

# MARINE PROTECTED AREAS



## *Marine Cultural and Historic Newsletter*

Monthly compilation of maritime heritage news and information from around the world  
Volume 3.06, 2006 (June)<sup>1</sup>

This newsletter is provided as a service by the National Marine Protected Areas Center 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.

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

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

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

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## **Federal Agencies**

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

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

[see entry under [Monitor National Marine Sanctuary](#)]

[Navy](#) construction crews have unearthed a rare Spanish ship that was buried for centuries under sand on Pensacola's Naval Air Station, archaeologists confirmed. The vessel could date to the mid-16th century, when the first Spanish settlement in what is now the United States was founded here, the archaeologists said. But the exposed portion looks more like ships from a later period because of its iron bolts, said Elizabeth Benchley, director of the [Archaeology Institute](#) at the [University of West Florida](#). "There are Spanish shipwrecks in Pensacola Bay," Benchley said. "We have worked on two - one from 1559 and another from 1705. But no one has found one buried on land. This was quite a surprise to everybody." Construction crews came upon the ship last month while rebuilding the base's swim rescue school, destroyed during Hurricane Ivan in 2004. The exposed keel of the ship juts upward from the sandy bottom of the pit and gives some guess of the vessel's form. Archaeologists estimated the rest of the ship is buried by about 75 feet of sand. During initial work to determine the ship's origin, archaeologists found ceramic tiles, ropes and pieces of olive jars. The settlement was founded in 1559; its exact location is a mystery. The Spanish did not return until more than a century later in 1698 at Presidio Santa Maria de Galve, now the site of the naval station. The French captured and burned the settlement in 1719 but handed Pensacola back to Spain three years later. Hurricanes forced the Spanish to repeatedly rebuild. The Navy plans to enclose the uncovered portion of the ship, mark the site and move construction over to accommodate archaeological work, officials said. "We don't have plans to excavate the entire ship," Benchley said. "It's going to be very expensive because it's so deeply buried, and we would have to have grant money," she said.

The Associated Press©

[http://www.abqtrib.com/albq/nw\\_national/article/0%2C2564%2CALBQ\\_19860\\_4745420%2C00.html](http://www.abqtrib.com/albq/nw_national/article/0%2C2564%2CALBQ_19860_4745420%2C00.html)

The Albuquerque Tribune – Albuquerque, NM, USA (06/02/06)

Navy divers completed six days of diving operations June 16 on wreckage in the Gulf of Thailand believed to be that of the lost World War II submarine USS *Lagarto* (SS 371). Divers will send photographs and video of the submarine to the [Naval Historical Center](#) in Washington for further analysis. The divers' observations appear to confirm the discovery made in May 2005 by British wreck diver Jamie MacLeod. "Without a doubt, it's a U.S. submarine, a Balao-class," said U.S. 7th Fleet Diving Officer, Cmdr. Tony San Jose. San Jose and his fellow divers reported identifying twin 5-inch gun mounts both forward and aft, a feature believed to be unique to *Lagarto*. They also reported finding serial numbers and the word "Manitowoc" engraved on the submarine's propeller. *Lagarto* was one of 28 submarines built in Manitowoc, Wisconsin. The operations were conducted from the rescue and salvage ship USS *Salvor* (ARS 52) with embarked divers from [Mobile Diving and Salvage Unit \(MDSU\) 1](#), based in Pearl Harbor, Hawaii. The Japan-based mine countermeasures ship USS *Patriot* (MCM 7) assisted by first pinpointing the location of the wreckage with its SQQ-32 sonar and remotely-operated Mine Neutralization Vehicle. The mission to positively identify *Lagarto* was carried out as part of the Thailand phase of the exercise [Cooperation Afloat Readiness and Training](#), or CARAT. A Royal Thai Navy liaison officer was embarked aboard *Salvor* to assist during the mission. San Jose said that the diving operations were very challenging because of short bottom times, strong currents and limited visibility. Due to the depths involved, the dives

had to be conducted with mixed gas. “We are deeply grateful to the divers of MDSU 1 and USS *Salvor* for their efforts to confirm this discovery and bring closure to the families of *Lagarto*’s crew,” said Pacific Submarine Force commander, Rear Adm. Jeffrey Cassias. For 60 years, crew members’ families did not know the exact circumstances surrounding the 86 submariners who perished. *Lagarto* was last heard from May 3, 1945, as it was preparing to attack a Japanese convoy under heavy escorts. Japanese war records later revealed that the minelayer *Hatsutaka* reported sinking a U.S. submarine at roughly the same time and location. Cassias met May 6 with *Lagarto* family members at the [Wisconsin Maritime Museum in Manitowoc](#), where a memorial service was held to honor the lost crew. Last year, Wisconsin Gov. Jim Doyle signed a proclamation making May 3, the day the craft was presumed sunk, as USS *Lagarto* Remembrance Day in perpetuity. “We owe a great debt to these men, and to all of the World War II submariners,” said Cassias. “In the world’s darkest hour, they faced the greatest risks, and demonstrated the most noble courage to preserve the freedom of our nation.” *Lagarto* was one of 52 submarines lost on patrol during World War II.

United States Navy©

[http://www.news.navy.mil/search/display.asp?story\\_id=24211](http://www.news.navy.mil/search/display.asp?story_id=24211)

Navy Newstand – United States (06/16/06)

### Naval Historical Center

Nearly 36 hours after John Paul Jones shouted “I have not yet begun to fight” when the captain of the HMS *Serapis* asked him to surrender, Jones watched his flagship sink to the bottom of the North Sea. Jones, one of the [Navy](#)’s founding fathers, became a Revolutionary War hero for capturing *Serapis* during a 3½-hour, almost point-blank fight off Flamborough Head, England, on Sept. 23, 1779. More than 225 years later, Jones’ flagship, the USS *Bonhomme Richard*, may again see the light of day when an expedition by the nonprofit [Ocean Technology Foundation](#) attempts to find and eventually recover it. The multiple-year expedition is being co-sponsored by the [Naval Historical Center](#) and a handful of civilian and military-related organizations. The destroyer USS *John Paul Jones* and amphibious assault ship USS *Bonhomme Richard* have been named the honorary “flagships” for the expedition. The first year will be dedicated to finding underwater objects that might be the ship, explained project manager Melissa Ryan in a phone interview from OTF’s headquarters in Groton, Conn. When the team returns in 2007 it will use a remotely operated vehicle to determine if any of those objects are, in fact, the *Bonhomme Richard*. “This expedition is a natural fit for OTF’s capabilities,” said OTF president and retired Navy Capt. John Ringelberg in a historical center news release. “Our partners are the best and the brightest in their specific fields, and they form an exceptional team.” This is not the first search for the famous ship. The nonprofit [National Underwater Marine Agency](#), founded by adventurer and author Clive Cussler, has made at least four attempts, and Ryan said that both OTF and NUMA will be searching for *Bonhomme Richard* this summer. NUMA found the Civil War-era submarine USS *Hunley* off Charleston, S.C., in 1995 but it was only pulled from its ocean grave five years later. Ryan said that right now they’re focused on finding the *Bonhomme Richard* and will plan its recovery once it’s located. Just finding the ship will be important to the Navy and the study of naval history, officials say. “You cannot find a more important underwater archaeological site to the U.S. Navy than that of John Paul Jones’ *Bonhomme Richard*,” said Dr. Robert Neyland, head of the NHC [Underwater Archaeology Branch](#), in a Navy news release. “Discovery of the shipwreck will shed new light on the horrific battle between *Bonhomme Richard* and *Serapis*, what life was like on board *Bonhomme Richard* for the officers and crew, ship’s armament and weaponry, and the construction of the ship itself,” Neyland said. Ryan said that part of the expedition’s goals is education. “We’re using this as a hook for younger people to learn about maritime history,” she said. “Hopefully it will spur interest in the younger folks and the general public.”

By Jason Chudy – The Stars and Stripes©

<http://www.estripes.com/article.asp?section=104&article=37158&archive=true>

Stars and Stripes – United States (06/20/06)

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

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

[see entries under the [Office of the President](#) and [California](#)]

#### **Monitor National Marine Sanctuary**

The [Monitor National Marine Sanctuary](#) and its partners from [The Mariners' Museum](#), [Northrop Grumman Newport News](#) and the [US Navy](#) christened the full-scale replica of the Civil War ironclad USS *Monitor*, which serves as the centerpiece of the \$30 million [USS Monitor Center](#) at the Museum opening March 9, 2007. [NOAA](#) Captain Craig McLean spoke about the successful partnerships surrounding the USS *Monitor*. Famed American action adventure novelist Clive Cussler was the keynote speaker during the ceremony. In 1987, The Mariners' Museum was designated by NOAA, on behalf of the federal government, as the repository for artifacts and archives from the USS *Monitor*. To date NOAA, in partnership with the US Navy, has recovered over 1200 artifacts from the *Monitor*, including the steam engine, propeller and revolving gun turret. On June 12, 2006, National Oceanic and Atmospheric Administration staff from across Virginia came to celebrate the dedication of the [Maritime Archaeology Center](#) in Newport News, Virginia. The Center is the headquarters for NOAA's *Monitor* National Marine Sanctuary and [Maritime Heritage Program](#). Ceremony speakers included Scott Rayder, Chief of Staff, Daniel Basta, Director of the [National Marine Sanctuary Program](#) and John Broadwater, Maritime Heritage Program manager. The ceremony also celebrated the agreement under which NOAA will send artifacts raised from the *Queen of Nassau*, the first modern warship of the Canadian navy, to the [Vancouver Maritime Museum](#) in Canada. Clive Cussler was the keynote speaker during this ceremony as well. Last year Cussler's "Sea Hunter" film crew surveyed the wreck of the *Queen of Nassau*, which sank in 1926 in the [Florida Keys National Marine Sanctuary](#).

