

2025 Conference Abstracts

Panel 1: Atlantic Natchez (Thursday, 9:30-11:00, Room A)

Chair: TBD

Jensen, John, UWF

“Grievously Oppressed”: The Burden of Transiency, Illness, and Medical Relief in Maritime Frontier Natchez.

During the first half of the 19th Century, the Mississippi Valley was part of a rapidly expanding inland Atlantic maritime frontier. The Mississippi River and its tributary waters facilitated a rapid settlement, commercial exchange, and the rapid transmission of infectious diseases across the region. Illness and high levels of transiency became essential characteristics of the river cities, including Natchez, Mississippi. Cities like Natchez welcomed the commercial opportunities brought by the river but not the accompanying moral, social, and financial burdens. In this presentation, I incorporate new scholarship and sources to reinterrogate fundamental questions, I explored in my 2001 dissertation, *Bulwarks Against a Human Tide: Governments, Mariners, and the Rise of General Hospitals on the Midwestern Maritime Frontier, 1800-1900*.

Pinnen, Christian, Mississippi College

“Natchez’s Colonial Spanish Slave Trade: From the Caribbean and Beyond 1763 – 1798”

Natchez, with its fertile soil, strategic location on the Mississippi River, and a promise of wealth and power always drew its fair share of European adventurers in the eighteenth century. However, only under the administrative power of the Spanish Empire did the trafficking of enslaved Africans expand enough to allow for a steady development of plantation agriculture in the region. Drawing on markets from New Orleans to other ports of the Caribbean and along the Mississippi River, the Spanish succeeded in establishing the Atlantic slave trade and its mercantile processes in Natchez. Frequently undertaken by some of the major enslavers, there is evidence of some infant slave trading firms that supplied the growing town with enslaved Africans. This paper seeks to highlight some of the burgeoning trading firms, the nature of the trade itself, and the people that fell victim to it by utilizing the Spanish court records of Natchez. I suggest that the existing underlying economic forces of the slave trade more than foreshadow the success of Natchez’s slave market in the antebellum period.

Stearns, Susan, University of Mississippi

“Gateway to the Atlantic World: Natchez and the Trade of the Ohio River Valley, 1795-1810”

Before the invention of the steamboat, every spring saw thousands of river boatmen flooding into Natchez. These men piloted boats carrying the flour, pork, and whiskey of the Ohio River Valley, bound for markets as diverse as Cuba, Baltimore, and Liverpool. Because selling their goods in Natchez versus New Orleans shaved months off of their journeys, many farmers chose to sell in Natchez rather than risk continuing downriver. Natchez quickly emerged as a gathering point for the produce of the Ohio and Tennessee Valleys. Natchez merchants specialized in acting as middle men between the continental interior and the Atlantic World beyond. Although located inland, Natchez emerged as a crucial node of

trans-Atlantic trade networks that tied the expanding edge of the American republic into the Atlantic world.

Panel 2: Brits, Black Ships, and the African Squadron: Matthew Perry (Thursday, 9:30-11:00, Room B)

Chair: Larry Bartlett, Independent Scholar

Bailey, Roger, The Citadel

“Worthy of all Praise”: Matthew Calbraith Perry and US Policy in West Africa”

Commodore Matthew Calbraith Perry served as the first commanding officer of the US Navy’s Africa Squadron from 1843-44. He was also a vocal opponent of the Atlantic slave trade and a supporter of the African colonization movement in Liberia. This paper argues that, as the senior federal official in West Africa operating with minimal federal oversight, Perry’s attitudes affected his activities, which in turn set the precedent for nearly two decades of subsequent US naval operations in West Africa.

Using sources like official navy records, colonization society publications, and memoirs, this paper will illustrate how subsequent commanders followed Perry’s example—commonly exceeding their official orders to intervene militarily in support of Liberian settlements, proactively negotiate treaties with native Africans to protect colonists and stamp out slave trading, and create the false but useful impression of official US sponsorship of the settlements. These actions made the federal government far more involved in West Africa than its policymakers intended and contributed to the founding of the state of Liberia.

Cervantez, Sabrina, Louisiana State University

“Spoils of the ‘Black Ships’: Anglo-Japanese Relations, 1840s-1850s”

In 1854 Tokugawa Japan was forced to open its ports to international commerce and diplomacy by Commodore Matthew C. Perry and his “black ships”. Great Britain was among the first Western nations to establish a formal treaty with Japan. First, with the Anglo-Japanese Friendship Treaty in 1854 and then the Anglo-Japanese Treaty of Amity and Commerce of 1858 opening Japan to British trade. As an untapped market, British merchants had attempted to approach the Japanese coast to negotiate trading agreements before Perry, but all were rejected. The British government also did not have an official policy to initiate diplomatic relations with the Japanese. But, it did benefit from Perry’s Expedition and, by extension, the imperial aims of the United States of America.

This paper will examine the diplomatic and economic relationship between Britain and Japan in the 1840s and 1850s. By outlining Britain’s relationship with Japan it will place Perry’s Expedition in the context of the imperial rivalry between the United States and Great Britain in East Asia. In addition, this paper will discuss the British perception of Perry and his expedition into Pacific Ocean.

Verney, Michael, Drury University

“Cartographic Conflict: The US North Pacific Exploring Expedition, Intercultural Violence, and Imperial Mapmaking in Japan, 1853-1856”

Between 1853 and 1856, the US Navy’s North Pacific Exploring Expedition (NPEE) charted the coastlines of Japan, eastern Russia, and portions of the Bering Strait. Following closely on the heels of Commodore Matthew Calbraith Perry’s much-more famous Japan Expedition of 1852-1854, the NPEE sought to give US whalers and China traders accurate charts of the western and northern Pacific, especially Japan. US officials believed that their surveys were backed by the law of nations as well as Article X of Perry’s Treaty of Kanagawa (1854), which had allowed US vessels to seek safe harbor in any

Japanese port “when in distress or forced by stress of weather.” Japanese officials, in contrast, believed that blocking US and European efforts to survey their coastlines was essential in preserving their independence. They saw Western cartographic efforts not only as threats to domestic tranquility but also humiliating intrusions into traditional territories. Frustrated by Japanese resistance, middle-class US officers resorted to kicking, hitting, and bludgeoning officials who stood in their way. Overall, this paper analyzes the NPEE’s cartographic efforts in Japan as an example of the contested and violent nature of US global imperialization in the mid-nineteenth century.

Panel 3: Ports, Rivers and Fleets of South Carolina (Thursday, 9:30-11:00, Room C)

Chair: Jason Raupp, ECU

Wilson, J.P., University of South Carolina

“Cosmopolitan Georgetown: Slavery, Rice, Indigo, and the World”

Every American port is historically significant. Within each, there is a story worth telling regarding the city itself, the products it sent and received, and the culture that grew up around it. In a time before unified road systems and rail travel, port communities were self-sufficient hubs of commerce and culture. Understanding Early America requires an understanding of each of these towns as their geography, cultures, and demographics stitch together the tapestry that was unfurled in 1776.

Georgetown, South Carolina is no exception. Despite its smaller and muddier harbor, Georgetown punched far above its weight. Georgetown enriched itself through rice exports, and was a cosmopolitan port in its own right. Carolina Gold Rice, grown and processed on the swampy plantations surrounding Georgetown was a hot commodity on the transatlantic market. Georgetown developed its own unique culture, shipped and received from around the Atlantic World, and inserted itself into the cosmopolitan culture of Early America.

This presentation examines port records, newspaper articles, plantation ledgers, and wills to illustrate the multicultural and worldly nature of maritime Georgetown. It is a case study on what causes ports to remain small, their ability to remain impactful, and their meanings to those interacting with them.

Reed, Timothy, TCU

“The Pon Pon Road as the King’s Highway: Linking Colonial South Carolina to Georgia 1732-1776”

A Native American phrase, Pon Pon originated with the Edisto Indians who were referring to the bend, or “Pon Pon” of the river west of Charleston that now bears their name. The nickname ensured some recognition, but the Pon Pon’s significance was its utility during eighteenth century South Carolina and Georgia. Rather than just shipping people and freight to the ports of South Carolina and Georgia, it became practical to have secondary overland routes between communities in the coastal interior which also attached to larger inter-colony road networks. The Pon Pon Road became a principal road on this network when the Native American trail that crossed the Pon Pon of the Edisto River was delineated on maps between Charleston and the Savannah River. The course of the trail remained fluid, but the Pon Pon Road was crucial to people of varying ethnicities inhabiting the southeastern frontier of British North America. The road’s history is examined through colonial records, land surveys, and maps. The Pon Pon Road was integral to the development of South Carolina and Georgia because of the immigration and commercial link it provided and because it tied the lower-south to the northern British colonies via the King’s Highway.

Schaffer, Benjamin, U South Carolina

The Port City's Fleet: Charles Town Society and the South Carolina State Navy, c. 1775-1780

Like any government committee in American history, the Commissioners of the South Carolina Navy were quite busy with minutiae. For example, in mid-January 1777, the Commissioners ordered a Captain Edward Darrell to apply to work with a local merchant to negotiate prices for beef and molasses for the crew of the schooner Comet. Soon thereafter, they compiled a list of outstanding expenses, including £37 that was owed to one Mrs. Ann Holmes for “makg Colours” for a local schooner.

Throughout the American Revolution, eleven states produced regional navies to augment the operations of the Continental Navy. However, according to early 20th-century scholar, Charles O. Paullin, “Few...exceeded South Carolina in naval expenditures.” Rather than focusing on battles or grand strategies, this conference paper—written at the beginning of the sescentennial of the Revolution—will use a ‘war and society’ lens to investigate how diverse populations of Charles Town’s society (including planters, wealthy women, common sailors, and enslaved Africans) contributed to the creation and maintenance of one of the most active state navies of the Revolutionary War.

