

**COMMONWEALTH OF MASSACHUSETTS  
BOARD OF UNDERWATER ARCHAEOLOGICAL RESOURCES  
MINUTES OF PUBLIC MEETING – 26 JANUARY 2006**

**MEMBERS PRESENT:** Marcie Bilinski (Dive Community Representative) [non-voting pending reappointment]  
Brendan Foley (Marine Archaeologist)  
Terry French (Designee of John Warner, State Archivist)  
John Hoagland (Dive Community Representative) [non-voting pending reappointment]  
Lenny Loparto (Designee of Brona Simon, State Archaeologist)  
Kevin Mooney (Designee of Mike Misslin, Director of DEM Division of Waterways)  
Joseph Pelczarski (Designee of Susan Snow-Cotter, Director of Coastal Zone Management)  
Carol Rich (Designee of James Hanlon, Director of Environmental Law Enforcement)  
Victor Mastone, Director (Staff for the Board)  
David Trubey, Deputy Director (Staff for the Board)

**MEMBERS ABSENT:** Ed Bell (Designee of Brona Simon, Acting Executive Director of the Massachusetts Historical Commission)

**PROCEEDINGS:**

The public meeting of the Massachusetts Board of Underwater Archaeological Resources was convened by the Director, Victor Mastone at 1:32 PM on 26 January 2006 in the CZM Conference Room at 251 Causeway Street, Boston. He introduced EPO Carol Rich who was attending in place of Elizabeth Dolan as the Designee of James Hanlon, Director of Environmental Law Enforcement.

**1. MINUTES**

**A. Minutes of 1 December 2005**

Victor asked the Board if there were any comments or corrections to the minutes of the public meeting held on 1 December 2005. Carol Rich noted that the titles assigned to the directors of Environmental Law Enforcement, DCR Division of Waterways and Coastal Zone Management needed to be updated. David Trubey apologized for the outdated titles which he stated were carried over from an old template.

Kevin Mooney moved to accept the amended minutes of the 1 December 2005 public meeting. Joe Pelczarski seconded. Unanimous vote in favor. So voted.

**2. DIRECTOR'S REPORT**

Victor reported that, under the Board's project review role, he and David Trubey undertook field inspections/preliminary investigations at two sites. In the Westport River, they examined the area of a proposed dock for the remains of a schooner. No evidence was found within the proposed impact area; the property owner was very agreeable to future fieldwork outside the proposed project area to try and locate the site, the existence of which is rooted in local, oral history.

Kevin Mooney asked where on the Westport River the project area located is. Victor replied that the project is on the west branch of the river at a stone pier that was at one time used in the coal business.

In another project, Victor and David conducted a cursory examination of wood debris recovered during a dredging and beach nourishment project and now deposited on the parking lot of Craigville Beach in Barnstable. Victor noted that

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the materials did not come from the dredge spoil, but rather were buried approximately 1-2 feet under the current beach and unearthed during the construction of temporary dewatering berms. Victor stated that his preliminary assessment of the remains suggests they are not from a shipwrecked vessel (or even barge). They are composite construction materials (pine, oak, etc.), which coincidentally incorporate some ship components (e.g. frames or futtocks) and heavy timber planks (unlikely to be keel or deck beams); it is not reminiscent of ship's construction. Rather, they appear to be the remains of either wharf/pier structures, bulkheads, or both. Victor noted that he has distributed photographs of the debris to his colleagues for comment. He added that included in the debris are very large beams measuring approximately 15 x 15 inches that are joined together without gaps much in the same manner that one would expect on a raft. According to the engineers at the site, there is framing on the side of the structure that cannot be seen. Victor noted that typically, a ship would not have such framing on both sides of the beams and added there is a wide variety of connectors, including trenails and drift pins, utilized in this structure. Some of his colleagues speculate that the debris could be the remains of a vessel, but it would have to have been something very large such as a down-easter. The town has agreed to leave the remains in the parking lot and an additional section that has not yet been removed in situ until Victor and David can return for a more detailed investigation.

