

# MARINE PROTECTED AREAS



## *Marine Cultural and Historic Newsletter*

Monthly compilation of maritime heritage news and information from around the world  
Volume 3.10, 2006 (October)<sup>1</sup>

This newsletter is provided as a service by NOAA's National Marine Protected Areas Center (NMPAC) to share information about marine cultural heritage and historic resources from around the world. We also hope to promote collaboration among individuals and agencies for the preservation of cultural and historic resources for future generations. NMPAC is part of the Office of Ocean and Coastal Resource Management within the National Ocean Service.

The included information has been compiled from many different sources, including on-line news sources, federal agency personnel and web sites, and from cultural resource management and education professionals.

We have attempted to verify web addresses, but make no guarantee of accuracy. The links contained in each newsletter have been verified on the date of issue.

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Newsletters are now available in the [Cultural and Historic Resources section](#) of the MPA.gov web site. To receive the newsletter, send a message to [Brian.Jordan@noaa.gov](mailto:Brian.Jordan@noaa.gov) with "subscribe MCH newsletter" in the subject field. Similarly, to remove yourself from the list, send the subject "unsubscribe MCH newsletter". Feel free to provide as much contact information as you would like in the body of the message so that we may update our records.

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<sup>1</sup> All links current as of 11/01/06



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## **Legislative Update**

### **National Historic Preservation Act of 1966**

On 25 September 2006, the House of Representatives passed a bill ([H.R. 5861](#) [Filetype/PDF]) that makes technical amendments to the [National Historic Preservation Act](#) [Filetype/PDF]. Representative Steve Pearce (R-NM), Chair of the [Subcommittee on National Parks](#) introduced the bill which passed by a two-thirds majority. Pearce stated that the National Historic Preservation Act Amendments of 2006 amends the original Act in a few critical ways. Among other things, H.R. 5861 extends the Historic Preservation Fund for State and tribal preservation activities from 2005 to 2015. It also reauthorizes the Advisory Council on Historic Preservation and requires local government to give full due process to property owners who protest the determination of eligibility for their property. Pearce stated that since its conception in spring 2004, H.R. 5861 “has been the subject of more discussion and rewrite than any other bill that I have been involved with.” Pearce hopes the bill will eliminate some of the conflicts between business and preservationists and the State and Tribal Preservation Officers and characterized the bill a “truly collaborative effort.” Representative Madeleine Bordallo (D-GU) also spoke in support of the bill, stating that, “while it makes technical changes to the Historic Preservation Act, it includes none of the highly controversial amendments that were first proposed by the majority.” On 29 September the Senate also passed similar legislation ([S-1378](#) [Filetype/PDF]). The Senate bill, however, does not embrace all of the changes advanced in the House bill. To reconcile the differences between the House and Senate versions a conference must take place; at this writing, no conference committee plans have been announced. By R. Bruce Craig (editor) with Emily Weisner (contributor) - National Coalition for History (NCH) <http://h-net.msu.edu/cgi-bin/logbrowse.pl?trx=vx&list=H-NCH&month=0610&week=a&msg=OYbNG94AbaC7Oi3IanViPw&user=&pw=> NCH WASHINGTON UPDATE (Vol. 12, #39; 3 October 2006)

## **Federal Agencies**

*The inclusion of a news item under a particular agency heading is for organizational purposes only and does not necessarily suggest endorsement or support by the agency.*

### **U.S. Army Corps of Engineers (Department of the Army)**

#### **U.S. Department of Justice**

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[see entry under [National Park Service](#) on a historic meeting with Spain on underwater cultural heritage]

#### **U.S. Department of the Navy (Department of Defense)**

[see entry under [Stanford University](#) on the USS *Macon* expedition]

#### **Naval Historical Center (DoD/Navy)**

[see entry under [National Park Service](#) on a historic meeting with Spain on underwater cultural heritage]

### **National Oceanic and Atmospheric Administration (Department of Commerce)**

[see entry under [National Park Service](#) on a historic meeting with Spain on underwater cultural heritage; also, see [National Park Service](#) on NOAA participation in a meeting with Taiwanese delegation]]

#### **National Marine Fisheries Service (DOC/NOAA)**

[\[Go to TOC\]](#)

[see entry under [NOAA's Preserve America Initiative](#) for recognition by First Lady Laura Bush]

#### **National Marine Protected Areas Center (DOC/NOAA)**

The National MPA Center re-launches its web site. Come by and visit the new streamlined layout and content at <http://www.mpa.gov>.

The [Department of Commerce](#)'s National Oceanic and Atmospheric Administration ([NOAA](#)) and the [U.S. Department of the Interior](#) today jointly released a draft framework that outlines guidance for cooperative efforts to increase efficient protection of U.S. marine resources and develop the national system of marine

protected areas (MPAs) in the United States. The first effort of its kind in the nation, the [framework](#) [Application/PDF] describes a national system of MPAs built in partnership with federal, state, tribal, and local governments as well as other stakeholders. The national goal is to increase efficient protection of U.S. marine resources by enhancing government agency cooperation, helping to sustain fisheries and maintain healthy marine ecosystems for tourism and recreation businesses, and improving public access to scientific information about the nation's marine resources. The draft framework will be available for public comment for 145 days and can be found online at [www.mpa.gov](http://www.mpa.gov). After the 145-day public comment period ends, the MPA Center will address all comments received, and begin working with government partners to establish the national system. [Executive Order 13158](#) [Application/PDF] was signed by President Clinton in May 2000, and endorsed by the Bush Administration in July 2001. It calls for "...a scientifically based, comprehensive national system of MPAs representing diverse U.S. marine ecosystems, and the Nation's natural and cultural resources." The President's [U.S. Ocean Action Plan](#), released in 2005, outlines a variety of actions for promoting the responsible use and stewardship of ocean and coastal resources for the benefit of all Americans. These actions, which emphasize greater scientific and programmatic coordination between ocean agencies as well as those taken under the MPA Executive Order, complement one another and will be closely coordinated.

The press release can be viewed at <http://www.publicaffairs.noaa.gov/releases2006/sep06/noaa06-071.html>.

For more information, contact Jonathan Kelsey at [mpa.comments@noaa.gov](mailto:mpa.comments@noaa.gov).

The [Marine Protected Areas Federal Advisory Committee](#) is seeking new members to fill approximately 15 vacancies for Fall 2007. The Committee advises the Departments of [Commerce](#) and the [Interior](#) on the development and implementation of a national system of marine protected areas. Nominations for natural and social scientists; state and territorial resource managers; cultural resource experts; and representatives of ocean industry, commercial and recreational fishing, and environmental organizations are sought by November 1.

The Federal Register Notice can be viewed at <http://frwebgate5.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=537559187034+0+0+0&WAIAction=retrieve>.

For more information, contact Lauren Wenzel at [Lauren.Wenzel@noaa.gov](mailto:Lauren.Wenzel@noaa.gov).

### **National Marine Sanctuaries Program (DOC/NOAA)**

[see entry under [NOAA's Preserve America Initiative](#) for recognition by First Lady Laura Bush]

#### **Channel Islands National Marine Sanctuary** [\[Go to TOC\]](#)

October 16-20, an archaeological dive team documented ship and aircraft wrecks in high-definition video at the [Channel Islands National Marine Sanctuary](#) during a five-day expedition on board the NOAA R/V *Shearwater*. Expedition team members included Robert Schwemmer from the sanctuary, [Channel Islands National Park Service](#) divers Kelly Minas and Ian Williams, [Coastal Maritime Archaeology Resources](#) diver Patrick Smith and John Brooks who served as director/cameraman during the filming of the California Gold Rush side-wheel steamer *Winfield Scott* (1850-1853), passenger cargo steamer *Cuba* (1897-1923) and a Grumman AF2W Guardian airplane (1950-1954). The high-definition video will be used in several outreach products that include a Channel Islands sanctuary documentary, [National Maritime Heritage Program](#) documentary featuring maritime heritage resources in several sanctuary regions and shipwreck exhibits at the [Santa Barbara Maritime Museum](#). During the five-day expedition the dive team also recorded two additional shipwrecks as part of the annual shipwreck reconnaissance program that included the 3-masted sailing vessel *Aggi* (1894-1915) and fishing vessel *Del Rio* (1935-1952).

For more information, contact [Bob Schwemmer](#) at [Robert.Schwemmer@noaa.gov](mailto:Robert.Schwemmer@noaa.gov).

#### **Monterey Bay National Marine Sanctuary** [\[Go to TOC\]](#)

[see entry under [Stanford University](#) about the USS *Macon* expedition]

## Pacific Islands Region [\[Go to TOC\]](#)

On September 14-18, [NOAA National Marine Sanctuary Program](#) (NMSP) [Pacific Islands Region](#) maritime archaeologist Kelly Gleason attended the 2006 [Australian Institute of Maritime Archaeology](#) (AIMA) and the [Australasian Society for Historical Archaeology](#) (ASHA) conference held in Darwin, Australia. She presented results from the recently conducted maritime archaeological survey work on the whaling shipwreck site *Pearl* at Pearl and Hermes Atoll in the Northwestern Hawaiian Islands, and included a discussion of NOAA NMSP's maritime heritage efforts in the Pacific Islands region, and the development of the theme of whaling in the Pacific. The networking relationships developed with institutions and the public during this visit to Australia assists in carrying NOAA's maritime heritage preservation message forward.

