

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 3.11, 2006 (November)¹

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 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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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.

Advisory Council on Historic Preservation

[see entries under the [U.S. Fish and Wildlife Service](#) and [National Park Service](#) on other Preserve America news]

Comments are being sought on historic preservation issue area reports developed at the October 18-20 [Preserve America Summit](#), particularly on action items to be presented to the [Advisory Council on Historic Preservation](#) at its February 2007 business meeting. Comments are due COB Tuesday, January 16, 2007.

To preview the reports and provide comments, feedback, and suggestions, visit

http://www.preserveamericasummit.org/pa/hay_reg_index.asp?page=1022.

For Summit background information, visit <http://www.achp.gov/summit/summit.html>.

U.S. Fish and Wildlife Service (Department of the Interior)

[U.S. Fish and Wildlife Service](#) receives [Advisory Council on Historic Preservation](#) (ACHP) Award for Federal [Preserve America](#) Accomplishment at the fall business meeting of the in Washington, DC.

November 9, the U.S. Fish and Wildlife Service received the Advisory Council on Historic Preservation's Award for Federal Preserve America Accomplishment. The ACHP honored the U.S. Fish and Wildlife Service and the [National Fish and Wildlife Foundation](#) for its innovative new grant program to create and improve interpretive, educational, and visitor experiences on the nation's nearly 100 million acres of federal wildlife refuge property. Receiving the award was Kevin Kilcullen and Eugene Marino of the U.S. Fish and Wildlife Service." Review of the 22 grant applications will take place later this month and recipients will be announced early in 2007.

For more information contact [Eugene Marino](mailto:Eugene_Marino@fws.gov) at Eugene_Marino@fws.gov.

U.S. Department of the Navy (Department of Defense) [\[Go to TOC\]](#)

[see entry under the [National Marine Sanctuaries Program](#) on the search for the *Alligator*]

For more than six decades her whereabouts have remained a mystery; her story one of submarine legend – her crew on “Eternal Patrol.” Yet, after an extensive review of evidence, the last chapters are being written as the [Commander, U.S. Pacific Fleet](#) declared today that the sunken submarine recently discovered by divers in the Western Pacific is, indeed, the World War II submarine USS *Wahoo* (SS 238). “After reviewing the records and information, we are certain USS *Wahoo* has been located,” said Adm. Gary Roughead, the U.S. Pacific Fleet commander. “We are grateful for the support of the [USS *Bowfin* Submarine Museum and Park](#) and appreciate greatly the underwater video footage of the submarine provided by our Russian navy colleagues, which allowed us to make this determination. This brings closure to the families of the men of *Wahoo* - one of the greatest fighting submarines in the history of the [U.S. Navy](#).” In July, the Russian dive team “Iskra” photographed wreckage lying in about 213 feet (65 meters) of water in the La Perouse (Soya) Strait between the Japanese island of Hokkaido and the Russian island of Sakhalin. The divers were working with [The *Wahoo* Project Group](#), an international team of experts coordinated by Bryan MacKinnon, a relative of *Wahoo*'s famed skipper, Cmdr. Dudley W. “Mush” Morton. “I am very pleased to be part of an effort where old adversaries have joined together as friends to find the *Wahoo*,” said MacKinnon. *Wahoo* was last heard from Sept. 13, 1943, as the Gato-class submarine departed the island of Midway en route to the “dangerous, yet important,” Sea of Japan. Under strict radio silence, Morton and his crew proceeded as ordered. Radio contact was expected to be regained with Midway in late October upon *Wahoo*'s departure from the Sea of Japan through the Kurile Island chain. No such contact was made. Following an aerial search of the area, *Wahoo* was officially reported missing Nov. 9, 1943. At the time, the loss of *Wahoo* was believed due to mines or a faulty torpedo. But Japanese reports later stated that one of its planes had spotted an American submarine in the La Perouse Strait on Oct. 11, 1943. These reports indicate a multi-hour combined sea and air attack involving depth charges and aerial bombs finally sunk *Wahoo*. [Japan Maritime Self Defense Force](#) retired Vice Adm. Kazuo Ueda assisted the group with providing historical records from the Imperial Japanese Navy that

identified the location where *Wahoo* was sunk. “We, the families of *Wahoo*, recognize the historical scholarship and support provided by the Japan Maritime Self Defense Force. We would also like to send our thanks to the U.S. Navy for their diligence in finding and identifying the USS *Wahoo*,” said Doug Morton, son of Dudley Walker Morton. “The Morton family is thrilled that there will be closure to the loss of our father,” added Morton, who also spoke on behalf of his sister, Edwina Thirsher and her family. “The loss of a famous submariner who was loved by his family and crew has been very difficult.” Photographs are available at www.warfish.com and www.oneternalpatrol.com. General information about the USS *Wahoo* Project is available at www.usswahoo.org
 Commander, U.S. Pacific Fleet Public Affairs
http://www.cpf.navy.mil/news_images/special_projects/Wahoo/wahoo.htm
 U.S. Navy (10/31/06)

Naval Historical Center (DoD/Navy)

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

A coalition of scientists, historians, and nations get closer than ever before to locating the shipwrecked remains of the *Bonhomme Richard*, one of the most famous ships in U.S. history using computer modeling technology provided by Rhode Island company [Applied Science Associates](#). The *Bonhomme Richard*, captained by American naval hero John Paul Jones, sank in the North Sea in 1779, after claiming victory over the British ship HMS *Serapis* in one of the most pivotal battles of the Revolutionary War. The shipwreck search effort is organized by the nonprofit [Ocean Technology Foundation](#) (OTF) in Groton, Connecticut, and the [Naval Historical Center](#) (NHC) in Washington, D.C. As part of the search efforts, OTF brought Applied Science Associates (ASA) and [JMS Naval Architects & Salvage Engineers](#) onto the project to help pinpoint the wreck site. “What we needed to do existed in two separate software programs, so ASA built us a hybrid application—combining their oil spill prediction software and their Coast Guard search and rescue software,” says Rick Fernandes, a naval graphics expert at JMS aiding in the project. “The software uses physical laws, as well as tidal and wind data from the period, times and locations given by eyewitnesses,” to plot the most probable resting place of the vessel. Eric Comerma, a Ph.D. senior researcher at ASA, led the complex challenge of data integration into a geographical information systems (GIS) framework and he insists that “collaborating with this dedicated team in the search for the *Bonhomme Richard* is such fulfilling work because it is both challenging as well as historically significant.” Melissa Ryan, OTF’s project manager for the expedition, said of the modeling techniques used in the search, “As far as we know, no one has ever attempted to input as much historical data before.” The data include details given by people who witnessed the battle from afar and by sailors on both the U.S. and British sides of the fight. The famous battle took place off a spit of land named Flamborough Head and was seen by hundreds on shore. Fernandes said the ASA modeling tool generates a “probability matrix” from the huge amounts of data it processes. Users get a chart and visual of the search area and the tracks of a drifting object representing Jones’ sinking ship. Based on the tracks, the survey vessel will be able to sweep the probable area where the *Bonhomme Richard* lies. Summarizing ASA’s role in getting so close to the famous warship, Rick Fernandes claimed, “We couldn’t find a better fit than ASA on this project. No one else had the combination of tools and talent for our rather unique problem.” Planned for summer 2007, the team will conduct more surveys of the ocean floor using a magnetometer, a sonar system, and a Remotely Operated Vehicle, a type of robotic underwater camera. Applying this high-tech equipment, the OTF survey team will conduct close-up investigations of five possible wreck sites that the teams have narrowed the search to. JMS and ASA’s computer modeling work enabled the promising results from the OTF’s 21-day survey during the summer of 2006. “When we started this project, finding the *Bonhomme Richard* seemed like the proverbial needle in the haystack,” said Dr. Robert Neyland, head of the NHC’s [Underwater Archeology Branch](#). “However, after our experience surveying last summer and looking at the quality of the data collected, it might be comparable to a needle in a snow ball—one that is melting away through the application of science and technology. We have used computerized drift modeling, state of the art remote sensing equipment, and Geographic Information Systems to manipulate all of the data and pinpoint likely search areas and targets.”

Wireless Workforce Online©

<http://www.wirelessworkforceonline.com/content/news/article.asp?DocID=%7B49A1A7D4-1DCD-4516-83AF-7CA33AACFA5C%7D&Bucket=Current+Headlines&VNETCOOKIE=NO>

Wireless Workforce Online (press release) - Erie,PA,USA (11/20/06)

National Oceanic and Atmospheric Administration (Department of Commerce)

National Marine Protected Areas Center (DOC/NOAA)

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

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. 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.

[Marine Protected Areas \(MPA\) Center](#) staff give [NOAA Library](#) seminar on the State of the Nation's Marine Managed Areas. The Director of the MPA Center's Science Institute, Dr. Charles Wahle, and the MPA Center's maritime archeologist, Dr. Brian Jordan, gave a seminar on the state of the nation's marine managed areas as part of the NOAA Library's seminar series. The seminar provided highlights from the analysis of the marine managed areas inventory, a partnership with federal agencies and coastal states to provide a comprehensive picture of place-based management for conservation purposes in U.S. waters. A summary paper, "[The State of the Nation's Marine Managed Areas: Preliminary Analysis](#)," [FileType/PDF] is posted on www.mpa.gov. The seminar also provided a preliminary analysis of cultural resources on the West Coast, and the degree to which they are protected by existing MMAs.

For more information, contact Charles Wahle, Charles.Wahle@noaa.gov or Brian Jordan, Brian.Jordan@noaa.gov.

National Marine Sanctuaries Program (DOC/NOAA)

[NOAA Sanctuary Program](#) supports [Navy](#) Survey of the "Graveyard of the Atlantic". At the invitation of the [U.S. Submarine Force-Atlantic](#), National Marine Sanctuary Program staff participated in a survey of shipwreck sites off the North Carolina coast and investigated targets of interest in the area where the Civil War-era submarine *Alligator* is believed to have sunk in 1863. The survey involved the Navy's nuclear research submarine [NR-1](#) [FILETYPE/PDF], which will also be used in March for a survey of the [Flower Garden Banks National Marine Sanctuary](#), located off the Texas/Louisiana coast.

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

Maritime Heritage Program

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

During November 13-18, 2006, John Broadwater traveled to Taipei, Taiwan to participate in the "International Roundtable Meeting on the Protection of the Underwater Cultural Heritage." This meeting was sponsored by the [Taiwan] National Center for Research and Preservation of Cultural Properties, Council for Cultural Affairs, Executive Yuan. The Council for Cultural Affairs is a cabinet-level agency in Taiwan. John was one of four international participants invited by the National Center to participate in the meeting with all expenses paid. He was asked to describe and discuss U.S. underwater cultural heritage

For more information about this newsletter or if you have information you wish to be distributed, contact Brian Jordan, Maritime Archaeologist Coordinator, at (301) 713-3100 or e-mail at Brian.Jordan@noaa.gov.

(UCH) policy and the development of underwater archaeology in the U.S. and [NOAA](#). John delivered a paper, coauthored with Ole Varmer, NOAA GCIL, entitled “The Development of Underwater Archaeology and the Protection of Underwater Cultural Heritage: a Perspective from the United States.” The meeting participants also met with the Deputy Minister for Cultural Affairs, who stated that he hoped NOAA will be willing to provide additional technical assistance to Taiwan for the development of a comprehensive plan for the protection and management of underwater archaeological sites.