**3. BOARD MEMBER REPORTS**

**A. USACE Project Review Committee**

Kevin Mooney reported that the Army Corps of Engineers is developing a local group to review proposed projects and their relationships to water policies. He added that the committee will be concerned with issues beyond dredging, including underwater archaeology and historic preservation. As Kevin might be directing this new committee, he stated that he might look to Victor to provide information and advice.

Victor asked if this committee would serve in the same capacity as the joint project review group. Kevin replied that joint project review would likely be only one of the committee's tasks and added that it would also be examining existing policies, regulations and laws to see in what areas changes might need to be made. He noted that the next meeting of this committee will be held in two months.

**B. Brendan Foley's Reappointment**

Brendan Foley reported that the paperwork for his reappointment has been approved and he was sworn in for another term today.

**4. SUBCOMMITTEE REPORTS: OUTREACH**

**A. Society for Historical Archaeology Conference**

Victor reported that he and David Trubey attended the Society for Historical Archaeology's (SHA) 39th Annual Conference on Historical and Underwater Archaeology held on January 11-15, 2005 in Sacramento, CA. Victor noted that he and Chris Amer of the South Carolina Institute for Archaeology and Anthropology organized and led the Annual Government Maritime Managers' Forum. This year's forum was entitled *Government Maritime Managers' Forum XIV: by Guess or by God*. In addition, Victor participated in the annual meeting of the Advisory Council on Underwater Archaeology and SHA UNESCO Committee as he is a member of both.

**B. Boston Sea Rovers Annual Underwater Clinic**

Victor informed the Board that the Boston Sea Rovers is holding its 52nd Annual Underwater Clinic on March 4-5th at the Fairmont Copley Hotel in Boston. As it has in past years, the Board will have literature for distribution at the Department of Marine Fisheries booth.

**C. Bay State Council of Divers**

Victor reported that the Bay State Council of Divers would be holding its next meeting on 8 February 2006 and that he plans to attend.

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**5. OLD BUSINESS**

**A. Bassings Cove Maritime Association**

Victor reported that Bassings Cove Maritime Association (BCMA) had not submitted its Excavation Permit renewal application and Annual Report in time to meet the Board's 30-day deadline. Thomas Mulloy, Henry Lynch and Debra Jackson were in attendance to submit BCMA's application and Annual Report and request a permit extension until the next public meeting scheduled for 30 March 2006.

Ms. Jackson reported that the educational component of the BCMA project was very successful during the past year. Among other educational activities, BCMA invited the Cole Middle School Robotics Team to its conservation laboratory to work on concreted artifacts from the *Forest Queen* site. The team spent about two hours under, the guidance of BCMA personnel, retrieving artifacts including nails and sheathing from the concretions. Ms. Jackson noted that her involvement with this school group relates to her position as the school nurse. When she learned that the team had selected shipwreck protection as a theme for its recent competition, she was very excited and offered to help by connecting the students with BCMA, the Scituate Historical Society and with Victor Mastone. The team earned first runner up status with their Lego robotic design and first place in the research category.

Mr. Mulloy reported that the 2005 field season got off to a fast start as the organization's divers noticed that winter storms had caused a large section of the site to collapse and fall over. The storms also exposed a second ingot which was retrieved. The ingot, which was in poor shape, was analyzed and proved to be tin rather than silver. Subsequently, BCMA had the original ingot reanalyzed only to learn that it too was comprised of tin. Mr. Mulloy stated that BCMA was shocked, but that this new information has not affected the project's financial backing or the organization's plan to move forward with its permit and the educational program it has developed. After showing photographs of the ingot to the Board, Mr. Molloy added that BCMA is conducting research on the ingots to determine their origin. Lenny Loparto asked if tin was listed on the manifest of the *Forest Queen*. Mr. Mulloy replied that it was not, but that a vessel that grounded nearby reportedly off loaded tin to improve its buoyancy. It is possible that the BCMA site actually represents two shipwrecking incidents.

Victor asked what the large conglomerate that broke off looks like on its underside compared to its top side appearance. Mr. Lynch stated that the underside looks essentially the same and does not appear to be in a better state of preservation.

