

# MARINE PROTECTED AREAS



## *Marine Cultural and Historic Newsletter*

Monthly compilation of maritime heritage news and information from around the world  
Volume 3.12, 2006 (December)<sup>1</sup>

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

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

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

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## **Legislative News**

President George W. Bush signed Senate Bill 1378, the National Historic Preservation Act Amendments Act of 2006, into law on Friday, Dec. 22, 2006. The bill makes several significant improvements to the national historic preservation framework. Among the most significant of these changes to the states and [State Historic Preservation Officers](#) is extending the [Historic Preservation Fund](#) (HPF) through 2015. Provisions of [S. 1378](#) also expanded the membership of the [Advisory Council on Historic Preservation](#) (ACHP) from 20 to 23 members, with the additional members coming from federal agencies that currently lack voting representation on the ACHP. Other modifications allow the ACHP more flexibility to better administer the [Preserve America](#) initiative and other mission responsibilities. To download the bill visit <http://www.achp.gov/docs/s1378.pdf>.

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

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](http://www.preserveamericasummit.org/pa/hay_reg_index.asp?page=1022). For Summit background information, visit <http://www.achp.gov/summit/summit.html>.

### **National Institute of Standards and Technology** [\[Go to TOC\]](#)

[see entry about shipwreck stability under the [USS Arizona Memorial](#)]

## **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](http://www.mpa.gov). After the 145-day public comment period ends, the MPA Center will address all comments received, and begin working with government partners to establish the national system. [Executive Order 13158](#) [Application/PDF] was signed by President Clinton in May 2000, and endorsed by the Bush Administration in July 2001. It calls for "...a scientifically based, comprehensive national system of MPAs representing diverse U.S. marine ecosystems, and the Nation's natural and cultural resources." The President's [U.S. Ocean Action Plan](#), released in 2005, outlines a variety of actions for promoting the responsible use and stewardship of ocean and coastal resources for the benefit of all Americans. These actions, which emphasize greater scientific and programmatic coordination between ocean agencies as well as those taken under the MPA Executive Order, complement one another and will be closely coordinated.

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

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

## National Marine Sanctuaries Program (DOC/NOAA)

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

An 18<sup>th</sup>-century cannon unveiled this week stands as a testament to the Florida Keys maritime history, and to the efforts of modern-day volunteers to preserve that heritage. “The Florida Keys are not just a tourist destination. We’ve got history,” said Lt. Cmdr. Dave Score, superintendent of the [Florida Keys National Marine Sanctuary](#). “Thousands of people will learn from [the cannon display] more about the history of this place and the context of where we come from.” Dozens turned out for Wednesday’s unveiling of the cannon at the [Key Largo Visitor Center](#), a facility run by the [Key Largo Chamber of Commerce](#) at mile marker 106. The cannon was raised from 14 feet of water, not far from Carysfort Reef Light off Key Largo, in 2003. For the past three years, the 4.5-foot-long British weapon has undergone a painstaking conservation process to ensure it will not corrode into rust. A plaque on the cannon carriage honors Denis Trelewicz, a sanctuary volunteer who partnered with Chuck Hayes to write the “Submerged Resources Inventory” - a list of known shipwrecks off Keys shores. Trelewicz spearheaded efforts to raise and preserve the cannon as part of an effort to identify a shipwreck site at Carysfort. Markings on the gun, 4.5-foot long, could provide clues. Sanctuary officials, who generally prefer to leave historic artifacts in place, had to be persuaded by the relentless Trelewicz. “He got to the point where you could not say no,” Score recounted with a smile. Trelewicz paid several thousand dollars for the conservation process by staff at Motivation Inc., a Key West facility founded by renowned salvor Mel Fisher. He also contracted with Lawrence Campbell, a Key Largo expert in historic cannons, to build an accurate replica of the wooden carriage that held the 1,010-pound weapon. After Trelewicz died in November 2005, Motivation Inc. completed the preservation process on its own. Educational placards were prepared for the display, outlining the history of the cannon and efforts to raise and conserve it. The cannon still belongs to the federal government but will be on display at the visitor center for at least five years. Chamber officers had to sign a contract to keep the artifact “in good condition.” “We had to get that clarified,” [said] Key Largo Chamber President Jackie Harder. “We weren’t too sure what qualifies as ‘good condition’ for something that’s been on the bottom of the ocean for two centuries.” Campbell said the replica wooden carriage was built to exact historic standards, down to the direction of the wood grain used in its wheels.

By Kevin Wadlow-Keynotere.com

<http://www.keynoter.com/articles/2006/12/15/living/liv01.txt>

Keynoter.com – Key West, FL, USA (12/15/06)

### Office of Response and Restoration (DOC/NOAA) [\[Go to TOC\]](#)

NOAA’s [Office of Response and Restoration](#) releases a “[Review of State Abandoned and Derelict Vessel Programs](#)” report. Grounded and abandoned vessels are a problem in many coastal areas in the United States. There are a number of reasons for vessel abandonment. In some cases, severe storms have a large impact. Derelict and sunken vessels are a common problem in ports around the U.S. that are subject to hurricanes and tropical storms. Vessels that are commercially obsolete may also be abandoned, especially in areas with boom and bust fisheries or oil exploration. Regardless of the underlying reasons for abandonment, these vessels can have significant and diverse impacts on the coastal environment including increased oil pollution, marine debris, and, wildlife entrapment. They become hazards to navigation, illegal dumping of waste oils and hazardous materials and general public health hazards. They also decrease public and private use of intertidal and subtidal habitats and result in physical crushing of the substrate (especially a problem in areas with corals and sea grasses). Following a National Action Plan published by the U.S. Coral Reef Task Force in 1999 that documented habitat damage and other issues resulting from vessel groundings and abandonment, NOAA implemented the Abandoned Vessel Program (AVP). The main objective of the AVP is to investigate problems posed by abandoned and derelict vessels in U.S. waters. Information on removal assistance and education elements is available on the Abandoned Vessel Program website: <http://response.restoration.noaa.gov/vessels/>. The purpose of this report is to review the programs, policies, legislation, and funding sources used by individual states and local governments to address abandoned vessels.

The report can be downloaded at

[http://response.restoration.noaa.gov/book\\_shelf/1295\\_AVP\\_State\\_Review\\_12\\_2006.pdf](http://response.restoration.noaa.gov/book_shelf/1295_AVP_State_Review_12_2006.pdf)

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

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

[see entry under [Michigan](#) about the signing of the Michigan Lighthouse and Maritime Heritage Act]

At an event celebrating the 50<sup>th</sup> Anniversary of [Virgin Islands National Park](#), the [National Park Service](#) today announced the release of the [Ocean Park Stewardship Action Plan](#) - a comprehensive plan by the agency for restoring and maintaining ocean resources in the National Park System for current and future generations. Supported by President Bush's [U.S. Ocean Action Plan](#) and the [Department of the Interior](#), the Ocean Park Stewardship Action Plan was drafted with input from the NPS National Leadership Council, Park Superintendents and various partners. The Ocean Park Plan will focus the organizational and scientific capacity of the Park Service on conserving marine, estuarine and Great Lakes resources, in conjunction with state and federal agencies and park stakeholders. "I am excited to announce the establishment of the Ocean Park Stewardship Action Plan," said Mary Bomar, Director of the National Park Service. "This comprehensive program represents our commitment to restore and maintain productive fisheries, habitats, and wildlife in the ocean parks, and ensure the recreational opportunities they afford to hundreds of communities and millions of visitors. I am pleased that the Ocean Park Plan highlights collaborations with other agencies and private partners, including the recently signed interagency agreement for a seamless network of ocean parks, wildlife refuges, marine sanctuaries and estuarine reserves." The National Park System contains more than 5,100 miles of beaches, coral reefs, kelp forests, wetlands, historic shipwrecks and forts, and other jewels of the coastal zone that attract over 75 million visitors every year. These parks play a critical role in conserving the nation's ocean and Great Lakes heritage. In 74 parks, spanning 25 coastal states and U.S. territories, people come to camp, fish, snorkel, scuba dive, boat, and watch wildlife. These parks also generate over \$2.5 billion in economic benefits to local communities.

To read and learn more about the Ocean Park Stewardship Strategy and coastal and oceanic parks in the National Park System, visit the Above and Below the Waves: Coastal and Oceanic Treasures in the National Park System website at [http://www.nps.gov/pub\\_aff/oceans/conserv.htm](http://www.nps.gov/pub_aff/oceans/conserv.htm).