For more information, contact [John Broadwater](#) at John.Broadwater@noaa.gov.

Florida Keys National Marine Sanctuary [\[Go to TOC\]](#)

[see entry about an interagency MOA with [Biscayne National Park](#)]

Thunder Bay National Marine Sanctuary

[see entry under [Michigan](#) on the discovery of a 19th-century schooner]

National Park Service (Department of the Interior) [\[Go to TOC\]](#)

The [National Park Service](#) (NPS) launches a web site on ocean conservation, “Above and Below the Waves: Coastal and Oceanic Treasures Conserved in the National Park System.” Have you ever wanted to dive on a vibrant coral reef, witness the majesty of a towering glacier, or stroll along a remote barrier island? The National Park Service offers opportunities to do all of those things and more. National Parks contain more than 5,100 miles of beaches, coral reefs, kelp forests, wetlands, historic shipwrecks and forts, and other features that attract more than 75 million visitors every year. In 74 parks spanning 25 coastal states and U.S. territories, people come to camp, fish, snorkel, scuba dive, boat, and watch wildlife. Each of these Parks maintains a rich legacy of ocean wildlife, native culture, U.S. maritime history, and beautiful landscapes above and below the waves. Marine life abounds in coral reefs in Florida, U.S. Virgin Islands, and the Pacific Islands, and in kelp forests in California and the Pacific Northwest. Salt marshes framed by barrier islands provide a haven for birds, and fish and wildlife along the Atlantic and Gulf Coasts. Glaciers and fjords offer a stunning backdrop to thousands of years of native traditions and tribal culture in Alaska, and shipwrecks and maritime museums record centuries of commerce and military history.

For more information, visit the web site at http://www.nps.gov/pub_aff/oceans/conserv.htm.

The [Preserve America](#) matching-grant program provides funding to designated Preserve America Communities to support preservation efforts through heritage tourism, education and historic preservation planning. Through these grants project we, as a country, gain a greater shared knowledge about the Nation’s past, strengthened regional identities and local pride, increased local participation in preserving the country’s cultural and natural heritage assets, and support for the economic vitality of our communities. In 2006, forty-five grants were awarded in the [first round](#) and twenty-three in the [second round](#). Deadline for 2007 application is February 14, 2007.

For more information, visit the web site at <http://www.cr.nps.gov/hps/hpg/PreserveAmerica/index.htm>.

Biscayne National Park

[National Park Service](#) and [NOAA](#) Agree to Work Together to Protect Florida Keys Shipwrecks After nearly 5 years of negotiations, managers at [Biscayne National Park](#) and the [Florida Keys National Marine Sanctuary](#) have signed a Memorandum of Agreement (MOA) that will facilitate the protection of shipwrecks and other submerged cultural resources. The MOA addresses ways in which the two Federal agencies can partner to enhance social science research, resource protection and public information and education surrounding submerged archaeological sites, objects and associated records. “Relic collecting and treasure hunting are still quite prevalent in the waters of both the Park and the Sanctuary,” said Brenda Lanzendorf, the park’s Archaeologist and Cultural Resources Manager. “Through this partnership, we will make significant inroads into preserving these vulnerable, non-renewable resources.” Although similar agreements exist between these two agencies for protecting seagrasses, coral and other natural resources, this agreement for shipwreck preservation is unique. Hundreds of shipwrecks and many other submerged archaeological sites are scattered across the two areas, with dozens of them located along the 30 miles of shared jurisdictional boundary. Both agencies are guided by the [Federal Archaeology Program](#), but until

the signing of the MOA, the two agencies worked independently. Managers hope that this cooperative effort will help reveal the stories of a common maritime heritage.

For more information, contact [Brenda Lanzendorf](#) at Brenda_lanzendorf@nps.gov or (305) 230-1144 x 3112.

Cape Hatteras National Seashore

[see entry under [North Carolina](#) about the Cape Hatteras Lighthouse Fresnel lens]

Smithsonian Institution

The [Smithsonian](#) is pleased to announce new and improved editions of two of our catalogs of ship plans for 2007: the Ship Plans List and the Maritime Administration Collection of Ship Plans (1939-1970). The SPL has a new format in addition to several corrections and updates, and the MarAd Collection features a new format, as well as additional plans for the nuclear ship *Savannah*, which has been pulled from the James River Reserve Fleet and is undergoing renovations for future public exhibition.

More information is available at <http://americanhistory.si.edu/csr/shiplan.htm>.

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.

Alabama

Other State News

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

Determining what kind of ship was washed out of the south Baldwin County sand last week might take time, but some historians said Monday that the vessel's remains could be that of a Civil War blockade runner. Last week, the remains of a wooden ship were uncovered near the surf line about six miles east of Fort Morgan. After high tides and waves last week, residents said they noticed the bow and part of the outline of the vessel emerging from the sand. The ship is about 150 feet long and 36 feet wide at its widest point, based on what could be seen, said Jack Friend, author of "West Wind, Flood Tide: The Battle of Mobile Bay," after looking over the vessel Monday. Friend cautioned against any speculation about the identity of the ship. "It's a fairly big vessel, but it's hard to say at this point," Friend said. "There have been shipwrecks in this area for 500 years and while it's tempting to say it's this ship or that, it's hard to know. We may not ever know exactly which vessel it was, but if we examine it carefully and go back and check what we find, we can get a pretty good idea of the era and some general information." The wood of the ship is charred near the beach level. The schooner *Monticello* was driven onto what was then a deserted beach six to eight miles from Fort Morgan and burned in 1862 by the Union Navy, laying siege to the Confederate port of Mobile, according to military reports at the time. The location and description match that of the *Monticello*, said Sidney Schell, former chairman of the board of the [Museum of Mobile](#), who has conducted research on blockade runners and naval warfare in the region during the Civil War. Schell said the *Monticello*, a two-masted schooner, was sailing from Havana, Cuba, to Mobile on June 26, 1862, when it was intercepted and burned by the Union gunboat *Kanewha*. A wreck near that spot was uncovered in 1969 after Hurricane Camille hit the Gulf Coast, said Eugene Keebler, who was then academic dean and an archaeological expert at Mobile College, now the [University of Mobile](#). He said the ship uncovered last week appears to be the same vessel. In 1969, Keebler, now retired, took a small group of students and instructors to the site to examine the wreck, which federal records indicated was the *Monticello*. "We located the ship, and I called Washington, D.C.," Keebler said Monday. "They identified it, based on what we found and the ships that had been lost." According to a Press-Register report from Jan. 11, 1970, Keebler and the team could not completely excavate the wreck due to surf conditions and a lack of equipment. Keebler said Monday that they reburied the wreckage after the partial excavation. Mike Bailey, site curator at Fort Morgan, said blockade runners sometimes ran aground along the beaches during the Civil War. He said the best known of such wrecks is the *Ivanhoe*, which struck the beach just east of the fort in 1864. Bailey said he has not had a chance to examine the wreck uncovered last week but that the

description and location do not match that of the *Ivanhoe*. The *Ivanhoe* was an iron-hulled ship, and archaeologists have located that vessel inside the [Fort Morgan Historical Park](#) at the west end of the peninsula. Due to changes in the coastline, the spot where the *Ivanhoe* ran aground in the Gulf is now under the beach. Bailey said that other shipwrecks could also be under local beaches and that the wreck to the east is near the route taken by blockade runners—called the Swash Channel—running along the beach. “There were at least three or four others that were mentioned running aground, and this could be one of them,” he said.

By Guy Busby – Mobile Press-Register©

<http://www.al.com/news/mobileregister/index.ssf?/base/news/1162289801296120.xml&coll=3&thispage=1>
Mobile Register - Mobile,AL,USA (10/31/06)

California

Other State News

[see entry under [University of Oregon](#) about early migration of humans to California]

Commonwealth of the Northern Mariana Islands

[IOTA Partners](#), which is conducting excavation work in connection with the Spanish galleon *Santa Margarita* off Rota, has been told to desist from violating environmental laws of the Commonwealth of the Northern Mariana Islands and to mitigate damage caused by its actions. An administrative order issued to the company stated that certain IOTA actions violated the [Coastal Resource Management](#) permit conditions, the [Division of Environmental Quality](#)'s water quality standards, and the [Division of Fish and Wildlife](#)'s regulations. According to Reina Camacho, Department of Environmental Quality spokeswoman, the Seattle-based company violated Coastal Resource Management regulations when it laid concrete slabs on the reef flat and deployed a tracked excavator directly on the reef without a permit. It also failed to submit a cleanup plan as ordered by Coastal Resource Management. “IOTA disturbed living coral and disrupted fish habitat when it installed 78 one-ton concrete blocks on the coral reef, violating the Fish, Game, and Endangered Species Act,” Camacho said in a statement, adding that further damage was caused to the coral reef when IOTA employees drove the 51-ton excavator with metal treads directly over the reef. She said the improper use of the excavator also resulted in the discharge of debris on the reef, thereby affecting water quality on the reef and violating the Commonwealth of the Northern Mariana Islands Water Quality Standards, as well as the Environmental Protection Act. IOTA was told to mitigate the harm to the aquatic environment and avoid future violations by complying with the Coastal Resource Management enforcement notice and instructions from the [U.S. Army Corps of Engineers](#) and to take corrective measures regarding the infractions and damage to the reef flat. IOTA was told to survey the damage to the reef flat with an independent survey team. IOTA was required to disclose its plans to repair or mitigate the damage identified by the survey, which is subject to approval from local natural resources agencies. Moreover, IOTA must estimate the reasonable value of any damage that cannot be substantially rectified. “Failure to complete the steps as specified will result in penalties as set forth by the law for each violation dating back to the day of the receipt of the order,” Department of Environmental Quality stated. “Coastal Resource Management, Department of Environmental Quality and Department of Fish and Wildlife expect IOTA to cooperate fully and to comply with the (law),” Camacho said in a statement. Since 1995, IOTA has spent millions of dollars in searching the remains of the 1601 trade galleon *Sta. Margarita*, which sunk in strong currents outside the reef off the isle of Rota's Teteto village. Bound for Acapulco, and loaded with gold, spices, porcelain, textiles and Asian-made items, the ship sailed from Manila in July 1600. IOTA Partners has been allowed by the Commonwealth of the Northern Mariana Islands to salvage the wreck after finding the ship's anchor and artifacts. The proceeds of any sale of recovered artifacts will be shared with the Commonwealth of the Northern Mariana Islands, which will get a quarter of the total amount. The Commonwealth of the Northern Mariana Islands also has first choice of the artifacts.