Monitor National Marine Sanctuary (06/11/06)

<http://monitor.noaa.gov/news.html>

An expedition to the [Monitor National Marine Sanctuary](#) will be occurring between July 15-20 with a "Monitor Day" scheduled at [Nauticus](#) on July 21. The expedition will include live broadcasts (viewable on the internet) July 17-19. All expedition information is on the web under "news" on <http://www.sanctuaries.noaa.gov/missions/2006monitor/welcome.html>.

For more information contact Krista Trono at [Krista.Trono@noaa.gov](mailto:Krista.Trono@noaa.gov) and see entry under [Upcoming Events](#).

#### **Pacific Islands Region**

How do you know it's a shipwreck site, and what can it tell us about the past? An introductory course in underwater archaeological surveying techniques has just recently been completed. Dr. Marc-Andre Bernier from [Parks Canada](#), assisted by Dr. David Conlin and Matt Russell from the [National Park Service](#), taught a two-day June 14-15 introductory hands-on course. Classroom sessions were at the [National Marine Sanctuary Program](#) (NMSP) offices in Hawaii Kai, and in-water training took place at the Makai research pier in Waimanalo. 20 students, including divers (deck crew and officers) from the [NOAA ship Hi'ialakai](#), divers from NOAA [Fisheries](#) and [Marine and Aviation Operations](#), the [Community Conservation Network](#) (Palau), and National Park Service resource managers, participated. They received an internationally recognized level-1 training certificate from the [Nautical Archaeology Society](#), a non-profit group based in England. Training covered a background of underwater archaeology, site types and dating methods, survey techniques (both dry land practice and in-water experience), an introduction to ship construction, cultural resource inventory, and maritime history in Hawaii. The course was organized by Dr. Kelly Gleason of the [Pacific Islands Regional Office](#), National Marine Sanctuary Program, and supported by the regional office and by NOAA's [Maritime Heritage Program](#). Hawaii is a nautical location, yet very few of these types of course have been taught here. This inter agency and international collaboration is an important step in enhancing public awareness of our maritime heritage resources and a broader appreciation of ocean stewardship in the Pacific.

For further information contact Dr. Gleason at [kelly.gleason@noaa.gov](mailto:kelly.gleason@noaa.gov) or (808) 397-2404 x263.

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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](mailto:Brian.Jordan@noaa.gov).

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

The [National Oceanic and Atmospheric Administration](#) (NOAA) and the [National Undersea Research Center at the University of Connecticut](#) (NURC-UConn) will offer the public a real-time view of a pair of historic New England shipwrecks as researchers explore them on July 15 with a remotely operated vehicle. Video of the wrecks will be broadcast live from a research ship operating off the Massachusetts coast in [Stellwagen Bank National Marine Sanctuary](#). The public can view the ship-to-shore broadcasts through the Internet at [www.nurc.uconn.edu](http://www.nurc.uconn.edu), or at the [Gloucester \(Mass.\) Maritime Heritage Center](#). “New technologies are enabling us to explore our ocean world like never before,” said Craig MacDonald, superintendent of Stellwagen Bank National Marine Sanctuary. During the broadcasts, experts from NOAA and NURC-UConn will provide commentary about the history of the ill-fated coal schooners *Frank A. Palmer* and *Louise B. Crary*, the marine life on and around the wrecks, and ongoing research and management efforts to understand and protect these and other maritime heritage resources in the sanctuary. The 30-minute broadcasts are planned for 11:00 a.m. and 2:00 p.m. EDT on Saturday, July 15. The live broadcasts are part of the Fifth Annual Stellwagen Bank National Marine Sanctuary Celebration, to be held at the Gloucester Maritime Heritage Center. The event highlights the natural and historical resources of New England’s only national marine sanctuary. A long-running component of the Sanctuary Celebration has been the New England portion of the [Great Annual Fish Count](#), an international program that encourages divers and snorkelers to identify and count fish in local waters. Coordinated by the [Reef Environmental Education Foundation](#), this year’s fish count will run throughout the month of July in coastal areas around the world. The *Frank A. Palmer* and *Louise B. Crary* collided in Massachusetts Bay in December 1902 and sank in more than 300 feet of water. Today, the Maine-built schooners sit upright on the seafloor of the sanctuary, still joined at the bow. Scientists from NOAA and NURC-UConn confirmed the ships’ location within the sanctuary in 2002 based upon the coordinates supplied by maritime researchers H. Arnold Carr and John P. Fish. Since then, NOAA and NURC-UConn researchers have visited the wrecks annually with a remotely operated vehicle to monitor, study and document their condition. The shipwreck site was recently listed on the National Register of Historic Places.

NOAA – Press release (05/15/06)

For more information, contact [Deborah Marx](#) or [Matthew Lawrence](#) at (781) 545-8026

### **Office of Ocean Exploration**

[see entry under [Turks and Caicos Islands](#)]

The FY07 exploration funding opportunity that was published in the June 12, 2006 Federal Register. Briefly, NOAA’s [Office of Ocean Exploration](#) anticipates that \$2.1M will be available for expeditions in FY07 in the following categories (including ship and ROV costs): Ocean Exploration (\$1,400,000); Marine Archeology (\$400,000); Education and Outreach (\$300,000). A 2 page pre-proposal in addition to the OE Cover Sheet is required for all categories and must be submitted either by e-mail (send to [OEOffice@noaa.gov](mailto:OEOffice@noaa.gov)) or by hard-copy (send three signed hard-copies to the address below) by July 10, 2006 at 5:00 p.m. (EDT): NOAA’s Office of Ocean Exploration/1315 East-West Highway/SSMC 3, 10th Floor (R/OE)/Silver Spring, MD 20910. Pre-proposals are required before full proposals can be submitted. Full proposals should eventually be submitted to the Federal Government grants online site ([www.grants.gov](http://www.grants.gov)). The RFA Name is "FY07 Ocean Exploration Omnibus", the Federal Funding Opportunity #:OAR-OE-2007-2000760, and CDFa# is 11.460 within the Department of Commerce. For full details, please go to Ocean Exploration website (<http://www.explore.noaa.gov>) and look under the 2007 Announcement of Opportunity. Questions and problems should be directed to Nic Alvarado in the NOAA OE Office ([Nicolas.Alvarado@noaa.gov](mailto:Nicolas.Alvarado@noaa.gov)).

NOAA’s [Office of Ocean Exploration](#) is proud to announce that the “Aegean and Black Sea 2006” expedition is underway and available on NOAA’s [Ocean Explorer](#) website at: <http://www.oceanexplorer.noaa.gov/explorations/06blacksea/welcome.html>. The Aegean and Black Sea 2006 expedition is the first mission of a multi-year geological and archaeological study in the Sea of Crete, a crossroads of maritime activity in the eastern Mediterranean. An interdisciplinary research team of archaeologists and oceanographers from the [University of Rhode Island](#), the [Institute of Oceanography](#) of the [Hellenic Centre for Marine Research](#) in Greece, and the Ukraine will pursue major mission goals of

finding well-preserved marine archaeological sites, studying ancient maritime trade, and exploring the history of the Thera volcano. This exploration includes two survey phases aboard the R/V *Endeavor*. In the first segment, side scan sonar, sub-bottom profiling, and multibeam bathymetric technology were used to survey selected portions of the Aegean, Black, and Eastern Mediterranean Seas. The second segment uses the Institute for Exploration's remotely operated vehicles (ROVs) *Argus* and *Hercules* to photograph and collect high-definition video imagery of promising sites located during the first segment. This area may be one of the best places in the world to look for remains of ancient civilizations because the deep waters of the Black Sea contain almost no oxygen, so the biological organisms that normally attack such relics cannot live in this environment. In addition to archaeological surveys, oceanographers will conduct studies of the seafloor around the Greek island of Thera (Santorini) and inside its flooded caldera. About 1500 to 1600 BC, during the Greek Bronze Age, a huge explosive eruption occurred on Thera. The volcanic deposits from this eruption have yet to be studied in detail. Immersion Presents will feature numerous live broadcasts during this second phase of the expedition. Log on to [www.immersionpresents.org](http://www.immersionpresents.org) and click on "Channel" to view various programs from May 18 through June 15, 2006.

For more information, contact [OceanExplorerEducation@willamette.nos.noaa.gov](mailto:OceanExplorerEducation@willamette.nos.noaa.gov).

### **Office of the President**

[see entry under [U.S. Department of State](#)]

On June 15, President George W. Bush announced that the [Administration](#) will designate the [Northwestern Hawaiian Islands](#) as a National Monument. The Northwestern Hawaiian Islands National Monument will be the world's largest marine protected area and consist of approximately 140,000 square miles of a remote predator-dominated coral reef ecosystem in the Northwestern Hawaiian Islands. The regulations will prohibit all commercial activities that involve the take of resources, including all fishing. The area will be set aside for protection, research and education and native Hawaiian cultural practices and managed by NOAA's [National Marine Sanctuary Program](#).

For more information, contact [Ed Lindelof](#)

Also see the transcript at <http://www.whitehouse.gov/news/releases/2006/06/20060615-6.html>

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

[see entry under [California](#)]

The [National Park Service Archeology Program](#) is very pleased to welcome two summer interns this year. Jennifer Cobb, a graduate student from [East Carolina University](#), is compiling information and developing a set of web pages on State underwater archeology programs, including laws, regulations, policies, permitting, and site management to be posted on the Archeology Program public website.

For more information contact: Frank McManamon at [fp\\_mcmanamon@nps.gov](mailto:fp_mcmanamon@nps.gov)

### **San Francisco Maritime National Historic Park**

[see entry in [Upcoming Events](#)]

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

Today, on behalf of the [Administration](#), the [Department of State](#) transmitted to Congress proposed [legislation](#) to implement for the United States an international agreement with the United Kingdom, Canada and France that will lead to increased protection of the RMS *Titanic* and its wreck site. Concerted action by the four nations most closely associated with the *Titanic* would effectively foreclose financing for, and the technical ability to conduct, unregulated salvage and other potentially harmful activities. If enacted, this legislation will implement the agreement called for by Congress in the [RMS Titanic Maritime Memorial Act of 1986](#) (*Titanic* Memorial Act), and signed into law by President Ronald Reagan.