### **USS *Arizona* Memorial**

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

For 65 years, the wreck of the [USS \*Arizona\*](#) has been leaking oil from its grave at the bottom of Pearl Harbor, staining the water, visitors often say, as if it were the ship's blood. The leaks come from about 500,000 gallons of thick, bunker C fuel oil that remain trapped in the deteriorating hulk—oil whose "catastrophic" release experts now think is inevitable. Today, on the anniversary of the attack that plunged the United States into World War II, scientists at a federal research center in Gaithersburg are trying to predict when that might happen. In five years? Or 50? And to do that, they are building a model of the ship: not of plastic and glue, but of data. The experts at the [National Institute of Standards and Technology](#) think it is the first mathematical model to simulate the deterioration of a sunken ship and could be used to predict the deterioration of hundreds of wrecks around the country. Similar models, which are run with ultra-powerful computers, are used to forecast the weather, design cars and simulate crashes. "To my knowledge, nobody has published or spoken of modeling the deterioration of sunken ships," said Timothy J. Foecke, a metallurgist at the institute who is supervising the work. "What we're trying to do is ... predict stability of shipwrecks," Foecke said. "In particular, we're working on the *Arizona*, but it also has application to hazardous wrecks ... all around the coast, dating back to World War I. There's ships with munitions, with hazardous cargoes, with all kinds of different things." The work is part of the [USS \*Arizona\* Preservation Project](#), headed by the [National Park Service](#) and the [USS \*Arizona\* Memorial](#). "The overall project goal is to model and characterize the deterioration processes ... to predict when we may have potential structural collapse," said Matthew A. Russell, project director. It is impossible to remove the oil from the ship because that would disturb what he said is "an enormous tomb." On Dec. 6, 1941, the *Arizona* took on 1.2 million gallons of heavy fuel oil at its berth in Pearl Harbor. The ship was scheduled to make a Christmas trip back to the West Coast the next weekend. The fuel, which was so heavy it had to be atomized for use in the engines, weighed 4,000 tons and was stored in more than 200 tanks, or bunkers, spread across four deck levels throughout the vessel. In the Japanese attack the next morning, a 1,700-pound bomb plunged through the ship's deck, detonating in an ammunition compartment. The explosion obliterated a section of the *Arizona*'s bow, blasted backward toward the stern and vented out the smokestack. It also ignited much of the oil, which burned for three days. The battleship—three times the size of the Statue of Liberty—settled to the bottom in 34 feet of water, along with the bodies of more than

1,100 sailors and Marines. Foecke said an early version of the model has been run, gradually “corroding” the metal thickness in small increments. When it was thinned 75 percent, parts of the structure grew unstable, but that kind of corrosion is not expected to happen for 10 or 20 years, he said. “We think that nothing serious is going to happen for about 10 years, plus or minus years,” Foecke said. When the structure collapses, Foecke said, the oil will “erupt” toward the surface. “It’s going to break the wreck up and open,” he said. “The oil does have buoyancy, and it’s trying to find a way out, and there’s quite a lot of it.” Even though Pearl Harbor is fairly industrialized, Foecke said, a big leak would create “a huge mess.” A spill of 100,000 gallons of jet fuel in 1987 fouled a mangrove swamp and a wildlife refuge and took two months to clean up, according to news reports of the time. Douglas Lentz, National Park Service superintendent of the *Arizona* Memorial, said extensive plans are in place should a large leak occur. But Russell, the project director, thinks any *Arizona* collapse would take place gradually. “There won’t be any single, serious collapse that releases all the oil,” he said. “But we’re trying to get an indication of when the first wave of releases may occur.”

By Michael E. Ruane – Washington Post©

<http://www.washingtonpost.com/wp-dyn/content/article/2006/12/06/AR2006120601916.html>

The Washington Post – Washington,DC,USA (12/07/06)

### Colonial National Historical Park

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

To the untrained eye, the waters surrounding Jamestown Island today look unusually natural and well preserved, mimicking the untouched landscape that the first English settlers saw nearly 400 years ago. Great blue herons stalk the muddy shores of the Back River and the Thorofare, while bald eagles and ospreys fly high over the marsh grass, cypress trees and yellow pines that line the north edge of the island. Dragonflies zip through the humid morning air, skipping low over the lazy brown stream of water as it meanders around Pyping and Black points, then empties into the broad shoulders of the James River. This serene landscape, however, contains evidence of Jamestown’s past. Working with [Colonial NHP](#) archeologist Andrew Veech, a team from BRS Cultural Resource Specialists led by Stephen Bilicki began surveying along the water’s edge on July 5, 2006. Using a side-scan sonar device over the side of the boat, the team spent more than a week trolling back and forth along the shore, searching for the distinctive acoustical signatures produced by manmade features. Two other similar surveys have been conducted in the past, both of them focused on the stretch of the James River that runs along the site of the historic 1607 fort, but this is the first attempt to take a comprehensive look at all the waterways adjacent to the 1,500-acre island. The search extended from the water line to as much as 1000 feet offshore. Restricted by the sensitive sonar equipment to a speed of three knots, the pace is slow, with hours of steady, back-and-forth trolling required in order to get complete coverage of the bottom. Six different electronic monitors were utilized to relay information about the vessel’s geographical location, direction, and orientation, in addition to a detailed stream of sonograms from the bottom. These patterns were interpreted by Bilicki, whose experience allowed him to decode the patterns of lines that pop up on the computer screens. The sonar data provided an estimate of the size of the wrecks on the bottom, which was verified by visual inspection. Veech and Jodi Carpenter, a graduate student in maritime studies at [East Carolina University](#), supplemented these data with measurements, challenging to take in the no-visibility water. Probing the target with their feet, Veech and Carpenter picked out the gunwales and frames of the vessel identified by sonar, then encountered the timbers that make up the floor. To measure the vessel, they stood shoulder deep in the water and stretched an engineer’s measuring tape over the submerged wooden hulk. Ducking under the surface, the divers mark the measurements with their fingertips, then returned to the surface to shout their readings to intern Steve Brock of the [Indiana University of Pennsylvania](#). Barnacles, spikes and other shinbusters slowed the job. But, ultimately, the numbers begin to coalesce, forming a picture of a ferryboat hull 14 feet wide and 53 feet long. In just 10 days of work, Veech and his research team have identified 70 potential archeological sites while surveying the waters around the 7.8-mile perimeter of the island. Among their finds are 26 shipwrecks, including numerous barges approaching 100 feet in length as well as a 72-foot-long skipjack. Landings, wharves and piers have cropped up frequently along the once busy shoreline, too, including one that may be linked to early 17<sup>th</sup>-century Virginia governor George Yeardley. The tremendous quantity of sonar and GPS data captured during the July underwater survey are just now being analyzed, but further, more definitive reports of the survey team’s findings soon will be made available. Although many of the newly-identified submerged sites likely post-date the 17<sup>th</sup>-century Jamestown Colony, it seems unlikely that all of them do. Ultimately, only more field research-and more

diving-will enhance understanding of Jamestown Island's many submerged cultural resources. As the 400<sup>th</sup> anniversary of the Jamestown Colony approaches, a new chapter in Jamestown archeology has begun.

NPS Archeology Program

<http://www.cr.nps.gov/archeology/sites/npSites/jamestown.htm>

### **San Francisco Maritime National Historical Park** [\[Go to TOC\]](#)

African Americans and Our Seafaring Heritage: San Francisco Maritime National Historical Park celebrates African American History Month! Learn about the major roles that African Americans have played in maritime history. From the earliest years of our nation to the modern day, African Americans have built, crewed, and captained ships, fought in wars, invented shipboard tools, and developed maritime music. Throughout February, [San Francisco Maritime National Historical Park](#) celebrates African American History Month with programs for the whole family. San Francisco Maritime National Historical Park is located at the west end of Fisherman's Wharf, in San Francisco. The park includes a magnificent fleet of historic ships, visitor center, maritime museum (closed for renovation), and library.

For more information about the park, or its public programs, please call 415-447-5000 or visit the park's website at <http://www.nps.gov/safr>.

