

# Virginia Maritime Heritage Subgrant Program Guidelines

The Virginia Department of Historic Resources has received \$200,000 from the [National Maritime Heritage Grant Program](#) to create a subgrant program to support the preservation and conservation of collections, properties, and objects associated with underrepresented histories related to maritime trade in Virginia. We anticipate awarding 3-5 projects ranging in size from \$10,000-\$150,000.

**At this time DHR is prioritizing projects focused on maritime collections and objects (see definition section below) associated with Black, Indigenous, and People of Color (BIPOC) history that can be completed by September 2025.** Relevant collections and objects could include but are not limited to: vessels that participated in trade or were used to harvest resources for trade; archaeological collections that include trade goods and help us understand the impact of trade on social and economic structures; maritime objects such as trading vessels and shipwrecks; etc.

This guidelines document is subject to change.

## Program Objectives and Background

Virginia has a long maritime history. Native Americans used and continue to use waterways for transportation, trade, and aquatic resources. These same aquatic resources played a role in providing foods critical to the survival of enslaved Africans while simultaneously being the key to the slave trade. And most recently, Virginia waterways made possible European settlement, transportation, trade, and industry.

Maritime-based trade has played an important role in providing access to resources for indigenous and colonial communities for thousands of years. Evidence of this is present in archaeological sites in both terrestrial and submerged environments. Virginia's rivers provided transportation routes that facilitated settlement, communication, social interaction, and trade of resources throughout the region by all peoples who settled in Virginia. Artifacts made of coastally available materials, particularly shell, are found hundreds of miles inland while lithic materials sourced inland are found in coastal areas, providing evidence of long and complex trade routes and relationships among tribal communities.

Many logboats have been recovered from submerged settings that reflect the history of maritime transportation and trade. These are recorded in a regional logboat registry and those records are shared with DHR. Some of these vessels were made by indigenous people, others were made by enslaved and free Africans and African Americans, and European settlers.

The recent drafting of an NPS funded African American Watermen MPD documents the contributions of African American watermen in the Chesapeake Bay watershed. African Americans have been involved in various maritime activities and industries for as long as there has been an African presence in Virginia. White landowners from the Colonial period forward benefited from the skills of enslaved Africans to build canoes and boats and to work as oystermen, fishermen, and watermen. These watermen continued to play an important role in Virginia's and the nation's maritime economic history after emancipation. Long ignored in the historic record, 19th and early 20th century African American communities are increasingly being recorded and surveyed.

The resource types described in the MPD are greatly underrepresented in the historical record. This history is significant at the state and national level and these resources play an important role in understanding the role of these communities in our country's history. Similarly, the collections and properties associated with this important aspect of maritime history are underserved through preservation and conservation efforts. Maritime heritage collections and properties are being increasingly impacted by the effects of climate change. We must preserve these vulnerable resources before they are lost to this increasing threat. Collections recovered from submerged environments provide difficult conservation challenges that can be expensive and unavailable to many smaller nonprofits.

## Application Information

### Who can apply?

Eligible subgrantees are state governments, federal and/or state recognized tribal governments, local governments, and nonprofit organizations.

Applicants must register with the System for Award Management (SAM) at SAM.gov. See NOFO P22AS00347.pdf, pages 16-17 for more information on registering at SAM.gov.

### What types of projects qualify for this support?

Projects that qualify for this support must provide for the preservation and conservation of collections, properties, and objects associated with histories related the history of BIPOC maritime trade in Virginia. All projects receiving a National Maritime Heritage Grant are also required to adhere to certain [federal laws, regulations, and standards](#).

Priorities for this grant program will focus on maritime collections and objects associated with BIPOC history that can be completed within a two-year period. Relevant collections and objects could include but are not limited to: vessels that participated in trade or were used to harvest resources for trade; archaeological collections that include trade goods and help us understand the impact of trade on social and economic structures; maritime objects such as trading vessels and shipwrecks; etc.