Consistent with the *Titanic* Memorial Act and with the Ocean Action Plan of the current Administration, the agreement and legislation will designate the RMS *Titanic* wreck site as an international maritime memorial to those who lost their lives in its tragic sinking and whose grave should be given appropriate respect. They will put in place several other important measures to protect the scientific, cultural and

historical significance of the wreck site. The United States signed the agreement in 2004 subject to acceptance following the enactment of implementing legislation. Once this legislation is signed into law, the United States can deposit its acceptance and the Agreement will become effective for the U.S. Under the legislation the [National Oceanic and Atmospheric Association](#) (NOAA) will play the lead role in regulating dives to the *Titanic* shipwreck for the United States. Although RMS *Titanic* sank 96 years ago and rests 12,000 feet below sea level, it continues to capture the interest of our nation and the attention of people around the globe. By enacting this legislation and becoming a party to the agreement, the United States will become a leader in the international community in protecting perhaps the most important historic shipwreck in history, in accordance with the most current standards of underwater scientific, historic and cultural resource protection, conservation and management.

For further information, please contact Susan Povenmire, Department of State, (202) 647- 3846 or Fred Gorell, NOAA, (301) 713-9444 ext. 181.

<http://www.state.gov/r/pa/prs/ps/2006/67769.htm>

### **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.*

#### **California**

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

[Coastal Maritime Archaeology Resources](#) (CMAR) is a non profit avocational organization supporting marine archaeology projects in California's [Channel Islands National Park](#), [Channel Islands National Marine Sanctuary](#), Washington State's [Olympic Coast National Marine Sanctuary](#) and Florida's [Biscayne National Park](#). CMAR is currently assisting with the development of a long term, nonintrusive site monitoring program in the Channel Islands National Marine Sanctuary and National Park in California, and is working at Biscayne National Park, Florida mapping several shipwrecks for an underwater maritime heritage trail. CMAR's research and fieldwork has provided the [National Park Service](#) and NOAA's [National Marine Sanctuary Program](#) with important information to assist in interpreting our maritime history. CMAR is presenting these findings to the public through educational projects, museum programs and the popular media. In June, 2005, CMAR also provided diver support for the [USS Arizona Memorial](#) long term site preservation project at Pearl Harbor, Hawaii. CMAR was founded in September of 1993 in cooperation with the National Park Service and with the support of the [Los Angeles Maritime Museum](#). CMAR members work with Park and Sanctuary archaeologists and historians and have taken part in a variety of projects that involve research, fieldwork and documentation. Since CMAR's inception, members have participated in over fifty projects, amounting to over 400 working days in the field.

Their new web site is <http://www.cmar.us>.

For more information, contact Mark Norder at [MarkN@CMAR.US](mailto:MarkN@CMAR.US).

#### **Connecticut**

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

Rain drummed on the deck of the 19th-century whaling ship [Charles W. Morgan](#) late Saturday night, as below deck, in the cramped and stuffy captain's quarters, a group of men and women armed with flashlights and digital cameras took their positions. They were ghost hunters, members of the Rhode Island Paranormal Research Group, who had come to Mystic Seaport, the museum that houses the Morgan, to investigate reports of strange happenings on board the ship. Leaders of the respected maritime museum had agreed to let them roam the 165-year-old vessel, the centerpiece of the collection, for a simple reason: The recent talk of ghosts aboard the Morgan has been a much-needed boon to business. "Whether they find anything or not, people like that they're looking," said Michael O'Farrell, the publicist for the museum. "We're not promoting the *Charles W. Morgan* as a ghost ship – it's up to you to decide -- but we know people are coming because of [the investigation]." The paranormal research group became interested in the *Charles W. Morgan* last fall, after it received e-mails from three people who described similar experiences while visiting the ship on different days last year. All three visitors said they were below deck, in the room where the crew once stripped blubber from whales, when they saw a man dressed in period clothing sitting on a pile of rope and smoking a pipe, said Andrew Laird, the group's director. The tourists assumed that



the man was an actor working for the museum, and were later stunned to learn that there are no such guides on the *Morgan*. “That was the weird part about it -- the letters were the same, almost verbatim,” said Laird, 48, of Gloucester, R.I. The group sought permission from [Mystic Seaport](#) for a short preliminary visit to the ship, which is moored on the Mystic River. That visit, in April, convinced them to return to conduct a full-fledged investigation. The group’s first visit also proved fruitful for the museum. After a story about the ghost hunt appeared in a local newspaper, the museum received coverage in the national media, and attendance spiked briefly, said O’Farrell. The attention could not have come at a better time for Mystic Seaport, which, like some other history museums, has faced years of declining attendance. The number of annual visitors to the 76-year-old maritime museum hit a peak of 650,000 in 1976, and has fallen to about 300,000 in recent years, O’Farrell said.

By Jenna Russell – The Boston Globe©

[http://www.boston.com/news/local/connecticut/articles/2006/06/26/on\\_ship\\_a\\_ghost\\_of\\_a\\_chance/](http://www.boston.com/news/local/connecticut/articles/2006/06/26/on_ship_a_ghost_of_a_chance/)

The Boston Globe – Boston,MA,USA (06/26/06)

## Delaware

### State Agencies’ News

On May 25, 1798, the H.M.B. *DeBraak* arrived in the Delaware Bay off the coast of Cape Henlopen. But the two-masted Royal Navy warship did not reach port. Capsized during a sudden storm, she sank, taking her captain and half her crew with her. Now, 208 years later, the *DeBraak* is still trying to find a final destination to call her home. “The *DeBraak*’s story is not over,” said [Delaware Curator of Archeology](#) Charles H. Fithian. The *DeBraak* was discovered in 1984 and raised in 1986. The human remains found with the ship were interred in 1992 at the [Zwaanendael Museum](#) in Lewes in conjunction with a British attaché, in a manner befitting members of the Royal Navy. A memorial was placed to honor the dead. But the remains of the hull of the *DeBraak* are still in storage in a building at [Cape Henlopen State Park](#), and thousands of her artifacts, also in storage, are not available for public view. Fithian and Delaware Curator of Collections Management Claudia Leister were guest speakers to a crowd of nearly 100 people at a program presented by the [Lewes Historical Society](#) at the Lewes Presbyterian Church hall on May 19.

They advocate the creation of a maritime museum that will feature the hull of the *DeBraak* and her archeological bounty, and they say Lewes would be an excellent location for the museum. Legend said the *DeBraak* was carrying gold and silver, leading to searches by treasure hunters for more than 100 years.

The salvagers who raised her from the deep hoped to find and lay claim to her treasure. But the *DeBraak*’s treasures were not to be found in a chest of jewels and coins. Her treasures were the *DeBraak* herself and the artifacts – many of which were destroyed in front of shocked archeologists by salvagers as they looked for treasure, not appreciating the value of the everyday objects they had found or the care needed to preserve them. [Fithian’s] current goal is the conservation of the *DeBraak*’s hull and the extensive collection of more than 20,000 artifacts recovered from her – a collection that Leister spent four years identifying and cataloging. To do this, he needs to find the *DeBraak* a permanent home. “Delaware’s maritime archeological heritage is rich and we know very little about it,” said Fithian, who now specializes in 17th century Delaware maritime research and history. Fithian and Leister agree that a maritime museum will allow conservation of important pieces of the past while presenting tourist and educational opportunities for the future. “These resources have to be carefully managed. They are finite and not renewable. If destroyed, you can’t get them back,” Fithian said.

By Georgia Leonhart – Cape Gazette©

<http://www.capegazette.com/storiescurrent/0506/debraak052606.html>

Cape Gazette - Lewes,DE,USA (05/31/06)

Researchers are closing in on the name of a merchant ship that wrecked within sight of Lewes Beach in the mid-1700s, and this summer divers will continue searching for relics and unraveling the vessel’s past. The shipwreck is the source of thousands of artifact fragments that washed onto the beach in late 2004. A dredge working on a beach replenishment project struck the wreck as it pumped sand onto the beach. Dan Griffith, director of the Lewes Maritime Archaeological Project, said a London-based researcher thinks the wreck could be one of two British merchant vessels – the *Commerce* or the *Severen*. He said the date of the shipwreck has been “fine-tuned” to between 1770 and 1775. “That’s about as close as you can get in archaeology,” Griffith said on Tuesday, June 20. He said they plan to send divers down in August to

continue examination of the shipwreck and to recover more artifacts. Griffith said a researcher in Britain skilled in using insurance company records of shipwrecks, which includes detailed lists of cargo, is working to match cargo with known lost ships to identify the vessel. A variety of shipwreck artifacts have been reconstructed and analyzed by archaeologists, including china, mineral water bottles, various colored-glass storage containers, military-themed metal miniatures and tobacco pipes. Griffith said final paperwork to provide the project with a \$300,000 [U.S. Department of Transportation](#) grant is being processed. He said the money would be used to pay for the dive operation. He said the project is applying for permits from the [U.S. Army Corps of Engineers](#), to conduct the dive operation. Griffith said the Department of Transportation grant was approved last month. "We plan to focus our attention away from the dredged site and off the bow, about amidships, where the mess area and the crew holds would be. We want to see if there's a different range of cargo in those areas," Griffith said. Griffith said with boating season underway the [Delaware Division of Historical and Cultural Affairs](#) is again notifying the public that access to the shipwreck area near the Roosevelt Inlet is restricted. Anyone who conducts unauthorized excavating, collecting, destruction or altering of archaeological resources or artifacts in the area is subject to civil penalties of up to \$20,000, 30 days imprisonment and confiscation of equipment including boats and cars. Griffith said the restricted area is monitored by law enforcement agencies including [Department of Natural Resources and Environmental Control](#) and [Division of Fish and Wildlife](#) officers and the Lewes Police Department.