### **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**

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

##### **Other State News**

It's always treacherous to venture into the waters around Mobile Point, but in the autumn and winter it's especially so. Heavy storms ride on the waves of cold fronts, churning the Gulf and pounding the beaches. The tides and currents are powerful and unpredictable. Many a swimmer has been drowned off this long, narrow sand spit; many a sailing vessel has been wrecked and beached. But days like this past Thanksgiving disguise the dangers. The morning broke blue and sunny. A mild land breeze ruffled the wave tops; off [Fort Morgan](#), a pod of dolphins—there were at least 20 or them—were leisurely fishing. Seated on their overturned buckets and occasionally casting a wriggling minnow into the bay, was doing the same on the dock, hoping for a run of flounder. Two dirty-brown pelicans, looking as grizzled and bored as their human companions, squatted on the boards, biding their time for a trash-fish handout. Clutching a newspaper clipping, I walked the shoreline near our rented cottage in search of a mystery ship. A former colleague, Julia Harwell Segars, sent me the story published in the Mobile Press-Register. High surf in late October uncovered the remains of a big wooden sailing ship on the beach not far from Fort Morgan. Local historians weren't sure what it was. The wreck looked old—it was built with wooden pegs—but it also had a spine of metal stobs that extended in a twin row about 100 feet in a ragged line down its center. Emerging from the sand, it looked like the rusted bones of a prehistoric mosasaur. Some speculated that it was a molasses barge that caught fire and ran aground, though not necessarily in that order. Others thought it might have been a rum boat that ferried illicit alcohol to fuel Mobile's partying spirit. The most intriguing possibility was that it was a Confederate blockade-runner that had come to ruin trying to make it through The Swash, a narrow channel between the beach and the Union warships that hovered in deeper water near the mouth of Mobile Bay. That conjecture was fanciful, perhaps, but not totally out of the question. Not far from the mystery ship site, the verified remains of the steamer *Ivanhoe*, a Civil War blockade-runner, are buried under the sand. The *Ivanhoe* got stuck on July 1, 1864. Four days later, Yankee sailors boarded the abandoned steamer and burned it to make sure it would never make the run again. By the time I hit the beach, the notion that the mystery ship was a blockade-runner had gotten a strong grip on my mind. The photo in the Mobile newspaper was intriguing. It showed a local historian, crouched down on the beach, examining the crusted, thick planks and long spikes extending from them. The story quoted a resident who said she had lived in the area for 11 years and had never seen the wreck before the late October storms uncovered it. But on this beautiful November morning, there was nothing to be seen. No trace of the mystery ship. I tried to match up the spot on the beach where I thought the wreck might be with a house in the newspaper photo. No dice. There was only pure, white sand. The whole wreck had vanished. It was frustrating but somehow it seemed fitting as well. Even after shipwreck, fire

and more than 140 years on the beach, these blockade runners remained frustratingly elusive. Ghost ships. I loved the thought of it. My little sister, who I think had come along mostly to humor me, burst my bubble. "I'm sorry to bother you," she said to a man who was playing with his child near the edge of the surf, "but we're looking for an old ship. Have you seen it?" It takes guts to ask a total stranger a question like that, I thought. But the man surprised us with his reply. "There was an old wreck, right up there. It was uncovered a couple of days ago but it's covered back up again." He gestured to a spot just up the beach from us. "Come on," he said. "I'll show you where I think it was." We walked with him to a spot where he dug a little with his toes. An iron stob emerged. "That's it," he said. And sure enough, that's where the mystery ship lay buried. We dug a little bit and more spikes began to pop up. Pretty soon, beachcombers started to drop by. "What is it?" "Old ship," I said. "Might be a Civil War ship." One man shook his head and laughed. "I hope it's a ship that one of ours sank," he said in a heavy Southern accent. "No, I think one's a Confederate ship," I said. He shrugged, kicked some sand and walked off. But we kept finding spikes. It wasn't long before the place was swarming with kids. Little Burch Franklin, dressed in a sun suit, dug in the sand near the hull with her older brother Hardy as their parents, Webster and Penny Franklin, vacationing from Tunica, Miss., supervised. A Birmingham resident stopped by. He said he'd seen the wreck in various stages, depending on the weather, over the past few years. At one point, he said, the wind and rain had exposed some of the ship's metal plates. They had been made in Mobile and were stamped with a date of 1930, he said. I think he noticed my disappointment. "It could be an older ship that was fitted later with the metal parts," he added consolingly. He promised to e-mail me some more information but I still haven't heard from him. The kids, meanwhile, continued to dig away. "I think next time we come down here, we'll rent that house right there," one of their parents said, pointing to a comfortable looking two-story cottage directly in front of the wreck. "We can sit up on the porch and make some drinks and watch the kids dig this thing up all day long." The children's imaginations were running wild. So was mine. In a way, I hoped I'd never hear from the guy in Birmingham again. Digging with abandon, the youngsters had exposed the ship's pointed prow. The wood, cobbled together with pegs, was planed smooth and slick. Yep, I was thinking. Slick as the wind. Sure looks like a blockade-runner to me.

By Ben Windham – The Tuscaloosa News©

<http://www.tuscaloosaneews.com/apps/pbcs.dll/article?AID=/20061203/NEWS/612030348/1027>

Tuscaloosa News (subscription) - Tuscaloosa,AL,USA (12/03/06)

### **Delaware**

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

[see entry under [Delaware Technical and Community College](#) about the sale of *Atocha* coins]

### **Connecticut**

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#### **State Agencies' News**

Marine railways were a critical component of Connecticut's maritime economy from ca.1825-1970, providing cost-effective repair facilities for all sizes of vessels. The state's under-documented, overlooked marine railways— all of which were built on tidal waters — are a vanishing resource, with few in operation and many demolished. The great majority of these facilities were in the southeast part of the state, especially between the Thames and Pawcatuck drainages. To begin planning for possible protection of these resources and to enhance public education, Raber Associates conducted a survey in this region between 2003 and 2006 to identify remaining marine railways and evaluate their historical significance. By placing these resources in the context of the history of marine engineering, regional economy, and local development, the survey was intended to enhance public sensitivity to historic waterfront resources along Long Island Sound and its waterways, as well as to develop recommendations for possible resource protection measures including creating [State Archaeological Preserves](#) and nominating properties to the [National Register of Historic Places](#). The survey, funded by the [Connecticut Department of Environmental Protection's Office of Long Island Sound Programs](#), addressed all marine railways built in Connecticut for commercial purposes between the lower Connecticut River and the Rhode Island border. The survey included extensive archival and field investigations, and indicated there were at least seventy-six marine railways or railway dry docks built in the study region at forty-nine sites or yards ca.1825-1966. Of these, only five remain intact and operable, and another seven to nine retain remains ranging from tracks and slips to nearly complete but non-operating installations. Three of the operable sites date to the early 20<sup>th</sup> century,

but have been heavily rebuilt during the last quarter century. As examples of a once-prominent form of maritime repair facility, most of the twelve to fourteen surviving sites have some significance for information on vernacular design of foundation, slip, track, cradle, bracing, and/or hauling components. At least three of the sites are eligible for listing, or have been listed, on the National Register of Historic Places. At present, evaluations of significance are based on general design types identified from site inspections, personal communications, and some background literature pertinent to Connecticut examples. There appear to be no national or regional statements of significance for marine railways. Only eight have received any attention in documentation made to standards of the [Historic American Engineering Record](#), three of which were at naval bases, and only five have been studied or photographed in much detail to these standards. Preliminary review of information on marine railways in other American states, as available primarily from the Internet, indicates an unknown but potentially large number remain in operation. Permits administered by the Office of Long Island Sound Programs appear to provide an effective framework for protecting Connecticut's known marine railway resources against removal/destruction without adequate documentation, and for identifying potentially significant buried resources where permits have the potential to impact such sites. For commercial marine railways, it should be relatively easy to apply the results of this survey to Connecticut's remaining tidal waterways, since much of the technological context is now complete and the number of Connecticut sites outside the present study region is expected to be much lower than the number of sites already identified. Distribution of survey results with requests for comparable information, through one or more of the venues summarized above, will hopefully allow for future historic context development and other public educational programs covering larger areas in North America and perhaps other regions.

For more information, contact Michael Raber at 860-633-9026.

## Florida

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[see entry under [Florida Keys National Marine Sanctuary](#) about the raising of an 18<sup>th</sup>-Century cannon]

### **Other State News**

The research and science behind the discovery and conservation of the *Nuestra Señora de Atocha* shipwreck soon will be the basis for a national science curriculum taught by thousands of teachers throughout the country. Educators at the [Mel Fisher Maritime Heritage Museum](#) are working with the [Stevens Institute of Technology](#) in New Jersey and its [Center for Innovation in Engineering and Science Education](#) to develop online lesson plans for teachers that will incorporate various scientific aspects of the famous, treasure-laden shipwreck. The Center for Innovation was founded in 1988 to improve K-12 science and mathematics education through the use of technology, helping teachers reach students more effectively, according to the center's Web site. Its programs have reached more than 20,000 teachers worldwide. "The *Atocha* can be the basis for lessons involving hurricanes and climate and several other scientific topics," said Clarice Yentsch, director of the Key West museum's education department. Additional topics could include marine archaeology and the methods used to recover and restore the centuries-old coins, gold and other artifacts. Teachers can use the true tale of a storm-tossed ship that gave up its riches more than 350 years ago to bring science to life and intrigue students at all grade levels. Students will use the Internet for many of their lessons, and make regular checks of the shipwreck's sea and surface weather conditions, as well as monitor weather in various locations using other marine buoys that constantly record and transmit data from their surroundings to online databases. Scientist Liesl Hotaling, assistant director of the Center for Innovation, has created several such lessons for teachers, each of them requiring students and teachers to use the Internet and its available scientific resources. As a former science teacher, Hotaling said she understands the challenges teachers face when teaching science, but said the best part of her job is seeing someone's face light up as they say, "I get it." "I really enjoy working with students and teachers to make that happen," she said. Hotaling has developed courses about weather, the Gulf Stream, air pollution and marine navigation that have supplemented teachers' science instruction while still meeting the required goals of science education. She creates professional development courses for teachers, who then pass on the lessons, which are available online with student worksheets that can be printed. The partnership among the Key West museum and the scientific institutes is a new one, debuting with Hotaling offering a free presentation to the public about the value of "Teaching and Learning Using Real Data and Real Artifacts." The lecture will be at the Florida Keys Eco-Discovery Center at the Truman Waterfront on Wednesday. After her presentation, participants may discuss it and brainstorm about the next steps in creating the shipwreck curriculum. "It's great that this cutting-edge scientific program is