Panel 4: Preservation, Tourism and Partnerships (Thursday, 1:00-2:15, Room A)

Chair: Kevin Grubbs, Tarrant County College

Grubbs, Kevin, Tarrant County College

“Gunning, Fishing, and A Good Time:” Gulf Coast Tourism in the Gilded Age”

The decades following the American Civil War marked a national fascination with leisure and the emerging concept of vacations. Fueled by an expanding railroad network, rising wages among the upper and middle classes, and the promise of leisure, flocks of tourists traversed the country in search of comfort, new sights, and indulgence. While many sought traditional destinations, a subset of travelers turned to adventure tourism, driven by anxieties over race decline, masculinity, and a desire to test themselves against nature. In the postwar period, southerners deliberately sought to reshape their region as an appealing destination for northern visitors.

Among these thrill seekers were those who flocked to the southern coastline, drawn by its novelty and contradictions. They came to the South to hunt, fish, yacht, and enjoy the thrill of wilderness. The South was marketed as both civilized and untamed, familiar yet exotic, a place where tourists could confront the wild while never straying too far from modern comforts. This paper argues that the southern coastline functioned as a contradictory landscape, offering controlled adventure while reinforcing the broader social narrative of the South as a region integrated into and yet distinct from the rest of the nation.

Bennett, Zachary, Norwich University

“The Trouble with Wild Rivers: River Restoration in the Northeast”

New Englanders were the first to dam their rivers, and they recently became the first to tear their dams down. After a nearly two-hundred-year absence, sea-run fish migrations are returning to New England’s waters. The struggle to restore the mighty salmon, herring, and sturgeon migrations to the region is at least two hundred years old. This paper first traces the underappreciated story of how nineteenth-century river restoration efforts in New England launched the environmentalist and conservation movements in the United States. It then considers how this history helps us understand the new ways in which Americans are interacting with their rivers in the twenty-first century. The thousands of dams removed since 2000 represents a revolution since restoring rivers to their “wild” state reverses the economic and

political logic that built the United States. This paper points out this is not an act of restoration but creation since these waterways are now primarily spaces of recreation and not work. By looking at New England's rivers we see that humanity is inaugurating a new relationship with rivers, and the wider natural world

Green, Cathy, NMHS

“Pull Together: The National Partnership We All Need”

The National Maritime Historical Society has been a leading national organization protecting and promoting America's maritime heritage for over 60 years. Through publishing *Sea History* magazine and playing a significant role in national maritime events, we elevate scholarship, education, and preservation efforts onto a national stage. Now, more than ever, rallying maritime heritage organizations, including museums, historic vessels, and academic programs into a robust network is essential for integrating maritime history into the broader story of our country's history. NMHS's new strategic plan strives to place us as the central maritime network to unite us and all our work. This paper will introduce this idea and create the conversation for NASOH and their members to lay the foundational work that will support us all.

Roundtable 1: Teaching Naval History in Diverse Venues (Thursday, 1:00-2:15, Room B)

Facilitator: Evan Wilson, U.S. Naval War College

Participants: Ryan Mewett, United States Naval Academy; Cori Convertito, Key West Art & Historical Society; Lewis Patterson, United States Naval Academy; Jason Smith, Southern Connecticut State University

Scholars connected with the British and American navies created the professional discipline of naval history in the late 19th century. They aimed primarily to distill enduring principles of sea power and naval strategy useful to high-level practitioners—the statesmen and officers who employed naval forces. Their pedagogy—in service schools and war colleges—reflected these aims. At the same time, they targeted other important audiences, like the educated public whose support was vital to naval expansion.

Though the discipline still has strong links to its functional roots, it has grown and diversified. (Some) naval historians have (eventually) followed every methodological turn in the wider profession, moving beyond strategic and operational concerns to address questions of broader historical interest about not just navies and naval power, but the people who manned them, the states and societies that they served, and everything in between. Naval historians now serve not just in professional military education, but at institutions dedicated to undergraduate teaching (civilian and military) and public history. This roundtable seeks to explore the diversity of pedagogical methods involved in teaching naval history across a variety of venues, as well as how naval historian teachers connect their own scholarship to their pedagogy.

Panel 5: Landscapes and Waterways (Thursday, 1:00-2:15, Room C)

Chair: Jillian Schuler, Virginia Department of Historical Resources

Scapellato, Arik, University of West Florida

“A Rare Case of ‘Control’ In Archaeology: Riverbank Exploration and Comparative Analysis on the Blackwater River”

Throughout the 19th and early 20th century, the Blackwater River near Pensacola, Florida, fed the growing port's need for raw materials. Yellow pine, ironstone, and clay could be found in abundance in proximity to the river, and the slow nature of the river made it very convenient to transport these materials by boat to the growing city, resulting in a few shipyards. While thorough survey and research has been conducted along the Blackwater River, less attention has been paid to the littoral structures that connected the river to the industrial sites themselves. These transitory spaces were essential for utilizing the river's benefits of transportation and power; they were just as important and well-used as industrial ports today. By conducting thorough sidescan sonar and magnetometer survey of the maritime components of known terrestrial sites along the river and using them as a 'baseline,' a pattern can be formed for accurate comparative analysis along under-examined areas of the river. This will help identify similar maritime sites, and possibly even

Schuler, Jillian, Virginia Department of Historical Resources

“The Tomb of a Dream:” Documenting the Western Portal of the Marshall Tunnel Complex”

Located in Botetourt County, Virginia, the unfinished Marshall canal tunnel represents the lofty ambitions of the James River and Kanawha Canal Company to connect the Atlantic Ocean to the Ohio River Basin in the first half of the 19th century. Excessive costs, the rise of railroads, and the impending Civil War resulted in the company abandoning the tunnel nearly halfway through construction in 1856, never to return. In 2022, the underwater archaeology program at Virginia's Department of Historic Resources was contacted by the private landowners of the Marshall Tunnel Complex, establishing a multi-year project dedicated to documenting this unique historic resource. This paper will present on the project's most recent documentation effort: the tunnel's western portal. Its opening closed off due to a cave in, and the tunnel itself flooded with several feet of water, documentation of the tomb-like western section of the tunnel required creativity, resiliency, and headlamps.

Shellhammer, Catherine, East Grand Rapids High School

“Wrecked Borders: Shipwrecks as Maritime Cultural Landscapes in Northern Michigan's Manitou Passage”

The Manitou Passage of Northern Michigan, a vital historical artery of Great Lakes commerce, is a landscape scarred and shaped by the dramatic intersection of human ambition and natural peril. Employing Duncan and Gibbs' maritime cultural landscape framework, this paper examines how the Passage's shipwrecks constitute more than mere relics—they are powerful symbols that have indelibly shaped local communities, reflecting layered narratives of risk, resilience, and remembrance. Using examples such as the Francisco Morazan (1960), the Three Brothers (1911), and the Rising Sun (1917), this study explores how shipwrecks have fostered unique cultural and economic responses within local communities. Lighthouses, lifeboat stations, and traditions of storytelling have etched maritime heritage into the physical and imaginative landscape, reinforcing the Passage's identity as a borderland—an liminal threshold where the boundaries between land and lake, commerce and commemoration, past tragedies and present-day identities continue to evolve.

Panel 6: Naval and Maritime Responses (Thursday, 2:45-4:00, Room A)
Chair: Kurt Knoerl, Georgia Southern University

Dugre, Neil, University of Houston-Clear Lake

“New England and the *Nottingham Galley*: Provincial Responses to Shipwreck During Queen Anne’s War”

The corpse of a “Dutchman” found frozen in the woods late in December 1710 introduced New England to the wreck of the *Nottingham Galley*. Weeks earlier, the vessel ran aground on Boon Island, an outcrop off the coast of Maine. The Dutchman had been sent to the mainland on a makeshift raft to alert settlers to the wreck and procure help for the other survivors. His body led a local search party to the island, where they rescued ten frost-bitten sailors and transported them to the maritime community of Portsmouth, New Hampshire to be nursed back to health.

Studies of the wreck typically focus on its sensational elements, such as the cannibalism that sustained survivors, an approach that separates the sailors’ experience from local context and issues of concern to contemporaries. This paper reconsiders the wreck as a regional event by exploring the act of caring for survivors and initial attempts to make sense of their suffering. I argue that provincial efforts to treat the survivors with compassion—a response that differed from how the survivors were later viewed in England—were part of a broader, regional effort to restore New England’s moral authority within the eighteenth-century Atlantic World.

Belcher, Allison, ELOS Environmental, LLC.

“Cultural and Geological Influences on Historical Inland Watercraft of Louisiana”

The inland watercraft of Louisiana embody a unique fusion of cultural traditions and geological features that shaped their design, use, and evolution. This paper explores how Louisiana's diverse landscapes, from marshes to bayous, interacted with influences from Indigenous peoples, European settlers, and African traditions. By examining materials, construction methods, and functional adaptations, we gain insight into how these vessels not only enabled transportation and trade but also showcased the resourcefulness of the communities that depended on them. The paper further investigates how Louisiana’s shifting waterways and marshlands impacted local boat-building traditions. From the dugout canoes of Native American tribes to the flatboats and pirogues used by early settlers, Louisiana's inland watercraft offer a compelling lens through which to understand the connection between environment and culture in regional history. Ultimately, this paper highlights the importance of preserving detailed records of Louisiana's watercraft, offering a valuable example of how past societies adapted to their surroundings.

Knoerl, Kurt, Georgia Southern University

“War on the Water: Maritime Engagements between Native Americans and the British During Pontiac’s Uprising”

After Britain’s victory in the French and Indian War, commercial and military forces of the British Empire sought to construct a maritime cultural landscape on the western Great Lakes to suit their needs. The lakes, rivers, streams, and ponds stretching from the Great Lakes into the heart of present-day Canada, however, were already a central part of Native American culture and identity. The conflict between Native groups and the British that erupted in 1763, known as Pontiac’s Uprising, was significantly influenced by skirmishes that took place on the region’s waterways. Neither the British Army nor Native Americans had a navy, in the strictest sense of the word, in the western Great Lakes

during the 1760s, yet both sides made use of, and targeted, vessels such as canoes, bateaux, sloops, and schooners. This paper examines the ways both sides used defensive and offensive tactics, normally associated with traditional naval engagements, to gain military advantages.