By Henry J. Evans, Jr. – Cape Gazette©

<http://www.capegazette.com/storiescurrent/0606/lewesartifacts062306.html>

Cape Gazette - Lewes,DE,USA (06/23/06)

## **Florida**

### **Other State News**

A tireless prophet with a salt-and-pepper beard and an inviting grin, John Saxer knows that mainstream archaeologists, journalists and folks in Tarpon Springs think he's nuts. They reject his Greek mythology- and archaeology-based theories that Tarpon Springs is the center of the biblical Garden of Eden and the Tampa Bay area coastline was the seaport of Atlantis. It's been a tough sell, acknowledges Saxer, a 55-year-old bicycle mechanic and bartender who was homeless for much of 2004. Saxer has been ignored by archaeologists nationwide for the past 18 months, despite offering evidence of what he claims are 6,500-year-old stone ark anchors abundant on land near shorelines in New Port Richey, Holiday and Tarpon Springs. "It gets scary when you're in front of the field," said Saxer, an amateur archaeologist since his college days at the University of Wisconsin. "You don't want to be out there alone. You start to question yourself." Last week, Saxer had a breakthrough. He found a believer, the type he had sought for years, an archaeologist with credentials and financial backing. Bill Donato, 55, a California archaeologist known for his underwater work near the Bahamas with the [Association of Research and Enlightenment](#), came here to study Saxer's finds. The maverick archaeologist was lured by pictures of stones Saxer sent him and Saxer's telephone descriptions. "I don't believe any of the Garden of Eden theories, or most of John's views of Atlantis, which I did my master's thesis on," Donato said before his trip here. "I'm interested because the pictures are similar to anchors found at Bimini last year and to [5,000-year-old] finds in the Middle East." Finally, Saxer had found an expert willing to study the stones, which range in size from fragments light enough to be held, to rocks with multiple holes weighing more than a ton. Under sunny skies in Tarpon Springs, they looked at stones in wooded areas, on the sides of roads and on church property. For now, Saxer is enjoying the vindication he feels from Donato's visit. But that's only the first step toward proving his theories. Donato plans to obtain laboratory analysis of stone samples, and he is eager to return with colleagues for further study and underwater dives near Anclote Key.

By Steven Isbits – The Tampa Tribune©

<http://www.tbo.com/news/metro/MGBIBIOAWOE.html>

Tampa Tribune - Tampa,FL,USA (06/26/06)

## Georgia

### State Agencies' News

The [Georgia Department of Natural Resources](#) (DNR), [Historic Preservation Division](#) seeks applicants for the position of Deputy State Archaeologist-Underwater within the Office of the State Archaeologist. The position will be responsible for all aspects of developing and maintaining a State Underwater Archaeology Program and will be duty stationed in Savannah, Georgia at the Coastal and Underwater Archaeology Station, Georgia Southern University Applied Coastal Research Laboratory on the campus of the Skidaway Institute of Oceanography. The successful candidate will be a self-starter and independent with the ability to carry out projects with little or no supervision. This program has only been in existence since 2003 and due to the challenging budget environment, an entrepreneurial attitude and ability to innovate will be critical to success. Preference will be given to candidates who possess an MA or higher in: maritime history, underwater archaeology, or closely-related field.

The full announcement can be viewed at:

<http://hpd.dnr.state.ga.us/content/displaycontent.asp?txtDocument=334>.

## Massachusetts

### Other State News

His grandfather hunted sperm whales while rowing for his livelihood in an industry that brought him to the United States. Yesterday, Gary Viveiros, 21, strapped on his gloves, grabbed an oar, and stepped into a slender canoe on calmer waters to proudly join his father, Fernando, and five other men as a tribute to their maritime heritage. They were participants in a traditional whaling boat race, part of the [2006 Boston Portuguese Festival](#). Dozens of spectators dotted the riverbank and dock of the Harold Whitworth Pierce Boathouse yesterday to watch the regatta. "That got my blood flowing," Viveiros shouted to his friends on dock after his boat won the first heat. "By the time we left the bridge, we already had 'em." The two whaling boats in the race, the *Pico* and the *Faial*, are named after islands in the Azores, a Portuguese archipelago. A traditional part of Portuguese maritime history, whaling contributed to the Portuguese migration to Massachusetts, said Manuela Bairos, consul general of Portugal. "Americans would reach the Azores for sperm whaling, and our men would work for one year and then they could stay in America," Bairos said. In the Azores, the pastel-colored bands around the boat hull identifies which island the whalers represent. But in the light rain of yesterday afternoon, the whaling regatta competed for space on the Charles among kayakers and Dragon boats. "Traditionally it's just you out there in the ocean. ... I can't imagine the courage guys had to go after a whale," said Tom Alves, a spectator watching the race from the dock. "No harpoons or spools of rope on these boats to weigh them down today." The two replicas used in the race were built according to strict rules from Azorean craftsmen and constructed in New Bedford, Bairos said. Whaling ended in the Azores in the 1970s, Bairos said. Today, the whaling tradition is found only in museums and memory. Whale-watching and ecological tours are now offered in place of harpoons on the island of Pico.

By Stephanie Conduff – The Boston Globe©

[http://www.boston.com/news/local/massachusetts/articles/2006/06/05/portuguese\\_tradition\\_is\\_honored\\_on\\_the\\_charles/](http://www.boston.com/news/local/massachusetts/articles/2006/06/05/portuguese_tradition_is_honored_on_the_charles/)

Boston Globe - United States (06/05/06)

Ever since Charles Schneider was a teenager, an old tugboat, *New York Central* No. 16, signaled the start of his family's summer Cape Cod vacation as they drove past the landlocked vessel near the Bourne Bridge. When Schneider, now 42, learned a few months ago that the old tug that fascinated him as a youth will be demolished soon to make way for a CVS pharmacy, the Raynham man started working to save the boat. But with an estimated \$250,000 needed to rescue the tug, its future is murkier than the waters of New York Harbor it once plowed. "I've been looking at this thing for the 24 years it has been sitting there and wondering what's going happen to it," Schneider said. "It's a shame really." Tugboat No. 16 has been a Cape Cod landmark since local maritime history buffs rescued it from a scrapheap on Staten Island in 1982. Developers said this month they plan to destroy the old tug, one of the last of the steam-powered boats that tugged barges filled with goods up and down the Hudson River. Maritime enthusiasts such as Schneider hope to save the boat from demolition, but have yet to find the money to relocate the tug, which currently sits on a 30-by-90-foot concrete pad near the Route 25 onramp. They say the removal of the landmark to

make way for a drugstore will damage the visual character of the Cape. Others want it relocated to a maritime museum. "Because the tugboat is not a historic structure, they really couldn't protect it," said Coreen Moore, town planner, of those who want to save the boat. "But it is a landmark. When people come to Bourne, they say, 'Hey, take a left at the tugboat.' People know it is here. So, it is disappointing to lose it, but that's the price of development, I guess." The boat, which was launched in 1924, received an 11th-hour reprieve and its backers a bit more time to raise money, because developers are in a dispute with the town over traffic lights on the property. "Tugboats are beautiful, and they are really significant in this part of the country," said Joy Sikorski of the Hoboken Historical Maritime Museum in New Jersey, who also tried to save No. 16. "It seems heartless and lacking in vision to destroy it so CVS can . . . make the store look like a fake Disneyland-New England cottage. Why not use that money to enhance the real thing?"

By Megan Tench – The Boston Globe©

[http://www.boston.com/news/local/massachusetts/articles/2006/06/27/bourne\\_tugboat\\_in\\_need\\_of\\_rescue/](http://www.boston.com/news/local/massachusetts/articles/2006/06/27/bourne_tugboat_in_need_of_rescue/)  
Boston Globe – Boston,MA,USA (06/27/06)

### **New York**

#### **Other State News**

Cannonballs, pieces from an exploded cannon and a pair of eyeglasses recovered from the Battle of Valcour highlighted the opening of an exhibit dedicated to research being done at the site. The [Valcour Bay Research Project](#) - which has been surveying the lake bottom where American Commander Benedict Arnold confronted an invading British fleet on Oct. 11, 1776 -opened a one-day display at the [Valcour Education Conference Center](#). With the outline of Valcour Island in the distance, representatives from the research team and local historians talked about the significance of the battle during kickoff celebration at the Conference Center's boathouse. "This offers us such a perfect vantage point for talking about the Battle of Valcour Island," said Art Cohn, executive director for the [Lake Champlain Maritime Museum](#) and co-principal investigator for the research project. "The Battle of Valcour Island was an intense naval engagement that lasted over five hours," he added. "Our goal has been to add knowledge to that battle." Divers have been studying the lake bottom at Valcour since 1999, when Edwin Scollon, a New York State Police diver, discovered pieces of a cannon that would eventually be identified as one that exploded during the battle, killing an American sailor. "This research project, in itself, has been a monumental effort," Scollon said as he thanked the people who have supported his efforts to bring a clearer understanding of what happened the day that Arnold confronted the much superior British armada.

By Jeff Meyers – Press Republican©

<http://www.pressrepublican.com/apps/pbcs.dll/article?AID=/20060701/NEWS/607010314/1001&ts=ts1>  
PressRepublican.com – Plattsburgh,NY,USA (07/01/06)

### **North Carolina**

[see entry under [The Reference Library](#)]

#### **Other State News**

On June 18, 2006, a team of wreck divers identified the unknown "Paddlewheeler" off Hatteras, North Carolina, as the ferry steamboat *Idaho*, which was lost in February 1895. Divers Alan Russell, Uwe Lovas, Steve Lang, and Michael Barnette based their conclusion on the following archival information and observations: [image of a newspaper clipping dated February 24, 1964]. The "Paddlewheeler" rests in approximately 160 feet of water. The wreck is dominated by a large boiler on one end, the remains of the paddlewheel assembly amidships, and a single engine on the other end. The outline of the wreck is still faintly visible just above the sand, consisting of a series of double iron bands. A few large wooden timbers outboard of the boiler are sometimes exposed by strong currents that frequently sweep over the wreck. The hull mirrors itself on each end, with no discernable "bow" or "stern." Length of the wreck based on measurements taken during dives yielded an overall length of 162 feet. Divers observed that there was no connecting rod attached to the wrist pins of the paddlewheels. [Additional supporting information includes:] The position of the wreck is consistent with the documented sinking location of the *Idaho*; the 162 foot overall length measured by divers is consistent with the 153 foot waterline length of the *Idaho*; the barge-like construction and small size of the wreck indicates it was not a blue-water vessel; the general paucity of artifacts is consistent with a small, utilitarian ferry of that era; the placement of the boiler and

engine on either side of the amidships paddlewheels is a logical configuration for a vessel serving as a ferry, as it would allow the vessel to be more balanced during loading/unloading, versus machinery positioned on only one end of the vessel; the *Idaho* was a double-ended ferry, which explains the curvature of the hull being mirrored on both ends of the wreck. This would allow a vessel to berth at either end, and save time from having to turn the ship around to approach the ferry terminal from one specific end; the lack of a connecting rod attached to the wrist pins of the paddlewheels might be expected for a vessel under tow, such as the *Idaho*, in order to reduce drag. While there is no conclusive proof identifying the wreck as the *Idaho* (based on the lack of diagnostic artifacts and wreckage found on the site there will likely never be conclusive proof), the team feels the above information presents a very strong case for the "Paddlewheeler's" identification as that of the *Idaho*.