happening here in Key West,” Yentsch said. “And the museum will now have the opportunity to take its world-class collection and marine program to the rest of the world.” She described Hotaling’s work as a way to combine the work of teachers and scientists, who in their professions face as many similarities as differences. Scientists sometimes struggle to teach scientific principles so the general public understands them, and teachers do not always have a complete understanding of the scientific material they have to teach. Hotaling is a scientist and teacher who designs her programs to professionals while teaching students in new ways.

By Mandy Bolen – The Key West Citizen©

[link no longer active (article can be purchase at kysnews.com

<http://secure.floridakeys.com/keysnews/archives/index.cfm>]

Kyesnews.com – Key West,FL,USA (12/11/06)

An exhibition showcasing the history of Port Royal will open in the [Historical Museum of Southern Florida](#), downtown Miami on February 16, 2007 and continue until Sunday, June 3. Titled ‘Port Royal, Jamaica’ the exhibition, jointly coordinated by the [Institute of Jamaica](#) and the Historical Museum of Southern Florida, marks the first time that a large collection of rare artifacts from that historic Jamaican seaside town, parts of which sank in the devastating earthquake of 1692, will be displayed in the United States. More than 150 artifacts will chronologically illustrate the life of that city since it was founded in 1655. Many of these artifacts were recovered through underwater archaeology expeditions carried out since the 1950s. Some of the items on display will include Chinese porcelain, German stoneware and Spanish silver coins, as well as red clay pipes associated with African craftsmen who then resided in the city. Among the many skilled craftsmen inhabiting Port Royal before the famous quake were shipwrights, blacksmiths, pewterers, and silversmiths. The era of the Royal Navy will be portrayed through such items as pharmaceutical vials from the Naval Hospital, the Spencer Browning & Rust telescope as well as a bust of Horatio Nelson, one of several British naval heroes who served in Port Royal during the 18<sup>th</sup> century. Among the collection on display will also be rare maps, prints, books and manuscripts, and a ship model, all to be borrowed from the National Library of Jamaica, the University of Florida (George A. Smathers Library) and the Historical Museum of South Florida. A series of 25 black and white photographs depicting community life in Port Royal and which were shot during the 1980s by a leading Jamaican photographer, Maria LaYacona, will also form part of the exhibition. In addition to the large collection, video footage of efforts to research and preserve Port Royal’s heritage through underwater archaeology will also be featured. A highlight of the four-month feature on Jamaica’s historic city will be a variety of family-oriented educational lectures and entertainment programmes about the island’s heritage and cultural traditions. The city of Port Royal has been a focal point of Caribbean and Atlantic history. It was also a cosmopolitan port and centre for the African slave trade during the 17<sup>th</sup> century and a major base of the British Royal Navy during the 18<sup>th</sup> and 19<sup>th</sup> centuries. Today, the maritime city is famous as a world historical site and an attraction for locals as well as the many visitors to the island. Chief curator for the Historical Museum of Southern Florida, Dr. Steven Stuempfle, said that the Museum is committed to partnering with institutions to explore how events in the Caribbean have shaped world history during the past several centuries. After the four-month display at the Historical Museum of Southern Florida, the exhibition will be mounted in Jamaica until January 2008.

Jamaica Information Service©

[http://www.jis.gov.jm/foreign\\_affairs/html/20061216T090000-](http://www.jis.gov.jm/foreign_affairs/html/20061216T090000-)

[0500\\_10878\\_JIS\\_PORT\\_ROYAL\\_HISTORY\\_TO\\_BE\\_EXHIBITED\\_IN\\_MIAMI\\_MUSEUM.asp](http://www.jis.gov.jm/foreign_affairs/html/20061216T090000-0500_10878_JIS_PORT_ROYAL_HISTORY_TO_BE_EXHIBITED_IN_MIAMI_MUSEUM.asp)

Government of Jamaica, Jamaica Information Service – Jamaica (12/18/06)

## **Louisiana**

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### **State Agencies’ News**

The [Louisiana State Archives](#) is now displaying a new exhibit, *El Nuevo Constante*, a cooperative endeavor between the [State Department of Culture, Recreation and Tourism](#) and the Louisiana State Archives. *El Nuevo Constante* is an 18<sup>th</sup> century Spanish ship that sank off the coast of Louisiana in 1766. It left Mexico en route to Spain in August of that year, but a hurricane prevented it from arriving at its intended destination. In 1979, Curtis Blume found the ship when he caught several large ingots of copper in his shrimp nets near Little Constance Lake off the coast of Cameron Parish. He notified state archaeologists and historians, and together they worked to complete a comprehensive study of the shipwreck. Among the

items on display are copper ingots, pewter, glassware, bones from chickens and goat horns, fragments of green glazed olive jars and miniature ceramic items. The exhibit also includes an informative booklet written by archaeologist Charles E. Pearson and historian Paul E. Hoffman. The public is invited to view the exhibit until Jan. 31, 2007 from 8 a.m. to 4:30 p.m. onday through Friday, 9 a.m. to 5 p.m. on Saturdays and 1 p.m. to 5 p.m. on Sundays.

By Amanda McElfresh – The Daily Advertiser©

<http://www.theadvertiser.com/apps/pbcs.dll/article?AID=/20061227/NEWS01/61227029>

The Daily Advertiser - Lafayette,LA,USA (12/27/06)

## **Massachusetts**

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### **State Agencies' News**

On November 30, 2006, the Massachusetts [Board of Underwater Archaeological Resources](#) acted to adopt the ICOMOS Charter. The following resolution was unanimously passed (two members being absent: It is resolved that the Massachusetts Board of Underwater Archaeological Resources recognizes and adopts, to the extent compatible with Massachusetts General Laws, the [International Council on Monuments and Sites' Charter on the Protection and Management of Underwater Cultural Heritage \(1996\)](#) as the basis for a model of best practices for the treatment of underwater archaeological resources and encourages our permittees as well as others to utilize this Charter in that manner.

For more information, contact [Victor Mastone](#) at [Victor.Mastone@state.ma.us](mailto:Victor.Mastone@state.ma.us).

## **Michigan**

### **State Agencies' News**

President Bush signs a new law that will help preserve and promote Michigan's maritime history. [The Michigan Lighthouse and Maritime Heritage Act](#) will help restore and protect lighthouses around the state and promote culture of the great lakes. The [National Parks Service](#) is set to work with state officials and communities to help increase tourism and create a Michigan lighthouse trail. The bill will also help coordinate all of the elements of our states maritime history including shipwreck sites and museums.

WPBN-TV©

<http://www.tv7-4.com/Global/story.asp?S=5864949&nav=1vrj>

WPBN-TV - Traverse City,MI,USA (n.d.)

## **New York**

### **Other State News**

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

A pair of Rochester men say they've found the wreck of a Lake Ontario schooner that went down more than 150 years ago. Jim Kennard and Dan Scoville say the *Milan* sits in 200 feet of water off of Point Breeze, on the lake's southern shore about 30 miles west of Rochester. The commercial schooner was hauling a load of salt when it sank in 1849. The crew was rescued and brought to Rochester. Kennard and Scoville tell R-News in Rochester that they looked for several years for the wreck site before discovering it this summer. Lake Ontario's cold water has kept the ship remarkably well-preserved. The tiller and both masts are still in place. The *Milan* is one of more than 200 shipwrecks in Lake Ontario. There are hundreds of others across the other Great Lakes. Kennard and Scoville say they plan to search for other Lake Ontario shipwrecks scattered from the Niagara River to the Saint Lawrence River.

The Associated Press©

<http://www.wcax.com/Global/story.asp?S=5797222&nav=4QcS>

WCAX - Burlington,VT,USA (n.d.)