By Moneth G. Deposa – Marianas Variety©

<http://www.cdn.info/news/eco/e061111.html>

CDNN - New Zealand (11/10/06)

Delaware

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

Long before beachcombers discovered thousands of fragments of broken pottery, glass and a few tiny toy soldiers on the beach near Roosevelt Inlet, the good citizens of colonial Lewes likely salvaged wood, anchors and other items from a shipwreck just offshore. What was left slipped below the surface, and from people's memories, until the fall of 2004, when a dredge used to pump sand onto the shoreline hit a corner of the shipwreck. It started spewing bits of German-made mineral water bottles, fragments of Dutch clay pipes and shards of British stoneware onto the beach in a slurry of sand and water. State archaeologists have worked to find out more about this colonial-era shipwreck – the earliest of its kind known to be in Delaware waters – and last week, a team of diver-archaeologists completed their field work at the wreck site about a quarter-mile off the beach. “We found some things we didn’t expect,” said Daniel R. Griffith, project director with the Lewes Maritime Archaeology Project. Among them, Griffith said, is the sense that the ship was probably heavily salvaged right after it went down. What divers did not find – big sections of wooden hull and anchors that would be expected on a ship—tell state officials almost as much as what they did find. They also discovered that a long wooden beam – initially thought to be the keel – was actually a deck clamp. Divers did not find a keel, and that leads them to believe the ship ran aground and then keeled over on its starboard side in about 12 feet of water, said Michael Krivor, the project manager for [Southeastern Archaeological Research Inc.](#), of Jonesville, Fla. “Ten feet of it would have been sticking” out of the water – perfect for locals who were looking for everything from fire wood to timbers for construction, Griffith said. The dive team also found what appeared to be a gun port that had been covered with lead sheathing, Griffith said. The ship, which showed signs of age, had several lead sheathing patches, Griffith said. The covered gun port may be a clue that it was once a British naval vessel, he said. State officials believe the ship is the wreck of the *Severn*, a ship that went down off Lewes on May 11, 1774. A researcher in England has been combing British merchant ship records for clues under a contract with the state. She also found there was an HMS *Severn* that was used as a British naval ship in 1747. It was sold out of service in 1759, Griffith said. The two *Severns* could be the same ship, he said. “We will turn our researcher loose in England,” he said. Divers found few intact pieces that would match the artifacts found on the beach, Griffith said. Researchers believe that may reflect the way the cargo was loaded onto the ship. For instance, several large millstones have been found and a few have been brought to the surface for additional study. In addition, divers found hundreds of brass straight pins, hundreds of seed beads and 1,713 tobacco pipes and stems. They also found a button dated 1772. State officials are especially interested in the cargo because they believe it tells a story about the lock Britain held on trade with its colonies. Although there were goods from many countries, all of the items had to pass through ports in Britain first. The ship can tell researchers a great deal about what colonial life and trade was like in the time leading up to the Boston Tea Party and the Revolutionary War, said Chuck Fithan, a state archaeologist. Griffith said how the ship was salvaged and by whom is yet another area where more research is needed. The latest work will include an analysis of the artifacts, stabilizing them and a full report from the state’s archaeological consultants. The \$300,000 work is being paid for with a state grant.

By Molly Murray – The News Journal©

<http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20061106/NEWS/61106047>

The News Journal - Wilmington, DE, USA (11/06/06)

Florida

Other State News [\[Go to TOC\]](#)

Fourteen years ago, a \$70 million project to build a museum to exhibit artifacts from a pirate ship that once carried slaves exposed a deep racial fissure locally that has not been forgotten. Members of Gasparilla Krewe in pirate regalia joined business and political leaders for a festive announcement of plans for the [Whydah](#) museum, but things quickly went awry. Black leaders questioned the appropriateness of making a former slave ship a pirate attraction. After weeks of roiling, often angry debate, the would-be developers of the *Whydah* museum withdrew. But the idea is back, with the [Museum of Science and Industry](#) considering a plan to exhibit the ship’s relics along with other pirate artifacts, and some once again say they worry the display will obscure or trivialize slave history in a city where a quarter of the residents are black. “You can’t romanticize and glorify slavery and the Middle Passage,” said James Ransom, a member of the [Coalition of African American Organizations](#), which fought the first plans. “It would open up a cavernous

wound we don't need to open." But the museum's leader said he has learned from the past. "It's a great opportunity to do something right versus the last time," said President Wit Ostrenko. "We fully intend to listen to the African-American community and see that it's treated in a way they'd like to have it treated." As before, it's the ship's pirate history that is being emphasized. The theme of the exhibition would focus on the "Golden age of pirates," between the 1600s and 1821, and its opening would coincide with Disney's summer release of the third installment of the "Pirates of the Caribbean" movies. But, Ostrenko said, the six-month exhibition wouldn't glorify pirates but be a revealing, sober look into their history. [Arts and Exhibitions International](#), the Aurora, Ohio, company that created the King Tut exhibit, is negotiating with the museum to debut the exhibition. It could include scores of artifacts, such as a cabin boy's shoe, ship's bell, navigational and medical instruments, tableware, cannons and cannonballs from the *Whydah*, whose parts are being salvaged off the coast of Cape Cod, where it sank in 1717 laden with loot plundered by Samuel "Black Sam" Bellamy and his pirates. But the ship's origins as a slave ship have made Ostrenko tread carefully. On Oct. 18, having read news accounts of the first failed attempt, Ostrenko convened a group of black community members and the museum's board to talk. "I told him I wouldn't move if it ... doesn't have their involvement and participation," said Hillsborough County Commissioner Tom Scott. Ostrenko said people in the meeting told him not to glorify either slavery or piracy. Slavery shouldn't be ignored, but stated as part of the ship's history in a factual manner. But, he said, it's too large a topic to cover in-depth in a pirate exhibition. Former Mayor Sandy Freedman was in office during the first *Whydah* controversy, and she said there are lessons Ostrenko could learn. Members of the black community were consulted during the first attempt, but when criticism began those who supported the proposal "vanished," she said. "They just became silent when things got heated," she said. Ostrenko needs to hold several public meetings and go into detail about his plans, she said. Ostrenko said he plans to hold more meetings, and said he might assemble a committee to review each piece of the exhibition's plan. He said he will heavily promote museum programs that expose black youth to science, technology, engineering and math - something black leaders requested.

By Justin George, Bill Varian and Janet Zink – St. Petersburg Times©

<http://www.theledger.com/apps/pbcs.dll/article?AID=/20061113/NEWS/611130400/1004>

The Online Ledger – Lakeland, FL, USA (11/13/06)

Members of the Pensacola Beach Optimists Club (PBOC) were treated to a fascinating and exciting program November 7. Guest speaker Jeff DeWeese of O'Sullivan Creel Accounting firm presented a colorful power point video presentation to the club's first meeting of November held at the Beach Community Church House on Via Deluna. DeWeese's powerful address informed members on plans the Community Maritime Associates are to execute, including the creation of the State of Florida Maritime Museum, the building of educational facilities, the addition of a new sports arena and increased business to our Pensacola Bayfront. Three hundred and twentyfive shipwrecks are identified in Pensacola Bay, DeWeese explained, which have left countless sunken Spanish treasures and other rare artifacts right here in our waters. Side scan sonar of the water has located sunken vessels such as fishing boats, canoes and ships of all kinds, including a British war ship wreck with a Spanish war ship wreck underneath that. Items from these wrecks will be on display at the State of Florida Maritime Museum, named for John H. Fetterman, leading fundraiser for the \$18 million museum project. The 50,000 square foot facility shall also house items washed up into Gulf Breeze from Hurricane Ivan, such as ax handles, corks, bottles & furniture. Exhibits shall include Hurrricanes, Navigation, Exploration, Spain's Legacy in the World and Industry (timber, railroad, shipping). There will also be a maritime art gallery inside and places specifically made for school children to interact with various displays. DeWeese said the country of Spain is extremely excited about the museum and has sent many items including gold pieces for the museum's opening in 2009 on the 400th anniversary of founding of Pensacola, and he said the King of Spain may even come to Pensacola for the kickoff of the museum. The [University of West Florida](#) (UWF) will have classroom space at the Maritime Park for nautical archeology, marine biology and environmental studies, says DeWeese, which should bring more young people to the downtown area for undergraduate studies, continuing education and for preservation & research of Florida's cultural and natural maritime resources. Also at the park, a giant aquarium full of fish of all types, will contain a 16th century ship wreck inside it. Students will have the opportunity to grid of the ship wreck and excavate it, while spectators will have the chance to watch them perform the work. De Weese said UWF president Dr. John Cavanaugh is dedicated to bringing educators, researchers and young people together on the waterfront.

By Mary Claus – Gulf Breeze News©

http://www.gulfbreezenews.com/news/2006/1116/island_news/037.html

Gulf Breeze News - FL, USA (11/16/06)

Michigan

State Agencies' News

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[On November 20, 2006, the United States District Court for the Western District of Michigan Southern Division dismissed without prejudice the case (File No. 1:04-CV-375) [Great Lakes Exploration Group LLC](#) (plaintiff) v. The unidentified, wrecked and (for salvage-right purposes), abandoned sailing vessel, et., (defendant) v. State of Michigan [Department of History, Arts, and Libraries](#), et. al.] On August 21, 2006, the Court issued an order directing Plaintiff to provide Intervenor with the precise location of Defendant within ten days of the entry of the order. ([Aug. 21, 2006 Order, Docket #103, at 1.](#)) That order further indicated that the Court would dismiss the case without prejudice if Plaintiff failed to provide Intervenor with the precise location of Defendant within the allotted time period. (*Id.* at 2.) In response to the Court's August 21 order, Plaintiff did not file the precise location of Defendant, instead Plaintiff filed two motions. The Court has reviewed Plaintiff's motions and Intervenor's reply. [T]he Court denies Plaintiff's motions and dismisses the complaint pursuant to the Court's August 21, 2006, order.

[The court opinion and the order of dismissal are not currently available on line, please contact Brian Jordan at brian.jordan@noaa.gov if you would like copies of these documents.]

Other State News

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One by one, Daniel Hale's shipmates froze to death in their skimpy life raft, victims of a horrendous Lake Huron storm. It was 40 years ago this month, and Hale was a crewman aboard the *Daniel J. Morrell*, a 606-foot ore carrier making its last trip of the year. Hale's story is the centerpiece of the annual memorial service tonight on Belle Isle for those who lost their lives to the Great Lakes. The *Morrell* went down Nov. 29, but due in large part to Gordon Lightfoot's song, Nov. 10, the anniversary of the *Edmund Fitzgerald's* sinking, has become the unofficial Great Lakes memorial day. For Hale, every day is a memorial day. He was 26 and had been sailing on Great Lakes freighters for three years when the *Morrell* sank. There were no reports of bad weather, and he stood his first watch from 4 to 8 p.m. as the freighter began its run up Lake Huron. Afterward, he fell asleep in his bunk. A pair of loud bangs awoke him. He ran to the deck and was greeted by a heart-stopping sight: The stern of the ship was bending downward, at a different angle from the bow section. One of the crew, he recalled, made a foreboding comment: "Well, fellas ... it's been nice knowing you." Clad only in his undershorts, a life jacket and a pea coat, Hale and four others headed to their life raft station. The main deck ripped from side to side, and the ship split in two. He can still remember the sounds of tearing iron, hissing water and laboring engines, as the stern section bore down on the powerless bow. "I just closed my eyes. The next thing I knew, I was in the water," Hale said. Just eight minutes had passed since he had jumped out of his bunk. He and three others managed to crawl back into the raft. They were wet, adrift in 30- to 35-foot seas, with winds howling at 60 to 65 m.p.h. and the temperatures in the mid-30s. Two of his raft-mates had died by the time the sun came up. The third died about 4 p.m. Alone and so cold he could barely move, Hale prayed he'd die as well. Instead, a long 24 hours later, a Coast Guard helicopter finally found him. It was 38 hours since the *Morrell* went down. He was barely alive, covered in ice, with blue skin. Hale, who now lives in Ashtabula, Ohio, quit sailing on the Great Lakes and became a machinist and later a tool-and-die worker. But he did go sailing one more time. In 1999, he sailed Lake Michigan, from Sault Ste. Marie to Gary, Ind., and back: "I just felt like I needed to get back up that horse and ride."