The Association of Underwater Explorers© (06/20/06)

<http://uwex.us/062006.htm>

### **Rhode Island**

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

For a marine archaeologist such as Kieran Hosty, the harbour at Newport, Rhode Island, is one of the most frustrating places on earth. The diving is neither deep nor dangerous, yet the muddy waters hide their secrets well. "It's a very busy harbour, with thousands of small boats," says Hosty, of the [Australian National Maritime Museum](#). "It's an inlet with a lot of tidal flow. Visibility is poor, one or two metres at best." For seven years, a team of volunteer divers - led by Dr Kathy Abbass of the [Rhode Island Marine Archaeology Project](#) and including Australian experts like Hosty - has combed the harbour floor, searching for the holy grail of maritime archaeology: the wreck of Captain Cook's *Endeavour*. Last month, Abbass said her team had found another four of the 13 vessels which the British sank in Newport harbour during the American War of Independence. Her proclamation made news. For one of those 13 scuttled ships is the *Endeavour*, the ship in which Cook discovered the east coast of Australia. Divers found a cannon, an anchor and a fragment of an 18th-century British teapot, as well as a ship's keel embedded in the sea floor. As Abbass told CNN, with six of the 13 wreck sites now identified, "there is a 47 per cent chance that we have our hands on the *Endeavour*". For the Maritime Museum director, Mary-Louise Williams, the search for the *Endeavour* is back on track, even though there is no prospect the ship can ever be raised. No larger than a Manly ferry, the *Endeavour*'s timbers cannot have survived intact a 200-year tidal attack. Nevertheless, the museum has spent about \$80,000 since 1999 supporting the Abbass explorations. That involvement has been on hold for two years, waiting for the US team to map which of the scores of wrecks in Newport might be the 13 crucial ones. Now, says Williams, Australians are eager to get involved. "I'd like to get a team together, and I'll be talking to Kathy very soon about our proposal. It may never happen that we can positively identify the *Endeavour*, but we'd like to give it a go." Yet behind the search lies an untold story almost as murky as Newport harbour. For two centuries no one knew how the *Endeavour* ended its days. How it came to be traced to the seabed off Rhode Island is a journey which began 10 years ago in Sydney. In 1996, the late Laurence Gruzman, QC, approached the museum to see if it would be interested in acquiring a block of oak he said was part of the *Endeavour*'s keel. If it was, and a valuation could be agreed, Gruzman hoped to win tax credits under the Government's cultural gifts scheme. Gruzman, a keen sailor and maritime collector, had apparently bought the curio from a reputable US dealer in maritime charts in the 1960s.

The Sydney Morning Herald©

<http://www.smh.com.au/news/world/murky-history-of-the-sunken-endeavour/2006/06/15/1149964675875.html>

The Sydney Morning Herald – Australia (06/16/06)

### **Vermont**

#### **Other State News**

[see entry under [New York](#)]

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

Scientists and engineers in rain gear crawled over the city's most famous shipwreck Thursday, poking holes in the hull and digging through what remains of rusted-out decks. Forty-one years after the 229-foot S.S. *Catala* keeled over in high winds and buried itself on a beach frequented by sensitive birds, state contractors were finally assessing an ecological threat they had only just discovered. The vessel has rested off [Damon Point State Park](#) since before Ocean Shores incorporated as a city in 1970. But it wasn't until April, when a beachcomber shoved in a stick and pulled out a tarry substance, that environmental officials learned the ship still carries a cargo of black goo — unknown quantities of oil. “We thought, ‘You've got to be kidding,’” said James Sachet, a spill-response supervisor for the state [Department of Ecology](#). “We had no idea.” They may have been the only ones. “Oh, I'd say just about everybody in town knew there was oil on that ship,” said Bernie Paul, a volunteer at the Ocean Shores Interpretive Center, which has a special exhibit dedicated to the *Catala*. “We just didn't know how much.” Built in Scotland in 1925, the steamer carried woodsmen and miners from British Columbia to Alaska before serving as a floating hotel in Seattle for the 1962 World's Fair. It ended up being towed to Ocean Shores to be a hotel for charter fishermen — complete with poker games and prostitutes — until it tipped over in a storm in 1965. Then in February, a powerful storm exposed more of the ship than had been seen in years. This week, work crews expected to finish a series of investigations meant to determine how best to deal with the oil inside. Sachet said diagrams of the ship suggest it probably had nine tanks, so it may hold as much as 20,000 gallons of bunker crude, a molasses-thick oil that can kill birds and marine life. On Thursday, Robert Roe of Environmental Associates, a state contractor, helped finish 12 holes bored around the ship to send surrounding sand to a lab to see if oil already has leaked from the vessel. “A visual inspection, so far, looks good,” Roe said. “We see no obvious contamination.” Meanwhile, David DeVilbiss, marine-operations manager for Global Diving and Salvage, another state contractor, poked a silver dipstick through the hull, which a colleague wiped down with an absorbent pad. Another contractor used a backhoe to dig out sand from other parts of the ship. From the investigation, officials hope to gauge how the remaining oil is moving through the ship. Later, contractors will build a computer model of the ship and try to make a final determination of precisely how much oil is aboard, and how to get it off. The state should know how it will proceed within three weeks, Sachet said.

By Craig Welch – The Seattle Times©

[http://seattletimes.nwsources.com/html/localnews/2003034254\\_catala02m.html](http://seattletimes.nwsources.com/html/localnews/2003034254_catala02m.html)

Seattle Times - United States (06/02/06)

An old shipwreck uncovered by shifting sands at Ocean Shores may be cut up and hauled away. [The Ecology Department](#) is looking at recommendations from a salvage company that assessed the risk of asbestos and about 2,000 gallons of old fuel oil still in tanks on the *Catala*. The salvage company recommended heating and pumping out the oil, then removing sludge. Then the hull could be cut up and removed. Officials hope to complete the work this summer before storms return and threaten to spill oil on the beach at [Damon Point State Park](#). The 229-foot ship was used as a floating hotel at the 1962 Seattle World's Fair. It was used by charter fishermen at Ocean Shores where it blew aground in a windstorm on New Year's Day in 1965. It sat for decades until it was buried with sand. Recent winter storms moved the sand, exposing the shipwreck.

For more information visit the [Washington Department of Ecology Web site](#).

The Associated Press©

<http://www.kirotv.com/news/9449873/detail.html>

KIROtv.com - Seattle, WA, USA (6/29/06)

## **From the Halls of Academia**

### **University of Bristol**

Two well-preserved 18th Century shipwrecks, found by a team of Bristol archaeologists in the Caribbean, could shed new light on life in the 1700s. They were discovered in 2005 while the [Bristol University](#) team was trying to locate HMS *Nymph*, a warship which sank in the British Virgin Islands in 1783. Marine archaeologists are to investigate the two sites and try once again to locate the *Nymph*. They will use a robot

to collect video data which will then be catalogued. Initial investigations indicate that the first site is probably a vessel of 80-100 tons, built for trade, and originating in Bermuda or the Caribbean region. The other ship appears to be a 250-ton vessel, also built for trade, and constructed along the eastern North American seaboard. HMS *Nymph* was initially discovered in 1969 but its location has since been lost. The team, led by Kimberly Monk of the university's department of archaeology and anthropology, will survey the sites with divers and remote sensing technology. "These wrecks are fascinating time capsules providing a unique window into the past and we are delighted to have this phenomenal opportunity to document them," said Ms Monk. "Unlike land-based archaeological sites, the nature of harbour environments has allowed for impressive organic preservation, enabling us to expand on existing knowledge in the areas of colonialism, warfare and 18th Century society."

BBC©

[http://news.bbc.co.uk/2/hi/uk\\_news/england/bristol/somerset/5090802.stm](http://news.bbc.co.uk/2/hi/uk_news/england/bristol/somerset/5090802.stm)

BBC News – UK (06/18/06)

### **East Carolina University**

[see entry under [National Park Service](#)]

### **University of Nottingham**

[see entry under [Scotland](#)]

### **University of Rhode Island**

[see entry under [Office of Ocean Exploration](#)]

### **University of West Florida**

[see entry under [U.S. Department of the Navy](#)]

## **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.*

### **Outer Continental Shelf and International Waters**

[see entry under [U.S. Department of State](#)]

The search, by American oceanographer Robert Ballard, will be conducted in international waters, with the [Greek culture ministry](#) hoping to send a representative to observe operations, a ministry official said.

"Deep-sea research will be conducted in the area between Santorini and Crete, for the purpose of locating (ancient) Mediterranean sea trade routes, recording ancient shipwrecks etc," culture ministry general secretary Christos Zahopoulos told a news conference this week. "The necessary steps are being taken so that the culture ministry can participate in this research," he said. In 2002, the culture ministry's undersea antiquities department had cautioned the Greek authorities against collaborating with Ballard on another shipwreck project, according to a recent report in the Eleftherotypia daily. "There is the risk of involvement in an operation ... which could turn into a treasure hunt ... concerning other ancient shipwrecks," department head Katerina Dellaporta wrote in a memo to the ministry, published by the newspaper. "We are vigilant, but not worried," senior archaeologist Vivi Vassilopoulou, head of the Greek culture ministry's department of classical antiquities, told AFP. "I don't think anyone will deny (Greece's) request (regarding observation) ... as there is the possibility of an archaeology-related discovery that would demand the ministry's participation," she said. According to the foreign ministry, Ballard's ship *Endeavor* will begin the expedition upon the completion of a separate geology project currently in progress near the Greek island of Santorini.