## **Texas**

[see entry under [Texas A&M University](#) about the death of Lillian Ray Martin]

## **Virginia**

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

[see entry under [Colonial National Historical Park](#) about submerged archaeology around Jamestown Island]

## **From the Halls of Academia**

### **Delaware Technical and Community College** [\[Go to TOC\]](#)

Most schools have lockers, but few can boast of a locker belonging to Davy Jones. For almost 20 years, [Delaware Technical and Community College](#)'s campus in Georgetown has been home to a collection of artifacts pulled from the bottom of the Atlantic Ocean by famed treasure hunter Mel Fisher. Now, the school is preparing to float some of its treasure for coin collectors and history buffs. Fisher made headlines in 1985 when he found the wreckage of the *Nuestra Senora de Atocha*, a Spanish galleon that sunk in 1622 off Key West, Fla., with a cargo of gold, silver, and precious gems worth an estimated \$400 million. Among those financing Fisher's exhaustive hunt for the *Atocha* was the late Melvin Joseph, a Georgetown businessman and entrepreneur who donated some of his take to Delaware Tech's Owens Campus. More than \$4 million worth of artifacts, including cannons, coins and jewelry are featured in the school's "[Treasures of the Sea](#)" exhibit. While the exhibit features several examples of Spanish coins, thousands more have been tucked away for years in safe deposit boxes. On Jan. 7, those coins will go up for sale at a public auction in New York City. "It's by far the largest group of *Atocha* coins that have been sold in at least 10 or 15 years," said Warren Tucker, director of world coin auctions for Heritage Auctions of Dallas. "We're just getting bombarded with inquiries about them." Tucker said the coins - more than 2,700 of them - could fetch more than half a million dollars. Delaware Tech will use proceeds from the sale, minus Heritage's commissions, to establish an endowment named for Joseph and the late poultry magnate Frank Perdue of Salisbury, Md., who also invested in Fisher's expedition and donated artifacts to the school's education foundation. "These coins were sitting locked in a bank vault and basically were an asset we had that really wasn't working for us," said Bob Hearn Jr., business manager of the Owens campus. The school will use money from the endowment as the education foundation, which approved the sale in April, sees fit. "We certainly have a long list of deferred maintenance items on the campus," Hearn noted, adding that the endowment might also be used for scholarships and students services. School officials are quick to point out that the "Treasures of the Sea" exhibit, which is tucked away in the library building and draws only about 3,000 visitors a year, is not being gutted for the sale.

By Randall Chase – The Associated Press©

[http://www.examiner.com/a-473531~Auction\\_of\\_shipwreck\\_coins\\_will\\_benefit\\_Sussex\\_County\\_campus.html](http://www.examiner.com/a-473531~Auction_of_shipwreck_coins_will_benefit_Sussex_County_campus.html)

Examiner.com – United States (12/24/06)

### **East Carolina University** [\[Go to TOC\]](#)

[see entry under [Colonial National Historical Park](#) about submerged archaeology around Jamestown Island]

### **Indiana University of Pennsylvania**

[see entry under [Colonial National Historical Park](#) about submerged archaeology around Jamestown Island]

### **Texas A&M University** [\[Go to TOC\]](#)

A woman killed in Sunday's plane crash was known as a loving parent, a community-minded person and someone passionate about the field of nautical archaeology. Lillian Ray Martin, 45, had earned a master's degree in Nautical Archeology from [Texas A & M University](#), participated in recovering the Bronze Age shipwreck at Uluburun, Turkey and authored "The Art and Archaeology of Venetian Ships and Boats." Her husband, Paul Martin, 49, was reportedly involved in marketing. [MansfieldNewsJournal.com](#) is working to learn more about his background. He also died in the crash. News of Sunday's accident shocked Martin's colleague and friend, Cemal Pulak, university associate professor of anthropology and vice president of the [Institute of Nautical Archaeology](#). He recalled the last time she visited the TAMU campus, which was 10 days ago. "She had just visited with her son, who was working on a term project on the (Uluburun) shipwreck," Pulak said. "I was surprised to hear he was familiar with the work and he had a very nice set of intelligent questions to ask me. Afterwards, we made agreements to try and work together again in the future." Martin worked with Pulak in the final two years of the Uluburun project, where she helped recover artifacts and took photographs of the wreckage. The Uluburun project ran from 1984 to 1994. "She was very enthusiastic," Pulak said. "I admired her tenacity, work ethic and energy. She would dive twice a day, into water 150 to 200 feet deep, six days a week. It was physically demanding work but

she always did it with the broadest smile on her face.” News of the accident was just getting around to the residents of Searsmont, Maine, Town Clerk Kathy Hoey said. The Martins owned property in the rural town of 1,400 people and were flying after after visiting relatives in Oklahoma.

By Norm Narvaja – Bucyrus Telegraph Forum©

<http://www.bucyrustelegraphforum.com/apps/pbcs.dll/article?AID=/20061218/NEWS01/61218013/1002>

Bucyrus Telegraph Forum - OH, United States (12/18/06)

### **Universidad Internacional SEK**

[see entry under Chile about the search for Chile’s first submarine]

### **University of Oslo**

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The [University of Oslo](#) has decided to move three grand Viking ships, probably by truck and barge, to a new museum across town despite dire claims that the thousand-year-old oak vessels could fall apart en route. A retired curator of Oslo’s [Viking Ship Museum](#) said the delicately preserved ships, two of which are nearly 80 feet long, were almost equal in archaeological importance to the Pyramids. “Even if I have to live till I am 100, I will go on fighting this move,” the former curator, Arne Emil Christensen, 70, said in an interview. “The best way to stop it is still through diplomacy, but, if necessary, I will be in front of the ships, chained to the floor.” The university’s board of directors voted 8 to 3 this month to move the sleek-hulled vessels over the objections of Dr. Christensen and several other Viking Age scholars, including the former director of the [British Museum](#), David Wilson, and the director of Center for Maritime Archaeology in Denmark, Ole Crumlin-Pedersen. The board wants to transport the popular ships from a remote Oslo peninsula, where they have been housed for more than 75 years, to a large, multifaceted museum in the center of the capital. The three ships were pulled in pieces from separate Viking burial mounds more than a century ago, then painstakingly reassembled with rivets, glue, creosote and linseed oil. Since then they have deteriorated markedly. Dr. Christensen said they have the consistency of knekkebrod, a type of Norwegian cracker. The most spectacular of them, the Oseberg ship, was built around the year 800 and has enlivened the covers of many history books. Its towering, carved snakehead prow and 30 oars offer insight on the old English prayer, “Deliver us, O Lord, from the fury of the Norsemen.” Engineers from Det Norske Veritas, a risk management foundation, have modeled the Oseberg ship by computer and concluded it could be moved “with little probability of damage” if a gyroscopically controlled cradle is designed to bear all five tons of oak without the slightest stress or tilt. The most likely travel route would be in three segments: downhill by truck for 750 yards, across the Oslo Fjord by barge for 2.5 miles, and uphill by truck again for several hundred yards, a total of roughly 3 miles.

By Walter Gibbs – The New York Times©

<http://www.nytimes.com/2006/12/25/world/europe/25viking.html?ex=1168146000&en=4768e1728ebe680f&ei=5070>

New York Times - United States (12/25/06)

### **Global Perspectives**

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

### **Australia**

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A two-day gap between the sinking of HMAS *Sydney* and the German warship *Kormoran* has been highlighted in startling documents reproduced in a new book. The documents also say that 30 *Sydney* survivors were taken aboard the *Kormoran*, only to die when the *Kormoran* itself went down. The official version is that the ships sank each other at about the same time in November 1941, and that all 645 *Sydney* crewmen died and 317 sailors from the *Kormoran* survived. The documents, allegedly summaries of signals from the *Kormoran* after she had sunk the *Sydney*, are so far removed from the officially accepted account of the disaster that they would today cause international tensions if authenticated. This account would send into turmoil the *Sydney* search team, now raising funds to locate the *Sydney* wreck. The signals say HMAS *Sydney* was sunk by the *Kormoran*’s fast motor torpedo boat, a 70-foot steel vessel capable of 40 knots and armed with machine-guns. But the lack of references and substantiation of research material in the book has caused the [Fremantle Maritime Museum](#) to refuse to sell it. The book’s author, John

Montague, told the Post he could not recall the exact circumstances in which the remarkable documents came to light some years ago. “We have been working on this for 15 years,” he said. “I can’t remember every detail.” He said copies of the documents were in the United States-captured German records archive in Alexandria, Virginia. There were also copies in London and the originals had been returned to Hamburg, Germany. A researcher he had working in Germany had accessed a number of records there. The German-language document gives co-ordinates for the encounter and indicates an encrypted message was sent by the *Kormoran* to Germany a day after she sank the *Sydney*, with a description of the action. The signal puts the action between the *Kormoran* and the *Sydney* in darkness in the early hours of November 20, not daylight on the 19<sup>th</sup>, as accepted by the Australian Navy. The documents say that soon after the *Sydney* was torpedoed by the *Kormoran*’s motor torpedo boat, it capsized to port and sank in 15 minutes. There were few survivors because of the speed of the capsizing and the darkness, the German signal says. This version, if true, would explain many of the mysteries surrounding the *Sydney*’s sinking, including the seemingly against-regulations behaviour of her captain, Joseph Burnett, and the alleged presence of a “submarine”. Another purported letter, marked "secret", is reproduced in Mr Montague’s new book, “The Lost Souls and Ghosts of HMAS *Sydney* 11, 1941” - the latest of more than two dozen books on the mystery. Mr Montague’s book contains neither index nor references for his documents. An authority on HMAS *Sydney*, Michael McCarthy, said he would be very interested to know the location of the original documents. Mr McCarthy is the curator of maritime archaeology at the W[estern] A[ustralia] Maritime Museum. He said a search of documents in Germany by the museum had uncovered no such reference. All the documents the museum had inspected there were stamped with a notice that they had been inspected by British authorities. Mr McCarthy said the museum was always open to new evidence, but it must be factual and properly documented.