Panel 7: Shipping (Thursday, 2:45-4:00, Room B)

Chair: Michael Verney, Drury University

Billinis, Alexander, Clemson University

“The Greek Princess of King Cotton”

Beneath the headlines of the Antebellum and Postbellum Cotton Trade was a well-financed network of Greek commodities merchants (backed by a growing shipping industry) operating in New Orleans, Memphis, St. Louis, and New York, part of a network with offices in the major ports of Europe, the Mediterranean, and India. This network played a niche role in the Southern cotton export trade, and a primary role in British and French efforts to create an alternative supply chain to embargoed Southern Cotton during the Civil War, by producing and shipping cotton from Egypt, India, and the Ottoman Empire. The Paper/Presentation will provide an informative overview of this network of family businesses, largely from the Greek island of Chios. This merchant network merged with the growing Greek Merchant Marine, which eventually became the world’s largest merchant fleet.

Borrelli, Jeremy, Jason Raupp and Jennifer McKinnon, ECU

“A Tale of Two Ports: History, Archaeology, and Impacts on Preservation of the Colonial Brunswick Town Waterfront, North Carolina”

The Brunswick Town/Fort Anderson State Historic Site (BTFA) is a 120-acre National Register of Historic Places historic district on the Lower Cape Fear River Estuary, North Carolina. Founded in 1725, colonial Brunswick was a transshipment hub for regionally produced naval stores and leading exporter of tar, pitch, and turpentine in the British American colonies. Brunswick’s decline was inherently linked to the rival growth of an upriver port at Wilmington that was better situated to mediate inland trade with the broader Atlantic World. The town was burned in a series of British raids during the American Revolution and abandoned until the Civil War when Confederate earthwork fortifications were built over the ruins of “Old Brunswick.” The Program in Maritime Studies at East Carolina University is currently working with managers of Brunswick Town/Fort Anderson State Historic Site and archaeologists with the NC Department of Natural and Cultural Resources to identify or characterize submerged, intertidal, and waterfront features at BTFA. This paper will outline project results to date with focus placed on archaeological sites associated with the eighteenth-century inland seaport.

Gruenwald, Kim, Kent State University

“Philadelphia Merchants in the Riverine West: Laying the Foundations of Empire, 1750-1803”

The Atlantic World made landfall in North America through the actions of Philadelphia merchants. After the Seven Years’ War, they took a two-pronged approach, establishing commercial connections down the Ohio to Illinois and to the Gulf Coast by way of the ocean. It soon became clear that eastern goods and western produce would have to be sent downstream, for shipping upstream proved too difficult and expensive. After the American Revolution, Philadelphia merchants stepped up their shipments down the Ohio and Mississippi Rivers as settlements grew in Ohio, Kentucky, and Tennessee, while simultaneously linking New Orleans directly to Philadelphia by way of the Atlantic. They had begun creating this loop in

an era when rival empires, be they European or Native American, controlled opposite banks of the Ohio and Mississippi. As they descended the western waters, all manner of interactions took place between Europeans of English, French, and Spanish descent, as well as Native Americans and African slaves. Philadelphia merchants created commercial ties that connected East and West, laying the foundation for the new nation's continental empire that came to fruition when the Louisiana Purchase allowed one empire, the United States, to control both banks of the Mississippi River at last.

**Panel 8: Voices from the Deck: Shipboard Experiences on Early North American Steamboats
(Thursday, 2:45-4:00, Room C)**

Chair: Carolyn Kennedy, Texas A&M University

Kennedy, Carolyn, Texas A&M University

“Living and Working on *Phoenix II*: Artifact Distribution and Spatial Organization on an Early 19th-Century Lake Champlain Steamboat”

The archaeological remains of *Phoenix II*, a Lake Champlain steamboat built in 1820 and scuttled in 1837, present a unique opportunity to examine the spatial organization of crew and passenger activities on board an early 19th-century steamboat. Unlike catastrophic shipwrecks that preserve artifacts as time capsules, *Phoenix II* was intentionally stripped of valuables before being scuttled in Shelburne Shipyard and subsequently covered with limestone. This process, combined with nearly two centuries of marina activity, resulted in a complex site formation history. Fortunately, the rock covering deposited just prior to its deposition provides a stratigraphic distinction between artifacts likely associated with the steamboat's operational life and later intrusive materials. This paper examines artifacts of personal use recovered from the site to infer patterns of spatial organization and social dynamics aboard *Phoenix II*. By integrating methodologies from both nautical and terrestrial archaeology, this study explores how the vessel's internal layout reflected the functional and social divisions between passengers and crew, offering broader insights into early steamboat travel and material culture on North America's inland waterways.

Crisman, Kevin, Texas A&M University

“A World in Miniature”: The Experience of Western River Travel on the Steamboat *Heroine* (1832-1838)

“*The untraveled man might obtain some new ideas of the world by taking a trip on a Mississippi River Steamboat*” wrote New Hampshireite Amos Andrew Parker of his western travels in 1834. The archaeological study and reconstruction of the 1830s sidewheel steamer *Heroine* provides us with a stage for experiencing daily life aboard one of these extraordinary creations. Find out why Parker considered these boats “*an excellent place to cure one of the ennui.*”

Crouse, Kristen, Texas A&M University

“Life Aboard the steamboat *Yellowstone* During the Texas Revolution (1835-6): A Journey of Firsts”

Yellowstone (1830–1837) was the first boat designed to reach the farthest stretches of the fur trading expanse via the Missouri River under steam power. While the sidewheeler's role in expanding steamboating to the western reaches of U.S. territory underscores its national significance, Texans celebrate the vessel for its pivotal role in the Texas Revolution (1835–1836). Following the fall of the Alamo, *Yellowstone* was navigating the nearby Brazos River while engaged in the cotton trade when Sam

Houston commandeered the vessel to transport his troops across the river, aiding the Texian army's strategic maneuvering. Following the victory at San Jacinto, *Yellowstone* became the first and only floating capital of Texas.

Johnson, Hunter, Texas A&M University

“Life Aboard a Nineteenth-Century Naval Steam Frigate: Accounts from the USS *Missouri* and USS *Mississippi*”

Other than some early experimentation with steam power, the U.S. Navy did not fully embrace steamships until the 1840s. In 1841, it launched the sister ships USS *Missouri* and USS *Mississippi*, frigates whose sails could be supplemented by steam propulsion. These hybrid vessels required new training for sailors and the employment of specialized engineers to operate the novel steam engines. In the early years of naval steam power, engineers were drawn from civilian industries because few within the Navy had the necessary expertise. As steam-powered vessels became more prominent, the Naval Academy began training its own engineers. However, these engineers were not classified as cadets, leading to a power imbalance between them and traditionally trained officers. Despite serving in combative roles alongside other crew members, engineers frequently clashed with officers over authority and pay. This paper examines how the Navy's widespread adoption of steam power reshaped shipboard life, as sailors and engineers navigated new challenges in coexistence.

Panel 9: Science and Technology (Friday, 9:30-11:00, Room A)

Chair: Penelope Hardy, University Wisconsin-La Crosse

Heidbrink, Ingo, Old Dominion University

“Trolley Boats and Battery-Electric Self Propelled Barges – Electric Propulsion Systems for Inland Waterway Navigation (1830 – 1920)”

Electric propulsion systems were considered a viable alternative to steam and internal combustion engines throughout most of the second half of the 19th century with numerous systems for electric propulsion being tried in Europe and the US. While systems like electric trolley boats never left the experimental stage, shortly after 1900 a fleet of more than 100 battery-electric self propelled barges operated on the waterways around Berlin and first electric tow boats were used in the US.

The proposed paper will introduce the history of this nearly forgotten chapter of inland waterway navigation and discuss why the idea of electric propulsion systems was ultimately given up on most waterways in Europe and the US. Finally it will discuss what lessons can be learned from the historic example for current experiments to re-introduce battery-electric propulsion systems for inland waterway transportation and to what degree the challenges of an electrification of inland waterway navigation are comparable to the electrification of automobiles and road transportation.

Hubbard, Jennifer, Ryerson/Toronto Metropolitan University

“The Roots of Divergence in American Fisheries Science in an Imperial Context”

Spencer Fullerton Baird created the US Fish Commission in 1871, and set Woods Hole, Massachusetts, at the base of Cape Cod, as the headquarters of emerging fisheries science in the United States. There, Harvard- or Smithsonian-linked biologists followed an academic focus on basic ichthyology and comparative morphology. Meanwhile, Western European imperial nations and their colonies hired scientists to discover new exploitable ocean resources, and improve fishing gear, conservation strategies, fish processing and marketing. Why was the American research agenda so remarkably different?

This paper will apply insights from a colonialist interpretation of pre-Second World War fisheries science to explain the two roots of America's divergent brand of fisheries science.

Firstly, as I have earlier demonstrated, under International Law, the justification for appropriating "unoccupied" land -which required demonstrating the ability to occupy and administer the territory and fully use its resources - also extended to territorial waters. In 1873, the United States was still colonizing indigenous territories, and the American focus was on its internal waters.

Thus, secondly, applied fisheries science became the purview of state-supported lacustrine research stations affiliated with Land Grant colleges. Lower funding levels meant researchers scattered across these academic-affiliated stations tended to focus on basic rather than expensive applied research. They strongly promoted fish hatcheries and fish culture, simultaneously justifying occupying and appropriating territory, while also deflecting the need for fisheries conservation and the kind of fish population biology prioritized elsewhere.