Agence France-Presse (AFP)©

<http://www.physorg.com/news68987308.html>

Physorg.com (06/08/06)

## **Australia**

[see entry under [Rhode Island](#)]

Two small chunks of wood found near Port Fairy could unravel a century-old mystery. Port Fairy recreational diver Craig McDonald and his son Mitchell found the small pieces of heavy red wood wedged in rocks in about seven metres of water at Mills Reef, off the Port Fairy Golf Club. Mr McDonald had been motivated to dive at the reef by Port Fairy amateur historian Leo Brady. Mr Brady's research led him to believe it was the site of an 18th century wreck of a 54-tonne galleon from the Dutch East India Company. He found reports in *The Standard* and *The Port Fairy Gazette* in 1911 and 1912 about a number of efforts at the time to determine the history of a shipwreck at Mills Reef. The newspapers reported scientific analysis of wood from the wreck had determined it was Spanish walnut and that the ship's hull was sheathed in pure copper, a technique practised in Europe from about 1700-1760. Reports also referred to the wreck's figurehead of a lion. Lion figureheads were the trademark of the Dutch East India Company (VOC in Dutch) that traded between the Netherlands and Dutch colonies in South-East Asia in the 17th and 18th centuries. Mr McDonald said he undertook the dive in April during calm seas to help Mr Brady locate the wreck. He said he found no sign of a wreck but was intrigued by the pieces of wood he and his son found. Port Fairy boat builder Garry Stewart examined one piece of the wood and said he believed the holes were nail holes. He planned to continue diving in the area during winter, when the water was clearer, to search for other items that might indicate a wreck. The finds have added to the excitement of next week's visit to Port Fairy by the replica of the Dutch ship, the *Dufkyen*. The pieces of wood will be displayed by the [Port Fairy Historical Society](#) at its Gipps Street centre as part of its *Dufkyen* display. The centre's curator, Lynda Tieman, said it was hoped to raise money during the *Dufkyen's* visit to have the wood's species and age determined.

By Everard Himmelreich – Warrnambool Standard©

<http://the.standard.net.au/articles/2006/06/01/1148956454448.html> (link expired)

Warrnambool Standard - Warrnambool, Victoria, Australia (06/01/06)

One of the leaders of a new search for the remains of HMAS *Sydney*, sunk off the coast of Western Australia in World War II, will outline his team's plans at an open seminar in Sydney next Friday (30 June). Mr Ted Graham, chairman of [HMAS Sydney Search P/L](#), will tell how his not-for-profit company is refining its search area west of Shark Bay, describe its underwater search equipment and outline other aspects of the search timed for this summer. No trace of the cruiser HMAS *Sydney* has ever been found since its skirmish with the German raider HSK *Kormoran* off Western Australia on 19 November 1941. All *Sydney's* 645 crew were lost while 341 of *Kormoran's* 390 personnel were rescued. HMAS *Sydney* Search is still raising funds for the program. Financial backers so far have included the Governments of Australia, New South Wales and Western Australia. Mr Graham will be the first speaker at the two-day shipwrecks seminar [Iron, Steel and Steam](#) at the [Australian National Maritime Museum](#).

Australian Maritime Museum©

<http://www.sail-world.com/index.cfm?Nid=25101>

Sail World - Mandalong, NSW, Australia (06/24/06)

## **British Virgin Islands**

[see entry under [University of Bristol](#)]

## **Canada**

Nova Scotians like to think we care for our heritage, but do we? A report by a citizen policy forum says we could and should do better. Forty-nine ways to go about this are contained in the interim report released a few days ago by the [Voluntary Planning Heritage Strategy Task Force](#), which was asked by the province to consult the public and the experts and to make recommendations on a provincial heritage strategy. In the broadest terms, the report says Nova Scotians should develop a "heritage consciousness" akin to their growing environmental awareness. In particular, we need to think about intangible heritage: stories, lore, customs, songs, skills, cuisine and languages of all the peoples who have lived here. The report advocates programs to collect and preserve all this, to make it accessible, and to ensure efforts encompass our full diversity. The task force is worried about our museums. It says they're in crisis, held together only by



dedicated staff and volunteers. The consequences of shoestring budgets are unrepaired roofs, outdated technology, stagnant collections, winter closures, fewer school trips. Increasingly, people don't trust such places to care for donated treasures. To remedy this, the report calls for adequate funding, with a formula to properly pay and train staff. It wants an expert group to overhaul museums into a three-tier system. [Nova Scotia Museum](#) sites would be pared to fewer, better-funded, provincially significant venues. These would be supplemented by a second tier of provincially supported but independently owned county/regional facilities and a third tier of community museums, funded by the province and municipalities. To protect shipwrecks and underwater heritage for all Nova Scotians, the task force wants to scrap the [Treasure Trove Act](#), which allows treasure hunters to keep 90 per cent of what they find. Proposing a greater provincial role in recovering artifacts, it calls for a provincial marine archeologist, a field research agenda, and a graduate program in archeology. Other advice includes a coastal management plan, incentives for private land conservation, support for heritage book publishing and a heritage council to give advice and leadership. The task force provides both a needed wake-up call and some good ideas on overlooked heritage issues. Its report is meant to elicit public feedback before final recommendations are written. So check it out at [www.gov.ns.ca/vp](http://www.gov.ns.ca/vp), and help preserve another fine tradition – citizen involvement.

The Chronicle Herald©

<http://thechronicleherald.ca/Editorial/513784.html>

ChronicleHerald.ca - Halifax, Nova Scotia, Canada (07/05/06)

### **Denmark**

[see entry under [United Kingdom](#)]

### **France**

The French Government's decision to offer new legal protection to the final resting place of over 3,000 British servicemen who died when the HMT *Lancastria* was sunk in World War Two has today been welcomed by Veterans Minister Tom Watson. The requisitioned Cunard liner was lending support to the war effort, helping to rescue members of the British Expeditionary Force from France, when she was attacked by enemy aircraft off St. Nazaire on 17 June 1940. At the time she was carrying several thousand troops, RAF personnel and civilian refugees, who were being evacuated from France. The ship sank rapidly with heavy loss of life. So grievous was the disaster that news of the *Lancastria*'s sinking was initially suppressed by the wartime Cabinet, fearful of the effect on the nation's morale. Mr Watson said: "The sinking of the HMT *Lancastria* was a national tragedy which resulted in thousands of men, women and children losing their lives. To recognise this we have been working closely with the French Government to establish new legal protections for the final resting place of these brave souls. "Survivors, relatives and members of the [Lancastria Association](#) brought to our attention that diving on the wreck was proving intrusive and potentially damaging. I would like to thank them for this. However, as she lies in French territorial waters we had no legal powers available to us to protect the wreck. "We immediately discussed our concerns with the French authorities and asked for their help preventing this. I am delighted they have responded so positively and that divers are no longer allowed to come in contact with the wreck. This will do much to preserve the sanctity of the ship's remains and illustrates the importance both Governments attach to the protection of war graves, such as the HMT *Lancastria*." Personnel who served on the HMT *Lancastria* will be honoured, among others, when the first annual Veterans Day is held on 27 June.

U.K. Ministry of Defence©

<http://www.gnn.gov.uk/Content/Detail.asp?ReleaseID=208353&NewsAreaID=2>

Government News Network – UK (06/16/06)

### **Greece**

[see entry under [Outer Continental Shelf and International Waters](#)]

### **India**

Poompuhar, the epic-fame "lost port city" of Tamils, can get back its life. Already, the outlines of some remains of the ancient city have been identified by the [National Institute of Ocean Technology](#) (NIOT) in

its side scan survey in the last two years. The NIOT has planned some more activities including reconnaissance survey. These efforts will receive a fillip with the State Archaeology department deciding to revive the project of identifying the old city. In the 1960s and 1980s, the department carried out underwater archaeological work off the coast near the present Poompuhar. Using the recent technological advancements, the work can be revived in such a way that what remains unknown can be unearthed, says T. S. Sridhar, Special Commissioner of the Archaeology Department. "We will associate ourselves with various agencies involved in seashore explorations such as Coast Guard, Archaeological Survey of India (ASI), Navy and the NIOT," he notes. A preliminary discussion with experts was held on June 14. After some more rounds of discussions, a project can be formulated and it will be posed to the Government for approval. "This project requires support, both technically and financially," Mr. Sridhar told a gathering of scholars and archaeologists here on Tuesday. The proposed study could cover socio-political-economic activities carried on in the olden days. Delivering a talk on undersea exploration off Poompuhar coast, B. Sasisekaran, scientist at the NIOT, said the scan survey found some structural and elongated features. The remains were found at a distance of two km from the shore and at a depth of 14 metres to 20 metres. Another scientist of the NIOT, R. Venkatesan, said his organisation was also working on drug development, using marine resources as the main input.