By Peggy Walsh-Sarnecki – Detroit Free Press©

<http://www.freep.com/apps/pbcs.dll/article?AID=/20061110/NEWS05/611100457/1007/NEWS>

Detroit Free Press - United States (11/10/06)

Thirty-one years after it occurred and almost as long since it was immortalized in a popular song, the wreck of the *Edmund Fitzgerald* will finally recede into the ranks of other Great Lakes maritime disasters at an annual memorial service here. The rector of the Mariners' Church of Detroit, as well as families of the 29 men lost on the ship, say it is time to de-emphasize the wreck, particularly now that Canadian officials have put it off limits to divers, a goal of those who have helped keep the legend alive. So the service — this year's is being held Sunday — will now remember all of the countless mariners lost on the lakes, as it once

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did, rather than just those on the *Fitzgerald*, as it has for three decades. “I feel comfortable with this,” said Ruth Hudson of North Olmsted, Ohio, whose son, Bruce, was a deckhand on the *Fitzgerald*. “I think it’s time to do this. It’s time to let it rest.” The *Edmund Fitzgerald*, a 729-foot ore carrier that was one of the largest freighters on the Great Lakes, left Superior, Wis., for Detroit on Nov. 9, 1975, and sank suddenly in a storm the next day. Most students of the wreck think the ship, having taken on water, nose-dived under a large wave before plummeting to the bottom. A nearby freighter reported that the *Fitzgerald*’s lights simply disappeared in the driving snow. There was no distress signal. The Mariners’ Church, just a few hundred yards from the Detroit River and the passing freighters that still carry raw materials from the north to the steel mills of the Midwest, has been dedicated to sailors since 1848. When it became certain on the morning after the *Fitzgerald* went down that no one aboard had survived, the rector, the Rev. Richard Ingalls, quietly unlocked the bell tower and tolled the church bell 29 times, once for each man lost. Mr. Ingalls, who died this year, had presided over the church since 1965. “It was his tradition to ring the bell every time a life was lost on the lakes,” said his son, the Rev. Richard W. Ingalls Jr., who succeeded him as rector. The ship lies 500 feet deep. When it sank, that was too far down for divers to reach. But technology improved, and in 1992 a diver photographed the wreck, including some bodies. Mr. Ingalls explained that at that depth, there is no animal or plant life in Lake Superior, nor any sunlight or current. “The water is a constant 34 or 35 degrees,” he said. “It is essentially a deep freeze down there. The men can be identified.” Three years after that dive, another, this one sanctioned by the families, pulled up the *Fitzgerald*’s bell, replacing it with one engraved with the sailors’ names. The families also fought for a law declaring the wreckage off limits. The annual memorial service, which often drew wide news coverage, was a part of that fight, keeping the spotlight on the wreck, Mr. Ingalls said. This year the government of Ontario adopted a law protecting the site, which lies in Canadian territory. A memorial service dedicated specifically to the *Fitzgerald* sailors was held Friday night at the home of the ship’s bell, the [Great Lakes Shipwreck Museum](#) at Whitefish Point on Michigan’s Upper Peninsula. Mr. Ingalls said he supported the museum’s continuing its *Fitzgerald* service, over which he has presided in the past. But at the Mariners’ Church, “we felt it was time to return to our traditional service,” he said. There have been over 10,000 wrecks in more than 300 years of shipping and exploration on the Great Lakes, Mr. Ingalls noted, adding that his church was dedicated to all sailors. “The crewmen of the *Fitzgerald*,” he said, “will not be the last to lose their lives on the Great Lakes.”

By John Carpenter – The New York Times©

<http://www.nytimes.com/2006/11/11/us/11shipwreck.html?ex=1165122000&en=bb56467049ea42a2&ei=5070>

New York Times - United States (11/10/06)

New information about a Great Lakes shipwreck, nearly a century old. The doomed schooner “Rouse Simmons,” known as the “Christmas Tree Ship,” went down 94 years ago in Lake Michigan. Divers recently discovered it, apparently heading for safety at a dock in Chicago when it sank beneath the waves, taking with it all seventeen crew members and more than 5,000 Christmas trees.

6 News©

<http://www.wlms.com/Global/story.asp?S=5727205&nav=0RbQ>

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WLNS - Lansing,MI,USA (11/25/06)

In 1883, the wooden schooner *Lucy J. Clark* capsized in a gale. The ship is part of the tragic shipping folklore of the Great Lakes. Generations later Petoskey residents George Bommarito, 42, and Matt Paulus, 30, believe they may have discovered the *Lucy J. Clark* in Lake Michigan between Cross Village and Waugoshance Point. Like most boys who dream of treasure hunts and pirate ships, the divers are excited about their discovery. “My first dive, I was in awe,” Paulus said. “I made a full circle around the site. I couldn’t take my eyes off it.” During the discovery, Bommarito was equipped with nothing more than an 18-foot inflatable boat, a fish finder GPS and recreational diving equipment. Bommarito’s wife, Kim, noticed a small blip on the sonar screen en route to another dive site in late August. “She gets some of the credit for the discovery,” Bommarito said. The next weekend Bommarito and Paulus returned to the coordinates. They discovered parts of a preserved schooner. The bow is stuck into the lake bottom, leaving the remainder of the boat broken, but the rudder is standing tall at the stern end of the wreck. The friends believe they may be the first divers to find the site. Bommarito said it was an eerie feeling, noticing the untouched site and artifacts left by the crew. “It was like we were the first people there,” Bommarito

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said. "It was amazing. We wanted to know more about our mystery ship." The discovery led the team to researcher Pat LaBadie's personal archives at the [Thunder Bay National Marine Sanctuary](#) in Alpena. The newspaper microfilms and telegram records indicate that the site and the description fits the story of the *Lucy J. Clark*. The *Lucy J. Clark* was carrying lumber from Cross Village to Chicago when the schooner went ashore during a gale near Cross Village on Nov. 11, 1883. The wooden schooner was built in 1863 in Port Huron and was first owned by John Pridgeon of Detroit. The boat was valued at \$10,000 at the time, according to telegrams to the Inter Ocean. As Paulus and Bommarito discover more, they would like to put together a full story of the *Lucy J. Clark*. Meanwhile the divers plan to keep the location a secret, protecting it from divers who may pirate the artifacts. Bommarito said the items need to be catalogued. In time, they hope an underwater preserve may be created for divers to visit the site. Paulus believes the discovery is notable. The shipwreck may be the first major wreck discovered in Emmet County, he said.

By Kristina Hughes – Petoskey News-Review©

http://www.petoskeynews.com/articles/2006/11/27/news/local_regional/news3.txt

Petoskey News-Review - Petoskey,MI,USA (11/27/06)

New York

Other State News

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The legendary World War II aircraft carrier USS *Intrepid* got stuck in deep Hudson River mud Monday as powerful tugboats fought to pull it free to tow the floating museum down river for a \$60 million overhaul. The mission was scrubbed at around 10:30 a.m. as the tide went down, said Dan Bender, a [Coast Guard](#) spokesman. Officials weren't sure Monday when they would try to move the *Intrepid* again, or whether they might try instead to leave it in place and refurbish it in its Manhattan berth, *Intrepid* President Bill White said at a news conference. The next unusually high tide is December 6, but that will be about a foot lower than Monday's tide, which officials had thought would help float the carrier free of the sticky mud, he said. After 24 years at the same pier on Manhattan's West Side, the warship that survived five Japanese kamikaze attacks began inching backward out of its berth, but the tugs moved it only about 15 feet before its giant propellers jammed in the thick mud. The decommissioned war ship no longer has engines of its own. "We knew it was not going to come out like a cruise ship," said Matt Woods, the [Intrepid Sea, Air & Space Museum](#)'s vice president for operations. Six tugboats had strained to move the giant ship. "We were able to move her 15 feet, and then she came to a halt. We tried to add more power with another tugboat but we couldn't wiggle her free," said Jeffrey McAllister, the chief pilot of the tugboat operation. "We were missing our open window. We had to give up because the tides were going down," he added. "She was moving, we were hopeful, she started to creep along but then she stopped." Monday's departure was timed to take advantage of the yearly high tide so the tugs could pull the 27,000-ton ship out of the slip where it has rested in up to 17 feet of mud. Removal of 600 tons of water from the *Intrepid*'s ballast tanks gave the ship added buoyancy, and dredges removed 15,000 cubic yards of mud to create a channel from dockside to deeper water. The planned \$60 million refurbishment, which is expected to take up to 2 years, will include opening up more interior spaces to the public, upgrading its exhibits and a bow-to-stern paint job. The pier also is to be rebuilt. The city is contributing \$17 million, the state \$5 million, the federal government \$36 million, plus \$2 million in private funds. The *Intrepid* serves as a living memorial to the arms services, a tourist attraction that draws hundreds of thousands people a year and, if the need arises, will become as an emergency operation center for city and federal authorities. The FBI used it as an operation center after the September 11, 2001, terrorist attacks.

The Associated Press©

<http://www.cnn.com/2006/US/11/06/ussintrepid.ap/index.html>

CNN.com – United States (11/06/06)

North Carolina

State Agencies' News

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They think his name was Edward Teach. But they know virtually nothing else about him. So what stands out most is the legend. Edward Teach became Blackbeard, the 18th-century pirate who terrorized the Carolina coast. "He's one of these larger-than-life figures, like Robin Hood," said Richard Lawrence, director of the underwater archaeology branch of the [North Carolina Department of Cultural Resources](#). "That's what makes it so hard to separate the fact from the fiction." Now, in the murky waters of the

Atlantic, a mile from Beaufort, N.C., they are working on a wreck that they believe was his lead ship, the *Queen Anne's Revenge*. Lawrence and a team of marine archaeologists are diving to it, cataloging and bringing up artifacts. We went diving with them last year; they resumed the excavation this fall. The work is slow. They can only work when weather and funds allow. Though the wreck lies in only about 20 feet of water, it is often so muddy that divers have trouble seeing their hands in front of them. They're in something of a race against time. The sea is gradually reclaiming what remains of the ship. "Any time the storms pass through, or the hurricanes," said Chris Southerly, the lead archaeologist on the project, "it causes erosive scour across the site, and exposes the artifacts that are there, and quite literally sandblasts them." So far the team has found at least 24 cannon, a bell, pewter cups, medical devices, and a small amount of gold dust. Anything made of wood — or any other organic material, for that matter — was probably consumed by microorganisms in the water centuries ago. Even so, historical detective work makes it likely this ship is Blackbeard's. "Based on our documentary evidence, the *Queen Anne's Revenge* is pretty much the only candidate for this wreck site to be," said Southerly.