For more information regarding the conference or work presented there, contact Kelly Gleason at [Kelly.Gleason@NOAA.gov](mailto:Kelly.Gleason@NOAA.gov).

The loss of the sailing ship *Dunnottar Castle* in 1886 at Kure Atoll was blamed on a faulty timepiece. Finding it again 120 years later on Hawaii's remotest piece of land was a stroke of luck, said Hans Van Tilburg, principal maritime archaeology investigator on a NOAA research cruise to the [Northwestern Hawaiian Islands](#) this summer. Van Tilburg related tales of the ship's loss yesterday after the [National Oceanic and Atmospheric Administration](#) posted news about the *Dunnottar Castle*'s rediscovery on its Web site. Malfunction of the *Dunnottar Castle*'s clock threw off calculations of its location badly enough that the 258-foot ship hit the reef on July 15, 1886, before sailors realized they were off course, Van Tilburg said. "When those guys ran aground, they spent hours tossing coal over side trying to lighten the ship," Van Tilburg said. The British iron-hulled, three-masted vessel was en route from Australia to California with a load of coal, he said. "It was a difficult time," Van Tilburg said of the era of steel-masted sailing ships of the late 1800s. "These were big ships sailed with small crews." Finding the *Dunnottar Castle* in July brought to 24 the number of confirmed shipwreck and plane crash sites in the Northwestern Hawaiian Islands, said Van Tilburg, maritime heritage coordinator for the [Pacific Islands office](#) of NOAA's [National Marine Sanctuary Program](#). Van Tilburg's team of six marine archaeology specialists was busy studying two other wrecks at Kure Atoll—the USS *Saginaw* and the *Parker*, a New Bedford whaling ship—when they were alerted to the *Dunnottar Castle*, he said. Biologists who had been observing a dolphin pod radioed the shipwreck specialists. "Because of calm weather, they had been able to scoot across a shoal area of the atoll where normally you don't really go," Van Tilburg said. About 25 feet underwater they thought they saw something. It turned out to be the remains of the *Dunnottar Castle*, including sections of iron hull, iron frames, rigging, masts, a steam boiler, anchors, windlasses, winches, capstans, davits, steering gear, cargo hatches, bowsprit, ladders and more, Van Tilburg said, all cemented to the sea bottom by coralline algae. "It's very similar to the *Falls of Clyde*, about the same size," Van Tilburg said, referring to a museum ship in Honolulu. On Van Tilburg's third voyage to the Northwestern Hawaiian Islands last year, he discovered some small pieces of coal at Kure that he speculated might have come from the *Dunnottar Castle*. "Surveying wreck sites in the Hawaiian archipelago reveals our historic ties to the sea," Van Tilburg said yesterday. "But more importantly, understanding these heritage sites is simply another way of appreciating ocean resources in general, moving towards a larger vision of ocean stewardship." The rescue vessel sent from Honolulu to pick up the *Dunnottar Castle*'s crew claimed Kure Atoll for the kingdom of Hawaii, Van Tilburg said. Last June 15, President Bush declared the Northwestern Hawaiian Islands the country's first marine national monument.

By Diana Leone – Honolulu Star Bulletin©

<http://starbulletin.com/2006/10/05/news/story08.html>

Honolulu Star-Bulletin - Honolulu, HI, USA (10/05/06)

Also, see story in the NOAA Magazine: <http://www.noaanews.noaa.gov/stories2006/s2713.htm>.

### **Gerry E. Studds Stellwagen Bank National Marine Sanctuary**

[\[Go to TOC\]](#)

[see entry under [NOAA's Preserve America Initiative](#) for recognition by First Lady Laura Bush]

Archived video from the past summer's live broadcast from the coal schooner *Frank A. Palmer* in [Stellwagen Bank National Marine Sanctuary](#) is now available at:  
<http://www.nurc.uconn.edu/About/Events/event0015/LiveDive/> [Best viewed using Internet Explorer]

### **Office of Ocean Exploration (DOC/NOAA)**

[see entry under [Stanford University](#) about the USS *Macon* expedition]

### **NOAA's Preserve America Initiative (DOC/NOAA)**

[\[Go to TOC\]](#)

First Lady Laura Bush has designated over 400 communities as [Preserve America Communities](#), and NOAA is proud to support these efforts. As keynote speaker at the Preserve America Summit held last week in New Orleans, Mrs. Bush recognized NOAA's work, citing this agency's partnership with the [Gloucester \(MA\) Maritime Heritage Center](#). Built by 300 Gloucester citizens, the Center educates visitors about ocean life in nearby [Stellwagen Bank National Marine Sanctuary](#), New England's only national marine sanctuary. NOAA was instrumental in helping Gloucester attain the Preserve America designation. A fishing community that has witnessed almost four centuries of American history, Gloucester residents have been determined to preserve their area's distinctive heritage. Congratulations to Daniel J. Basta, director of NOAA's [National Marine Sanctuary Program](#) and NOAA lead for the [Preserve America Initiative](#), who was honored recently by the [Advisory Council on Historic Preservation](#) for his work in advancing the Preserve America Initiative. Thanks also to Scott Rayder for representing NOAA leadership at the Summit. NOAA has an excellent track record of facilitating Preserve America Community designations. Recently the NOAA [Fisheries Service](#) and NOAA National Marine Sanctuary Program supported the designation of Galveston, Texas, where historic [Fort Crockett](#) now houses NOAA facilities. With NOAA's support, Alpena, Michigan and Hatteras, North Carolina also have achieved designations, and NOAA is assisting local leadership in applying for designations in Scituate, Massachusetts and Manteo and Asheville, North Carolina. Many thanks for fine work to our staff at the National Marine Sanctuary Program and [National Climatic Data Center](#).

For more information, visit <http://www.preserveamerica.gov/communities.html> and <http://preserveamerica.noaa.gov>.

### ***National Park Service (Department of the Interior)***

[\[Go to TOC\]](#)

On September 6, 2006, the [National Park Service](#) (NPS) posted its newest [Discover Our Shared Heritage](#) travel itinerary, [The Maritime History of Massachusetts](#), online. The itinerary was created by the NPS's [National Register of Historic Places](#) and [Maritime Heritage Programs](#), in partnership with the [Massachusetts Historical Commission](#) (Massachusetts SHPO) and the [National Conference of State Historic Preservation Officers](#) (NCSHPO). This itinerary features 88 registered historic places including lighthouses, ships, and historic districts that tell the story of the interdependent relationship between Massachusetts and the sea. The itineraries are created in partnership with the NPS; the NCSHPO; federal, state and local governments; and private organizations. More than 150 communities and organizations have developed itineraries in partnership with the NPS on a cost share basis. Each itinerary includes contextual essays and descriptions, pictures, and maps locating featured historic places, as well as links to these historic places' own websites and a learn more section with links to other websites of regional and local tourism such as Visitor and Convention Bureaus and Chambers of Commerce, National Parks, related NPS Teaching with Historic Places lesson plans, publications, National Trust Historic Hotels of America program, etc.

NCSHPO News – October 2006

<http://www.ncshpo.org/PDFs/NCSHPONews/October2006.pdf> [Filetype/PDF]

[National Park Service](#) (NPS) managers and cultural resources experts meet with delegation from Spain. On October 17, a delegation from Spain's [Ministry of Education, Culture and Sports](#) met at the Spanish Embassy with representatives from the National Park Service, the [Naval Historical Center](#), the [National Oceanic and Atmospheric Administration](#), the [Smithsonian Institution](#), the [U.S. Navy Judge Advocate General Office](#), the [U.S. Department of Justice](#), and the [U.S. Department of State](#). The meeting consisted of a signing ceremony of the long-term loan agreement between the NPS and Spain covering curation and public interpretation of the Spanish shipwreck collection recovered at [Assateague Island National Seashore](#) and an exchange of information about cultural resources and heritage management. Spain was represented by Julian Martinez Garcia, Director General of Fine Arts and Cultural Heritage; Luis Lafuente Batanero, Deputy Director General for Protection of Cultural Heritage; Elisa de Cabo, Head of Department for Cultural Heritage; Jorge Sobredo, Head of the Cultural Office of the Spanish Embassy; and James Goold, Lead Counsel to Spain at Covington & Burling. The NPS was represented by Randy Biallas, Assistant Associate Director for Park Cultural Resource Programs, WASO; Scott Bentley, Superintendent, and Carl Zimmerman, Resource Management Division Chief, both at Assateague Island National Seashore; Beth Boland, Historian, Heritage Education Services, WASO; Michele Aubry, Archeologist, Archeology Program, WASO; and Stephen Morris, Chief, and Linda Bennett, International Cooperation Specialist, both in the Office of International Affairs, WASO. Remarks by the NPS focused on the Spanish shipwreck collection recovered at Assateague Island National Seashore, the [Spanish Treasure Fleets Teaching with Historic Places Lesson Plan](#) and five [National Register Travel Itineraries](#) highlighting Spanish heritage sites, and the potential for enhanced cooperation between Spain and the NPS at the 43 park areas containing or commemorating Spanish heritage in the United States.

For more information, contact Michele Aubry at [Michele\\_C\\_Aubry@nps.gov](mailto:Michele_C_Aubry@nps.gov).