By Bret Christian – Western Australia Post Newspapers©

<http://www.postnewspapers.com.au/20061216/news/002.shtml>

Western Australia Post Newspapers - Shenton Park, Western Australia, Australia (12/16/06)

## Chile

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Somewhere below the surface of Valparaiso Bay, hidden in the harbor’s dark, frigid waters and half-buried in murky sludge, is a unique 140-year-old object that, for more than a year now, has been filmmaker Juan Enrique Benítez’ consuming obsession. “I’ve put everything else aside,” said Benítez, a wild-haired, middle-aged man with a real flair for story telling. “It’s been like an addiction. A drug. I feel like this is something very important, although since it’s been there so long, 140 years, nobody believed me at first.” The addiction, Benítez’ “drug,” is a one-of-a-kind submarine, the first ever designed and built in Latin America. In 1866, just days after its unveiling, the prototypical sub sank precipitously to the ocean floor. Aboard the vessel were its designer, a German immigrant to Chile named Karl Flach, his 11-year-old son and nine other crew members – all of whom were condemned for nearly a century-and-a-half to Davey Jones’ proverbial locker. For the past year Benítez has worked feverishly with one clear goal in mind, to find the lost submarine and rescue it not only from the depths of Valparaiso Bay, but also, as he claims, from historical obscurity. It appears he’s now closing in on that goal. Earlier this month, after spending more than a year on detailed preparations, Benítez and his collaborators finally took their search to the water. Those collaborators include maritime historians, a group of highly trained Navy divers and academics from the Santiago-based [Universidad Internacional SEK](#), which happens to have a department dedicated exclusively to sub-aquatic archeology. Over the course of four days the team scoured Valparaiso harbor using state-of-the-art equipment: high-frequency sonar to detect objects above the ocean floor, a low-frequency depth profiler used to locate objects buried below the muck, and an electromagnetic scanner used for identifying metallic objects. Based on that survey, according to Dean Pedro Pujante of the Universidad Internacional SEK, the team was able to narrow its search down to 12 specific points of interest. Among the dozen hot spots is one particularly interesting find, something that shows up in computer-generated images as a type of cone or obelisk, protruding from the harbor floor at a slightly inclined angle. The image, if it in fact turns out to be the missing submarine, corresponds nicely with historical information about how exactly the vessel sank – lodged at an angle, nose first, in the ocean floor. Between 1864 and 1866 Chile and Peru were embroiled in war with Spain that began when the later seized Peru’s guano-rich Chincha Islands. As part of the war effort, then Chilean President José Joaquín Pérez commissioned the construction of a submarine, only a few of which had ever been built anywhere in the world. The president’s request actually resulted in two submarine prototypes—one designed and built by a

man named Gustavo Heyermann, the other by Flach. Heyermann's vessel, unfortunately, sank on its maiden voyage. Flach's sub, however, seemed to work quite well – at least during several days of initial testing. Designed to protect Valparaiso harbor from attack (the Spanish fleet in fact bombarded and leveled the city on Jan. 31, 1866), Flach's pedal-powered submarine was equipped with two cannons, one built right into the nose of the vessel. Constructed entirely of steel, it was 12.5 meters long, 1.5 meters wide and weighed an estimated 100 tons.

By Benjamin Witte – The Santiago Times©

[http://www.tcgnews.com/santiagotimes/index.php?nav=story&story\\_id=12502&topic\\_id=1](http://www.tcgnews.com/santiagotimes/index.php?nav=story&story_id=12502&topic_id=1)

Santiago Times (subscription) – Chile (12/14/06)

### **Egypt**

[see entry under [France](#) about an exhibit of artifacts recovered from the port of Alexandria]

### **France**

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

The great port of Alexandria was a bustling trade hub, a transit point for merchandise from throughout the ancient world - until much of it vanished into the Mediterranean Sea. Treasure hunters have long scoured the Egyptian coast for vestiges of the port, thought to have disappeared about 13 centuries ago. Now an exhibition at Paris' Grand Palais brings together 500 ancient artifacts recovered from the area by underwater archeologists using sophisticated nuclear technology. *Egypt's Sunken Treasures* features colossi of pink granite, a 17.6-ton slab inscribed with hieroglyphics, a phalanx of crouching sphinxes, pottery, amulets, and gold coins and jewelry - all painstakingly fished out of the Mediterranean. Some of the oldest artifacts are estimated to have spent 2,000 years underwater. The show, which runs through mid-March, spans more than 1,500 years of Egyptian history and traces the decline of the Pharaohs and occupations by Greeks, Romans and Byzantines. "This is not your usual Ancient Egypt exhibit," said archaeologist Franck Goddio, who led the expedition for the European Institute of Submarine Archaeology. "The artifacts have been living together under the sea for millennia - not gathering dust on a museum shelf." They worked with France's [Atomic Energy Commission](#) to develop a device that measures objects' nuclear resonance to pinpoint the exact locations of the port and two other sites, the lost cities of Herakleion and Canopus. While some of the recovered artifacts were slowly swallowed by the Mediterranean as sea levels rose, others sank during natural disasters, such as earthquakes and tidal waves. Experts think some heavy objects may have slid into the sea when the clay soil gave way under their weight. A protective layer of sediment settled over most of the pieces, preserving them from corrosive salt water. Other artifacts were not as fortunate. Riddled with pockmarks or rubbed smooth by the tides, these objects clearly bear the mark of their centuries under water. Some of the oldest pieces, such as a sphinx dating from the 13<sup>th</sup> century B.C., were brought to Egypt's coast from other regions of the country. One of the most impressive objects in the show is the so-called Naos of the Decades, a hieroglyphics-covered prayer niche dating from about 380 B.C. The roof of the niche was discovered in 1776 and taken to Paris, where it became part of the Louvre Museum's permanent collection. In the 1940s, archaeologists working under Egyptian Prince Omar Toussoun discovered two more bits - the naos' back and the base. But it wasn't until the recent submarine excavations, which uncovered several more fragments, that archaeologists finally managed to put the naos together again. *Egypt's Sunken Treasures*, which attracted more than 450,000 visitors at its first stop, Berlin, closes March 16. After Paris, the show will return to Egypt. Authorities in Alexandria plan to build a museum of submarine archaeology to hold the artifacts as well as new items that archaeologist Goddio's team continues to discover during its twice yearly expeditions. "There's enough in the three sites to keep us busy for a while - for about the next 150 years, at least," he said.