Reagan, Nic, John Bratten, and Pax Johnson, UWF

"The Little Fish Hook That Could: Oldest European Hook in Florida Fished From Pensacola Luna Settlement, Archaeological Site (8ES1)

In the summer of 2023, University of West Florida field school students at the Tristan de Luna terrestrial settlement site (8ES1) in Pensacola, Florida, excavated a delicate iron wire fish hook in association with other Luna-era artifacts dated to 1559-1561 A.D. Based on lack of such hooks at earlier-dated sites in the state of Florida, we are calling it the oldest European fish hook found in Florida. Despite the preservational odds, the thin fish hook retains both its hook-shaped form, pointed barb, and core iron material. We discuss the cultural and historical context of such crucial technologies in the colonial period through primary documents, archaeological analysis, and secondary sources. We also disclose the results of x-ray imaging, microscopic imaging, and portable x-ray fluorescence (PXRF) on the Luna fish hook. These data are utilized to reveal how even the smallest of artifacts and the study of their details inform us about grand historical arcs and the important social roles played by even the simplest of maritime technologies.

Panel 10: Navies at home and Abroad (Friday, 9:30-11:00, Room B)

Chair: Paul Fontenoy

Raupp, Jason, Dominic Bush, Shawn Arnold, ECU/University College of Cork, Ships of Discovery

Roll Up to Roll Out: Submerged Battlescape Heritage of Roi-Namur Island

The Republic of the Marshall Islands is a strategic location that plays host to a diversity of modern conflict remains. Remnants of warfare ranging from the World War II-era to present day use in radar and missile operations are strewn throughout this island nation. Serving as a Japanese outpost, the coralline islet was the site of a devastating bombardment in 1944 that preceded an assault by United States Marines. Situated in Kwajalein Atoll, the islands of Roi and Namur was quickly captured and transformed from a debris-strewn battlefield into a capable airbase. At the war's conclusion, efforts to expediate the 'roll up' of facilities led to a mass dumping of decommissioned aircraft and other military equipment in the lagoon. Discarded surplus equipment joined wartime casualties, namely Japanese ships and planes sunk prior to the invasion, on the seabed. A recent survey of maritime heritage from both the shore and in the lagoon, demonstrate the unparalleled progression of Roi-Namur's conflict landscape from World War II through the Atomic Age.

Ward, Kerry, Rice University

“The American Civil War in the Indian Ocean: Global dimensions of a national conflict”

This paper presents a world history of the war reflecting the global perspective of our time. It explores the origins of American globalization in the nineteenth century in a region that is often ignored by American historians in favor of the “Atlantic world” or “Pacific rim.” Historians have increasingly stressed the global significance of the Civil War and specifically called for further research on maritime perspectives. My paper explores the depth and breadth of American trade and diplomacy in the Indian Ocean. It uses the Confederate commerce raiding cruises in the region to shine a spotlight on sites in South Africa, Singapore, the Netherlands East Indies, and Australia where the Confederate ships were actively destroying Union merchant shipping and disrupting regional trade. This paper expands our understanding of America’s place in the world during an era where people in diverse sites were intensely interested in the fate of American statehood and debated about the significance of the war for their own destinies.

Beeler, John, University of Alabama

“Storms, Shipwrecks, and Sickness: The Royal Navy in the Caribbean during the American Civil War, 1860-64”

The Caribbean and Gulf of Mexico were crucial theaters for the Royal Navy’s peacetime operations for much of the nineteenth century owing to British trading interests and the concomitant need to uphold the rule of law (as defined by themselves, of course) in countries where the central government was ineffectual. Several other circumstances required the presence of British warships in the middle decades of the nineteenth century. Interdicting slaving vessels bound for Cuba was one, as was the task of thwarting filibusters in the region. Overshadowing all of these activities during the first half of the 1860s was the US Civil War, which required a regular presence off the principal Southern ports in the Gulf.

This paper will survey those activities and also the impact of climate and disease on Royal Navy operations in these waters 1860-65, as seen chiefly through the papers of Admiral Sir Alexander Milne, commander-in-chief of the station 1860-64. It will draw extensively on archival evidence

Bush, Dominic and Jason Raupp, University of College Cork and ECU

“Alaska’s “Forgotten Battlefield”: Exploring the Submerged Remains of the Battle of Attu”

In 1943, the U.S. military launched an assault against the Aleutian Island of Attu, beginning the first and only World War II battle fought on North American soil. The skirmish marked the climax of Attu’s wartime history, which included the Japanese army’s invasion, the imprisonment of Native Unangan people, and months of aerial harassment by U.S. forces. Eight decades later, the Battle of Attu, and by extension, the North Pacific Theatre, remains the least studied campaign of World War II. To rectify this situation, a team of archaeologists and remote sensing experts conducted the first-ever underwater survey associated with Attu. This project utilized a combination of synthetic aperture sonar and photogrammetric imaging to ascertain images of Attu’s submerged heritage, with years of archival research into the island’s past making site identification possible. These initial results are intended to shine a light on the “Forgotten Battle” and the people whose lives were affected.

Panel 11: The French Connection (Friday, 9:30-11:00, Room C)

Chair: Michael Tuttle, Gray and Pape

Barnard, Olivia, John Hopkins University

“For the Needs of War”: African Participation in the French-Chickasaw Wars”

Labeled a turning point in Chickasaw history by Chickasaw tribal historian Richard Green, the Natchez War that began in 1729 initiated relentless military pursuits by the French against the Chickasaw nation. Accusing the Chickasaws of harboring Natchez refugees in the wake of the war, France used this as their justification to launch two major military campaigns against the Chickasaw nation in the 1730s. Accounts of the second French-Chickasaw war (1739) emphasize a multiracial army formed by the French to fight against the Chickasaw Nation. This diversity, however, is limited to the participation of French and Canadian settlers and their various Native allies.

This paper examines the roles and participation of Africans and their descendents in this war effort. I argue that despite their absence from the historiography, Africans were central to France’s war strategy. Specifically, French reliance on the aquatic skills of enslaved Africans became a pivotal part of the war efforts. As rowers, caulkers, and swimmers, Africans- in the words of the governor of French colonial Louisiana- would “greatly relieve the soldiers of the Navy who are not trained to use the oar.” By centering what happened on the sea, on the river, and on the bayous, new consequences of the war emerge. The last part of this paper examines how the devastating impacts of the war on the enslaved community near New Orleans led to the decision to fund the *St. Ursin*, the last slave voyage to arrive in French-controlled Louisiana.

Hames, Peter, SUNY Maritime College

“John Hoxse and the Quasi War with France”

In 2021, I found a recently digitized book titled *The Yankee Tar* by John Hoxse. Published in 1840, as was Dana’s *Two Years Before the Mast*, it predates the other contemporary voyage narratives written by Cooper, Myers, and Melville. Hoxse’s book, not studied by academia, offers a significant account of an American sailor’s life at the turn of the 19th century. Sailing as a ship’s carpenter, his first four ships were attacked by French privateers. As a result of his capture and imprisonment in Guadeloupe, Hoxse joined the United States Navy, signing articles on the frigate *Constellation*. He offers a graphic account of the *Constellation*’s two victories against French warships during the Quasi War with France. Hoxse lost his right arm during Captain Thomas Truxton’s historic victory over *La Vengeance*. With few exceptions, Hoxse’s narrative is accurate in comparison to the Navy’s historical documents. *The Yankee Tar* includes details about Truxton’s leadership, and a list of men missing, killed or wounded during the battle with *La Vengeance*. Not found in any other source, these details provide valuable new information about the events of this critically important period in American maritime history.

Peebler, Tony, TCU

“The U.S. Navy and the Making of an American New Orleans, 1806-1815”

After the Louisiana Purchase, New Orleans became the key to protecting American trade on the Mississippi River and the U.S. western border. The city was most vulnerable by sea either by invasion, as the British would ultimately try in 1814-15, or by non-state actors (often the local French population) circumventing it to trade illicit goods along the many inlets of the Southern Louisiana coast. The United States needed to establish its authority in New Orleans and ensure that it controlled the commerce that sailed up the river. The U.S. administrations that ruled the Territory of Orleans (1804-12) and later State of Louisiana were notorious for ingratiating themselves to the French population to the point of forgetting

themselves as agents of the U.S. government. Gulf corsairs and local smugglers found Orleans Territory to be a haven for their work because of the lax territorial government. This paper argues that in spite of these circumstances, the U.S. Navy and the initiative of its officers successfully secured the territory against non-state actors who sought to undermine the laws of the United States and were crucial in the 1814-15 defense of the city against the British, despite limited resources and a lack of local support.

Panel 12: Archaeological and Historical Analysis of Vessel Types (Friday, 1:00-2:15, Room A)

Chair: Cathy Green, NMHS

Fosdick, Thomas, ECU

“A Ship for Every Season: A Reconstruction and Analysis of the Double-Ended Steamer *Waccamaw* (1861 – present)”

This presentation will examine the conversion of the 1861 New York-built civilian ferry, *Nuestra Señora de Regla*, into the Union Navy gunboat *Commodore Hull*. Processes associated with its post-war conversion back into a ferry renamed *Waccamaw* (based in Wilmington, North Carolina), and its final deposition off Eagles Island, North Carolina will also be explored. The primary goal of this presentation is to examine how and why this vessel was chosen and adapted for naval use, reverted to a civilian ferry post-war, and then ultimately abandoned. An analysis of the vessel's features and use-history provides insight into how the United States Navy created a massive blockade which spanned from the Potomac River to the Rio Grande. Furthermore, an analysis also sheds light into how economic and environmental circumstances influenced its post-war use in Wilmington, North Carolina. Finally, an examination of *Waccamaw* sheds light on the versatility of its design and the constraints and considerations that were placed on those who interacted with it.