### What is the timeframe for project completion?

Project work must be completed by September 2025

### Is a match required for these grants?

Yes, a 1:1 match is required for all grants. Administrative costs cannot exceed 7.5% of total project budget

### Who reviews applications and selects projects?

The Virginia Department of Historic Resources has assembled a team of technical experts and administrative staff who will review and rank proposals to the subgrant program. The National Park Service conducts a technical review of projects selected by DHR.

### What are the criteria for project evaluation?

Criteria to be taken into account for proposal review include:

- relevance to the theme of the history of BIPOC maritime trade;
- technical merits of the work to be done;

- feasibility of project to be completed within the proposed timeframe;
- capacity and demonstrated ability of the applying organization to manage a project in compliance with state and federal guidelines
- education component of the project; and
- qualifications and experience of project staff (must meet the [Secretary of the Interior Professional Qualifications Standards](#)). If your project includes object conservation, we strongly recommend that the project conservator is a professional associate or higher of the American Institute for Conservation.

## Definitions

### **Maritime Heritage Collections:**

Maritime collections consist of assemblages of objects, documents, and archeological resources pertinent to the understanding of the maritime heritage of the United States which are collected according to a rational scheme and maintained so they can be cared for, studied, and interpreted for public benefit.

- *Objects.* An object when used within the context of a maritime collection has a different meaning from its use as a historic maritime property category. In this case, an object is considered a material thing possessing functional, aesthetic, cultural, symbolic, or scientific value, usually portable by nature or design. Objects which are part of a maritime collection shall be comprised of those material things which embody events, work, thought, arts, and institutions reflective of human activity associated with the sea and inland waters and may include prehistoric and historic maritime artifacts, models, works of art, and fragments or components of maritime buildings, maritime structures or maritime objects which are obtained or collected through non-archeological methods or techniques.
- *Documents.* A document when used in the context of a maritime collection refers to recorded information that will contribute substantially to the understanding and interpretation of maritime heritage in the United States. These records should be directly linked to those human activities associated with maritime history and culture and shall be organized in a manner which facilitates access, especially for research and reference use. Such recorded information consists of assemblages of archival records, manuscripts, or published materials. Documents may include archival materials of a maritime organization or institution, manuscripts comprised of textual, electronic, sound, or visual formats, as well as published materials including books, reports, journals, pamphlets, electronic media, microforms, photographs, film, graphic, and audio documents related to maritime heritage of the United States.
- *Archeological Resources.* Archeological resources within the context of maritime collections consist of those submerged or terrestrial material remains that have been excavated or removed in connection with an archeological investigation of prehistoric or historic maritime properties. Archeological resource shall also consist of associated records that are prepared or assembled in connection with the archeological investigation of prehistoric or historic maritime properties. Classes of material remains may include excavated fragments or components of shipwrecks (pieces of ships hulls, rigging, armaments, cargo, etc.), and other historic maritime properties, as well as excavated artifacts of human manufacture such as tools, weapons, and other materials related to maritime heritage. Classes of associated records include all records relating to the investigation of a resource such as research proposals, permits, field notes, etc., records relating to the identification of a resource using remote sensing methods and equipment, and public

records and archival records essential to understanding the resource such as deeds, historical maps, drawings, photographs, manuscripts.

### **Historic Maritime Properties**

Historic maritime properties are defined in accordance with the criteria established by the National Register of Historic Places and refer to those properties relating to, or bordering on, the sea or inland waters; or relating to navigation or commerce of the sea or inland waters; and consist of:

- *Maritime Districts* which make up a geographically definable area possessing a significant concentration, linkage or continuity of maritime sites, buildings, structures or objects united by past events or by plan or physical development.
- *Maritime Sites* such as submerged or terrestrial maritime-related archeological sites or other maritime sites which are the location of a significant event or activity, buildings or structures where the location itself maintains historical or archeological value regardless of the value of any existing structure.
- *Maritime Buildings* such as lighthouses, lifesaving stations, custom houses, warehouses, hiring hall, sailors homes, marine hospitals or other maritime buildings created to shelter any form of human activity, or maritime buildings comprising a historically related complex such light stations or lifesaving stations;
- *Maritime Structures* where a work is made up of interdependent and interrelated parts in a definite pattern of organization such as stationary waterfront cranes, locks, canals. Maritime structures, constructed by man, are often large-scale engineering projects; and
- *Maritime Objects* such as vessels, shipwrecks and hulks, floating drydocks, piers or cranes, or other maritime objects that are by nature moveable yet related to a specific setting or environment; and which are significant in American history, architecture, archeology, engineering, or culture at the national, state, or local level and possess integrity of location, setting, materials, workmanship, feelings, and association.