By T. Ramakrishnan – The Hindu©

<http://www.hindu.com/2006/06/28/stories/2006062819300700.htm>

Hindu - Chennai,India (06/28/06)

### **Iran**

A team of Texas archaeologists believe they may have located the remains of Noah's Ark in Iran's Elburz mountain range. "I can't imagine what it could be if it is not the Ark," said Arch Bonnema of the [Bible Archaeology Search and Exploration](#) (B.A.S.E) Institute, a Christian archeology organization dedicated to looking for biblical artifacts. Bonnema and the other B.A.S.E. Institute members hiked for seven hours in the mountains northwest of Tehran, climbing 13,000 feet before making the apparent discovery. "We got up to this object, nestled in the side of a hill," said Robert Cornuke, a member of the B.A.S.E. Institute. "We found something that has my heart skipping a beat." At first, they didn't dare to hope it was the biblical boat. "It wasn't impressive at first," Cornuke said. "Certainly didn't think it to be Noah's Ark. But when we got close, we were amazed. It looked similar to wood." In addition, some B.A.S.E. members say, their discovery didn't look very distinctive. "It looked like the deck of any boat today," Bonnema said. The Bible places the Ark in the mountains of Ararat, a mountain range theologians believe spans hundreds of miles, which the team says is consistent with their find in Iran. The Bible also describes the Ark's dimensions as being 300 cubits by 50 cubits -- about the size of a small aircraft carrier. The B.A.S.E. Institute's discovery is similar in size and scale. As recently as March, researcher claimed to have satellite photos that proved the presence of Ark remains. The B.A.S.E institute hopes the physical evidence they've brought back from Iran will hold the answer to this enduring mystery. "People will always be looking for it, always be skeptical, always be excited of the search," Cornuke said. "But I think we found something here that's very notable." The B.A.S.E. Institute's samples are being examined at labs in Texas and Florida. B.A.S.E officials concede that there would be no way to conclusively prove that their finding is actually Noah's Ark. So the hunt goes on. The biggest hurdle in identifying Noah's Ark comes down to "gopher wood." The Bible says the Ark was made of gopher wood but no one knows what it is.

ABC News©

[http://abclocal.go.com/ktrk/story?section=nation\\_world&id=4319965](http://abclocal.go.com/ktrk/story?section=nation_world&id=4319965)

abc13.com - Houston,TX,USA (06/29/06)

### **Mexico**

Mexico Approved the Ratification of the [UNESCO Convention on the Protection of Underwater Cultural Heritage](#), a key international legal instrument for the conservation of the cultural remains lying under the sea, ratification of which makes Mexico the eighth nation to join this initiative. Pilar Luna Erreguerena, Assistant Director of Underwater Archaeology at the [National Institute of Anthropology and History](#) (INAH) reported that on June 2, the decree approving this convention adopted in Paris, France in November 2001 was published in the Diario Oficial de la Federación. "This is a great advantage for Mexico, because, as one of the first states to have ratified the convention, it will be able to form part of the

Scientific and Technological Consultative Council, to be comprised of experts who will advise on matters of scientific and technical nature, related to the implementation of guidelines of this nature,” she explained. After recalling the fact that in 1980, INAH created an area of underwater archaeology responsible for the research, preservation, and dissemination of the cultural remains found in the sea and the country’s rivers and lakes, the specialist declared that since then, Mexico has maintained its position to defend underwater heritage, which has earned it recognition and international respect. Its approval of the convention makes Mexico the eighth nation to adopt this convention. The countries that have already ratified it include Panama (May 2003), Bulgaria (October 2003), Croatia (December 2004), Spain (June 005) Libya (June 2005), Nigeria (October 2005) and Portugal (April 2006). Luna Erreguerena highlighted INAH’s participation in both the drawing up the contents of the Convention in 2001 and in its approval and ratification. The expert hoped that Mexico’s decision will create a “domino effect” to speed up ratification by other states and help the convention to come into force in the near future.

Mexico Presidency of the Republic (06/26/06)

<http://www.presidencia.gob.mx/en/goodnews/culture/?contenido=25739>

### **Philippines**

Was the wreck found off the coast of Barangay Barra, Roxas City, a Spanish galleon or a mere trading ship? Roxas City officials and local folk were amazed after local divers discovered the sunken ship on May 22 off the waters of Sitio Tabai in Barra. Strong currents from the last typhoon, “Caloy,” could have unearthed some portions of the sunken ship, which made it visible from the surface waters. The ship was first thought to be a galleon or ancient trading vessel. Others believed it to be a Spanish warship. Barra resident and well-known diver Ronilo Lorenzo, 45, was the first to discover the ship buried about 15-20 feet deep and about 3 km from the shores of Barra. Lorenzo and 10 other divers were actually diving for seahorses when they accidentally spotted the sunken ship. He told Roxas City Mayor Antonio del Rosario that the ship was made of hardwood and they saw broken jars, among other things. They also recovered gunpowder that had solidified; it sparked when rubbed with a hard piece of stone or iron. However, some enterprising divers and fishermen had salvaged parts of the vessel and sold it to junkshops for as high as P6,000, Lorenzo said. A sizeable amount of artifacts taken by some fishers and divers from the ship have, however, been recovered by the city government and will remain in the keeping of the mayor. City officials are awaiting the official announcement of the [National Museum](#) (NM) that conducted an exploration off the coast of Barangay Punta Barra last June 1. Del Rosario instructed Capiz police director Senior Supt. Cipriano Querol to place the area under tight security upon the advice of the Philippine Historical Commission. He wanted to document all the findings for historical purposes. Sarmiento warned local folk not to make any attempt to salvage the debris from the wreckage. He said [Presidential Decree No. 374](#) prohibits the collection of objects from the wreckage under the Cultural Properties Preservation and Protection Act. Orillaneda said the ship was likely to be a trading ship from the 1900s and not a centuries-old galleon. He said their initial examination on the artifacts being kept at the mayor’s residence in Barangay Dayao disclosed that they were not as old as those found in 250-year-old galleons. But he stressed it would be too early to conclude the real age or identity of the sunken vessel as they had yet to properly age the artifacts.

By Felipe V. Celino – The Philippine Daily Inquirer©

[http://news.inq7.net/regions/index.php?index=2&story\\_id=78634&col=39](http://news.inq7.net/regions/index.php?index=2&story_id=78634&col=39)

INQ7.net – Philippines (06/10/06)

### **Thailand**

[see entry under [U.S. Department of the Navy](#)]

### **Turkey**

A replica of the oldest known shipwreck, Uluburun II, built by the 360 Degree Historical Research Association in Urla, İzmir, arrived in Bodrum on Monday for display as part of activities marking the 80th anniversary of Cabotage Day. Previously the ship had anchored in Istanbul, Marmaris, Cyprus and Kaş readying for the Cabotage Day celebrations, a maritime festival that commemorates the establishment of Turkey’s sea borders and celebrated annually on July 1, reported the Anatolia news agency. The Uluburun II, which is on display in Bodrum and sponsored by the Bodrum Peninsula Promotion Foundation started to

be built in 2004 using late Bronze Age techniques and was launched in 2005. A photography exhibition featuring images from the ship's voyages opened at the [Bodrum Underwater Archaeology Museum](#) accompanied by a documentary screening. Celebrations held at Bodrum Castle for the arrival of Uluburun II were attended by Muğla Governor Temel Koçaklar, Bodrum official Abdullah Kalkan and Bodrum Mayor Abdullah Kalkan. Following a one-month stay in Bodrum, the ship will set sail for Greece's İstanköy and Kilimli islands, aiming to promote Turkey and its underwater archeological wealth. Archaeologist Osman Erkurt, who is also the ship's captain, said: Our main difficulty is finding sponsors for voyages. Sometimes we only had YTL 10 when we set sail. The [Uluburun \[shipwreck\]](#) sank in the 14th century 8.5 kilometers southeast of Kaş in Uluburun Bay while carrying copper and tin from Alexandria to Crete. It was discovered in 1982 by a diver. The remains of the shipwreck were unearthed by an excavation team consisting of archaeologists and divers and the process has lasted over 20 years. Considered to be one of the most significant archaeological finds of the 20th century, the 3,300-year-old Uluburun took its place in history as the oldest commercial vessel while the artifacts -- including a 3,300-year-old seal believed to belong to Egyptian Queen Nefertiti, a huge amphora and jewelry -- excavated from the shipwreck excited science and archeology circles. The artifacts discovered in the Uluburun shipwreck are still on display at the Bodrum Underwater Archaeology Museum.

Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=47389>

Turkish Daily News – Ankara, Turkey (06/28/06)

### **Turks and Caicos Islands, British West Indies**

The [Turks and Caicos National Museum](#) is pleased to announce that a team of archeologists, museum staff, and filmmakers will return to the island of East Caicos July 9-22, 2006 to resume their search for the remains of the slave ship *Trouvadore*. The expedition has a two-fold mission; to test excavate and identify a wooden shipwreck discovered during a 2004 expedition, and to expand the search area using state-of-the-art mapping and remote sensing equipment. The *Trouvadore* was a Spanish slave ship bound for Cuba that wrecked in the Caicos Islands in 1841. The ship had 193 Africans on board who were rescued, apprenticed for one year in the local salt trade, and then freed by the local British authorities. A large part of the local population today can trace their ancestry back to the *Trouvadore*. The story has been uncovered through a decade of archival research conducted in eight countries on three continents and the Caribbean. [The Trouvadore Project](#) is a collaborative effort between the Turks and Caicos National Museum, the archeological research institute [Ships of Discovery](#), film producers [Windward Media/Houston PBS](#), and the [Government of the Turks and Caicos](#). The project is a multifaceted initiative to protect and study the remains the *Trouvadore*, if found, and to preserve its cultural legacy. A documentary about the shipwreck and its survivors will be broadcast to an international audience. The 2006 expedition is partially underwritten by a grant from the [Ocean Exploration Program](#), a division of the United States [National Oceanic and Atmospheric Administration](#) (NOAA). Although better known for its weather prediction services, NOAA is also committed to the study and preservation of the earth's marine ecosystems and cultural resources. Additional funding for the upcoming fieldwork is provided by the [Friends of the Turks & Caicos National Museum](#), a US-based non-profit organization dedicated to supporting the Museum's research, operations, and outreach activities. Locally, the [Turks & Caicos Tourist Board](#) is also providing funding for the project.