By Ned Potter – ABC News©

<http://abcnews.go.com/Technology/story?id=2621646&page=1>

ABC News – USA (11/02/06)

Ten years ago a private research firm recovered a brass bell from a shipwreck site in Beaufort Inlet believed to be the *Queen Anne's Revenge*. The bell inscription, IHS Maria, gave few clues to the ship's identity. State archaeologists announced Friday they found another bell on the shipwreck site that they are hoping will be the "smoking blunderbuss" that positively links the ship and Blackbeard. "I have all suspicion that the one that's just recently been discovered is indeed the ship's bell, but who knows," said David Moore, nautical archaeologist with the [N.C. Maritime Museum](#). The new bell is about 8 ½ inches tall, roughly half the height of the one found in 1996, said Sarah Watkins-Kenney, [QAR Project](#) conservator. Rings of the bell are visible through the concretion and the concretion it is in has been x-rayed, said [QAR](#) Assistant Conservator Wendy Welsh. "We did not see any identifying marks, but that does not mean its not there," Welsh said. It will take some cleaning before archaeologists can determine for sure, if the bell features any markings such as a ship's name or a date. Archaeologists will be looking for "La Concorde," which was the French slave ship Blackbeard captured in November 1717 and renamed *Queen Anne's Revenge*, or the name of some other ship the pirate took, Moore said. They will also be looking for any type of hanging mechanism still attached to the top to show if the bell had deteriorated in place or if it was more likely a prize taken from another ship, said [QAR](#) Project Director Mark Wilde-Ramsing. Normally, ships of this period had two bells, a large one on the bow and a second one in the stern, the area of the shipwreck where this latest bell was found, Wilde-Ramsing said. Made of brass or bronze, conservators will be able to clean the bell much more quickly than the iron cannons that can take years to ready for display, Welsh said. She expects they will be able to discern some of the bell's features by early 2007. Other items state archaeologists announced that they found during a fall diving expedition included a small gun, the likeness of Queen Anne on the side of a coin weight, and thousands of little lead shot, evidence that the wreckage is indeed a pirate ship. "This was a heavily armed, very provisioned vessel," Moore said. The question that was asked 10 years ago — is this really the *Queen Anne's Revenge* — is yet to be answered, though circumstantial evidence that it is continues to mount, said State Archaeologist Steve Claggett. Even if it should turn out that it is not, it is still an important piece of North Carolina's colonial history, Claggett said. "In this shipwreck we have a time capsule," he said.

By Patricia Smith – Freedom ENC©

<http://www.newbernsj.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=31080&Section=Local>

New Bern Sun Journal - New Bern,NC,USA (11/18/06)

Other State News

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Separated by time, war and happenstance, the historic pedestal and Fresnel lens of the first [Cape Hatteras Lighthouse](#) finally have been reconciled into the meticulously designed unit manufactured 152 years ago in Paris. The 3,500-pound clockwork pedestal, stripped and primed, now supports the 1st Order Fresnel Lens it was made to rotate, raising its glistening prisms and pineapple-shaped frame to the ceiling inside the [Graveyard of the Atlantic Museum](#) in Hatteras. "It's a remarkable piece of maritime history for the island," Joseph Schwarzer, the museum's executive director, said as he gazed at the 20-foot-tall lens assembly that

stands near the entrance. Marvels of engineering that revolutionized navigational safety in the late 19th century, Fresnel lenses were renowned for their ability to refract and reflect light, casting a beam far farther off the coast than earlier lighthouse lamps. Cape Hatteras' cast iron, bronze and brass lens pedestal was disassembled last month and moved from the top of the 208-foot lighthouse in Buxton. The \$33,000 project, done by Cleveland-based The Lighthouse Consultant, was completed Oct. 27. The [National Park Service](#) had earlier loaned the remains of the lens - it's missing most of its sea-green prisms - to the museum. After an \$85,000 restoration by The Lighthouse Consultant, the lens had been put on display in the museum lobby. In what he said was in the interest of preservation and historic integrity, [Cape Hatteras National Seashore](#) superintendent Mike Murray agreed early this month to also loan the pedestal to the museum, which interprets the dramatic 400-year maritime history of the North Carolina coast. Manufacturer Henry-Lepaute & Co. made the 1st Order Fresnel lens - the largest - together with the pedestal, which operated like a giant grandfather clock to rotate the beacon. It was installed in the original Cape Hatteras Lighthouse in 1854. The lens was removed by Confederates during the Civil War, but the pedestal was left behind. The assembly was eventually reunited in the new 1870 lighthouse but again separated in the mid-20th century. When it was first built, the lens held about 1,000 of the green-tinged glass prisms. After the lighthouse was abandoned by the [Coast Guard](#) in 1936, many of the pieces were lost. The lens eventually was removed, and the park service lost track of it. In 2002, Raleigh author Kevin Duffus traced the lens to the agency's museum storage facility on Roanoke Island. There are 56 prisms in the lens's lower panels and 48 in the upper panels. All 600 prisms from the middle flash panels are missing. Three prisms and a portion of another recently were donated to the museum by local residents. Lauding the partnership between the museum and the park service, Schwarzer said the museum will do well for the lens assembly. "It's in a controlled environment," he said. "You don't have to climb the lighthouse to see it. It's on a concrete base. Right now, it's more level, it's more balanced than it was in the lighthouse."

By Catherine Kozak – The Virginian-Pilot©

<http://content.hamptonroads.com/story.cfm?story=113876&ran=74101>

Virginian Pilot - Norfolk,VA,USA (11/06/06)

South Carolina

Other State News

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In a year's time, scientists hope to solve the mystery of why the Confederate submarine [H.L. Hunley](#) sank, the chairman of the [South Carolina Hunley Commission](#) said Tuesday. "Between the science of archaeology and the science of conservation in that laboratory, they will solve the ultimate mystery," state Sen. Glenn McConnell said after a commission meeting. "I think it's reasonable to say we're probably within a year of solving that." The hand-cranked *Hunley* sank the Union blockade ship *Housatonic* in 1864, becoming the first submarine in history to sink an enemy warship. It was found 11 years ago and raised in 2000 from the Atlantic and is in a conservation lab. But the vessel has been slow revealing its secrets. There are generally two theories why it sank shortly after sending the *Housatonic* to the bottom. One is that it was damaged and took on water after the attack. The other is that the crew suffocated when they ran out of air. Scientists are removing the sediment that hardened on the inside of the sub. Next spring, they will begin removing the hardened sediment from the hull. "The exterior will be the real key to the thing," said Randy Burbage, a commission member. "You will be able to tell if another ship rammed it, which is a possibility, or if any other event may have happened." McConnell said that includes the possibility the *Hunley*'s hull may have been damaged by rifle fire or debris from the explosion on the *Housatonic*. Removing the sediment from the inside will reveal the positions of valves used to run the pumps which will provide a clue whether the sub was taking on water, McConnell said.

By Bruce Smith – The Associated Press©

<http://www.washingtonpost.com/wp-dyn/content/article/2006/11/21/AR2006112101296.html>

The Washington Post – Washington,DC,USA (11/21/06)

Washington

Other State News

It was not a dark and stormy night on Nov. 18, 1906. The moon had risen. There were no whitecaps and no wind as the *Dix* steamed from a Seattle dock to Port Blakeley on Bainbridge Island. Charles Edward

Byler, a frequent commuter, had no reason to doubt safe passage, nor did 76 others on board headed to the close-knit and booming sawmill community. But neither Byler; nor his brother, Christian William Byler; nor his sister, Lillian Granger, made it home that night. The *Dix* was piloted by a confused and unlicensed ship's mate who steered the Mosquito Fleet steamer into the much larger steamship *Jeanie*. The *Dix* rolled like a log, split in two and sank, all within five minutes. Forty-two people died. "They didn't have a chance," local maritime historian John Kelly said of the collision, which occurred two miles west of Alki. "It was a major catastrophe. There hasn't been anything like it since." The *Dix* remains 600 feet underwater in Puget Sound. While 35 people were rescued by the *Jeanie*, victims' bodies never were recovered from the chilly waters, nor were pieces of the vessel. Considered Puget Sound's worst maritime disaster, the sinking of the *Dix* also remains the second-worst transportation disaster in Washington state, behind the 1910 Wellington train wreck at Stevens Pass, which killed 96 passengers. Unlike the Titanic, the *Dix* has never been explored, although historians have a good idea where it is. They believe that after it sank, it dropped onto an underwater shelf, and then fell farther to the bay's floor. The sheer depth of 600 feet made salvage efforts at the time of the disaster impossible. But recently, underwater archaeology proposals have been made to find the *Dix* and retrieve it or at least its artifacts. Such efforts, Kelly said, have been hampered by lack of money.

By Debera Carlton Harrell – Seattle Post-Intelligencer©
http://seattlepi.nwsourc.com/local/292571_dixdisaster16.html
 Seattle Post Intelligencer – USA (11/16/06)

From the Halls of Academia

University of Mobile

[see entry under [Alabama](#) for a story about a recently discovered shipwreck]

University of Oregon

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After leaving Africa, human groups probably followed coastal routes to the Americas and South-East Asia. Professor Jon Erlandson says the maritime capabilities of ancient humans have been greatly underestimated. He has found evidence that early peoples in California pursued a sophisticated seafaring lifestyle 10,000 years ago. Anthropologists have long regarded the exploitation of marine resources as a recent development in human history, and as peripheral to the development of civilisation. This view has been reinforced by a relative lack of evidence of ancient occupation in coastal areas. But that view is gradually changing; genetic studies, for example, suggest a major early human expansion out of Africa occurred along the southern coastline of Asia, leading to the colonisation of Australia 50,000 years ago. Shifting sea levels since the last Ice Age, combined with coastal erosion, would have erased many traces of a maritime past, Professor Erlandson explained. "The story of human evolution and human migrations has been dominated by terrestrial perspectives," the [University of Oregon](#) researcher told BBC News. Professor Erlandson has carried out extensive excavations on San Miguel Island, off the coast of California, which is known to have been inhabited at least 13,000 years ago. About 100,000 seals and sea lions of six different species live on the island. These slow-moving sea mammals would have been easy prey for the island's early human inhabitants. One of the digs, at Daisy Cave, on San Miguel Island, has yielded about 20 bone "gorges", a form of fish hook. The gorges were covered with bait to be swallowed whole by fish, which were then reeled in. These are between 8,600 and 9,600 years old and are associated with more than 30,000 fish bones. They are the oldest examples of such artefacts in the New World. The researchers have also recovered fragments of knotted "cordage" - woven seagrass - that might have been used to make fishing nets. These delicate items were preserved by pickling under layers of ancient cormorant dung. The findings from Daisy Cave could be consistent with the idea that some of America's first colonists followed a coastal migration route from Asia. Conquering the cold waters of the northern Pacific would have required advanced seafaring skills as well as an ability to successfully exploit marine resources. At the height of the last Ice Age, a land mass called Beringia would have connected North-East Asia to North America. Traditionally, the first Americans were thought to be big game hunters, who marched from Siberia across the land bridge to Alaska. Then, they were thought to have travelled south through the Canadian Arctic via an "ice-free corridor" that emerged in the central US. But the earliest signs of human occupation from the ice-free corridor date to 11,000 years ago, while California's Channel Islands are now

known to have been inhabited at least 13,000 years ago. Professor Erlandson has come up with an alternative theory that maritime peoples from Asia followed forests of kelp to the New World. However, the professor of archaeology says “actually proving such a migration took place is a very difficult thing to do because of sea level changes and coastal erosion”. He added: “I think the peopling of the New World was much more complex than has traditionally been viewed. I think it probably involved maritime and terrestrial migrations.”