To be considered significant, a maritime property must meet one of the four National Register criteria:

- A. be associated with events that have made a significant contribution to the broad patterns of American History; or
- B. be associated with the lives of persons significant in our nation's past; or
- C. embody characteristics that are distinctive of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded or may be likely to yield, information important in prehistory or history. In general, maritime properties must be 50 years of age or older to be considered historic and therefore eligible for funding considerations under the Grants Program.

However, a maritime property which has achieved historical significance within the past 50 years may also be considered eligible for funding considerations if it is of exceptional importance. Historic maritime properties can also consist of archeological resources which include the submerged or terrestrial remains of historic or prehistoric shipwrecks, hulks, vessels, lighthouses, lifesaving stations as well as canals, piers, docks, waterfront properties and other maritime districts, sites, structures, buildings, or objects (as defined above).

**IMPORTANT:** Preservation projects that include work on properties must undergo review by the National Park Service and the Department of Historic Resources in compliance with Section 106 of the National

Historic Preservation Act of 1966 (NHPA). Section 106 requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve throughout the country. The National Park Service has indicated that this review process may add as much as a year to the initial project review process prior to approval for funding.

## Educational Component

**All projects must have an educational component in addition to the preservation and conservation work being undertaken.**

DHR will work with each sub-grantee to create an outreach plan that can include several outreach opportunities:

- Create a blog post with each individual awardee to be posted on DHR's website and their own during the first six months of the project, during year two, and a final wrap-up post after the project is completed (at a minimum, more posts will be encouraged);
- Work with awardees to create papers to be presented at the Archeological Society of Virginia conference, for the Maritime Heritage chapter of the ASV, and any other conference that the awardee wishes including but not limited to: Council of Northeast Historic Archaeology, Middle Atlantic Archaeology Conference, and Virginia Association of Museums Conference;
- Work with awardees to create opportunities for guest lectures at colleges and universities across the state and in their local communities (these lectures will occur during years two and three)
- Work with public information officers at awardee institutions (where present) to help boost social media reach;
- Make DHR resources available to support and improve any research papers that may be produced by the sub-grant projects, help publicize them, and keep copies in our archives for future research use.

We also encourage sub-grantees to bring us their own ideas for outreach. Every community is different, which means that every community communicates differently.

## Eligible Costs

### Eligible Costs

Eligible costs for sub-grants are as described in the notice of funding opportunity, [2 CFR 200](#), and the [Historic Preservation Fund Grants Manual](#). For the Maritime Heritage subgrant program, they also include:

- administrative costs necessary to complete and administer the grant requirements;
- cost associated with collection and artifact preservation;
- cost associated with the required educational component including but not limited to public outreach, exhibits, and/or conference papers
- rehabilitation of properties via subgrant;
- costs for the production of a project signs - **project signs are required for development (construction) projects;**

- costs associated with preservation agreement, easement, or covenant preparation or execution of easements, covenants, or preservation agreements are required for development (construction) projects;
- costs associated with required training or reporting; and
- any other costs as determined eligible by NPS in accordance with Office of Management and Budget (OMB) circulars, NPS policies, and the National Maritime Heritage Grants Manual

**What is Not Funded?**

- long-term maintenance or curatorial work beyond the grant period
- Increase in staff capacity
- cash reserves, endowments, revolving funds, or fund-raising costs
- work performed prior to the announcement of the prime or sub-award, as appropriate
- lobbying or advocacy activities
- costs for work already completed or funded through other federal programs
- miscellaneous costs, contingencies, reserves, or overhead, except as permitted by 2 CFR 200

Contact DHR [grants@dhr.virginia.gov](mailto:grants@dhr.virginia.gov) with any questions.