Boyle, Patrick, Texas A&M

“A Bugeye of Mallows Bay: The Possible Remains of *Bessie Lafayette*”

Expansion of the United States' Mid-Atlantic oyster industry led to the creation of new vessel types. Variations of oyster boats were developed to enable dredging in the deep waters of Chesapeake Bay. During the Oyster Boom of the late 19th century, the bugeye type became a favored dredging vessel and over 600 of the boats served the historic Chesapeake Bay oyster industry. By the early 20th century, the majority of bugeyes and other wooden fishing vessels were abandoned as motorized watercraft became popular. *Bessie Lafayette* was one of the few bugeyes that survived into the 1930s before being abandoned in Mallows Bay, Maryland. With numerous wooden shipwrecks scattered across the Mallows Bay-Potomac River National Marine Sanctuary, the remains of *Bessie Lafayette* have yet to be definitively identified. This paper examines the documentation of a wooden shipwreck's remains and analyzes historical records that suggest the vessel may indeed be the bugeye *Bessie Lafayette*.

Costa, Addison, ECU

“*Sacre Coeur*: Archaeological Reassessment of John's Island Wreck”

Months before the end of the Revolutionary War, the town of Edenton, North Carolina was attacked by Michael Quinn, a Continental Army Officer turned traitor. Quinn approached Edenton by floating a large galley he named *General Arnold* through the marsh. He attacked the town, burning plantations and warehouses, then absconding with a merchant sloop. Seeking justice for Quinn's raid, the residents of Edenton outfitted a small fleet of privately owned boats and pursued him. Upon his capture, the town took possession of his galley and used it as a communal storehouse until it became derelict and was burned. Located 300 meters from Edenton's waterfront, the submerged remains of a vessel known as the “John's

Island Wreck” have long been of interest to archaeologists but has yet to reveal its identity. Previous assessments of the wreck suggested it to be the remains of *Holy Heart of Jesus*, a gun smuggling ship dating to the American Revolution. Recent archaeological and historical investigations at the John’s Island Wreck, however, call that identification into question. Evaluation of the hull remains produced construction data consistent with a galley, and artifacts found on site date to the 18th century and are indicative of warehouse items. Together, these similarities make a strong case for the remains of the infamous *General Arnold*.

Roundtable 2: Naval Life-Writing, Challenges and Opportunities (Friday, 1:00-2:15, Room B)
Facilitator: Evan Wilson, U.S. Naval War College

Participants: Samantha Cavell, Southeastern Louisiana University; Abby Mullen, U.S. Naval Academy; Ryan Wadle, U.S. Naval War College

Dr. Johnson said of biography that “no species of writing seems more worthy of cultivation. ... I esteem biography, as giving us what comes nearest to ourselves, what we can use.” Naval historians have taken up his charge, and life-writing is one of the most common forms of naval history. This roundtable will discuss the particular challenges and benefits of writing the lives of those whose careers took place primarily at sea and in navies. It is intended as a works-in-progress discussion for the simple reason that none of the contributors has finished yet, but the hope is that the immediacy of their experience will illuminate several questions related to biographical writing, including:

- *Microhistory vs biography.* What are the methodological similarities and differences between these two approaches to naval lives?
- *Evidence—too much.* Naval lives are often overflowing with evidence thanks to the survival of government records. How does each of the participants deal with choosing which evidence to include and which to omit?
- *Evidence—too little.* Yet every biographer will reach a point at which the evidence stops. How does each of the participants deal with the end of evidence?
- *Ship or shore?* It is often the case that naval lives merit investigation because of actions that the subject took while at sea, yet even naval officers spend most of their lives ashore. How do the participants balance ship and shore in their accounts?
- *Art? Or just the facts?* James Atlas argued that biographers have the artistic license to “kick around the facts”—not to fabricate them, but to choose and order them in such a way that they create a likeness. Do the participants agree with this assertion?
- *Narcissism.* Janet Malcolm argued, “The biographer is writing a life, not lives, and to keep himself on course, must cultivate a kind of narcissism on behalf of his subject that blinds him to the full humanity of everyone else.” How do the participants propose to deal with “everyone else”?
- *Difficult characters.* By coincidence, several of the participants are writing lives of naval officers who might charitably be described as difficult. How do the participants plan to deal with their not-so-nice subjects?

Panel 13: Remembering and Reevaluating Famous Shipwrecks (Friday, 1:00-2:15, Room C)

Chair: Christina Bolte, UWF

Smith, Jason, Southern Connecticut State University

“Remembering the *Maine*: Public Memory and the Making of American Navalism”

That the catastrophic sinking of the USS *Maine* at Havana in February 1898 was the spark that ignited the road to war between Spain and the United States is the stock-in-trade of virtually every American and world history textbook and synthetic histories of the US Navy alike. Equally as significant—yet little understood—is the lasting role of the *Maine* in American public memory. This paper argues that the sinking spurred an explosion of commemoration and memorialization between 1898 and 1912, when the ship’s wreckage was raised and ceremoniously towed to sea and sunk in deep water. Pieces of the *Maine* were distributed to hundreds of towns and cities across the nation. The ship is, arguably, the most memorialized vessel in American history and yet the emergence, evolution, and significance of that remembrance has not been thoroughly studied. Examining popular songs, plays, speeches, newspaper accounts, and monuments and memorials in the United States and occupied Cuba, this paper argues that the narrative of memory constructed around the sinking made powerful appeals to the American people that heightened the popularity of navalism, forged a national constituency for navalist policies, and underwrote claims to imperial expansion and annexation.

Johnston, Paul, Smithsonian Museum of American History

“Orchids on *Titanic*”

Much is known about *Titanic*’s first class passengers, due to their wealth and celebrity. A lot is also known of third class passengers, from immigration studies. However, little is known of the lives and losses of *Titanic*’s second class passengers. At last year’s CAMM meetings, a description of the Smithsonian’s recently-acquired archive of *Titanic* materials from second-class passenger George Henry Hunt (1878-1912) was presented. Since then, research has advanced, augmented by a professional genealogist and an investigative journalist volunteering their prodigious skills. This paper will present Harry Hunt’s story from his birth in England to his 1906 migration with his fiancé to the United States, to his position as horticulturist of the nation’s largest orchid collection. His posthumous family history also is detailed, starting with the reasons for his young widow’s decision to remain in the US with her small children instead of returning to England.

Walborn, Michael, Kansas State University

“The *Sultana* Disaster and Confederate Boat Burners”

At the end of the Civil War, April 1865, the Adjutant General of the United States Army ordered that all prisoners of war should be released and returned home. Two infamous Confederate prisons in America were Andersonville, Georgia and Cahaba, Alabama. Those prisoners that were lucky enough to survive battles such as Gettysburg, Antietam, Fredericksburg, and Chancellorsville ran the risk of death within these prisons. Their release and way home was a train ride west that brought them to Jackson, Mississippi and later Vicksburg, to a location called Camp Fisk or Four Mile Camp. Here, they remained for several days in March and April of 1865 preparing for transport on the steamship *Sultana* and their eventual travel northward to disaster. The 2,000 unlucky parolees that were crammed onboard the steamship *Sultana*, faced additional agony in the morning hours of April the 27th when their steamer exploded. Later, amid an alcohol induced binge in a saloon one man declared the *Sultana* was sabotaged by explosives made to look like coal. The coal torpedo was a known device used by an asymmetric unit sanctioned by Jefferson

Davis to spread fear and destroy Union logistics. This study examines the role of the asymmetric Confederate unit known as “the Boat Burners” in the destruction of the steamship Sultana. This work will establish fact from fiction using primary and secondary sources directly from the Sultana Disaster Museum.

Roundtable 3: A Roundtable Remembrance of James C. Bradford (Friday, 2:45-4:00, Room C)
Facilitator: Ryan Wadle, U.S. Naval War College

Panelists: Ian Abbey, Prairie View A&M; Jonathan Chavanne, Ret. US Navy; Craig Felkner, Ret. US Navy

Dr. James C. Bradford, who passed away last year, was one of NASOH’s long-time leaders and a leading practitioner of American naval and maritime history for more than a half century. The contributor and primary editor of the Papers of John Paul Jones and many influential essays on American naval leaders in the modern and premodern eras, Dr. Bradford’s scholarly legacy has cast a long shadow, furthering our knowledge of many different aspects and eras in the Navy’s history. Since 1981 when he left the History Department of the US Naval Academy for Texas A&M University, Dr. Bradford has trained and mentored many doctoral students in naval and maritime history and the history of the Early Republic. In memory and honor of Bradford’s contributions to the field and his longtime service and generosity to NASOH, we propose a roundtable discussion consisting of Jim’s students. The structure of the roundtable will be for each participant to briefly share some memories of working with Jim as a mentor and teacher. Following this, each participant will highlight a particular piece of Jim’s scholarship that has been influential to them. The goal here is to honor Jim’s memory and also to have a substantive discussion of his scholarship, his methodological and research process, and his writing style so that new generations of scholars will have the opportunity to be introduced to Jim’s work and its lasting legacy in our field. Finally, audience questions and comments will further expand discussion of Jim’s contribution and scholarly legacy

BIOGRAPHIES

Abbey, Ian. Dr. Ian Abbey is a maritime historian whose career has focused on piracy and privateering. He earned his doctorate in history from Texas A&M University where he studied under James Bradford. Dr. Abbey is a three-time National Endowment for the Humanities fellow and has studied maritime communities from the ancient world until the present day. Dr. Abbey has recently taken up an interest in culinary history. He can prepare dishes from the past. It started as a Medieval feast for a Game of Thrones viewing party and grew from there. It is not uncommon for his dinner guests or wife to dine on foods from the Medieval Islamic world, Ancient Rome, and the Firefly universe. He can also prepare ship’s biscuit for people he doesn’t like. He is currently an assistant professor of history at Prairie View A&M and is turning his dissertation on privateers into a book.

Arnold, Shawn. Shawn Arnold is the Chief of Cultural Resources for Everglades, Dry Tortugas and Biscayne National Parks. In the course of his career, he has served as a federal cultural resources manager in the Pacific investigating and documenting terrestrial and maritime archaeological sites including numerous WWII conflicts throughout the Pacific Region. Shawn has co-authored publications on WWII-

related sites and provided management best practices for compliance related activities for federal undertakings.