[National Park Service](#) (NPS) cultural resources and park planning experts assist delegation from Taiwan. A delegation from Taiwan met on September 27 with a group of NPS experts to learn about management, organizational, and operational issues related to the designation of national parks, the NPS [Maritime Heritage Program](#), the [National Register of Historic Places](#), and [underwater cultural heritage](#). The delegation was led by Dr. Nien-Tsu Alfred Hu, Professor of Marine Policy and Law of the Sea and Director of the Center for Marine Policy Studies at National Sun Yat-sen University. Other delegation members included Ms. Yu-Ling Emma Lin, Executive Secretary of the Center for Marine Policy Studies; Dr. Chang-Ching James Tsai, Associate Professor of Tourism Management at National Kaohsiung University; and Mr. Andy Cheu-An Bi, Senior Executive Cultural Officer of the Taipei Economic and Cultural Representative Office in the United States. Maureen Foster, Acting Chief of Park Planning and Special Studies, explained the process and criteria for designating new national parks. Kevin Foster provided an overview of maritime history preservation in the United States, and described the work of the NPS Maritime Heritage Program, which he directs. NPS archeologist Erika Martin-Seibert provided an overview of the National Register of Historic Places and National Historic Landmarks Programs and their criteria, and explained how information about historic properties is made available to students and the public through the [Teaching with Historic Places](#) and the [National Register Travel Itineraries](#) Programs. NPS archeologist Michele Aubry provided information about laws, regulations, policies, and programs relating to underwater cultural heritage at the federal, state, and local levels of government, and discussed how the NPS manages, interprets, preserves, and protects sites in units of the national park system. After meeting with NPS staff, the delegation met with experts from other federal agencies including the [National Oceanic and Atmospheric Administration](#) and its [National Marine Sanctuaries](#) and [Maritime Heritage Programs](#).

For more information, contact Michele Aubry at [Michele\\_C\\_Aubry@nps.gov](mailto:Michele_C_Aubry@nps.gov).

### **U.S. Department of State**

[see entry under [National Park Service](#) on a historic meeting with Spain on underwater cultural heritage]

## Activities in States and Territories

*The inclusion of a news item under a particular State heading is for organizational purposes only and is not intended to suggest endorsement or support by the State or any of its agencies.*

### Alaska

#### **Other State News**

[\[Go to TOC\]](#)

Underwater sonar images of a black shape against a background of grainy monochrome are safely stored on two computer hard drives at Bruce Abele's home in Newton. Blurred by odd shadows and striations, the silhouettes are the biggest clues in more than 60 years to the fate of his father's World War II submarine, the USS *Grunion*, which sank nearly 5,000 miles west of Massachusetts, near the obscure islands at the tip of Alaska's Aleutian chain. For decades, relatives of the *Grunion*'s 70 lost crewmen had no information beyond fragmented U.S. Navy records, and a few rumors, about where and why the sub went down. They knew the *Grunion* had sunk two Japanese submarine chasers and heavily damaged a third in July 1942 near Kiska, one of two Aleutian islands occupied by the Japanese. They knew its last official radio message to the sub base at Dutch Harbor, on July 30, 1942, described heavy enemy activity at Kiska Harbor. They knew the *Grunion* still had 10 of its 24 torpedoes during that communication. They knew Dutch Harbor responded with an order to return to the base, but they don't know if *Grunion* ever received it. Until a few years ago, the clues were too sparse to justify a search, said Abele, whose father, Mannert Abele, was the *Grunion*'s commander. "We really didn't do anything about it because there was nothing, no information," Abele said. "What were we going to do?" Four years ago, a man who had heard about the *Grunion*'s disappearance e-mailed Bruce the links to several *Grunion* Web sites. One site held an entirely new clue, a note from a Japanese model ship builder who said he thought he knew what had happened to the *Grunion*. John Abele contacted the man, Yutaka Iwasaki, who translated and sent him a report written in the 1960s by a Japanese Navy captain who served in the Aleutians. It described a confrontation between a U.S. submarine and the officer's freighter, the *Kano Maru*, on July 31, 1942, about 10 miles northeast of Kiska - the *Grunion*'s patrol area. The sub dispatched six or seven torpedoes. All but one bounced off the vessel without exploding, or missed, the officer wrote, although the hit knocked out his engines and communications. He said he returned fire with an 8-centimeter deck gun, and believed he had sunk the sub. Japanese troops invaded Kiska and Attu in early June 1942, just as the Allies were winning the battle of Midway. The U.S. Navy was shoring up its defenses in the central Pacific, but managed to assign more than a dozen submarines to the waters around Kiska by the end of the month, according to declassified Navy orders. The Abeles began investigating the identity of the sub in the *Kano Maru* officer's report. They also hired a marine survey firm, Williamson and Associates, for an expedition in August to Kiska. The Seattle-based company focuses on mapping ocean and river bottoms for oil and cable companies, government agencies and academic institutions and, occasionally, explores for wrecks. The *Aquila*, carrying more than a dozen crew members and sonar surveyors, set out from Dutch Harbor on Aug. 6, said Pete Lowney, a family friend from Newton who joined the crab fishing fleet in Dutch Harbor more than a decade ago. Lowney has fished king and snow crab for years under the *Aquila*'s captain, Kale Garcia. For more than two weeks, the *Aquila* carefully towed a sonar cable from east to west and back again inside a 240-square-mile grid that the survey team had plotted using information from naval archives and the *Kano Maru* officer's account. The crew worked in shifts to keep the search going 24 hours a day, Lowney said. Sonar images can deceive even those who interpret them for a living. Elongated boulders look like submarines; outcrops resemble ship's prows. In mid-August, the sonar picked up a 290-foot-long object with the sharp angles and jutting shadows of something man-made wedged into a terrace on the steep underwater slope of the volcano. The *Grunion*, however, was 312 feet long. The Williamson team believes the bow may have plowed beneath a mat of thick sediment, hence the apparent shortage of about 20 feet. Skid marks show the vessel slid to rest about 1,000 meters from the surface, Wright said. Over the years, earthquakes along the tectonic subduction zone could have piled on more debris, he said. Wright, a retired Navy captain who has worked with Williamson since 1986, is 95 percent sure the shadowy images are those of the vanished sub. The *Grunion* is the only known sunken vessel in the area and the sonar captured the distinct outline of a submarine conning tower, he said. "If our target is not the *Grunion*, where is she?" Wright said. The Abeles remain circumspect about the find, saying they need more proof of the vessel's identity. "Although it's very encouraging at the moment, it's dangerous to say, 'Absolutely, we have it,'" Bruce Abele said in August during a brief stop in Anchorage after the three met the crew of the



Aquila on Adak, 275 miles east of Kiska. But they have enough faith in the wreck to send out a second expedition next summer, this time with a remote-controlled underwater camera to identify the vessel and try to reconstruct its sinking.

The Associated Press©

<http://news.bostonherald.com/localRegional/view.bg?articleid=160373>

Boston Herald – Boston,MA,USA (10/02/06)

## Delaware

State Agencies' News [\[Go to TOC\]](#)

'Twas a day unfit for seafaring when the Philadelphia-bound *Severn* sailed the mid-Atlantic in 1774. Down below was a precious stow of international goods—porcelain from China, wine from South Africa, wool blankets from Holland—but on deck a vicious nor'easter battered the merchant ship. Capt. James Hathorne sacrificed his cargo to save his crew. He ran the vessel aground and gave the order to abandon ship near Lewes Beach. Nary a man perished in the wreck. Or at least that's what historians think happened about a half-mile from Lewes Beach. Armed with new state grant money, archaeologists have resumed their underwater investigation of the sunken ship in hopes of recovering artifacts, clues to a bygone era. "This is the biggest project in underwater archaeology right now," said Jason Burns, project manager for [Southeastern Archaeological Research](#), a Florida company that the state contracted to explore the ship's underwater remains. The ship is about 15 feet under, in a place where a diver's visibility can range from 6 inches to a foot. "We do all our work by feel," Burns said. This is the second major shipwreck to be excavated in Delaware. The first was the *DeBraak*, which sank in 1798. But historians say there are hundreds more awaiting discovery. Philadelphia was an exceptionally busy port, said Daniel Griffith, director of the Lewes Maritime Archaeology Project, and Delaware's waters were treacherous. On Tuesday, the state applied for the shipwreck site to be listed on the [National Register of Historic Places](#). The *Severn* wreck was discovered accidentally in late 2004 after a dredging project pumped artifact-laden sand away from the site and onto the beach. Beachgoers started finding shards of stoneware, glass and even metal toys. Archaeologists started wondering what exactly was out there. In April 2005, underwater archaeologists located the site, but the U.S. Army Corps of Engineers stopped funding the research. A state Department of Transportation grant for \$300,000 was secured this spring, enabling researchers to get back in the water. Since 2004, archaeologists have amassed more than 45,000 artifacts from the wreck—everything from Dutch pipes to German mineral water bottles, which reflect the international nature of the vessel's cargo. Two-thirds of the artifacts were turned in by beachcombers. "The history of this ship is like a 500-page book of empty pages," Griffith said. "And each artifact is a word." State archaeologists and divers are working off a boat about 50 feet long, which is about 20 feet shorter than the *Severn*. They're hoping to investigate the ship's galley and the captain's quarters to discover what life was like aboard a British commercial vessel. Griffith said they found a linen smoother, a glass object that resembles a doorknob, which led them to believe the captain might have had a penchant for neatly pressed shirts. Already, state archaeologist Chuck Fithian said they're learning about trade during the years leading up to the Revolutionary War. The shipwreck occurred only a couple of months after the Boston Tea Party. Researchers said it's not surprising that there are far more goods from Germany, Holland, China and South Africa than there are from England. "We're seeing a slice of that trans-Atlantic commerce," Fithian said as he pored over "shell hash," a mess of wet shells, gravel and sand from the site. Griffith said the varied contents on the ship would be comparable to a combination of typical items found today at Wal-Mart and Home Depot. While archaeologists are nearly certain that the boat is the *Severn*, they have not yet found anything bearing the ship's name or the captain's name. They determined that it was the *Severn* by comparing dates on the artifacts with dates on old newspaper reports of missing ships. They're hoping to find something engraved with the captain's name when they search his quarters. The Florida company will do underwater work until the end of the month. Then, state archaeologists will finish analyzing their legal booty. Dredging "chewed up" about 20 percent of the site, Griffith said. After excavations, an estimated 60 percent is expected to remain. Some items are on display at the [Zwaanendael Museum](#). And as for Capt. Hathorne, his loss may not have been so great on the day he beached the 200-ton *Severn*. It was insured by Lloyds of London, an insurance firm that still exists today.