By Jenny Barchfield – The Associated Press©

<http://www.philly.com/mld/inquirer/news/magazine/daily/16317594.htm>

The Philadelphia Inquirer – Philadelphia, PA, USA (12/26/06)

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

As they map Germany's changing coastline, members of a research team called SINCOS are learning about settlements that were covered by water 6000 to 8000 years ago. On a warm afternoon in September, archaeologist Harald Lübke looked out from the pilot house of the *Goor*, a bright red dive boat moored 200 meters off Germany's Baltic seacoast. Three meters below the water's glassy surface, divers in bulky drysuits were excavating a prehistoric hunting camp. A deafening motor mounted on the *Goor*'s deck powered a pressure pump, which they were using to suck sediment from the sea bottom into mesh bags. Along with sand and shells, the divers brought to the surface bones and bits of wood—debris left by ancient hunters who caught eel, fish, wildfowl, and the occasional seal. A growing body of evidence gathered by these and other undersea researchers reveals that about 7000 years ago—more than 2000 years before Stonehenge—people built fish fences, dug food-storage pits, and established sizable Stone Age communities along the shores of what appears to have been a rapidly rising Baltic. At some point, as glaciers receded northward, the land along this coast began to sink, and over the centuries the sea moved in, submerging the hunting camps. Lübke, an archaeologist with the Mecklenburg-Vorpommern Cultural Heritage Agency, is part of a multidisciplinary German project called The Sinking Coasts: Geosphere, Ecosphere, and Anthroposphere of the Holocene Southern Baltic Sea project ([SINCOS](#)). It is trying to learn exactly how and when this landscape changed and already has determined that the water rose very rapidly, drowning the low settlements, then gradually but inexorably covering the higher ground. There's no doubt in Lübke's mind that "they must have seen the sea level rise and must have thought it wouldn't end." SINCOS is a "unique" collaboration linking geology, archaeology, geodesy, socioeconomics, and other fields, says Director Jan Harff. Its goal is to gather information about the Baltic coast over the past 10,000 years and, in cooperation with the [Baltic Sea Research Institute](#) in Warnemünde, also directed by Harff, to create a model that can predict future changes. Harff argues that the methods being developed here will have broad application. "Coastal retreat and erosion are so important," he says, that the approach taken in the Baltic could be useful "anywhere in the world." Recently, the SINCOS project refined its estimates of timing, concluding that the Baltic rose almost 8 meters between 8100 and 5400 years BP. To some, the evidence suggests that the first 3.5 meters flooded in very rapidly, possibly within days. "It's clearer and clearer that it was a massive, sudden flood," says Lüth. "Log boats were lost, fish traps were lost—it can't have come in centimeter by centimeter." To Lübke, the evidence seems more ambiguous; he thinks the flood could have taken decades. Studies of the Baltic are part of a recent wave of exploration targeting submerged prehistoric sites around the world. Ancient land bridges, huge fertile plains, and long coastlines have been submerged since the last glacial maximum, when sea levels were as much as 120 meters below where they are today. Yet it is only recently that prehistoric underwater archaeology has begun to take off. One reason: Excavations are still expensive, slow, and risky; it may take a team of divers all day to excavate a 1-square-meter sediment layer. Another is that until recently, many archaeologists assumed that looking for underwater sites would be a waste of time because they believed that "waves would have pounded anything out of existence," says archaeologist Geoff Bailey of the University of York, U.K. But, he says, "when coastlines have convoluted features, archaeological materials may have survived." For example, it's long been assumed that the rough, storm-tossed North Sea is an archaeological wasteland. But in the past few years, archaeologists have found evidence of whole villages 11 meters beneath the water in sheltered channels near the Isle of Wight. In the last few decades, archaeologists have found underwater prehistoric settlement sites and artifacts stretching back as much as 500,000 years near South Africa, Europe, Japan, the Middle East, the United States, and Canada. The discoveries are often made possible by interdisciplinary cooperation: archaeologists using maps of the sea bottom prepared by geologists for oil companies, for instance. Such data, added to what climate-change researchers know about sea levels, provide a new guide to how and where ancient hominids might have traveled across the now-submerged landscape.

By Andrew Curry – American Association for the Advancement of Science©

<http://www.sciencemag.org/cgi/content/full/314/5805/1533>

Science Magazine (subscription) – USA (12/08/06)

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

Iran's Archeology Research Center has invited a team of underwater archeologists from Greece to come to Iran to help the Iranian archeologists in raising the newly discovered ancient shipwreck from the Persian Gulf. According to Hossein Tofighian, head of the underwater archeology department of Iran's Archeology Research Center, the decision to invite Greek archeologists to Iran was made during the recent visit of Director of the Research Center of Iran's Cultural Heritage and Tourism Organization, Dr. Taha Hashemi, to this country. "During his visit, Dr. Hashemi met with Greek underwater archeologists and visited their equipments which he believes are sufficient for undertaking the project in the Persian Gulf. Therefore, he proposed that a team of fully equipped Greek underwater archeologists come to Iran to assist the Archeology Research Center in taking out the sunken ship and its cargo," said Tofighian to CHN. The ship was accidentally discovered almost three months ago near the port of Siraf at a depth of 70 meters below the Persian Gulf. Initial studies by Iranian underwater archeologists on the ship and its massive cargo revealed that it was a merchant ship belonging to either the Parthian (248 BC - 224 AD) or Sassanid (224 - 651 AD) empires. From the early days of this discovery, recovery of the Partho-Sassanid shipwreck of the Persian Gulf was seen far from being just a simple archeology expedition. Considering the lack of experience as well as the insufficient equipments in underwater archeology in Iran, the Iranian archeologists concluded that the current state of technology in underwater archeology in Iran can not meet the demands of such massive project. "We do not have the necessary equipments for diving to the depth of 70 meters, neither do we have much experience in such projects," said Tofighian. Tofighian believes that the presence of Greek archeologists in Iran would be a great opportunity for the country's underwater archeology since this joint project would allow the Iranian experts in underwater archeology to closely observe the activities of the Greek experts and learn more about latest techniques and equipments in this field. Ever since the discovery of this merchant ship in the Persian Gulf, the necessity to purchase advanced diving equipments is felt more than ever in Iran. "The use of advanced diving equipments requires training which will be provided to the Iranian archeologists during this joint initiative with Greek experts. On the other hand, we can not depend on foreign archeologists to do the job for us forever. Therefore, as soon as we learn how to use the new technology, we will proceed to purchase the equipments," added Tofighian. He also announced that funding for this project will be provided by Southern Pars Oil Company after the signing of a contract with the Archeology Research Center.

By Maryam Tabeshian \_ Cultural Heritage News Agency©

<http://www.chnpress.com/news/?section=2&id=6844>

Cultural Heritage News - Tehran, Tehran, Iran (12/03/06)

Based on initial agreements between Iran's Cultural Heritage and Tourism Organization (ICHTO) and South Pars Oil Company, a center for underwater archeology will be established in the Persian Gulf as the first attempt to recover the Partho-Sassanid shipwreck discovered last September at a depth of 70 meters near the port of Siraf. [R]ecovering the discovered Partho-Sassanid shipwreck will be the first priority of this center," said Hossein Tofighian, director of ICHTO's Underwater Archeology Research Center to CHN. The recent discovery of the remains of an ancient merchant ship and its cargo, believed to have belonged to either the Parthian (248 BC-224 AD) or Sassanid (224-651 AD) dynasties, in the Persian Gulf attracted the attention of world archeologists and many expressed their willingness to cooperate in its recovery process, which is an absolutely challenging task. During his recent trip to Greece last month, Taha Hashemi, director of ICHTO's Archeology Research Center, invited Greek archeologists specialized in underwater excavations to cooperate in this project after he paid a visit to their underwater archeology equipments and found them appropriate for this project. According to Tofighian, salvation of the shipwreck will start once the Greek archeologists arrive to Iran. The discovery of the Partho-Sassanid shipwreck and its cargo was made accidentally by the local fishermen. Initial studies were then carried out for the first time by Darya-Kav-e Jonub Company (Southern Sea Investigation Co.) on behalf of ICHTO under the supervision of experts from the Department of Underwater Archeology of Iran's Archeology Research Center. A short [documentary](#) was also made from this ship which revealed that the ship's cargo contains big jars, known as amphora, which were in use only during the Parthian and Sassanid dynastic periods.

By Soudabeh Sadigh – Cultural Heritage News Agency©

<http://www.chnpress.com/news/?section=2&id=6881>

Cultural Heritage News - Tehran, Tehran, Iran (12/19/06)

**Jamaica**[\[Go to TOC\]](#)[see entry under [Florida](#) about a maritime exhibit of the city of Port Royal]**Malaysia**