Bailey, Roger. Roger A. Bailey is an assistant professor of history at The Citadel. He earned his Ph.D. from the University of Maryland, College Park. Recently, he served as Class of 1957 Postdoctoral Fellow in American Naval Heritage at the U.S. Naval Academy and Copie Hill Civil War Fellow at the American Battlefield Trust. His scholarship focuses on how the U.S. Navy shaped American foreign relations and domestic discourse in the decades leading up to the Civil War.

Barnard, Olivia. Olivia Barnard is a PhD candidate in the Department of History at Johns Hopkins University. Barnard is working on a dissertation about the last slave voyage from the African continent brought to French colonial Louisiana. Outside of her dissertation, she serves as an Associate Editor on the digital project.

Bartlett, Larry. Larry Bartlett served four years in the U.S. Army, rising to command an artillery battery with the Third Armored Cavalry Regiment. After leaving the Army, Bartlett helped found a business in EL Paso, Texas, eventually operating locations in Texas and New Mexico. After twenty-two years, Bartlett sold his business to pursue his passion for history, earning a masters degree for the University of Colorado, Colorado Springs and a PhD from Texas Christian University. Bartlett served as an Adjunct at TCU for approximately ten years. No longer willing to work for what the university was willing to pay, Bartlett is now an independent historian.

Beeler, John. John Beeler earned his PhD at the University of Illinois in 1991 and has taught at the University of Alabama since 1993. He is the author of *British Naval Policy in the Gladstone-Disraeli Era, 1866-1880* (1997) and *Birth of the Battleship: British Capital Ship Design 1870-1881* (2001). For the past twenty-five years he has been engaged in transcribing, editing and annotating the papers of Admiral Sir Alexander Milne for publication by the Navy Records Society (UK). Three volumes of a planned four have appeared thus far, the most recent in 2023. In addition, he has edited Donald S. Schurman's PhD thesis for publication as *Imperial Defence, 1868-1887* (2000) and Robert E. Mullins's as *The Transformation of British and American Naval Policy in the Pre-Dreadnought Era: Ideas, Culture and Strategy* (2016). He is currently working on a follow-up to his first book entitled *British Naval Policy in the Gladstone-Salisbury Era, 1880-1897*.

Belcher, Allison. Allison Belcher is a maritime and terrestrial archaeologist with expertise in underwater excavation, cultural resource management, and archaeological surveys. Currently Crew Chief at ELOS Environmental, LLC in Hammond, Louisiana, she leads Phase I Cultural Resource Surveys, manages excavations, and reports findings. With a focus on maritime archaeology, Allison has contributed to excavations of Roman and 16th-century shipwrecks in the Mediterranean and Caribbean. She has also trained students in underwater surveying and coordinated field schools, including The Shipwreck Survey in Bonaire. Currently completing a Master's in Global Maritime Archaeology at the University of Malta, Allison has worked on cultural heritage management projects and underwater excavations in Salina Bay. Now back in the U.S., she is dedicated to understanding how past maritime activities shaped modern North American waterways, with a growing portfolio of shipwreck excavations, surveys, and artifact management.

Bennett, Zachary. Zachary Bennett is an Assistant Professor of History at Norwich University in Vermont. His book manuscript *Contested Currents: Rivers and the Remaking of New England* explores how the transformation of the region's waterways drove environmental and social change from the precontact period through industrialization in the nineteenth century. His river-related publications have appeared in *The New England Quarterly*, *Early American Studies*, and *Register of the Kentucky Historical Society*.

Billinis, Alexander. Alexander Billinis is a lecturer at Clemson University's Honors College and Political Science Departments and a part time PhD student in the Clemson History Department's Digital History Doctoral Program. He is an Americanist with a specialty in Southern and economic history. His master's degree from Clemson University's History Department concerned the Greek Merchant Marine. He is a licensed attorney in Illinois and Utah having completed his JD at American University and his undergraduate degree at the Georgetown University School of Foreign Service. He is also an honorary member of the Hydra Nautical Academy Alumni Association, representing graduates from the Hydra Nautical Academy, the world's oldest merchant marine academy. His career has spanned law, journalism, international banking, and commercial and residential real estate. A dual citizen of the United States and Greece, he is married with two children. He writes and lectures widely both in the US and internationally on Byzantine, Balkan, Greek Diaspora, Economic, and Maritime history.

Borelli, Jeremy. Jeremy Borrelli is the Staff Archaeologist for the Program in Maritime Studies. He holds a B.A. in Anthropology from SUNY New Paltz, and an M.A. in Maritime Studies from East Carolina University. Over the past eight years Jeremy has been involved with archaeological projects in North Carolina, New York's Hudson Valley, the Great Lakes, Africa and the Caribbean. He has experience in terrestrial and maritime archaeology, maritime history and material culture analysis. Before joining ECU, he worked as a maritime archaeologist for the Queen Anne's Revenge Shipwreck Project at the QAR Conservation Laboratory and NC Underwater Archaeology Branch. His research interests include 18th and 19th century maritime history, the archaeology of ports, harbors, and landing sites, innovative site documentation methodologies, maritime landscape studies, and public archaeology.

Boyle, Patrick. Patrick Boyle is a PhD student in Texas A&M University's Nautical Archaeology Program. He has an MPhil from the University in Bristol where he focused on studying piracy from the 12th to 19th centuries. He also has an MA from East Carolina University where his research focused on a small shipwreck related to the historic North Carolina oyster industry. His academic interests include, shipwreck site recording and reconstruction, early 18th century piracy, World War II history, and North American watercraft. Patrick has worked on archaeological sites in the United States, Caribbean, and England. He specializes in a variety of maritime archaeological themes including shipbuilding traditions, seafaring, and cultural ecology implications of maritime communities. Patrick is also a divemaster having completed over a hundred dives on archaeological sites.

Bratten, John. Dr. John R. Bratten is a professor of anthropology who teaches archaeology, maritime studies, shipwreck archaeology and artifact conservation at the University of West Florida.

Bush, Dominic. Dominic Bush is a Postdoctoral Research Fellow at University College Cork. He holds a B.A. in Anthropology from the University of Notre Dame, an M.A. in Anthropology from Washington State University, and a PhD in Coastal Resource Management from East Carolina University. He has worked on underwater archaeological projects in North America, South America, Europe, and throughout the Pacific region. Bush's research is focused on the management of submerged World War II sites, particularly as it relates to the effects of corrosion and microorganisms.

Cavell, Samantha. Samantha Cavell is writing a biography of the British naval officer Sir Alexander Cochrane. She is the Associate Professor of Military History at Southeastern Louisiana University where she teaches both undergraduate and graduate courses in American and Global Military History. She received her PhD in Naval & Maritime History from the University of Exeter and her research interests center on the Royal Navy during the French Revolutionary, Napoleonic Wars, and the War of 1812. Her publications include *Midshipmen and Quarterdeck Boys in the British Navy*, with chapter contributions to *The Battle of New Orleans Reconsidered*; U.S. Naval Academy's *New Interpretations in Naval History*;

From Across the Sea, North Americans in Nelson's Navy; and the upcoming edited volume, *Resourcing Great State Wars*. Sam also teaches a course in Strategy & War for the US Naval War College.

Cervantez, Sabrina. Sabrina R. Cervantez is the Student Engagement Coordinator at the College of the Coast and Environment at Louisiana State University. She earned her Ph.D. from Louisiana State University in August 2023. The title of her dissertation is, *Two Island Nations: Commerce, Culture, and Anglo-Japanese Relations in the Nineteenth Century*.

Chavanne, Jonathan. Dr. Jonathan Chavanne (panelist) grew up in Shreveport, Louisiana and graduated from Baylor University in 1997. In 1998, he was commissioned into the United States Navy and served as an active-duty Surface Warfare Officer until 2005. After transferring to the U.S. Navy Reserves, he attended graduate school at Texas A&M University, receiving his M.A. (2011) and PhD (2016), both in military history. Undergraduate advisor Dr. Jim Bradford, he specialized in the US Navy during the Cold War. From 2015-2018 he was recalled to Active Duty to teach naval history at the U.S. Naval Academy at Annapolis. After a second active duty tour at the Pentagon, he currently works as a civilian for US Naval Sea Systems Command (NAVSEA) at the Navy Yard in Washington, D.C. specializing in Foreign Engagement and Arctic operations for US Navy destroyers and amphibious warships. Dr. Chavanne retired from the US Navy in 2024 and is married with three kids, Lauren, Zachary, and Shiloh.

Convertito, Cori. Cori Convertito is the Curator and Historian for the Key West Art & Historical Society and an adjunct instructor of American History and Humanities at the College of the Florida Keys. She received her PhD from the University of Exeter, where her thesis "The Health of British Seamen in the West Indies, 1770-1806," examined British West Indies development and its influence on health and medicine in the Royal Navy. She was awarded The Boydell & Brewer Prize for the best doctoral thesis in maritime history in 2011-12.

Costa, Addison. Addison Costa is originally from the mountains of Western North Carolina. He graduated from Western Carolina University with a Bachelor of Science in anthropology. He is currently a second-year master's candidate in East Carolina Universities Program in Maritime Studies. His current research focuses on conflict archaeology and southern American naval development during the Revolutionary War.

Crisman, Kevin. Dr. Kevin Crisman is a Professor at Texas A&M University's Nautical Archaeology Program. His research specializes in the nautical archaeology of the post-Medieval era, focusing on ship construction, outfitting, seafaring, and maritime communities. Since 1981, Kevin's research has centered on War of 1812 naval vessels, beginning with the documentation of the U.S. Navy schooner *Ticonderoga* and subsequent studies of the brigs *Eagle* and *Jefferson*, whose detailed analyses are included in his edited book *Coffins of the Brave* (2014). Kevin has directed two excavations involving early steamboats, including *Heroine*, the earliest Mississippi River steamboat studied archaeologically, and the Shelburne Shipyard Steamboat Graveyard wrecks (with co-director Carolyn Kennedy). Currently, Kevin is co-editing a book on early North American steamboat archaeology.