By Paul Rincon – BBC News©

<http://news.bbc.co.uk/2/hi/science/nature/5398850.stm>

BBC News – United Kingdom (10/05/2006)

University of Pisa

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[see entry under [Spain](#) for work on an important Roman shipwreck]

University of West Florida

[see entry under [Florida](#) about a proposed Florida Maritime Museum]

University of Southern Denmark

The new [maritime archaeology program](#) at the University of Southern Denmark in Esbjerg and the [Zea Harbour project](#) in Greece have joined forces. The Zea Harbour Project combines land and underwater archaeological investigations at Zea Harbour in the Piraeus, Greece. The project began in 2001 as a cooperative effort between the [Ephorate of Underwater Antiquities](#), the [26th Ephorate of Prehistoric and Classical Antiquities](#), and the [Danish Institute at Athens](#). In 2005, the project began to investigate the harbour fortifications in Mounychia (modern Mikrolimano). In June 2006 a survey of selected parts of the fortification walls surrounding the Piraeus was also initiated. The [Carlsberg Foundation](#) is the principal sponsor of the project. Based as the project was at the Danish School, it nevertheless lacked academic embedding in Denmark. Joining forces with the developing maritime archaeology program was a logical choice. For the program, the project provides ample underwater fieldwork opportunities for its students under relatively mild conditions, either as a preparation to the more demanding circumstances of the North Sea or as a matter of deliberate choice. The formal link also means that the competences of the program's staff, which presently converge on the prehistory and nautical archaeology of Northern Europe are extended to include the archaeology of maritime infrastructure in the classical world. The project director, Bjørn Lovén will be an associate fellow of the University as of January 1st. A further extension of the research group is in the offing when the position of an assistant professor will be filled. The website of the program (<http://www.archaeology.sdu.dk>) and the excellent website of the Zea project (<http://www.zeaharbourproject.dk>) will shortly be linked.

For more information, contact [Thijs Maarleveld](#) at t.maarleveld@hist.sdu.dk.

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.

Australia

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The heroics of the Australian and New Zealand Army Corps (ANZACs) at Gallipoli in 1915 are well known, but few Australians would be aware of the role a submarine played in the WWI campaign. Australia's HMAS *AE2* was the first allied submarine to penetrate the Dardanelles as part of a wider submarine campaign that paralysed enemy shipping in the Sea of Marmara. The sub entered the straits of the Dardanelles on April 25, 1915, as the ANZACs first landed on the beaches. Its Australian crew dodged minefields, evaded patrol craft and survived heavy shell fire before torpedoing a Turkish gunboat. But HMAS *AE2* came under attack from a Turkish torpedo boat, resulting in the crew losing control of the vessel and being forced to abandon ship, without loss of life. The vessel sank and has remained on the sea floor ever since – 73m below the surface. The Federal Government said today it would give \$368,500 to the [Submarine Institute of Australia](#) (SIA) to survey, preserve and tell the story of HMAS *AE2*. An amount of \$20,000 also will be provided to support a rehearsal dive survey in Port Phillip Bay in Victoria. “Data collected will assist with the development of a range of future management options for the submarine for

consideration by the Australian and Turkish Governments,” Veteran’s affairs minister Bruce Billson said. SIA president Rear Admiral Peter Briggs welcomed the funding and said the organisation would work in partnership with the [Turkish Institute of Nautical Archaeology](#).

Australian Associated Press Pty Limited (AAP)©

<http://www.news.com.au/story/0,23599,20710754-1702,00.html#>

NEWS.com.au – Australia (11/06/06)

Mr Mearns, who has studied the demise of HMAS *Sydney* for the past four years, said from England yesterday the search for the warship off the West Australian coast would be the most difficult of his career. He said the mystique surrounding the *Sydney* made it the most emotion-charged challenge he had attempted. “I’ve worked on some very high-profile, high-stakes projects, but with regard to from-the-heart passion involved in why this ship sank and why it needs to be discovered, nothing comes close to the *Sydney*,” he said. “That has also drawn me into this project.” Mr Mearns said the fact that all hands were lost and the ship disappeared almost without trace gave the job a special aura. “In some ways, her story exceeds the significance of the *Titanic* and the *Hood*, and that’s why she means so much to Australia. “People had been dreaming of finding the *Titanic* for so long. It’s the same with the *Sydney*.” The search, to take place late next year given funding, will focus on finding the German raider *Kormoran* first. The *Kormoran*, an auxiliary cruiser, sank the *Sydney* off Western Australia in November, 1941. None of the *Sydney*’s complement of 645 men survived. “Once we find the *Kormoran*, the chances that we will locate the *Sydney* rise dramatically,” Mr Mearns said. “The only thing that will change the percentage chance will be the amount of money in our budget, because that allows us to search an even larger area. “I’m confident we’re looking in the right place. “I have absolutely no doubt the *Sydney* will be found—if not by us, then by someone in the next generation.” Mr Mearns’ most notable finds include the British battle cruiser HMS *Hood* and the German pocket battleship *Bismarck*.

The Sunday Telegraph©

<http://www.news.com.au/story/0,23599,20741311-2,00.html>

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NEWS.com.au – Australia(11/12/06)

Little more than a year after the last breathless “discovery” of a Japanese midget submarine missing after the 1942 raid on Sydney, two television programs and a women’s magazine have found “the real McCoy”. “The sub is in amazingly good shape. It is sitting up on its keel on the sand and instantly identifiable as a submarine,” *60 Minutes* reporter Liam Bartlett said yesterday. “I know the story wasn’t helped by the Foxtel History Channel documentary last year that falsely claimed to have found the sub in Broken Bay. This is different. It is the real McCoy.” The photographs shown on *Today Tonight* last night showed an object on the seabed heavily encrusted with barnacles and weed. In November last year, the History Channel ran a documentary by Sydney filmmaker Damien Lay that claimed to have found the submarine covered by sand just off Lion Island, in Broken Bay, 35km north of Sydney. A month later, NSW Planning Minister Frank Sartor said investigations by the [NSW Heritage Office](#) and the water police had confirmed that the mysterious lump of sand was just that - a lump of sand. The missing submarine, known as M24, was one of three Japanese midget subs that slipped through the anti-submarine nets stretched across Sydney Harbour on May 31, 1942. Two of the submarines were sunk after attacking shipping in the harbour - but no sign was found of M24. A torpedo from one of the subs sank HMAS *Kuttabul*, killing 21 sailors. Over the past 60 years, the navy has had more than 50 approaches from divers and adventurers who have claimed to have found the 24m, 46-tonne sub. All have proved to be false. “You’ll be surprised by how it looks,” Bartlett said yesterday.

By D. D. McNicoll – The Australian©

http://www.news.com.au/story/0,10117,20811357-1702,00.html?from=public_rss

NEWS.com.au – Australia(11/24/06)

The HMAS *Brisbane* is already proving to be the Sunshine Coast’s biggest tourist drawcard with one local dive company having to buy a faster, bigger boat to keep up with demand. Scuba World managing director Ian McKinnon said business at his 27-year-old dive shop had increased by 400% since the *Brisbane* was scuttled 15 months ago. “We were embarrassed as we thought a boat which took 10 people would accommodate divers, but this has not been the case,” he said. “We’ve had to get a new boat to double the capacity. “It goes at about 40 knots an hour which means we can get from the entrance of the harbour to

the wreck in about 10 minutes where as it used to take 20 to 25.” People from all over the world have been coming to the Sunshine Coast just to dive the *Brisbane*, he said. “Divers are talking about it in places like Thailand. It’s something people want to put on their list when they reach Australia.” Divers haven’t been disappointed either – with the *Brisbane* already attracting a whole new world of underwater activity. “There are a number of species of sponges, sea squirts and the whole deck of the *Brisbane* is covered with barnacles and oysters which provide microhabitats for small lobsters, sea urchins and sea stars,” Mr McKinnon said. “Generally divers have to feel their way through as sometimes the rooms are so covered in bait fish they can’t see their way in front. “Blotched fan-tail rays – which have been in the news for the wrong reasons lately (Steve Irwin’s accidental death) – are resident down there now. There are three of them on the sand at about 27 metres deep.” The wreck has also attracted its very own resident Wobbegong shark “Its out there in the floor of the galley and is about 1.5 metres long,” Mr McKinnon said. It’s not even peak season yet and many of the trips to the *Brisbane* are fully-booked. “We generally go once a day but many were booked last weekend so we will probably have to increase this number over the Christmas season.” Only 50 divers are allowed on the shipwreck at any time. Scientists who have recently been involved with studies on the *Brisbane* appeared excited with the wealth of sea life. “Six scientists from the [Queensland Museum](#) were out there doing an on-going study, I don’t want to pre-empt their final report, but they are really excited about what they are finding.”

By Kathy Sundstrom – Sunshine Coast Daily©

<http://www.sunshinecoastdaily.com.au/localnews/storydisplay.cfm?storyid=3711309&thesection=localnews&thesubsection=latest&thesecondsubsection=>

Sunshine Coast Daily - Queensland,Australia (11/27/06)

Divers have been warned not to visit a newly located wreck of a Japanese midget submarine that attacked Sydney Harbour in 1942 because it might contain explosives. The missing two-man M24 submarine, found last week, was one of a trio that slipped in darkness past protective nets stretched across the harbour entrance on May 31, 1942, with a plan to attack the American battle cruiser *USS Chicago*. Two of the 46-tonne subs were sunk. But the M24 fired two torpedoes, one of which sank the barracks ferry *HMAS Kuttabul*, killing 21 sailors, before vanishing under heavy fire and sparking a 64-year mystery over its fate. After several days of examination by navy divers, Environment Minister Ian Campbell confirmed the wreck was the missing M24. “This will give the people of Australia and Japan the final piece of this maritime heritage puzzle,” Senator Campbell said. But the wreck was extremely dangerous as preliminary investigations showed the submarine might still have two unexploded demolition charges on board, he said. “To ensure the protection of this wreck, its relics and any human remains, I have declared a protected zone around the site,” Senator Campbell said. The Japanese and Australian governments are in talks over whether to repatriate any human remains found on the M24, which was found by recreational divers in deep water 5.5 km off Sydney’s north coast. Television footage showed the weed-and barnacle-encrusted wreck of the 24m sub sitting upright on its keel, its propeller and punctured hull clearly visible. Parts of the two other submarines sunk in the raid were raised and have been on display at Australia’s [National War Memorial](#) in Canberra since 1943. One was destroyed by its crew after becoming entangled in anti-submarine netting, while the other was sunk with depth charges and its crew committed suicide. The crews of both vessels were buried with military honours.