By Rachel Jackson – The News Journal©

<http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20061012/NEWS/610120341/1006/NEWS>

The News Journal - Wilmington,DE,USA (10/12/06)

## **Florida**

### **Other State News**

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A 103-year-old shipwreck has become the subject of a nature program and guided tour. The permanent exhibit for the SS *Inchulval* features an artificial reef set in a 400-gallon aquarium, renderings of the ship, and a video of a dive to the site, according to the South Florida Sun-Sentinel. Known as the “Delray wreck,” the remains of the 4,823-ton steamship broke up Sept. 11, 1903, during a hurricane. The wreck is 200 feet offshore in about 14 to 20 feet of water, where it has created an artificial reef. Linda Reeves, author of *A Florida Shipwreck Rediscovered*, said snorkelers and divers have been going there for years. “In the early days, people didn’t have anything to do but go to the beach, and they enjoyed the wreck,” Reeves said. “They fished on it and snorkeled on it. It’s so nice that the museum wants to carry on the tradition and make it available to other generations to enjoy it like their parents did.” The program was developed by the [Sandoway House Nature Center](#) with help from the [Delray Beach Historical Society](#).  
The Associated Press©

[http://www.bradenton.com/mld/bradenton/news/breaking\\_news/15753907.htm](http://www.bradenton.com/mld/bradenton/news/breaking_news/15753907.htm)

Bradenton Herald - FL, United States (10/13/06)

## **Massachusetts**

[\[Go to TOC\]](#)

[see entry under [Alaska](#) for a story about Massachusetts men searching for their father’s lost WWII sub; also, see entry under [National Park Service](#) on the new Maritime History of Massachusetts travel itinerary.]

## **Michigan**

### **Other State News**

[\[Go to TOC\]](#)

As if there were not enough to keep track of while diving - air, depth, buddies, equipment and environment - nine area divers are taking it to the next level. Attending this weekend’s Avocational Underwater Archaeology and Maritime Historical Research workshop, they immersed themselves in the basics of historical wreck diving. The divers retrained their perception skills and learned the basic tools needed to record, sketch, measure and document underwater objects, usually shipwrecks. Working both in a pool and in West Grand Traverse Bay, they tried out their new skills during dives on Saturday and Sunday. “I like artifacts and shipwrecks, I like digging stuff up and finding stuff,” enthused Carolyn Ebbinghaus of Traverse City, a diver for 23 years. Already an amateur archeologist, Ebbinghaus spent the past two summers digging up dinosaur bones with a team from the University of North Dakota. She is eager to combine her two passions by mastering underwater archeology and research. “It’s definitely more difficult underwater and your sketches are not as precise,” she noted. “We learn that, too, that you can’t do an exact measurement because there’s currents and sway and other divers you might bump into.” After completing a second one-day session later this year or early next year, these divers will have completed Level 1 certification with the [Nautical Archeological Society](#) [sic] (NAS) based in the United Kingdom. There are three more levels of certification if they choose to pursue it the training further. NAS certification allows divers to work as a volunteer on historical sites. The [Grand Traverse Bay Underwater Preserve](#) organization hosted the workshop, with help from partners including the Civic Center, Northwestern Michigan College, the Les and Ann Biederman Community Foundation and Scuba North. Gail Vander Stoep, an assistant professor at [Michigan State University](#), led the workshop, aided by three other instructors with experience in historical research, diving or NAS certification.

By Carol South – Grand Traverse Herald©

<http://www.gthermal.com/herald/2006/oct/04dive.htm>

Grand Traverse Herald - Traverse City,MI,USA (10/04/06)

## **New Hampshire**

### **Other State News**

[\[Go to TOC\]](#)

Neil O’Brien went to sea to pull up his lobster traps last Friday, but instead he pulled up a little piece of history. Make that a big piece. Around noon, as O’Brien and his father, Jack, were checking traps about a mile off Hampton Beach, they snagged something. “We pick up stuff all the time, but usually it’s just somebody’s old lobster trap,” O’Brien said. “This was different.” As he peered over the edge of his boat, the Toro, O’Brien saw something huge and brilliantly orange looming up out of depths. It was the great

triangular fluke of what could only be an enormous anchor. “I was like, ‘Whatever it is, it’s old. We’re bringing it in with us,’” O’Brien said. So the two dragged the anchor back to Hampton, where they used the crane on the pier to finally haul it above the surface. On dry land, the anchor was even more impressive than it first appeared in the water. Roughly 10 feet long and at least as wide, it is heavily corroded with rust, but still weighs 400 or 500 pounds, by O’Brien’s estimate. The long wooden stock at the top of the anchor is also surprisingly well-preserved. A length of anchor chain, still attached, displays the painstaking layering technique by which chain links were once made. So where - and when - did the anchor come from? In an area so rich with maritime history, shipwrecks are abundant. By Plum Island and the mouth of the Merrimack alone, more than 80 vessels were wrecked between 1772 and 1936. After consulting with local historians, O’Brien now says his anchor may belong to the *Florida*, another schooner carrying coal that was wrecked in the same storm. After drifting dangerously close to Hampton Beach, the *Florida* managed to fight its way back to deeper waters, only to come aground further south on Salisbury Beach. The crew of the Plum Island Life-saving Station, the nearest help at the time, made a daring crossing of the Merrimack in the midst of the Nor’easter and walked six miles up the coast to the site of the wreck. Their equipment, meanwhile, was pulled overland by horses to Newburyport, over the nearest bridge, and back out to the beach. Seven or eight of the *Florida*’s crew were lost in the wreck. Meanwhile, a third coal schooner, the *Allianza*, was wrecked still further south on Plum Island, killing the captain and two crew members. Alternately, the anchor could be from the *Mary A. Brown*, a Gloucester fishing schooner that wrecked in another storm four years later. “When you think of the amount of sea traffic that has passed through this area over the centuries, it’s inevitable that there are going to be a lot of wrecks,” said Jay Williamson, the curator of the [Historical Society of old Newbury](#). “The maritime history of the area goes way back: by 1700 there were already as many as 104 ships and boats that had been built on the Merrimack.” O’Brien hopes that further analysis of the anchor will prove conclusively where it came from. Hampton’s Tuck Museum has expressed interest in displaying the anchor, and O’Brien is happy to oblige. “What am I going to do with it?” he asked yesterday, standing on the Hampton pier where the anchor still lies. “It belongs in a museum.”

By Nick Pinto – The Daily News

[http://www.newburyportnews.com/siteSearch/apstorysection/local\\_story\\_273132815?page=1](http://www.newburyportnews.com/siteSearch/apstorysection/local_story_273132815?page=1)

The Daily News – Newburyport, NH, USA (09/30/06)

## **North Carolina**

### **State Agencies’ News**

[\[Go to TOC\]](#)

Underwater archaeologists found something to crow about this week on the [Queen Anne’s Revenge](#) shipwreck site. Divers discovered a 1-inch-high brass rooster, the decorative top to something — but they don’t know what. “On the base, you can tell where the metal broke off,” said Linda Carnes-McNaughton, a historical archaeologist with [Fort Bragg](#) who volunteered this week with the QAR Project. Such finials adorned a wide variety of items in the 18<sup>th</sup> century, so it could have broken off of a weapon or even a personal box, Carnes-McNaughton said. Divers found the cockerel in the same excavation unit of the shipwreck as an apothecary weight, so it may somehow be associated with measuring scales, possibly an ornament on the box where weights were kept, Carnes-McNaughton said. The fixture features little eyes, a beak and a rooster tail. “It’s made of cast brass,” Carnes-McNaughton said. It would have been made in a mold, but it is well-crafted, she said. There are no marks identifying a maker. “We’re not sure where the little cockerel came from,” Carnes-McNaughton said. And that makes drawing any symbolic conclusions difficult since roosters had different meanings in different parts of the world in the 18<sup>th</sup> century, she said. “In some cultures it could be associated with Christianity,” Carnes-McNaughton said. In Germany, for instance, there were many cockerels on the tops of churches. QAR archaeologists will need to research decorative arts of the period to find out more, said Dave Moore, nautical archaeologist with the [N.C. Maritime Museum](#). The QAR staff is also researching the marks on the apothecary weight to see what they mean, Moore said. The weight is marked with a Roman numeral “XVII” on top, an Arabic numeral “8” on the left, a “1/2” on the bottom and a visible “R” on the right, which Moore said can be seen as “Rx” under a microscope. The weight was found in the same general area of the shipwreck where other surgical instruments were found in earlier dives, the archaeologists said. Archaeologists believe the shipwreck is that of the Queen Anne’s Revenge, the pirate Blackbeard’s flagship, which ran aground in Beaufort Inlet in June 1718. Just weeks earlier Blackbeard had attacked Charleston, S.C., capturing gold and other valuables and demanding medical supplies. Among other items recovered from the shipwreck this week were

unidentifiable concretions, lead shot, gold dust and ceramic pieces. One of the ceramic shards was not lead-glazed like the other pieces archaeologists have been finding for years, Carnes-McNaughton said. It would have been part of an oil jar or olive jar, and though it is the first of its kind found at this site, it would certainly have not have been rare to find them aboard a pirate ship, Carnes-McNaughton said. “These are the ones we call them cardboard boxes of the 18<sup>th</sup> century they’re so generic,” she said.