Crouse, Kristen. Kristen Crouse is a second-year master's student in the Nautical Archaeology Program at Texas A&M University. Kristen received her Bachelor of Science in Anthropology from Texas A&M in 2023. Her research interests include North American maritime history and archaeology. Kristen's thesis focuses on the steamboat *Yellowstone*, specifically in creating a GIS StoryMap of travel during the fur trade and travel during the Texas Revolution.

Dugre, Neal. Neal Dugre earned his PhD in early American history from Northwestern University and is currently an Associate Professor of History and Director of the History Program at the University of Houston–Clear Lake. His research focuses on English colonialism in early modern North America,

specifically New England and the broader Atlantic Northeast, and has been supported by fellowships from institutions including the American Historical Association, Massachusetts Historical Society, and the New Netherland Institute.

Felker, Craig. Dr. Craig ("C.C") Felker (panelist) is a retired Navy Captain who taught at the US Naval Academy for twelve years. After retirement, he served as executive director of the Society for Military History. He is the author of *Testing American Sea Power: U.S. Navy Strategic Exercises, 1923-1940* and co-authored *No Moment of Victory: The NATO Training Mission in Afghanistan, 2009-2011*.

Fosdick, Thomas. Thomas J. Fosdick is a dedicated Maritime Archaeologist based in Greenville, North Carolina. With nearly a decade of experience encompassing the fields of history and archaeology, he has honed a diverse skill set through field work and volunteer opportunities. While completing his Master's degree in Maritime Studies at East Carolina University, Thomas focused his research on the mid-19th century ship construction and steam propulsion technology, utilizing techniques such as photogrammetry and CAD modeling within his work. His hands-on experience includes fieldwork in renowned locations like the Florida Keys National Marine Sanctuary and Antigua and Barbuda National Park. Thomas is also an AAUS scientific diver, passionate about both protecting cultural resources within our oceans and inland waterways. As he progresses in the field, Thomas is eager to make significant contributions to the field of archaeological investigation and research.

Green, Cathy. Catherine Green is the President of the National Maritime Historical Society. She uses her background in maritime archaeology and shipboard education to inform her 25-year career in state, federal cultural resource management and non-profit leadership. Recently, she led the Wisconsin Maritime Museum through a comprehensive planning process as their Executive Director. In spring 2024, she assumed leadership at NMHS and is helming that national network as they navigate issues of relevance and collaboration.

Grubbs, Kevin. Kevin Grubbs is a dual credit professor at Tarrant County College. His PhD is from the University of Southern Mississippi. His specialties include maritime history, diplomatic history, and labor history. His dissertation, entitled "'Innumerable Small Crafts': Maritime Work in the Estuarian Gulf, 1860-1900," analyzes the interplay between brown and blue water workers after the Civil War as well as the development of industrial capitalism along the Gulf Coast. Previous conference papers include "Coasting through the Age of Steam: Commerce and Community along the Gulf Coast" and "Crime on the Margin: The Limits of Authority in Caribbean Port Cities." He has also presented on the escape patterns of runaway slaves along the Gulf Coast. This work was published in *The Journal of Mississippi History* as "Pathways of Escape: The Interstate Slave Trade and Runaway Slaves in Mississippi.

Gruenwald, Kim. Kim Gruenwald has been a member of the Kent State University History faculty since 1995. In addition to *River of Enterprise: The Commercial Origins of Regional Identity in the Ohio Valley, 1790-1850* (Indiana University Press, 2002), She the author of *Philadelphia Merchants on Western Waters: Commerce and Empire in the Riverine West, 1750-1803* which will be published this fall by Johns Hopkins University Press. She has presented her work at a variety of regional, national, and international conferences including the Royal Geographical Society (2018), the Annual Gulf South History and Humanities Conference (2017), and the Annual Meeting of the Organization of American Historians (1998). She has served as an anonymous reader of article and book manuscripts for a variety of journals and university presses and published three dozen book reviews.

Hames, Peter. Peter Hames graduated from the United States Merchant Marine Academy in 1965 with a BS in Marine Engineering. After sailing on Texaco oil tankers as a Third and Second Assistant Engineer, he transferred ashore and worked in various management positions until retirement in 1995. From 1995

until 2019 he was a self-employed consultant assisting companies to design, implement and maintain Quality, Safety, and Environmental Management Systems.

He received an MBA from Adelphi University in 1976 and an MS in Maritime and Naval Studies, with honors, from SUNY Maritime College in 2023. Upon graduation, he received an award for outstanding academic performance from SUNY Maritime College. Peter likes to tell folks that he decided to pursue Maritime and Naval Studies so that he could read something no one else is reading, think something no one else is thinking and do something no one else is doing.

Heidbrink, Ingo. Ingo Heidbrink studied at the University of Hamburg (MA: 1994, Dr.phil. 1999) and the University of Bremen (Dr.phil.habil. 2004). He worked with various maritime museums in Germany prior to accepting a professorship in maritime history at Old Dominion University in Norfolk, VA in 2008. He is a specialist for the history of inland waterway navigation and various other subfields of maritime history. Besides his academic career he has worked as a professional mariner in the European inland waterway navigation and holds a master's and an engineer's license for commercial inland waterway navigation. He is President of the International Maritime History Association (IMHA).

Hubbard, Jennifer. Dr. Jennifer Hubbard, Professor of the History of Science and Technology, is an expert on the history of fisheries science and ocean science. Her books include *A Science on the Scales: The Rise of Canadian Atlantic Fisheries Science 1898-1939* and an edited volume, *A Century of Maritime Science: The St Andrews Biological Station*. She has published papers in *ISIS*, the *ICES Journal of Marine Science*, and *Journal of Environmental History* on the political, environmental, economic and professional history of fisheries science.

Jensen, John. John Odin Jensen is a historian, marine archaeologist, and long-time NASOH member specializing in the history and archaeology of North American maritime frontiers and coastal heritage. He completed his PhD at Carnegie Mellon University, where he combined the study of maritime, medical, and public health policy history. This paper marks a return to his earlier lines of research. He is currently a professor of history at the University of West Florida in Pensacola.

Johnson, Hunter. Hunter Johnson is a second-year master's student in the Nautical Archaeology Program at Texas A&M University. She holds an undergraduate degree in Anthropology from Texas State University. Her research interests center on North American maritime communities and public outreach. Her master's thesis will investigate two U.S. Navy steam frigates, USS *Missouri* and USS *Mississippi*.

Johnson, Pax. Pax Johnson is a grad student in historical archaeology at the University of West Florida specializing in archaeological faunal remains and Spanish colonial foodways. They are currently working on their thesis, "Desperate Times Call for Desperate Measures: Feeding Luna's Colonization Effort at the Bay of Ochuse."

Johnston, Paul. Paul F. Johnston is Curator of Maritime History at the Smithsonian's National Museum of American History. Despite his personal disinterest in *Titanic*, he admits writing two articles on the subject and serving as expert witness in the federal court case involving RMS *Titanic*, Inc.'s efforts to break into the radio room's historic fabric to "restore the voice of *Titanic*."

Kennedy, Carolyn. Dr. Carolyn Kennedy is a nautical archaeologist specializing in ship reconstruction, artifact conservation, and maritime history in northeast North America. She is an Instructional Assistant Professor at Texas A&M University's Department of Anthropology and the Associate Director of the Center for Maritime Archaeology and Conservation. Carolyn has directed and co-directed multiple field projects, including the Shelburne Shipyard Steamboat Graveyard Project, the Gaspé Maritime

Archaeology Project, and the Philadelphia Gunboat Research Initiative. She has also participated in archaeological projects in Spain, the Marshall Islands, Alexandria (VA), and Toronto.

Knoerl, Kurt. Dr. T. Kurt Knoerl is an Associate Professor of History at Georgia Southern University on the Savannah campus where he teaches maritime history and maritime archaeology, and digital history. His research examines the interplay between Native American / First Nations and British maritime cultural landscapes on the Great Lakes and the fur trade regions of Canada during the eighteenth century. His most recent article (Summer 2022) examined the impact of British adoption of Native birch-bark canoes on the spread of Empire in North America. He is currently working on a monograph that explores this topic in greater detail. He is also the founder and Director of the online Museum of Underwater Archaeology, a sitting member of the Chatham County Historic Preservation Commission, and a member of the Ossabaw Island Foundation's Board of Trustees.

McKinnon, Jennifer. Jennifer McKinnon has a background in historical and maritime archaeology and cultural heritage management. She has worked in the US, Australia, the Pacific, the Caribbean, and Europe on sites ranging from the colonial period to WWII. Her research areas include Spanish colonial archaeology, archaeology and history of the U.S. Life-Saving Service, conflict archaeology of WWII in the Pacific; landscape and seascape archaeology; in situ conservation and preservation, and Community Archaeology. She is a Research Associate of Ships of Exploration and Discovery Research, Inc., a non-profit organization working in underwater archaeology and is the Chair of the Advisory Council on Underwater Archaeology, an international advisory body focused on issues relating to underwater archaeology, conservation, and submerged cultural resources management.

Mewett, Ryan. Ryan Mewett (organizer) is a career naval officer and Permanent Military Professor at the United States Naval Academy, where he teaches the core American Naval History course, electives in British naval history, and history majors seminars and has been nominated for multiple teaching awards. A recipient of the Sir Julian Corbett Prize in Modern Naval History, his research focuses on the British navy and the state in the long eighteenth century and has been published in *Historical Research* and the *International Journal of Maritime History*. He has earned degrees from USNA, Waseda University, the University of Portsmouth, and Johns Hopkins University.

Mullen, Abby. Abby Mullen is an assistant professor in the history department at the U.S. Naval Academy. Her book *To Fix a National Character: The United States in the First Barbary War, 1800-1805*, published by Johns Hopkins University Press, explores how the United States tried to enter the European community during the war with Tripoli. Her current project focuses on the family of Henry Wadsworth, a midshipman in the United States Navy who was killed during the bombardment of Tripoli in September 1804.