Reuters©

http://www.news.com.au/story/0,10117,20853934-421,00.html?from=public_rss

NEWS.com.au – Australia (12/01/06)

Canada

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A company taking a dive is bad news, but not often an international incident. Yet a marine outfit’s plunges into the deep will land it on NBC’s Today show in an upcoming segment about a diplomatic tug-of-war over sunken treasure said to be stolen from the United States by Great Britain during the War of 1812. Palm Beach resident Peter Knollenberg will watch the Today segment with great interest, as he is chairman of [Sovereign Exploration Associates International](#), a company with a license to the shipwreck site — code named Fantome Cove — off the rocky coast of Cape Prospect near Halifax, Nova Scotia. In those shoals on Nov. 24, 1814, HMS *Fantome* foundered in rough seas, laden with U.S. coins and silverware snatched three months earlier from the dinner table of first lady Dolley Madison during the sacking of

Washington. Today producers are interested in the efforts of Philadelphia-based Sovereign Exploration Associates “because governments are fighting. It was a British ship, and they want to get hold of it. But they had looted the White House,” said Pieter Knollenberg, the chairman’s wife. The company bought the rights to the *Fantome* site three years ago and completed its first dive in 2005. Nova Scotia has first dibs on any finds under Canada’s Maritimes’ [Treasure Trove Act](#). The provincial government is entitled to 10 percent of the artifacts or treasure for its museums, said Robert Baca, president of Sovereign. “They want us to bring it up,” he said. “It’s big for their tourism, to invite people to come see ‘the White House’ there.” But Britain has asked Canada to intervene and withhold further exploration permits, citing the “sovereign immunity as Royal Navy warships,” a right which the *Fantome* retains after sinking, said Steve Atkins, a British Embassy spokesman in Washington, D.C. “It is not a matter of rehashing arguments of war that took place many years ago between two nations that have subsequently become the closest of allies. It is also not a question of what this ship may or may not hold as cargo. Royal Navy warships and their cargos remain the property of the British government,” Atkins said. Another wrinkle is the HMS *Tilbury*, wrecked nearby on a voyage from Halifax during a hurricane in 1758. About 280 people died, and the payship’s cargo included wages for a British admiral’s forces. Although *Fantome* wrecked more than a half-century after *Tilbury* — and did not involve loss of life — British objections apply to both ships. Regarding the *Tilbury*, authorities want to protect the site as a burial ground, Atkins said. But based on the court martial of the captain, it was known that “no one died in (the *Fantome*) wreck,” Baca said. “The Brits can’t say the loot is theirs, because it was stolen from us. So it’s a ploy” about disturbing sailors’ remains. NBC filmed about seven hours of material in Halifax to create the segment, which is scheduled to be broadcast Monday, although the day may change, Baca said. “The tone of the whole (TV piece) is, here we are, an American company that found the remnants of loot from the White House and the Treasury. And here is England still trying to lay claim to it, to some degree,” Baca said. “We (Sovereign) own the rights to this.” His firm already has a rapport with Nova Scotia authorities, based on earlier discoveries from the wreck of *Le Chameau* in provincial waters, which were donated to a museum there, Knollenberg said. Because of severe weather in the North Atlantic and Canada’s protected lobster season, diving is costly and dangerous and limited to about four months a year. Collaborating with University of Massachusetts geologists using new technology, divers located loose pre-1814 coins, silver spoons, buttons from uniforms, a piece of metal stamped 1811 and an iron cannon ball in the hardened sand, Baca said. Other “plunder ships” went down near *Fantome*, a two-masted, 94-footer with ports for 20 mini-cannons called “smashers.” Baca said he’s convinced there is “a workable solution” to the dispute and a chance to be the first commercial company to involve multiple governments in a recovery of such historic significance. “If we find anything British like guns, we’d give it to them because it’s not our history,” he said.

By Stephanie Murphy – Palm Beach Daily News©

[link no longer available, for archived new stories visit: <http://nl.newsbank.com/sites/pa/>]

Palm Beach Daily News – Palm Beach, FL, USA (10/27/06)

Another interesting article on this topic can be found at:

<http://www.philly.com/mld/inquirer/news/local/15930430.htm>

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

[see entry under [University of Southern Denmark](#) on a collaboration with the Zea Harbour Project]

Greece

For more than 100 years, researchers have been trying to unlock the secrets of a mysterious gadget discovered at the bottom of the sea near the Greek island of Antikythera. With the help of Hewlett-Packard scientists—and HP’s vaunted imaging technology—more information has come to light about the so-called Antikythera Mechanism. The bronze device, which dates back to about 100 B.C., is considered the oldest mechanical calculator in history. It was used to track the movements of the moon and the sun. “It is the first mechanical calculator known to mankind,” said Tom Malzbender, a research scientist at HP Labs in Palo Alto. “Nothing as complex is known until you get to the Middle Ages, when people started building clocks.” The device was believed to have been on a Roman ship when the vessel sank off Antikythera. Sponge divers discovered the wreck in 1900. Malzbender’s colleague, Dan Gelb, compared the bronze device to a laptop computer. It stood about a foot tall, 8 inches wide and 3 to 4 inches deep. The

mechanism had about 30 hand-cut gear-wheels and was believed to have been used to create agricultural and religious calendars. “They think the device had a hand crank on the side to dial in data, and it would show you where in the sky the moon or sun will be,” Gelb said. Scientists have been studying the fragments that make up the device in Greece. New research published in today’s issue of [Nature magazine](#) also found that the device was capable of even more sophisticated astronomical analyses. Through new X-ray studies and HP’s technology, the number of characters that researchers studying the Antikythera Mechanism could discern on the device more than doubled, from 800 to 2,000, Malzbender said. Among them were “new symbols that describe when eclipses will happen,” Gelb said. For Gelb, working closely with the Antikythera Mechanism was both an exciting and nerve-wracking experience. “Personally, I was very excited to get a close look at the mechanism and to see how we could help with our technique,” he said. “To see the complexity of the device, given how old it is, was pretty amazing. However, I was also pretty nervous about the possibility of the device getting damaged during the research. Since it is a one-of-a-kind device, I think we all wanted to make sure that it didn’t get damaged, which didn’t happen, thankfully.”

By Benjamin Pimentel – San Francisco Chronicle©

<http://www.sfgate.com/cgi-bin/article.cgi?f=c/a/2006/11/30/BUGAGMLGMM43.DTL>

SFGate.com – San Francisco, CA, USA (11/30/06)

India

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Rocks with step-like cuttings, a wall and carved blocks found under the sea in the southern coast near the heritage site of Mahabalipuram are believed to be evidence of an early settlement or a port. The [Archaeological Survey of India](#) (ASI) came across the remains while recently conducting excavations underwater at the site in Tamil Nadu. “Mahabalipuram is a historical place. We started detailed excavation 500 metres from the shore in the sea and recently came across different types of rocks which indicate human activity. We have also found a wall running from the shore into the sea,” Alok Tripathy, Superintending Archaeologist of ASI’s [Underwater Archaeology Wing](#), said. The rocks, which were covered with a lot of vegetation, were examined by experts and the cuttings on them were found to have many similarities with carved rocks on the shore, he said. “There are rocks having step-like cuttings and holes on them. All these designs are similar to the rock cuttings found on the shore near the main existing temple which is famous for its rock art,” he said. “These rocks endorse the belief of the people that there were another six small temples near the place. We have found a stone wall running from east to west, from the shore into the sea. We will excavate till the end of the wall,” Tripathy said. He said remains of a damaged structure have also been found, indicating there was a port or an early settlement at that place which might have got submerged underwater in the course of time.

The Hindu©

<http://www.hindu.com/thehindu/holnus/004200611200321.htm>

Hindu - Chennai, India (11/20/06)

Indonesia

Indonesia is putting as many as 250,000 treasures up for auction, salvaged from a 10th-century shipwreck off the island of Java. Rubies and sapphires, glass ornaments with Arabic inscriptions, and ceramics from China’s Five Dynasties period may fetch as much as \$40 million, the government estimates. Rarest of all may be the first certificates of authentication to be issued by Indonesia, which started cracking down on modern-day pirates looting its wreck-rich waters in 2000. Historians and archaeologists are demanding the government preserve the wreck’s contents, along with remains of the Arabian-style dhow in which they were discovered, as a single collection for future study. “If this goes to private auction, it can fetch maybe \$50,000,” Peter Schwarz, 49, a ceramics specialist from Bad Koenigshofen, Germany, said of a pale green covered bowl with two ducks carved on the lid. “But the collection must stay together. In this room, we have history.” Schwarz, who has spent 18 months curating the collection in preparation for the sale, also points out bronze statues from Indonesia, Thai earthenware and a single piece of Persian pottery identified by a patch of turquoise glaze. Indonesia will rely on an auctioneer such as Christie’s International for advice on what should be sold, said Aji Sularso, a spokesman for the Maritime Affairs & Fisheries Ministry. The government plans to reserve 10 percent of the 76,000 items recovered intact for its museums. Salvagers will split the sale proceeds 50-50 with Indonesia. The ship sank off Cirebon, a port

on Java's north coast, while traveling from the Hindu Sriwijaya kingdom in Sumatra to East Java, then a Hindu-Buddhist kingdom in the making. Cirebon was among the first Indonesian destinations reached by Muslim traders. Historians had dated the arrival of Islam, now the nation's dominant religion, to the 12th century. The cargo may solve the mystery of why 10th-century Javanese kings moved from central Java to east Java, said John Miksic, a maritime historian at the [National University of Singapore](#). Increasing trade from China may have been one reason, Miksic said. Still, the glassware, possibly from what is now Syria, indicates Islamic clerics may have been on board, he said. Michael Flecker, a marine archeologist and managing director of [Maritime Explorations \(Malaysia\) Sdn.](#), said the ship itself may help unlock historical puzzles. The bulk of the wreck and about 250,000 fragments of cargo remain undersea. "We keep finding Chinese cargoes and yet no Chinese vessels came until the 12th and 13th centuries," Flecker said. "Why did the Chinese supply the cargo but not the ships?" Flecker worked on the last major wreck salvaged from Indonesian waters, in 1998. Cargo from the ninth-century dhow included 60,000 pieces of Chinese Tang Dynasty ceramics, gold and silverware. "In the past, items were not properly valued," Sularso said. "Now we're trying to be transparent and accountable." As part of that process, the government will issue certificates of authentication for items sold in this auction, blocking future claims that they were illegally salvaged. "That alone will raise the value of the cargo," said Agung, 39, the Indonesian salvage partner. In a shed near Jakarta, curator Schwarz poked through crates filled with items tied with raffia and tagged. A Tang Dynasty bronze mirror adorned with parrots and orchids is the prize item, he said. Earthenware is still being treated to remove 1,000-year-old crusts of salt. "This is the first project where things are properly done," Schwarz said.