Kevin Mooney moved to extend the Excavation Permit (91-001) held by Bassings Cove Maritime Association for its Scituate site until the Board's next public meeting schedule for 30 March 2006. Lenny Loparto seconded. Unanimous vote in favor. So voted.

**B. Joseph K. Dietlin and Duane J. Rine**

Victor reported that Joseph Dietlin and Duane Rine had submitted an Excavation Permit renewal application and Annual Report for their Salem site in accordance with the Board's regulations. Victor reminded the Board that Mr. Dietlin presented information on this permit at the Board's meeting in September. He noted that although they have obtained the services of David Souza, an experienced shipwright who will undoubtedly be able to offer technical assistance, they are still looking for a marine archaeologist who meets the qualifications set forth by the Board.

Mr. Rine reminded the Board that his team has observed two considerably large magnetic anomalies within the permit area, the sources of which are not visible on the seafloor surface or with hand fanning. They came before the Board in September for permission to excavate limited test pits in these areas to determine the origin of these anomalies and if they represent the vessel for which they are searching. The Board granted permission to excavate provided they find a qualified project archaeologist, the archaeologist prepares an excavation plan (including a plan for the treatment of coincidental discoveries) and this plan be approved by the Board's staff.

Victor stated that Mr. Dietlin and Mr. Rine prepared a very detailed application and that he has given them the names of some local archaeologists that might be interested in working on this project. He noted that Mr. Souza, although not qualified to supervise excavation, can certainly be a part of that activity. Victor asked Mr. Rine to expound

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on the possibility that there might be two different vessels in the permit area. Mr. Rine stated that he and his team had surveyed a different spot on the opposite side of the permit area and observed another large magnetic anomaly. In subsequent discussions with a local fisherman, they learned that a steel dragger ran aground in that area and was cut to the gunnels and abandoned. He and his team have not come across any traces of this vessel, but they are not ruling it out as a target. However, this reported location of this wreck and another modern, steel vessel that ran aground to the east, are a considerable distance from the locations of the two significant anomalies his they are planning to excavate. Mr. Rine added that he has contacted the University of Milwaukee in his search for an archaeologist as he has heard good things about its archaeology staff. He is waiting for a response.

Victor stated that it is evident that Mr. Dietlin and Mr. Rine are making progress in meeting the additional conditions of their excavation permit in searching for a qualified marine archaeologist and collecting data on conservation to be included in a work plan. Victor expressed his confidence that once they obtain the services of an archaeologist, the project will move forward quickly.

Kevin Mooney moved to renew the Excavation Permit (00-003) held by Joseph K. Dietlin and Duane J. Rine for their Salem site with all standard conditions in effect and the further condition that the permittee submit for approval by the Board's staff prior to any excavation, a detailed work plan developed by the project archaeologist for the excavation of test pits at grids I-10 and M-12 (as noted on the chart provided by the permittee) and the treatment of coincidental discoveries. Brendan Foley seconded. Unanimous vote in favor. So voted.

**B. Restoration Project, Inc.**

Victor reported that due to staffing difficulties, Restoration Project, Inc. (RPI) had not submitted its Reconnaissance Permit renewal application and Annual Report in time to meet the Board's 30-day deadline. Eloise Newell, Director of RPI, contacted the Board earlier this month and requested an extension of her organization's permit until the Board's next public meeting scheduled for 30 March 2006. She noted that this would likely be RPI's last renewal as the project appears to have met an impasse.

Joseph Pelczarski moved to extend the Reconnaissance Permit (02-001) held by Restoration Project, Inc. for its Willis Pond site until the Board's next public meeting scheduled for 30 March 2006. Kevin Mooney seconded. Unanimous vote in favor. So voted.

**6. NEW BUSINESS**

**A. James M. Karos**

Victor reported that James Karos had submitted a Reconnaissance Permit application in accordance with the Board's regulations and that the application appears to be complete. Victor reminded that Board that Mr. Karos attended the Board's last meeting and presented information on his Chelsea Creek shipwreck project. Mr. Karos was in attendance to represent his application.