By Patricia Smith – Freedom ENC©

<http://www.jdnews.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=46129&Section=News>

Jacksonville Daily News - Jacksonville,NC,USA (10/28/06)

Divers with the [Queen Anne’s Revenge Project](#) will likely wait until spring to retrieve cannons from a shipwreck believed to be Blackbeard’s flagship. The delay comes for a couple of reasons, QAR Project Archaeologist Chris Southerly. “Right now it looks like we’re not sure we’ll be able to get a lifting vessel within the timeframe of the project,” Southerly said. Additionally, divers have determined that the ship sternpost needs to come up at the same time, and the archaeology lab is not quite ready for it yet, Southerly said. “We’re actually in the process of getting a tank ready for the sternpost,” Southerly said. In the past, QAR divers have used [Cape Fear Community College](#)’s research vessel *Martech* or the [Division of Marine Fisheries](#) landing craft *West Bay* to pull up some of the smaller cannons, weighing between 800 and 1,000 pounds, Southerly said. Cape Fear Community College research vessel *Dan Moore* is generally needed for the larger cannons, he said. “The ones we’re looking at here at this south side are bigger guns, the six-pounders,” Southerly said. Depending on the concretion, they can weigh anywhere from 2,000 to 2,500 pounds, he said. QAR Project Director Mark Wilde-Ramsing said the sternpost measures 7-by-5 feet and has an estimated weight of 2,600 pounds. The divers need a boat that not only has that lifting capacity but has stability at sea, Southerly said. Too much rocking back-and-forth creates a gravity force that adds to the weight, he said. At the onset of the six-week dive that began Oct. 2, the QAR project announced plans to recover as many as four cannons this fall.

By Patricia Smith – Freedom ENC©

<http://www.newbernsj.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=30749&Section=Local>

New Bern Sun Journal - New Bern,NC,USA (10/30/06)

## Oregon

### Other State News

[\[Go to TOC\]](#)

Before it ran aground and became an Oregon landmark, the *Peter Iredale* was a sleek, four-masted steel and iron sailing freight ship, 278 feet (83.4 meters) long, that carried bulk goods around the world. But early on Oct. 25, 1906, the British-built vessel veered off course in squalls and came aground on the Clatsop Spit. And there it sits, or what is left of it. Hoisting a bottle of whiskey in salute, Capt. H. Lawrence gave a final toast to his once-proud ship: “May God bless you, and may your bones bleach in the sands.” It has been a tourist draw ever since. The wind and waves have worn it down but sightseers still come to touch, photograph and climb the wreck’s rusty structure. The crew members were uninjured during the grounding. But the next day a sightseer drowned after his rowboat overturned as he paddled around the beached ship. “Shipwreck Week,” which runs through Oct. 29, marks the 100<sup>th</sup> anniversary of the wreck. There are talks and interpretive programs at [Fort Stevens State Park](#) in Warrenton, where the wreck lies, as well as the [Columbia River Maritime Museum](#) and Clatsop County Heritage Museum in Astoria, and [Cape Disappointment State Park](#) and [Ilwaco Heritage Museum](#) in Washington. Highlights include a presentation by Thomas Iredale, a descendant of a cousin of the ship’s builder and namesake, on Wednesday evening at the Ilwaco Heritage Museum. The ship, built in 1890 by British shipping magnate Peter Iredale, was considered one of the finest of its day. It was en route to Portland from Salina Cruz, Mexico to pick up a load of grain. The steam engine had been used for decades, but sail still had advantages on the long trips ships like the *Iredale* commonly took, according to Dave Pearson, curator at the Columbia River Maritime Museum. But sail left the ships vulnerable to shifting winds and currents when they approached the treacherous Columbia River bar, known as the Pacific Graveyard. In the fog a skipper could easily lose his bearings and not realize he was approaching the shore until he heard the breakers, Pearson said. “You just couldn’t turn around something that big,” he said. That was the situation that morning when the ship passed Tillamook Rock lighthouse toward the river’s mouth. In thick fog and

rising winds the captain steered to sea to wait for daylight and the arrival of the Columbia bar pilot boat. But a sudden squall drove the ship onto the beach. An inquiry absolved the captain, whose colorful epitaph for his grounded ship was quoted in a 1963 letter to the [Oregon Historical Quarterly](#) from relatives of one of the lifeboat crew that responded to the rescue.

The Associated Press©

[http://www.iht.com/articles/ap/2006/10/24/america/NA\\_GEN\\_US\\_Oregon\\_Century\\_Old\\_Shipwreck.php](http://www.iht.com/articles/ap/2006/10/24/america/NA_GEN_US_Oregon_Century_Old_Shipwreck.php)

International Herald Tribune – France (10/24/06)

## **Washington**

### **Other State News**

[see entry under [Oregon](#) for information on Shipwreck Week]

## **From the Halls of Academia**

### **Indiana University**

[\[Go to TOC\]](#)

The unwritten story of the native people who Christopher Columbus first met is now being recorded by [\[Indiana University\]](#) IU researcher Charles Beeker and his team of graduate students. Though many people know about the *Niña*, *Pinta* and *Santa Mari* — the three ships Columbus used in his famous voyage — few have heard of the Taíno, the ancient tribe Columbus stumbled upon when he arrived in the Caribbean. Beeker, director of the IU [Office of Underwater Science and Educational Resources](#), and his students will travel to the Dominican Republic in November to continue researching the Taíno’s lost culture. Last summer Beeker and 10 of his students studied underwater caves near the Dominican Republic, which Beeker said might have been dwelling areas of the Taíno, pre-Columbian inhabitants of the Caribbean. The Taíno were the first people the explorer met when he arrived in the New World, Beeker said, but “many people know (about) Christopher Columbus but not the Taíno.” Beeker and his crew found artifacts depicting animal faces in these underwater caves, as well as drawings of animal faces on the cave walls. Beeker said he and his crew have found a total of 540 Taíno artifacts in many caves around the Caribbean. Second-year graduate student Gina Zavala worked in the Dominican Republic and participated in the dives. Zavala said she believes finding out more about the Taíno people is important because there is so much about Christopher Columbus’ discovery of America that is unknown. She said learning more about the first group of people to interact with Columbus could help fill in the gaps. Researching the Taíno also provides an opportunity to learn more about a group that has been overlooked by many history books, Zavala said. The Taíno did not actually live in the caves, according to the [Journal of Caribbean Archeology](#), in which Beeker’s findings were published. Rather, the caves could have been used for ritual activities, as shown in findings of pictographs in the caves and Taíno burial remains. In late May, Beeker’s crew also found the remains of an extinct ground sloth in one of the underwater caves, which the Dominican Republic allowed the crew to bring back to IU. Zavala said the sloth is a part of the sloth family called *Megalonychidae* and finding it could help researchers determine whether the Taíno interacted with sloth or used it as a food source. Beeker said the sloth might have crawled into the cave before it was submerged. Beeker said he and others from IU started studying in the Dominican Republic in 1997, but the study expanded to the Caribbean in 1992. He said IU is the only university working in that region. “If you want to study the Dominican Republic, you come to IU,” he said. Beeker will again head to the Caribbean for 10 days this November, as well as early this summer with a team of 10 to 12 students.