Patterson, Lewis. Lewis Patterson is a career naval officer and Permanent Military Professor at the United States Naval Academy, where he teaches the core American Naval History course and electives on the First and Second World Wars. His research focuses on fin de siècle naval competition. He has earned degrees from Vanderbilt University, Washington State University, the U.S. Army Command and General Staff College, and the University of Wisconsin-Madison.

Peebler, Tony. Tony Peebler is a PhD student in U.S. History at Texas Christian University. His MA thesis examined the U.S. Navy acting in diplomatic and security roles in the Kingdom of Hawai'i, 1826-1851. He is currently researching U.S. efforts to establish control of commerce in New Orleans and the Gulf of Mexico in the early nineteenth century through the U.S. Navy, Revenue-Marine, and New Orleans Customs House.

Pinnen, Christian. Dr. Christian Pinnen is a Professor in the Department of History and Political Science at Mississippi College. His research focuses on race and slavery in the Spanish-American borderlands and capitalism in early America. He has published two books in 2019: Complexion of Empire in Natchez and Colonial Mississippi. Dr. Pinnen is the recipient of the 2019 Humanities Teacher of the Year award and Complexion of Empire in Natchez received the 2020 Best Book of the Year award from the Mississippi Historical Society. Dr. Pinnen was a 2022-2024 Bright Institute Fellow at Knox College, the 2024 Mississippi Humanities Scholar of the Year, and the 2024 Mississippi College Distinguished Professor of the Year.

Raupp Jason. Jason Raupp specializes in maritime archaeology and maritime history. He holds a B.A. in Anthropology from Northwestern State University, M.A. in History from the University of West Florida, and Ph.D. in Archaeology from Flinders University. Over the past twenty years he has been involved with maritime and terrestrial archaeological research in the United States, West Africa, Australia, Asia, Europe, the Caribbean, and the Pacific region. Raupp's research interests include historical and maritime archaeology of the Pacific Ocean, historical and maritime archaeology of the Latin America and the Caribbean, culture contact, historic fisheries, military technologies, battlefield studies, and contact-period rock art. Past employers include the U.S. National Park Service, the University of West Florida, Florida's Bureau of Archaeological Research, Flinders University, South Australia's Department for Environment and Heritage, and Papahānaumokuākea Marine National Monument.

Reagan, Nic. Nic Reagan is a grad student in historical archaeology at the University of West Florida specializing in actor-network theory and colonial industrial networks. He is currently writing his thesis, "Metal to Machinations: Nail Production Refinement as an Analog to the Technological Means of Social Control in Pensacola, Florida: 1559-1821."

Reed, Timothy. Timothy Reed is currently PhD candidate in the history program at Texas Christian University in Fort Worth, TX. He studies early twentieth century road and highway history in the United States, especially as it relates to the highway's impact on transportation technology and American culture. He previously presented a paper on highway history at the Save Texas History Symposium presented by the Texas General Land Office, and written articles about city and road development for the Texas State Historical Association's *Handbook of Texas Online*.

Scapellato, Arik. Arik Scapellato is a second year graduate student at the University of West Florida. He graduated from the University of Wisconsin, Milwaukee in 2022 with a bachelor's degree in Anthropology and a minor in Geographic Information Systems. After spending a year traveling the midwest and southeast US for Cultural Resource Management projects, he enrolled in the Masters program at the University of West Florida to pursue his interest in Maritime Archaeology. There, he developed specific interests in Historical Archaeology and Remote Sensing.

Schaffer, Benjamin. Benjamin Schaffer is a historian of early American history, with a special focus on maritime conflict and society in the British Atlantic world of the seventeenth and eighteenth centuries. He has a Ph.D. in early American/Atlantic-world history from the University of New Hampshire (2021). His doctoral research inspired his first book (which is set to be published in early 2025 with the University of Alabama Press): *The First Fleets: Colonial Navies of the British Atlantic World, 1630-1775*. This book investigates how Anglo-American naval efforts against European, piratical, and Indigenous maritime threats informed the development of the American naval tradition on the eve of the American Revolution. Overall, his research is not limited to traditional military history studies alone, but considers the wider connections between maritime conflict and larger socio-political issues in the Atlantic world including diplomacy, slavery, the economy, etc. In addition to this book, he published in *The Northern Mariner* and *The South Carolina Historical Magazine*. Outside of finalizing edits for his current book, he is actively

conducting research for a 'follow-up' book which explores the intersections between maritime conflict and society in the American South during the Revolutionary War.

Schuler, Jill. Jill Schuler joined the Virginia Department of Historic Resources in 2022 as the Assistant State Underwater Archaeologist. In 2023 she defended her thesis, “‘Guns and Ships and so the Balance Shifts:’ Using Artifact Patterning to Contextualize a Salvaged Assemblage Dated to the Battle of Yorktown, 1781,” and graduated with her MA from the Maritime Studies program at East Carolina University. In addition to her work in Virginia, Jill also works for the North Carolina African American Heritage Commission as the research fellow for the Tale of Two Ships project, researching and publicizing the famed pirate ship *Queen Anne’s Revenge’s* previous life as the French slave ship *La Concorde*. She is also a board member of the North Carolina Maritime History Council and associate editor of their peer-reviewed journal, *Tributaries*.

Smith, Jason. Jason Smith is an associate professor of history at Southern Connecticut State University. He has published in the *Journal of Military History*, the *International Journal of Maritime History*, *Environmental History*, and the *New England Quarterly*. He is the author of *To Master the Boundless Sea: The U.S. Navy, the Marine Environment, and the Cartography of Empire*, published by UNC Press in 2018, and he is currently finishing a new book tentatively titled *Sea Power and Spectacle: A Cultural History of Navalism and the Ordinary Origins of American Empire, 1890-1916*.

Stearns, Susan. Dr. Susan Gaunt Stearns is an associate professor in the history department of the University of Mississippi. Her work has been supported by funds from the Mellon Foundation, the Library Company of Philadelphia, the Kentucky Historical Society, and the Economic History Association. Her first book, *Empire of Commerce: The Closing of the Mississippi and the Opening of Atlantic Trade* was published by the University of Virginia Press in 2024 and is a finalist for Southern Methodist University’s Center for Presidential History book prize.

Verney, Michael. Michael A. Verney is associate professor of History at Drury University in Springfield, Missouri. He specializes in the global history of the Early US Republic with a focus on maritime and naval exploration, expansion, and global encounters. He earned his Ph.D. in History from the University of New Hampshire in 2016. His first book, *A Great and Rising Nation: Naval Exploration and Global Empire in the Early US Republic*, was published by the University of Chicago Press in 2022.

Wadle, Ryan. Dr. Ryan Wadle (moderator) is an Associate Professor of Naval and Maritime History in the John B. Hattendorf Center for Maritime Historical Research at the U.S. Naval War College. He is working on a biography of Admiral Harry Yarnell tentatively titled *Pacific Sentinel* under contract with Naval Institute Press. He is the author of several publications, including the book, *Selling Sea Power: Public Relations and the U.S. Navy, 1917-1941*. His work has been recognized by the Society for Military History and the North American Society for Oceanic History. Prior to joining the Hattendorf Center, he served on the faculty at Air University’s School of Graduate Professional Military Education and as part of the Afghanistan Study Team at the U.S. Army’s Combat Studies Institute. He earned his Ph.D. from Texas A&M University where he studied under Dr. James C. Bradford.

Walburn, Michael. Michael Walburn is a professional teacher in TN (US Dual Credit), and a retired Army officer. I have a master's degree in history and one in education. I've been an AP World History Reader, a graduate teaching assistant, an interpreter for the Deaf (sister is deaf), curriculum writer and content expert on standardized assessments. I've also worked for the Sultana Museum for five years while taking graduate history courses at the University of Memphis. I live just south of Memphis in Olive Branch, Mississippi with my wife and two attack cats of doom. He was recently accepted into the Ph.D. program in History at Kansas State University.

Ward, Kerry. Kerry Ward is an Associate Professor of History at Rice University. She is a former editor of the *Journal of World History*. She authored *Networks of Empire: Forced Migration in the Dutch East India Company* (Cambridge University Press, 2009) examines the evolution of the DEIC from a merchant enterprise to an empire in the Indian Ocean. Her current book project is *The American Civil War in the Indian Ocean: Global Dimensions of a National Conflict* which analyzes Civil War in an entirely new perspective to expands our understanding of the origins and impact of American globalization in the nineteenth century

Wilson, Evan. Evan Wilson is writing a biography of the British naval officer John Jervis, the earl of St. Vincent, which is under contract with Oxford University Press. He is an associate professor in the Hattendorf Historical Center at the U.S. Naval War College in Newport, Rhode Island. A recipient of the Sir Julian Corbett Prize in Modern Naval History, he researches the naval history of Britain and other countries from the eighteenth to the twentieth centuries. He is the author or editor of six books, most recently *The Horrible Peace: British Veterans and the End of the Napoleonic Wars* (UMass, 2023). His next book, which he edited with Paul Kennedy, is *Planning for War at Sea: 400 Years of Great Power Competition* (Naval Institute, 2025). Before coming to Newport, he was the Caird Senior Research Fellow at the National Maritime Museum (UK) and the Associate Director of International Security Studies at Yale University. He holds degrees from Yale, Cambridge and Oxford.

Wilson, J.P. J.P. Wilson is a PhD student at the University of South Carolina focusing on the impact of small ports in Early America. He is advised by Dr. Nicole Maskiell. A native of Fort Mill, South Carolina, J.P. received his MA in History from College of Charleston in 2023. His thesis, entitled “Counterrevolutionary Bermuda: Privateering and Loyalism in the Revolutionary British Atlantic” was advised by Dr. Sandra Slater. J.P. presented at the 2022 Slave Dwelling Conference and the 2023 Southeast World History Association Conference. He was the 2023 recipient of the College of Charleston Outstanding Graduate Student Award and the 2024 Walter Edgar Scholarship from the Colonial Dames of America Columbia Town Meeting.