By Claire Leow – Bloomberg©

<http://www.bloomberg.com/apps/news?pid=20601093&refer=spend&sid=aSHV6Zb9pDeU>

Bloomberg.com – New York,US (11/15/06)

Iran

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Persian (Iranian) archeologists are determined to take the remains of the recently discovered Partho-Sassanid shipwreck and its cargo out of the waters of the Persian Gulf; however, there are many challenges and obstacles along the way. "Death Trap!" This is what archeologists call the area 70 meters below the waters of the Persian Gulf where nearly two months ago the remains of a merchant ship belonging to either of the two superpowers of Ancient Persia, namely the Parthian (248 BC - 224 AD) or Sassanid (224-651 AD) empires, were discovered. Lack of sufficient facilities has turned salvation of this Partho-Sassanid shipwreck a challenging task. The Persian Gulf is a hot spot for oil companies whose ships continuously sweep over this body of water searching for new oil and gas resources. Nevertheless, until last September no one was aware of the existence of an ancient ship sunken in the Persian Gulf near the port of Siraf until the local fishermen got hold of an unknown giant ship below the waters. Later, the Darya-Kav-e Jonub Company (Southern Sea Investigation Co.) was commissioned by the Iranian Cultural Heritage and Tourism Organization to investigate the area. Initial studies by this company unveiled a mystery: A humongous ship and its cargo have been lying below the waters for 17 centuries. Once the news was spread, archeologists from all over the country and abroad were excited to start excavation of the ship, not knowing of the huge obstacles ahead. Manager of the Southern Sea Investigation Co., Zolfaqar Arabzadeh, says: "Bringing the sunken ship and its cargo out of the water is a real feat. Part of the task goes back to having enough expertise while the other part has to do with the facilities needed for this job. The ship and its cargo are at a depth of 70 meters of the Persian Gulf. Going to such depth without necessary facilities would result to death after only a few minutes. This is why we have no choice but using a technique called saturation diving which is a well-known method in diving for objects. This technique enables the diver to get deep in the sea using a combination of Oxygen, Hydrogen and Helium ... Besides, taking out the cargo and the ship requires having skilled divers, but their number in Iran does not exceed a handful." Some experts believe that the discovery of this ship which belongs to either one of the two great Persian dynasties, Parthian or Sassanid, in the Persian Gulf could be used as a proof against false claims by some neighbor countries of Iran in the dispute over the Persian Gulf, as some Arab states attribute this body of water to themselves, calling it the "Arabian Gulf!" The newly discovered Persian Gulf shipwreck clearly shows that this waterway has always been part of Iran (former Persia) throughout the history as it was used for commercial and military purposes 2000 years ago as proved by this ship. First attempts to save the Partho-Sassanid ship of the Persian Gulf have already started. However, this huge project cannot be completed with the current state of technology and experience in Iran's underwater archeology and could in

fact be a dangerous adventure for the Iranian divers who want to safely carry through what they call the “death trap” since diving to that point and staying there longer than 5 minutes would for sure threaten their lives. Yet, the discovery of the ship is a merry event which could open up new arenas never explored in Iran’s underwater archeology.

By Maryam Tabeshian – Payvand©

<http://www.payvand.com/news/06/nov/1117.html>

Payvand – Iran (11/06/06)

Japan

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[see entry under [U.S. Navy](#) about the identification of the USS *Wahoo* submarine]

South Korea

South Korea launched Asia’s first vessel to survey underwater relics on Thursday giving a major boost to its marine archaeology studies that have helped explain Korea’s ancient civilization and its exchange with neighboring countries. The marine survey vessel named *Seamuse* went into commission for the [National Maritime Museum](#) in Mokpo on the country’s southwest. It is the first of its kind in Asia, while European countries like France and Germany operate their own, the museum said. The marine museum was upbeat that the survey vessel will drastically expand the scale of archaeological understanding in Northeast Asia. The vessel is 19 meters long and 4.4 meters wide and can accommodate up to 13 people. It is equipped with exploration systems that can operate in deep waters, such as a side scan sonar system for searching and detecting objects underwater through photographic images made from its sound waves and remote operated vehicles that use remote controlled robots instead of divers, the museum said. *Seamuse* will have its inaugural sail on Nov. 19 in celebration of the 30th anniversary of the discovery of a sunken ancient vessel on the seabed of Sinan off the country’s southeast coast which made world headlines. The ship from the latter days of the Goryeo Dynasty (918~1392) carried precious porcelains and coins that defined Korea’s civilization and the sea route of trade in Northeast Asia.

Yonhap News

<http://english.yonhapnews.co.kr/Engnews/20061109/670000000020061109160025E2.html>

Yonhap News - Seoul, South Korea (11/09/06)

Spain

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Marine archeologists in Spain said Monday that the shipwreck of a first-century vessel carrying delicacies to the richest palates of the Roman Empire had proved to be a dazzling find, with bones still nestling inside two-handled clay jars of fish sauce. Recreational sailors came across the remains in 2000 when an anchor was tangled up in them in shallow waters, and after years of arranging financing and assembling crews, exploration of the site off Alicante in southeast Spain began in July, said Carles de Juan, a co-director of the project, who works for the Valencia regional government. The ship is estimated to have been 100 feet long with capacity for around 400 tons of cargo, making it twice the size of most other Roman shipwrecks found in the Mediterranean, de Juan said in an interview with the Associated Press. The freight was an estimated 1,500 well-preserved clay amphoras, or two-handled jars, used in this case to hold fish sauce — a prized condiment for wealthy Romans, he said. For centuries the meter-tall amphoras lay undisturbed but for an occasional octopus that would pry one open, breaking the ceramic-and-mortar seal in search of food or shelter. Besides the size of the ship and good condition of its cargo, the site is also important because it is so easily accessible — in just 80 feet of water about one mile from the coast. Other wrecks are so deep they cannot be examined by scuba divers. “I am not going to say it was on the beach, but almost,” said de Juan, who was among the first divers to examine the shipwreck in 2000. “We knew it was an important find but had no real idea until now,” de Juan said. “It is an exceptional find.” The last time a ship of this size and quality emerged was in 1985 off Corsica, he said. This ship probably sank in a storm while sailing back to Rome from Cadiz in the south of what is now Spain. The storm must have been ferocious because it is odd for such a vessel to have been so close to shore. “The crew did not care about the cargo or money or anything. They headed for land to save their lives,” de Juan said. De Carles and the other co-director of the project, Franca Ciberchini of the [University of Pisa](#) in Italy, presented their first academic report on the site at a marine archaeology conference last week in the town of Gandia, near Valencia. When word of the find first spread in 2000, pirate scuba divers raided the site and stole some of the amphoras. This forced the

Valencia government to build a thick metal grating to cover the remains and protect the jars. What remains of the wooden structure of the ship itself — about 60% — is buried under mud in the seabed, de Juan said. The cargo probably also includes lead, which the Romans used for plumbing, and copper, which they mixed with tin to make bronze for everything from plates to jewelry. The fish sauce is no longer in the amphoras because the seals were not hermetic and could not withstand 20 centuries under water. But traces of fish bone remain inside and these will help researchers determine how the sauces were made, de Juan said.

By Daniel Woolls – The Associated Press©

http://www.usatoday.com/tech/science/discoveries/2006-11-13-roman-shipwreck_x.htm

USA Today – USA (11/13/06)

Turkey

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[see entry under [Australia](#) about the WWI submarine HMAS AE2]

The Reference Library

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Archaeology, Cultural Heritage, and the Antiquities Trade (2006) by Neil Brodie, Morag M. Kersel, Christina Luke, and Kathryn Walker Tubb (Eds.)

Cultural Heritage Studies; 368 pages; 6x9; ISBN 0-8130-2972-4

Archaeological artifacts have become a traded commodity in large part because the global reach of Western society allows easy access to the world's archaeological heritage. Acquired by the world's leading museums and private collectors, antiquities have been removed from archaeological sites, monuments, or cultural institutions and illegally traded. This collection of essays by world-recognized experts investigates the ways that commodifying artifacts fuels the destruction of archaeological heritage and considers what can be done to protect it. Despite growing national and international legislation to protect cultural heritage, increasing numbers of archaeological sites—among them, war-torn Afghanistan and Iraq—are subject to pillage as the monetary value of artifacts rises. Offering comprehensive examinations of archaeological site looting, the antiquities trade, the ruin of cultural heritage resources, and the international efforts to combat their destruction, the authors argue that the antiquities market impacts cultural heritage around the world and is a burgeoning global crisis.

For more information about this book, visit the University Press of Florida at

<http://www.upf.com/book.asp?id=BRODIF06>

Ships and Science: The Birth of Naval Architecture in the Scientific Revolution, 1600-1800 (2006) by Larrie D. Ferreiro

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7 x 9, 432 pp, 92 illus, ISBN 0-262-06259-3

“Naval architecture was born in the mountains of Peru, in the mind of a French astronomer named Pierre Bouguer who never built a ship in his life.” So writes Larrie Ferreiro at the beginning of this pioneering work on the science of naval architecture. Bouguer's monumental book *Traité du navire (Treatise of the Ship)* founded a discipline that defined not the rules for building a ship but the theories and tools to predict a ship's characteristics and performance before it was built. In *Ships and Science*, Ferreiro argues that the birth of naval architecture formed an integral part of the Scientific Revolution. Using Bouguer's work as a cornerstone, Ferreiro traces the intriguing and often unexpected development of this new discipline and describes its practical application to ship design in the seventeenth and eighteenth centuries. Drawing on previously untapped primary-source and archival information, he places the development of naval architecture in the contexts of science, navy, and society, across the major shipbuilding nations of Britain, France, Spain, the Netherlands, Sweden, Denmark, and Italy. Ferreiro describes the formulation of the three major elements of ship theory (the science of explaining the physical behavior of a ship): maneuvering and sail theory, ship resistance and hydrodynamics, and stability theory. He considers the era's influential books on naval architecture and describes the professionalization of ship constructors that is the true legacy of this period. Finally, looking from the viewpoints of both the constructor and the naval

administrator, he explains why the development of ship theory was encouraged, financed, and used in naval shipbuilding. A generous selection of rarely seen archival images accompanies the text.

For more information about this book, visit The MIT Press at

<http://mitpress.mit.edu/catalog/item/default.asp?type=2&tid=11020>

Six Frigates: The Epic History of the Founding of the U.S. Navy (2006) by Ian W. Toll

592 pp, ISBN 0-393-05847-6

Before the ink was dry on the U.S. Constitution, the establishment of a permanent military had become the most divisive issue facing the new government. Would a standing army be the thin end of dictatorship? Would a navy protect American commerce against the Mediterranean pirates, or drain the treasury and provoke hostilities with the great powers? The founders—particularly Jefferson, Madison, and Adams—debated these questions fiercely and switched sides more than once. How much of a navy would suffice? Britain alone had hundreds of powerful warships. From the decision to build six heavy frigates, through the cliffhanger campaign against Tripoli, to the war that shook the world in 1812, Ian W. Toll tells this grand tale with the political insight of *Founding Brothers* and a narrative flair worthy of Patrick O’Brian. According to Henry Adams, the 1812 encounter between USS *Constitution* and HMS *Guerriere* “raised the United States in one half hour to the rank of a first class power in the world.”

For more information about this book, visit W.W. Norton Company at

<http://www2.wwnorton.com/catalog/fall06/005847.htm>.

Upcoming Events

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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 16th and 17th 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 400th anniversary of the founding of Jamestown and the 40th anniversary of the SHA. The SHA conference is the first major event of the 400th 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

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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

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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.