By Savannah Worley – Indiana Daily Student©

<http://www.idsnews.com/news/story.php?id=38013&adid=health>

Indiana Daily Student – USA (10/03/06)

### **Michigan State University**

[\[Go to TOC\]](#)

[see entry under [Michigan](#) about an avocational underwater archaeology training course]

## [Stanford University](#)

[\[Go to TOC\]](#)

The 1935 crash of the Navy zeppelin USS *Macon* off the California coast marked an inglorious end to a unique experiment in aviation. Four times longer than a modern Goodyear blimp, the *Macon* could carry 100 crewmembers, including pilots specially trained to fly small reconnaissance airplanes stowed in the zeppelin's massive hull. The giant airship was one of only two "flying aircraft carriers" ever built, and both went down in the ocean without ever seeing combat. In September 2006, 71 years after the *Macon* plunged into the Pacific, a team of marine researchers, including engineers from [Stanford University](#), conducted the first comprehensive survey of the airship's final resting place on the floor of Monterey Bay more than 1,000 feet below sea level. The story of the *Macon* and the Navy's ill-fated zeppelin program has long fascinated military historians and aircraft aficionados. Over the years, a surprising number of faculty, students and alumni from the [Stanford School of Engineering](#) have played a crucial role in bringing that story to light. Navy officials had high hopes when the Goodyear company began construction of the *Macon* and its twin sister, the USS *Akron*. In 1933, the *Macon* was deployed to the West Coast and berthed at a specially built hangar at Moffett Air Field in Sunnyvale, Calif., a few miles from the Stanford campus. The enormous hangar—large enough to hold a luxury cruise ship—remains a Bay Area landmark. According to Moffett Field historians, the Navy planned to use the *Macon* and its Sparrowhawks as long-range reconnaissance for the Pacific Fleet, warning Navy battleships of distant threats from air and sea. Within days of the *Macon* disaster, efforts were made to find the wreckage, according to Moffett Field historians. But it wasn't until a half-century later that advances in deep-sea exploration made searching feasible. Renewed recovery efforts began in the 1980s, inspired by a handful of dedicated historians and engineers—including Stanford alumnus David Packard, co-founder of Hewlett-Packard Co. A Silicon Valley icon, Packard also founded the [Monterey Bay Aquarium Research Institute](#) (MBARI) in 1987 to explore the deep sea using remotely operated vehicles (ROVs) equipped with cameras. Finding the *Macon* would soon be at the top of his agenda. Packard's fascination with the zeppelin was kindled in 1933 when he was completing his undergraduate engineering degree at Stanford. The *Macon* was a common sight back then as it shuttled to and from its hangar at nearby Moffett Field. Ten years after David Packard's death in 1996, the story of the *Macon* continues to generate interest. On Sept. 17, 2006, Stanford engineers joined Grech aboard the MBARI research vessel *Western Flyer* to conduct the first detailed archeological survey of the crash site off Point Sur, Calif. The five-day expedition was a collaboration of 10 institutions and agencies, including the [Monterey Bay National Marine Sanctuary](#), the [National Oceanic and Atmospheric Administration's Office of Exploration](#) and the [U.S. Navy](#). The cruise was led by Grech and Stanford robotics expert Stephen Rock, professor of aeronautics and astronautics. "We've had a whole series of projects over the years working with MBARI," said Rock, director of the Stanford Aerospace Robotics Laboratory. "This one was spawned several years ago thinking about how to do visual mosaicking—stitching together small, high-resolution snapshots of the sea floor to produce a larger composite image." The snapshots would be taken by a camera embedded in a deep-diving ROV—an unmanned vehicle remotely controlled by a pilot aboard the *Western Flyer*. Each photo would cover only a 20-square-foot section of the crash site. To get a complete mosaic of the entire wreckage, every photo would have to precisely overlap with its neighbors—a daunting task given that the crash site is spread over 75,000 square feet of the ocean floor. Rock and engineering graduate student Kristof Richmond developed new software that allows the ROV to automatically make regular passes over the seafloor—a technique called "mowing the lawn"—with relatively little pilot input. Collecting some 14,000 photos to produce a rough mosaic of both debris fields, Rock and the MBARI team completed their mission in September. Over the next few months, these images will be combined and color corrected by a computer to create a detailed map of the wreckage. Aeronautics at Stanford had come full circle in 70 years, from the zeppelin era of William F. Durand to modern deep-sea robotics and imaging. "It was a thrill to be out on this mission, because it combined everything that's fun: advanced engineering, archeological exploration and history," said Rock, whose lab is in the Durand Building at Stanford. "The *Macon* was an amazing idea, an amazing craft. I would have loved to have seen it in action."

By Mark Swartz – The Stanford Report©

<http://news-service.stanford.edu/news/2006/october18/macon-101806.html>

The Stanford Report – Stanford, CA, USA (10/18/06)

## **University of Connecticut at Avery Point** [\[Go to TOC\]](#)

Laurent Matson, a [UConn-Avery Point](#) senior, is shin-deep in water with his sleeve pushed up, fishing for the end of a piece of metal. A boat goes by and the wake splashes him. Nearby, Arthur Williams, a junior, is also suffering. Water has long since slopped over his knee-high boots and now it's marinating his cold toes. Ah, archaeology. Ah, water. Ah, the pains of mixing the two on a chilly fall day. In a class assignment that could help protect the East Haddam archaeological site, college students are measuring the effect of the environment on the wreckage of the *Aunt Polly*, a 144-foot boat once owned by eccentric actor William Gillette. The boat, which burned in 1932, has been hidden in plain sight down the hill from [Gillette Castle](#), a state park. The wreck has been battered by waves and wakes from heavy boat traffic on the Connecticut River. In the winter and spring, ice loosens ship beams like a giant thumb. Friends of the site want something done to protect it from the ravages of the splash zone in which it rests, partially submerged in the sand. The erosion is evident by comparing the site today with images taken as recently as 20 years ago. And though the river temperature is still pleasant, the air and wind make wading an uncomfortable proposition. Matson finds the end of the steel and laughs. "I better get an A," he says. But the man guiding the class, David S. Robinson, doesn't even glance up. Robinson is an adjunct professor and senior underwater archaeologist from the [Public Archaeology Laboratory](#) in Pawtucket, R.I. Being wet and cold is part and parcel of maritime studies. Robinson warns the group to move quickly. In an hour, the tide will again cover the wreckage. In fact, the tide has kept the site mostly hidden all these years. Outside of archaeology circles and interested neighbors, the boat's remains are often overlooked. On a recent fall morning when the class assembled to work, one area resident was walking his Labrador retriever, Mystic, near the project, and he recited all the better-known facts about the ship. The *Aunt Polly* was Gillette's second houseboat, an oddly long and slender steamboat built in the late 1800s in Brooklyn, N.Y. Gillette, a Hartford playwright who made his name portraying sleuth Sherlock Holmes, intended to live aboard the ship while building a home on Long Island - until, that is, he motored up the Connecticut River and found the land of his dreams. Work on what would become Gillette Castle - a name he didn't love - began atop a hill in East Haddam. The well-appointed vessel, known as a "little palace afloat," included accoutrements like a working brick fireplace and a piano. Guests included Albert Einstein. When Gillette moved into his decidedly eccentric home in 1919, the *Aunt Polly* was placed on a concrete foundation and converted into a garden house. There it sat until it burned in December 1932. Firefighters tried to extinguish the blazes, officially said to be of "undetermined origin," but the boat was lost. In a clever note to a local newspaper, Gillette denied destroying the boat for insurance, as had been rumored. [S]tudents from Robinson's Methods in Maritime Archaeology have learned to expect anything, at this, one of the state's two deep-water archaeological preserves. The class is part of a new minor in marine archaeology, said Joseph Comprone, Avery Point Campus director and associate vice provost. The ocean-based course, and others like it, are meant to be hands-on. On the first day of class at Avery Point, Robinson showed up in a dry suit and hard-hat diving helmet that made him sound, he said, like Darth Vader. It got students' attention, and served to illustrate Robinson's point that fancy underwater technology is only part of what goes into researching sites like the *Aunt Polly*. The first significant study of the site was conducted in 2002 by a variety of offices and entities, including state archaeologist Nicholas Bellantoni. Robinson's class work will help assess the damage from ice and wake action. A small dam may be necessary to protect the site, Bellantoni said. *Aunt Polly* is among countless significant and unheralded historical sites in Connecticut, he said. "I tell people when I do my public lectures, 'Every day of your life, you walk over and drive over archeology,'" he said. "It's invisible. It's below ground or below water." Thus far, the one scourge not visited upon the site is vandalism, Bellantoni said. "The great majority of people who come to visit know there's something of significance here," he said. "They're fascinated by it, and they respect it." For those who seek to harm the site or steal artifacts, there's not much to take, and those who vandalize significant archaeological sites are subject to still penalties. In fact, Robinson's project is called a "non-disturbance survey." Nothing is moved, and study is conducted with the approval of the [Connecticut Historical Commission](#) and the state [Department of Environmental Protection](#). That scientists and scientists-in-training are paying attention to the site delights Kenneth Beatrice, of the Friends of the Office of State Archeology Inc., a non-profit formed to provide support to Bellantoni's office. A retired mechanical engineer, Beatrice has been taking pictures at the site for nearly 20 years and he assisted in the earlier survey. He'd like to see the site marked, and better-protected, he said. "We are looking at a lot of history here," said Beatrice, who was instrumental in getting the site declared an underwater archaeological preserve. "One of the things about marine archaeology is there's a lot that's important there."