In year 1625, a Portuguese vessel set off from China on a voyage to the Straits of Melaka. Onboard were tonnes of chinaware and pottery that would bring lucrative profits for the Portuguese. However, the ship now named “Wanli” never reached the Portuguese fort of Melaka as she sank half way sailing through the South China Sea. The ill-fated voyage of *Wanli* remained a mystery until almost four centuries later when her wreckage was discovered buried deep in the ocean off the coast of Terengganu together with her precious cargo. A team of researchers led by a Kuala Rompin-based marine archeologist Stan Sjostrand discovered the shipwreck in November 2003. The finding was later named “The Wanli Shipwreck” based on the manufacturing date discovered on a few of the porcelain shards collected by the team during short investigation dives. During the team’s search and investigation in 2004, parts of the cargo comprising the priceless blue-and-white pottery and other [sic] wares were also recovered. Sjostrand said that an initial investigation determined that *Wanli* was sunk by the Portuguese’s archrival at that time, the Dutch. Since the 17<sup>th</sup> century, the Portuguese and Dutch were involved in a series of fierce battles to control Melaka, which was then an important and bustling port for traders from the West and East. The Dutch finally defeated their rival in 1641 and staked claim over Melaka. Melaka, being strategically located along the Straits of Melaka emerged as one of the major ports that prospered and enjoyed remarkable developments in the maritime industry when it opened its doors to the world during the heydays of the Melaka Sultanate. Besides, it also served as a transit point for seafarers before they continued their journey to either the Far East or the West. This was the pull factor that prompted the Portuguese and later the Dutch to conquer the flourishing port and along the way expanded their empire. Sjostrand said: “Between 1615 to 1640, some 155 Portuguese ships had lost the battle to the Dutch, while many other merchant ships sunk due to accidents”. A trained naval architect, Sjostrand was also involved in the discovery of at least 10 shipwrecks and the excavation of their artefacts in Malaysian waters. Among them are the Tanjung Simpong wreck, Turiang wreck, the Royal Nanhai, the Nanyang and the Desaru wreck. With the limited resources available on the country’s maritime history, Sjostrand said findings from these shipwrecks could provide clues and a clearer picture of the maritime industry’s progress in the bygone era. He likened the shipwrecks as part of the missing puzzle of the early history of maritime trade. “They (the wrecks) are an important source of information. They provide information that was not known before. “For instance, shipwrecks of merchant ships of different eras have revealed the trade and commodity patterns of a particular era,” he said. He added that the highly priced Ming Dynasty’s blue-and-white porcelain found onboard *Wanli* also indicated that the Portuguese had access to better quality Chinese wares than the Dutch, while the *Wanli* vessel itself was believed to have been constructed somewhere in Southeast Asia. Meanwhile, various steps have been taken by the Museums and Entiquities[sic] Department to extensively promote and inculcate better understanding of the country’s rich underwater heritage. Among them is a plan to create a permanent gallery for the maritime history at the [National Museum](#), here, the Department’s director-general Datuk Dr Adi Taha said. “Visitors can observe the latest artefacts recovered from excavations undertaken by the department and also on the methods and techniques of underwater archeology excavation. “For antique lovers, this exhibition gives them the opportunity to have a closer view of various types of ceramics since the 15<sup>th</sup> century. “Every ceramic piece tells a unique history of its own, which is very interesting to explore,” he said. Adi said the establishment of the Maritime Archeology Unit under the department in 2001 is testament of its long-term commitment in developing this branch of archeology, despite being a relatively new venture in the country.

By Voon Miaw Ping - Bernama (Malaysian National News Agency)©

<http://www.bernama.com.my/bernama/v3/news.php?id=234160>

Bernama - Kuala Lumpur, Malaysia (12/04/06)

**Norway**[\[Go to TOC\]](#)[see entry under [University of Oslo](#) about the controversy surrounding the move of three Viking-age ships]

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

The new [Bilbao River Maritime Museum](#) is placed behind the Euskalduna Palace, in Ramón de la Sota dock, from where it looks at the estuary recovering the maritime culture of the port of Bilbao. The aim of the recently open museum is to show the historical and cultural patrimony of the township related to the estuary. The boats moored to its dikes stand out, together with its naval elements.

EITB24©

[http://www.eitb24.com/portal/eitb24/noticia/en/about-the-basque-country/routes/guggenheimamprsqos-mates-bilbao--museum-by-museum?itemId=B24\\_22826&cl=%2Feitb24%2Fabout\\_basque%2Frutas\\_visitas&idioma=en](http://www.eitb24.com/portal/eitb24/noticia/en/about-the-basque-country/routes/guggenheimamprsqos-mates-bilbao--museum-by-museum?itemId=B24_22826&cl=%2Feitb24%2Fabout_basque%2Frutas_visitas&idioma=en)

EiTB - Euskadi,Spain (11/28/06)

**United Kingdom** [\[Go to TOC\]](#)

The wreck of a 40ft wooden boat has been found on the bottom of Ullswater in the Lake District. It was found by diver Steve Carmichael Timson who was using high-tech sonar equipment. The boat is thought to be a motorised yacht from the 1920s. Ian Bearfoot, of the [Nautical Archaeological Society](#), said the vessel appeared to be in “pristine condition”. He said he hoped that a museum can now be found to cover the cost of raising the boat and preserving it for display. Mr Bearfoot said: “It is quite an unusual find from our perspective. “It was lying on the silty bottom in virtually pristine condition. I’ve not seen the site but have seen some video which is very impressive. “We hope to do a diver’s survey measuring the vessel’s length and breadth and also have a look at the fittings on the vessel which seem complete.” Mr Bearfoot said the boat was in such good condition because it was in fresh, not sea, water. He added: “Fresh water doesn’t have such a disastrous effect on wood, but in the sea there are marine worm which love to attack wood. “For the time being the boat will be left where it is, because if it was brought up now it would deteriorate very quickly in the air.” It is believed the boat was built locally and experts will be consulting local records to try and identify it.

BBC©

<http://news.bbc.co.uk/1/hi/england/cumbria/6210070.stm>

BBC News – United Kingdom (12/05/06)

The [Nautical Archaeological Society](#) (NAS) is trying to track down some of the first divers to explore Leicester inland dive site Stoney Cove. As part of its lottery-funded [Diving Into History](#) initiative, the NAS is working with the [National Dive Centre](#) at Stoney Cove, to survey and document changes to the dive site since its closure as a quarry more than 30 years ago. ‘One aspect will obviously be the use of the site for diving between its closure as a granite quarry and the establishment of ‘regularised’ diving,’ said NAS Diving Into History project officer Ian Barefoot. ‘We would like to hear from those who were diving the site between the mid Fifties and late Seventies. Are you still diving? Do you have any stories to tell regarding diving conditions and access? Did you train there in preparation for a career in commercial diving?’ The NAS plans to complete a full underwater survey Stoney Cove in May using remote sensing techniques together with diver surveys of various zones in the quarry. ‘This [survey] should provide a 3D view of the quarry that no one will ever have seen,’ explained Barefoot. If you have any information about the diving history of Stoney Cove or want to take part in the surveys email Ian Barefoot at [ian@nasportsmouth.org.uk](mailto:ian@nasportsmouth.org.uk), with subject line ‘Stoney Cove Project’.

Dive Magazine©

<http://www.divemagazine.co.uk/news/article.asp?UAN=3342&v=2&sp=332189698313330969608>

Dive Magazine - Surrey,UK (12/05/06)

## **The Reference Library**

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### **Lore of the Reef Lights: Life in the Florida Keys (2006) by Thomas W. Taylor**

Edited by Neil E. Hurley and Gail Swanson. Paperback; 8x11; 115 Pages; full color cover; 51 b&w illustrations; appendix, endnotes, and index; ISBN 0-7414-3471-7.

This book was published posthumously in December, 2006. Wayne Wheeler, President of the [United States Lighthouse Society](#), wrote that Taylor was “one of our nation’s premier experts on the subject.” The lighthouses are in the [Florida Keys National Marine Sanctuary](#) and [Biscayne National Park](#). The little-known lightships, the lighthouses, and the lives of their keepers are the subjects of Tom Taylor’s book. For some thirteen decades beginning in the 1820s and ending with automation there were keepers out there on the isolated vessels and ocean-surrounded structures, facing Indian attack, hurricanes, and even living with a ghost, dutifully tending lights to keep others from danger. Tom Taylor lived on the Keys, frequently boating out to the lighthouses. He met keepers’ descendants and even one of the last keepers, collecting for posterity the lore of the reef lights.

For more information about this book, visit <http://www.bbotw.com/description.asp?ISBN=0-7414-3471-7>.

## **Upcoming Events**

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

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

OLD WORLD/NEW WORLD: CULTURE IN TRANSFORMATION. Central to the theme of the 2007 [SHA](#) conference in Williamsburg/Jamestown, Virginia, is the historical archaeology of Jamestown in the context of the emerging 16<sup>th</sup> and 17<sup>th</sup> century Atlantic World. The program will feature a plenary session focusing on the archaeology of the early decades of European expansion along the Atlantic rim, and what it reveals of the process of cultural change among Europeans, Africans and native peoples. Concurrent sessions are open to presentations on regional or temporal variations on the plenary theme and other individual research projects that incorporate comparative and interdisciplinary research. Innovative use of advanced technology will be a sub- theme throughout. 2007 marks the 400<sup>th</sup> anniversary of the founding of Jamestown and the 40<sup>th</sup> anniversary of the SHA. The SHA conference is the first major event of the 400<sup>th</sup> anniversary year in the Historic Triangle - Jamestown-Williamsburg-Yorktown. Take advantage of the area’s many new facilities and programs while attending the conference by exploring on your own or taking a conference tour. Your registration includes admission to Historic Jamestowne, site of the first permanent English settlement in North America and the Jamestown Rediscovery archaeological project, which is unearthing James Fort 1607. It also includes Colonial Williamsburg, where the revolutionary spirit took root, and Yorktown Battlefield, where independence was won.

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

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

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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***      [\[Go to TOC\]](#)

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

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