Mr. Karos stated his primary objective is to photograph the shipwreck form approximately 13 feet above so that he can then create a large photo mosaic of the site. He explained the process through which he calculated the distance and the number of photos he will have to take and presented a drawing of the site to the Board. The camera is mounted on a large police barrier-style structure that can me moved around the site. He noted that he has established two datum points and baselines.

Brendan Foley asked Mr. Karos if he is planning to overlap his photos. Mr. Karos stated that he plans on overlapping them approximately 1 – 1.5 feet. Brendan suggested that he strive for a fifty percent overlap to facilitate the mosaic production process. Mr. Karos asked Brendan if he thinks there will be problems in getting the images to line up as he is taking them from different vantage points. He added that he has recently obtained a copy of Photoshop that he is currently learning to use. Brendan stated that the photos will not line up and that creating a photo mosaic is a difficult process and time consuming.

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Mr. Karos described his plan to further document the site with detailed measurements that he will incorporate into a large scale blueprint. He will also attempt to record the height of the sites features by utilizing a baseline above the shipwreck and measuring downward. He noted that it is a difficult site at which to work because it is only fully exposed at low tide. This limits his time on site to day time low tides. He estimated that he only has a couple of hours to conduct this work before the tide comes in. Additionally, access to the site is very restricted by Global Petroleum, the owner of the adjacent property and docking facility. Mr. Karos added that he has located what he believes to be the stem post and a portion of the rudder. He also described a structure that he feels could be part of a mast although he has not yet been able to locate any mast steps. In addition to the structural elements, he observed ship fittings including some copper spikes and what appears to be sheathing. He stated that he would like to find some Muntz metal to assist in the dating process. Victor stated that when he last visited the site more than ten years ago, he saw what appeared to be lead, but he was reluctant to collect a sample do to the high level of pollutants in the area. Mr. Karos is currently focusing on this wreck although there are at least three wrecks in the area. He would eventually like to document one of the others as he has heard that there are plans to build a marina nearby which could destroy the site. Mr. Karos added that the Maritime Archaeological and Historical Society has expressed interest in perhaps publishing the results of his reconnaissance work in a future edition of its newsletter. Upon completion of his work, he would have his findings on file with the Board. He added that the other aspect of his work is researching the historical ownership and uses of the property to find clues as to the origin of the wrecks. His initial sense is that the wrecks were part of a coal business and were abandoned as oil replaced coal as a fuel source. He concluded by stating that "these wrecks are an interesting piece of history and they definitely deserve to be documented".

Terry French asked Mr. Karos if he has conducted any research at the Chelsea Assessor's Office. Mr. Karos replied that he has not been there, but has been in touch with the Chelsea Historical Society and that it is currently occupied with planning for the anniversary of the Great Chelsea Conflagration. Terry suggested that Mr. Karos visit the Boston City Archives and the Boston Public Library which also houses some of the assessor's records. He noted that it might be possible to find the property tax records for some of the addresses on the deeds that Mr. Karos previously located. Mr. Karos stated that he will certainly look into it. He then presented a copy of a 1932 Division of Waterways map that he obtained from the Massachusetts State Archives. The map included drawings of schooners in the area of his permit. His feeling is that the schooners might have been at the site for some time as they were included in this map. Joseph Pelczarski suggested that Mr. Karos also check with the Boston Marine Society to see if there is any record of the vessels that were sailing in and out of Chelsea Creek.

Lenny Loparto stated that Mr. Karos's project represents the type of work that avocational archaeologists should be encourage to do in Massachusetts. It's a project that could provide much needed survey information and increase the database on a resource that might otherwise be neglected. It is a non intrusive project that could also help resource managers make important decisions regarding future site impacts as development extends in to this and other similar areas.

Kevin Mooney moved to grant a Reconnaissance Permit (06-001) to James M. Karos for his Chelsea Creek site (Revere/Boston) with all standard conditions in effect. Lenny Loparto seconded. Unanimous vote in favor. So voted.

Kevin Mooney moved to adjourn the meeting at 2:22 PM. Joseph Pelczarski seconded. Unanimous vote in favor. So voted.

Respectfully submitted,

Victor T. Mastone  
Director

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