By Susan Campbell – The Hartford Courant©

<http://www.courant.com/features/lifestyle/hc-auntpolly.artoct30,0,3366985.story?coll=hc-headlines-life>  
Hartford Courant - United States (10/30/06)

## **Global Perspectives**

*The inclusion of a news item under a particular country heading is for organizational purposes only and is not intended to suggest endorsement or support by the country or any of its agencies.*

### **Cyprus**

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A large number of ancient stone anchors have been found off the coast of Cyprus near a temple dedicated to Aphrodite, the Greek goddess of love, suggesting it was once one of the most commonly visited places in the eastern Mediterranean. The Sanctuary of Aphrodite, nine miles east of the bustling resort of Paphos, was for centuries renowned as the centre of the cult surrounding the goddess. It was probably the leading tourist attraction of the ancient world. The cache of anchors is likely to have been formed when they snapped free of their docked ships during storms. A local spear fisherman alerted archaeologists last year to the anchors, most of which are in very good condition. The construction of proper harbours began only in the fourth century BC, during the Hellenistic Period. But sailors had another reason to pay their respects to Aphrodite and bring offerings: she was the protector of seafarers for whom Cyprus was a trading centre linking east and west. Archaeologists found some 120 anchors which have yet to be raised and dated but archaeologists are confident some are from the late Bronze Age, 1650 to 1100BC, and will cast new light on ancient trading patterns and settlements. “This anchorage will also help us understand sea-borne trade between Cyprus and the countries of the Middle East,” said Dr Sophocles Hadjisavvas, managing director of the Thetis foundation, which is committed to protecting Cyprus’ underwater cultural heritage and sponsored the investigation. The finds should also deepen knowledge of trade within the island itself, when the absence of roads meant goods were mostly transported by ships hugging the coast.

By Michael Theodoulou – The Scotsman©

<http://thescoatsman.scotsman.com/international.cfm?id=1546372006>

Scotsman - United Kingdom (10/19/06)

### **Dominican Republic**

[see entry under [Indiana University](#) about the exploration of submerged Taíno caves]

### **Italy**

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Three divers accused of modern-day piracy after a shipwreck was allegedly looted are due to go on trial in Italy today. Nicholas Pearson, a property developer from Yarmouth, David Dixon, a marine consultant from Aylsham, and Kerr Sinclair, a diver from Corton, near Lowestoft, are accused of illegally diving and damaging the wreck of the *Pollux*, an Italian steamship which sank off the island of Elba in 1841. If found guilty of stealing items from the wreck and damaging the artistic and cultural patrimony of property belonging to Italy, the men face up to four years in jail. After three weeks of diving, they had recovered 311 French and Spanish gold coins, 2,000 silver coins, some diamonds and a gold locket believed to contain a lock of Napoleon’s hair. At the time of the initial police investigation in 2001, they told the [Eastern Daily Press] EDP they had consent from both the British and Italian governments and had stumbled across the *Pollux* while looking for another wreck. All three had hoped the matter was at an end after spending months on police bail and paying a fine to British authorities. Yesterday, Mr Pearson and Mr Dixon were unavailable for comment, but Mr Sinclair said: “I thought this was all over. I’m sorry for what happened, and we did give everything back.” According to Italian prosecutors, the group travelled to Italy in 2000 then chartered a salvage ship and bought permission to retrieve tin ingots from the *Glen Logan*, a British merchant ship torpedoed by a U-boat off the Tyrrhenian island of Stromboli in 1916. Instead, they diverted their course 460 miles northwards, where they found the wreck of the *Pollux* lying at 300ft. Prosecutor Giuseppe Rizzo alleged: “These divers tricked their way on to the wreck and submitted false paperwork. Nothing would have been known about it had the auction house not become suspicious. “They questioned how such an extensive collection of gold and silver coins which were from France and Spain could have been on board a British merchant ship sunk in 1916.” Pascal Kainac, a French historian, also faces charges at the court in Portoferraio, on Elba, accused of supplying them with ancient maps and



co-ordinates. Reports in French newspapers at the time of the sinking said the ship had been carrying a total of £12m of goods including 100,000 gold coins and 70,000 silver ones, as well as a gold carriage belong to the Contessa de la Roccau. Its passengers included a Russian countess and a Neapolitan duchess who were carrying diamonds and emeralds. It sank in 15 minutes after being hit by another steamship on a voyage between Naples and Marseilles. Speculation in both Italy and France suggested the other ship was manned by pirates.

By Ben Kendall – Eastern Daily Press©

<http://new.edp24.co.uk/content/news/story.aspx?brand=EDPOnline&category=News&tBrand=EDPOnline&tCategory=news&itemid=NOED15%20Oct%202006%2019%3A31%3A35%3A477>

Norfolk Eastern Daily Press - Norfolk,England,UK (10/16/06)

## Malaysia

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How would you like to be the owner of a 1,000-year-old piece of pottery recovered from the Malaysian seabed? Thousands of such treasures are on sale in Kuala Lumpur in a month-long exhibition. [Treasures of the South China Sea](#) at [Aquaria, KLCC](#) shows pottery and ceramics recovered from 10 shipwrecks found in Malaysian waters, and all the pieces are up for sale. Rest assured that you are buying a genuine piece, as its origin and history are known. Items include Ming dynasty celadon dishes, vases, Sukhothai fish plate, porcelain ewers, Qing dynasty blue and white dishes, brown glazed jars, covered boxes and jars, teapots, bowls and spoons. There are even 1,000-year-old bronze gongs. The ships were probably carrying perishable items such as silk and spices, but of course, they didn't survive the long immersion in the seawater. Swede Sten Sjostrand is a dedicated marine archaeologist who really knows his stuff. His company, [Nanhai Marine Archaeology Sdn Bhd](#), is based in Kuala Rompin, Pahang. Sjostrand has been diving for 35 years and is passionate about his work. His company recovered the artefacts from 10 shipwrecks in Malaysian waters. Most of these were off the east coast, with one from the Malacca Straits and one off Sabah. Sjostrand and his team were able to determine the origin of the artefacts. And as he was originally a naval architect, Sjostrand could also record details of the ship. The dating techniques used by Nanhai Marine are surprisingly accurate. This has surprised experts from eminent museums around the world, who have now revised their data on their own collections. The oldest ship is the *Tanjung Simpang*, from the northern Song dynasty, dated at 960-1127. This was a Chinese ship loaded with goods, from an era when Chinese traders were the sole purveyors of pottery to South-East Asia. The Chinese ship was built of wood from China. From China, the trade route would have passed Vietnam and Thailand, then down the east coast of Malaysia to the Malacca Straits. The next oldest ship is the *Turiang* dated 1370. It was carrying Chinese ceramics and Thai pottery to Borneo. It is thought that Chinese potters were fleeing the Mongol invasion in northern China for Thailand and Vietnam. Around 1371, ship builders were also leaving China. The *Nanyang* shipwreck is dated 1380, but shows the distinct shift in trade from China to Thailand. The ship still had a Chinese design but was made of tropical hardwood. Subsequent ships such as the *Longquan* (1400), were made of tropical wood. This ship was difficult to excavate as it was lying in more than 60m of water. The earlier Chinese pieces had no external decoration. As production moved to Thailand, the art of making the Celadon pieces was perfected, and were exported in large numbers. By 1460, the pieces recovered from the Royal Nanhai had external decorations. The next century saw another change in the South China Sea trade. The *Singtai* shipwreck (1550) was built in China, but carried Thai pottery, especially storage jars. Chinese blue and white porcelain took over in popularity from the Thai celadon, resulting in the decline of Thai kilns. The Europeans liked the blue and white style. The Portuguese had arrived on the scene and affected the general trading. The ship *Wanli* (1625) was of Portuguese design but built in India. When Nanhai Marine started excavating this ship, they found 9,400kg of broken porcelain. On previous wrecks, only an average of 10% of the cargo was broken. It is thought that the Portuguese attacked the *Wanli* due to disputes with the Dutch traders, and set fire to it. The fire presumably reached the powder room and the ship blew up and sank. Of the cargo recovered, there were still 7,400 registered pieces – a registered piece means it is at least 51% complete. Colonial presence was still obvious in later trading in Asian ports. The *Anantes* (1795) was a French ship carrying porcelain to Europe. The last of the 10 ships, the *Desaru* (1830), shows a decline in the South China Sea trade. By this time, porcelain was being made more cheaply in Europe and few ships sailed to China. The *Desaru* was built in China and plied South-East Asia. Nanhai Marine has been working with the National Museum. The museum gets 30% of the cargo recovered, with at least one item of each type. Nanhai

Marine have been training museum staff over the years and have sent some of them to China to get first-hand experience of the sites of the kilns etc.

By Liz Price – Malaysia Star©

<http://thestar.com.my/lifestyle/story.asp?file=/2006/10/7/lifefocus/15620832&sec=lifefocus>

Malaysia Star – Malaysia (10/07/06)

### **Paraguay**

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On 7 September 2006, Paraguay deposited with the Director-General its instrument of ratification of the [Convention on the Protection of the Underwater Cultural Heritage](#). In accordance with the terms of its Article 27, the Convention will enter into force three months after twenty instruments of ratification, acceptance, approval or accession have been deposited. To date, nine instruments, including that of Paraguay, have been deposited.

Office of International Standards and Legal Affairs - UNESCO

[http://portal.unesco.org/en/ev.php-URL\\_ID=34689&URL\\_DO=DO\\_TOPIC&URL\\_SECTION=201.html](http://portal.unesco.org/en/ev.php-URL_ID=34689&URL_DO=DO_TOPIC&URL_SECTION=201.html)

UNESCO (09/13/06)

### **Portugal**

On 21 September 2006, Portugal deposited with the Director-General its instrument of ratification of the [Convention on the Protection of the Underwater Cultural Heritage](#). In accordance with the terms of its Article 27, the Convention will enter into force three months after twenty instruments of ratification, acceptance, approval or accession have been deposited. To date, ten instruments, including that of Portugal, have been deposited.

