary, was a labor of love for the volunteers who produced it. The committee spent a year selecting the poetry, essays, memoirs, and photographs that make up this 200-page publication, funded by the Pacific Northwest National Parks & Forests Association. The cover photograph, by Pat O'Hara, features a silhouetted alpine peak partially shrouded in lavender clouds. Featured inside are the work of such renowned writers as William O. Douglas, Gifford Pinchot, Theodore Roethke, Gary Snyder, Richard Hugo, and Marvin Bell. Also present are memoirs by pioneers that span nearly a hundred years, and Indian myths that roll back through time like ocean mist.

BATTLING FOR THE NATIONAL PARKS

By George B. Hartzog

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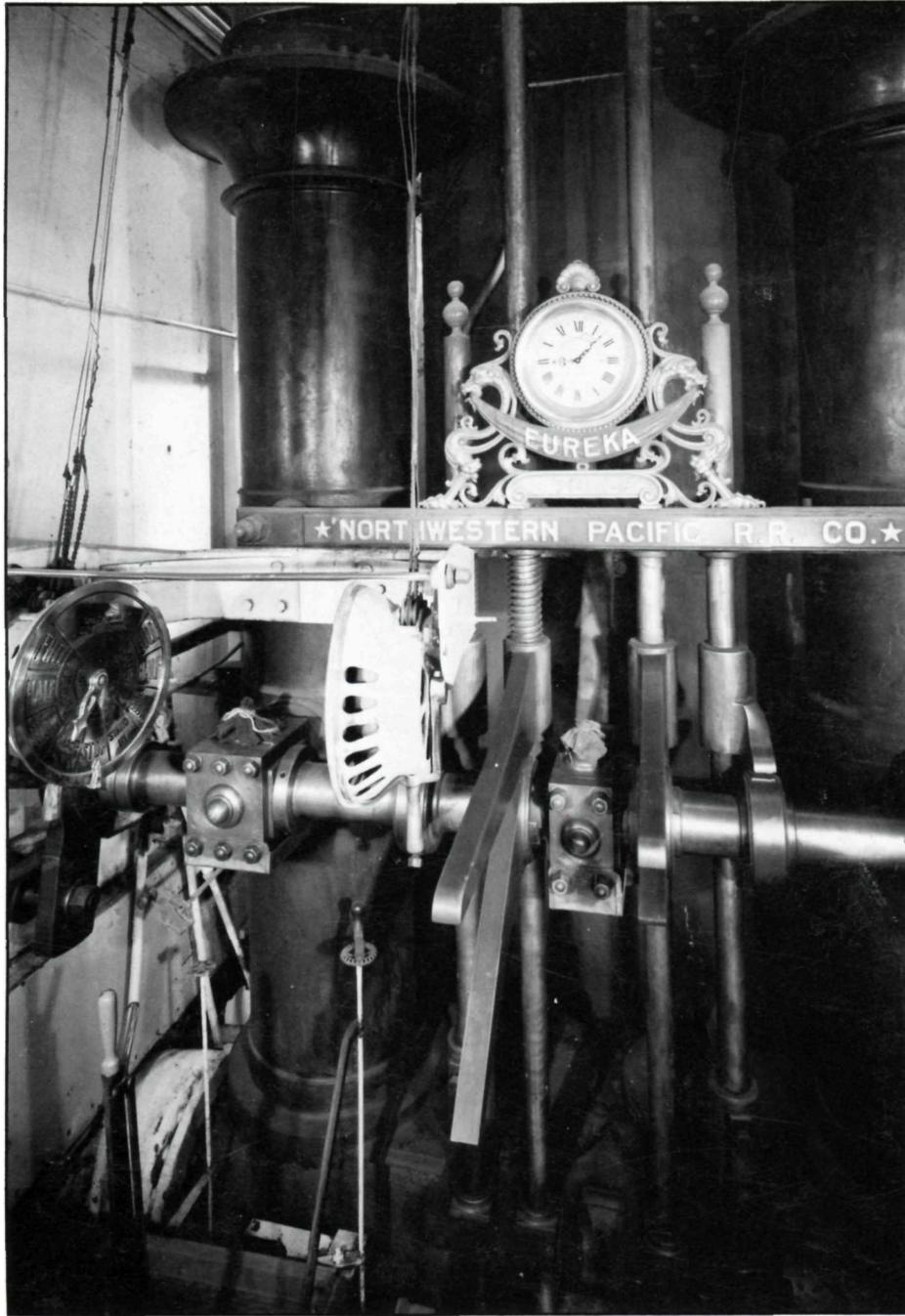
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