Office of International Standards and Legal Affairs - UNESCO

[http://portal.unesco.org/en/ev.php-URL\\_ID=34918&URL\\_DO=DO\\_TOPIC&URL\\_SECTION=201.html](http://portal.unesco.org/en/ev.php-URL_ID=34918&URL_DO=DO_TOPIC&URL_SECTION=201.html)

UNESCO (10/03/06)

### **United Kingdom**

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[see entry under [Italy](#) about three British citizens on trial for looting a wreck in Italian waters]

Two sisters fighting to have the torpedoed merchant navy ship on which their father died during the second world war designated a war grave scored an important victory yesterday in the court of appeal. The ruling in favour of Rosemary Fogg and Valerie Ledgard opens the way for others whose relatives were lost in merchant navy vessels sunk by enemy action while travelling in convoy with military ships to apply for their resting places to be protected as war graves.

By Clare Dyer and Martin Wainwright – The Guardian©

<http://www.guardian.co.uk/secondworldwar/story/0,,1888850,00.html>

The Guardian - UK (10/06/06)

**Introduction:** This is an appeal by the Secretary of State for Defence against an order of Newman J dated 13 December 2005 quashing a decision of the Secretary of State made on 12 October 2004 that the steamship *Storaa* is not capable of designation under the Military Remains Act 1986 (“the Act”). The judge granted permission to appeal but on terms that the Secretary of State pay the respondents’ costs of the appeal regardless of the outcome.

**The question:** On 3 November 1943 the ship *Storaa* was sunk by enemy action some eight to ten miles off Hastings. She was torpedoed when the convoy in which she was proceeding was attacked by German E boats. The convoy was headed by HMS *Whitshed* and comprised 19 merchant ships including the *Storaa*. A total of three merchant ships were sunk. The respondents are the daughters of Petty Officer James Vardell RN, who was serving as a gunner on board the *Storaa* and lost his life when she was sunk. The respondents are and were concerned that diving was being carried out on the wreck, which is in only 37 metres of water, and, being naturally anxious that the wreck be respected as a war grave, sought to protect their father’s remains by asking the Secretary of State to designate the *Storaa* under the Act. The Secretary of State refused to do so. The judge held that that refusal was unlawful. The question is whether he was correct so to hold.

**Discussion:** We have reached the conclusion that the judge was justified in reaching these conclusions. As we see it, the Secretary of State did not consider the question as broadly as he should have done. The whole of the role of the Admiralty and the Royal Navy, as discussed above, is relevant to the question whether the *Storaa* was being used for the purposes of any of the armed forces when she was sunk. In these circumstances we dismiss the appeal under this head too.

[Excerpted from Court Case. To read the full case, visit <http://www.bailii.org/ew/cases/EWCA/Civ/2006/1270.html>.]

#### **Scotland** [\[Go to TOC\]](#)

A team of [British Sub Aqua Club] **BSAC** divers from Leicester believes it has uncovered the remains of an 18<sup>th</sup>-century ship off the waters around the Isle of Skye in Scotland. The divers from [Leicester Underwater Exploration Club](#) discovered copper pins, iron spars, tubing and bricks at depths of between 15 and 35m, during a club trip in July. The club's expedition, which was partially funded by BSAC, put together a team of 20 divers to investigate a number of sites, some of which had not been dived before. 'The wreck was found near the end of the trip, which means we didn't have much time to survey it,' said Ron Tibble, diving officer of LUEC. 'The club worked hard to prepare for the expedition, and it's very exciting to be rewarded with a find.' Samples are being examined by experts at [Historic Scotland](#), the government body that is responsible for the conservation of the built heritage in Scotland.

Dive Magazine©

<http://www.divemagazine.co.uk/news/article.asp?UAN=3277&v=2&sp=332607698698344229428>

Dive Magazine - Surrey, UK (10/13/06)

### **The Reference Library**

#### **Maritime Archaeology at the 12th EAA Conference (2006)** [\[Go to TOC\]](#)

Included in the recent [European Association of Archaeologists Annual Conference](#) (19-24<sup>th</sup> September 2006, Krakow, Poland) was a day-long session on maritime archaeology, organised by Andrzej Pydyn (University of Torun, Poland), and Joe Flatman (University College London, UK). The session was on the theme of 'Current Research and Education in Underwater and Maritime Archaeology'. Thirteen speakers from across Europe, the US and Australia considered how education and research into maritime and underwater archaeology can be interlinked across boundaries, and how such boundaries – real and imagined, institutional, environmental, political, legislative or other – can be dissolved. It is the intention of the organisers to publish an edited book of proceedings from the session, in which it is hoped to include additional contributions not made on the day. If you would be interested in submitting a paper for publication, please contact Andrzej or Joe by email ([pydyn@uni.torun.pl](mailto:pydyn@uni.torun.pl) or [j.flatman@ucl.ac.uk](mailto:j.flatman@ucl.ac.uk)). The deadline for submission of papers for publication is December 31<sup>st</sup> 2006.

To view the papers given at the conference, visit <http://www.ucl.ac.uk/archaeology/maritime/ea-2006/>.

#### **Upcoming Events** [\[Go to TOC\]](#)

#### ***Eighth Cultural & Heritage Tourism National Conference will be held in Atlanta, Georgia from November 9-10, 2006.***

For conference information, contact [Samantha Wallace](#), Coordinator, Cultural & Heritage Marketing, at [swallace@atlanta.net](mailto:swallace@atlanta.net) or visit <http://www.chtalliance.com/conference.html#conferenceInfo>.

#### ***Society for Historical Archaeology Conference on Historic and Underwater Archaeology will be held in Williamsburg, Virginia from January 10-14, 2007***

OLD WORLD/NEW WORLD: CULTURE IN TRANSFORMATION. Central to the theme of the 2007 [SHA](#) conference in Williamsburg/Jamestown, Virginia, is the historical archaeology of Jamestown in the context of the emerging 16<sup>th</sup> and 17<sup>th</sup> century Atlantic World. The program will feature a plenary session focusing on the archaeology of the early decades of European expansion along the Atlantic rim, and what it reveals of the process of cultural change among Europeans, Africans and native peoples. Concurrent sessions are open to presentations on regional or temporal variations on the plenary theme and other

individual research projects that incorporate comparative and interdisciplinary research. Innovative use of advanced technology will be a sub- theme throughout. 2007 marks the 400<sup>th</sup> anniversary of the founding of Jamestown and the 40<sup>th</sup> anniversary of the SHA. The SHA conference is the first major event of the 400<sup>th</sup> anniversary year in the Historic Triangle - Jamestown-Williamsburg-Yorktown. Take advantage of the area's many new facilities and programs while attending the conference by exploring on your own or taking a conference tour. Your registration includes admission to Historic Jamestowne, site of the first permanent English settlement in North America and the Jamestown Rediscovery archaeological project, which is unearthing James Fort 1607. It also includes Colonial Williamsburg, where the revolutionary spirit took root, and Yorktown Battlefield, where independence was won.

For more information, visit the conference website at <http://www.sha.org/conference.htm>.

***Computer Applications and Quantitative Methods in Archaeology (CAA) Conference will be held in Berlin, Germany April 2-6, 2007*** [\[Go to TOC\]](#)

The [Conference Organizing Committee](#) for CAA 2007 invites you to participate in the [Annual Conference of Computer Applications and Quantitative Methods in Archaeology](#) (CAA). It is the aim of the conference to bring together experts from various disciplines to discuss new developments in computer applications and quantitative methods in archaeology. These include methods and applications of 3D reconstructions, geographic information systems, web data bases, photogrammetry, statistics, and many other subjects. With its interdisciplinary approach the conference will discover different layers of perception, and this is why "layers of perception" is the CAA 2007 conference theme. You can participate in the conference by presenting a [paper](#) or [poster](#). In addition, you may organize or take part in a discussion panel or [workshop](#). If you intend to present a paper or poster or to organize a [discussion panel](#) or workshop, please read the call for papers. Or, simply attend the conference, with its open and cordial atmosphere, to learn more about new developments in computer applications and quantitative methods, and to meet and talk with international colleagues.

***Eighth Maritime Heritage Conference will be held in San Diego, California from October 9-12, 2007*** [\[Go to TOC\]](#)

Conference sessions will be held jointly at the [Maritime Museum of San Diego](#) and the [USS Midway/San Diego Aircraft Carrier Museum](#). More than 500 attendees are expected. The Conference will open on Tuesday October 9 with a welcome reception to be held on the *Star of India*, flagship of the Maritime Museum of San Diego. Program sessions will continue through Friday October 12. A total of 76 conference sessions are planned. Most sessions will run for 75 minutes. These will cover the entire range of maritime and naval heritage topics. Sessions will be held concurrently on the *USS Midway*, the *Star of India*, and the *Berkeley*. The conference will conclude with dinner cruise on San Diego Bay on the evening of Friday October 12. A formal call for papers will be issued in the fall of 2006

For more information, contact Conference Chair Raymond Ashley Ph.D. 619-234-9153 ext. 104, [ashley@sdmaritime.org](mailto:ashley@sdmaritime.org).