For further information or to support the Trouvadore Legacy Project, please contact: Nigel Sadler, Director, Turks & Caicos National Museum, 649-946-2161 or [museum@tciway.tc](mailto:museum@tciway.tc)  
<http://www.slaveshiptrouvadore.com/index.php?categoryid=25>

### **United Kingdom**

[see entry under [France](#)]

Ninety years on from the most significant Naval battle of World War One, Veterans' Minister Tom Watson has announced new protection measures for the 14 British wrecks sunk in the Battle of Jutland. 31 May 1916 saw the British Grand Fleet under Admirals Jellicoe and Beatty clash with the German Navy off the coast of Jutland, mainland Denmark, as they fought for supremacy of the North Sea. The cost to both sides was sizeable. As well as the British ships lost, 11 German warships were sunk and thousands of men killed

as the battle raged. The two Navies are now close allies and regularly work together as members of NATO. This morning, 31 May 2006, the British destroyer HMS *Edinburgh* and German Frigate FGS *Hessen* met at the site of the battle for a short service of commemoration and to lay wreaths in memory of the sailors lost by both sides. Mr Watson said: "The Battle of Jutland was the most significant Naval battle of World War One and thousands of sailors, both British and German, paid the ultimate cost for defending their country. "Therefore I am delighted to announce today that we will be offering additional protection against disturbance and desecration to the British wrecks lost in the North Sea 90 years ago. Under the Protection of Military Remains Act we will designate the fourteen British wrecks as protected places, which equates to a "look but don't touch or enter" regime for sea users. This will preserve the final resting place of those who gave their lives so bravely to defend their country." [The Protection of Military Remains Act](#) (PMRA) 1986 allows MOD [[Ministry of Defence](#)] to protect from unauthorised interference the remains of aircraft and vessels that were in military service when lost; such remains may be designated either as controlled sites or as protected places. The former designation is considerably more restrictive in its application than the latter. Military aircraft remains are automatically designated under the Act as protected places; wrecked ships on the other hand require to be individually designated as either controlled sites or protected places. Shipwrecks are eligible for designation if they lie in UK or international waters. In UK waters any military aircraft or vessel of any nationality may be designated but only aircraft or vessels belonging to the United Kingdom may be designated in international waters. Whilst the provisions associated with designation under PMRA will apply only to British citizens or subjects, and/or British registered vessels, we believe that designation will send a clear signal that we wish to encourage a "look but don't touch or enter" regime on these wrecks, which quite apart from the sacrifice that they represent, are of historical importance. The designations will come into force later this year, once the necessary statutory instrument has been drawn up.

Ministry of Defence

<http://www.mod.uk/DefenceInternet/DefenceNews/HistoryAndHonour/NewProtectionAnnouncedForJutlandWrecksvideo.htm>

Defence News – United Kingdom (05/31/06)

[The Crown Estate](#) and the Joint National [sic] Archaeology Policy Committee (JNAPC) have produced a new code to provide guidance to developers working in the marine environment on how to protect the UK's marine cultural heritage. With the emergence of offshore renewables as a growing industry sector and an increased awareness of the need to manage and protect our marine historic environment, The Crown Estate and JNAPC thought it timely and topical to produce a revised version. The new code looks to build on the principles set out in the original and offers guidance to developers on issues such as risk management and legislative implications. It also provides a comprehensive list of expert contacts for further advice. The [Joint Nautical Archaeology Policy Committee](#) works to raise awareness of British underwater cultural heritage as well as developing proposals for legislative reform. Robert Yorke, chairman of JNAPC, said: "This is an opportunity to increase awareness about the need to take archaeology into account during offshore development. Not only can there be historic wrecks on the seabed but also the remains of prehistoric settlements." Dr Carolyn Heeps, Head of Offshore & Environment at The Crown Estate, said: "The Crown Estate views the new code as an essential reference point for all sectors looking to undertake development of the seabed around the UK as it will encourage a responsible approach to preserving our cultural marine resources."

An Adobe Acrobat version of the code is available by following [New Code of Practice](#) PDF (710KB). For further information please visit our [JNAPC Code of Practice](#) page.

## Scotland

The recreational divers were overawed by the sight of the massive rusting warship, looming out of the murky depths of Orkney's Scapa Flow. Ninety years had passed since the German cruiser *Karlsruhe* had sailed into battle with the rest of the First World War German Grand Fleet. As the divers swum round, they saw scraps of material drifting towards them out of a corroding bulkhead. "We were spooked," one of them reported later. "It was like they were trying to communicate." Prophetic words. The scraps of paper were unsent postcards intended for German wives and sweethearts, to reassure them that husbands and lovers were safe and well. The cards have lain submerged in Scapa Flow since the captured German High Seas

Fleet was scuttled on midsummer morning June 1919, four score and seven years ago on Wednesday. It was a last post-war act of defiance by Admiral Ludwig von Reuter that put paid to plans by the allies to lay claim to the defeated German navy. "The fact that these postcards have survived at all is nothing short of amazing," says Mandy Clydesdale, conservation consultant with [AOC Archaeology](#), a Midlothian company that specialises in restoring valuable artefacts. Since the seven German warships still remaining in Scapa Flow are now scheduled ancient monuments, [Historic Scotland](#) contacted diving scientist Bobby Forbes to recover the postcards from the *Karlsruhe* and pass them on to the company. Forbes found all his skills tested to the limit when it came to removing the postcards from the wreck. "The reason they'd survived so long was because they'd been buried in sediment," says Forbes. "There had been no water movement around them until the ship's bulkhead had started to corrode. I discovered that they'd been in tin boxes and the deteriorating metal had formed a concretion with the bulkhead metal, so getting them out was a bit of a nightmare, to put it mildly." The tin boxes that had protected the postcards for so many years had welded the stacks together into a lump of sludge bound by rusting metal - a daunting task for the conservationists. It took nearly two years of painstaking work, but now the restored postcards forge a poignant link with the past. The scene visible on one is informal and homely. A little girl in pigtails and a gingham dress bends purposefully over something half written, while her brother lies back against a cushion, smiling over the contents of a letter in his hand - a world away from the ghastly realities of war. A second card shows an officer with a sling on his arm, sitting on what looks like a bench in the garden of a hospital. The sling and the uniform verify he's been wounded fighting for his country - but only slightly wounded, so the injuries don't detract from the image of the proud officer in full dress uniform with head held high and a hero-worshipping maiden in attendance. Other scenes show flotillas of ships butting their way through choppy seas, and it's only when you compare a restored one with an original that you appreciate the skill involved in restoring them.

By Kath Gourlay – The Scotsman©

<http://heritage.scotsman.com/people.cfm?id=899282006>

Scotsman - United Kingdom (06/20/06)

There won't be a dull moment in Caithness this summer, if you're an archaeologist. The most northerly county on the British mainland will undergo more excavations and underwater explorations than any other region in the country over the next few months, with projects looking at Neolithic and Bronze Age cairns, Iron Age brochs and crannogs, medieval castles and shipwrecks. One team will reverse the trend and rebuild some stone structures in 3000BC style. "At last," said Emma Sanderson, Archaeological Development Officer for the [Caithness Archaeological Trust](#), "the academic world is beginning to realise what unspoilt world class archaeology Caithness has to offer." Indeed, because the remote, sparsely populated region has undergone less development than the Central Belt of Scotland, it possesses a wealth of well-preserved archaeological remains – with many treasures yet to be discovered. An initial excavation of the Iron Age broch at Keiss will be led by John Barber of [AOC Archaeology Group](#). A broch is a round stone tower, unique to Iron Age Scotland. John described the Keiss broch as a magnificent site with a village surrounding it. "The excavations this year are only the start," he said, "to enable more extensive excavations next year and for four years thereafter." Off land, two new exciting underwater archaeology projects will begin. Pioneering surveys of now submerged crannogs (artificial island settlements) in Caithness will be carried out by AOC Archaeology Group and archaeologists from the [University of Nottingham](#). "We intend to take samples from these crannogs for radiocarbon dating," said team leader Graeme Cavers. "The survey of the crannogs in the Loch of Yarrows, Loch Clader, Loch Watten and Loch Scarmclate will add a further dimension to our understanding of prehistoric settlement in Caithness." The rough seas and treacherous coastline have also attracted the attention of archaeologists at [Nottingham University Underwater Archaeology Research Centre](#). They will be attempting to find out more about the wrecks that lie strewn in the notorious ships' graveyard around Caithness. The coastal waters have a long history of maritime accidents, yet remain one of the most under-researched areas in underwater archaeology. "The region is steeped in maritime history" said project co-ordinator Simon Davidson, "evidence for which is still lying there on the seabed." "We're keen to finally solve the mystery of what happened to the V81, a German destroyer which sank in 1921 off Sinclair's Bay whilst being towed from Scapa Flow," said Simon. Several of the projects also fall under the River of Stone programme, a scheme that promotes local community and economic development through archaeology.

By Caroline Lewis – The 24 Hour Museum©

[http://www.24hourmuseum.org.uk/nwh\\_gfx\\_en/ART38231.html](http://www.24hourmuseum.org.uk/nwh_gfx_en/ART38231.html)

24 Hour Museum – UK (06/23/06)

Archaeologists are to investigate a wreck reported to be that of a German warship previously said to have been salvaged and scrapped. Records claim the V81, which was at the Battle of Jutland in 1916, was raised in 1937 after foundering off the Caithness coast 85 years ago. However, members of Caithness Diving Club said it was still on the seabed. Archaeologist Simon Davidson, of [Nottingham University](#), said: "It's a wreck that shouldn't be there." The suspected wreck of the World War I destroyer is one of 12, dating from 1890 to 1942, which will be examined by a team from Nottingham University's [underwater archaeology research centre](#). They intend to work closely with [Caithness Diving Club](#). Mr Davidson said information on the fate of the V81 was "cloudy". The destroyer was part of the German High Seas Fleet which fought the Royal Navy in the Battle of Jutland, off Denmark's coast. Some 8,648 British and German sailors lost their lives in one day's fighting on 31 May into 1 June 1916. In 1919, the vessel and 73 other German warships were scuttled in Scapa Flow, Orkney. Many were later salvaged, including the V81 whose sister vessel the V83 remains submerged at Scapa Flow. "The V81 had been beached, but was re-floated in 1921 and was being towed to Rosyth when it hit fog off the Caithness coast," said Mr Davidson. "The tow was lost and V81 broke free and it ran aground just north of Sinclair Bay and there it lay for several years." Mr Davidson said it was supposedly salvaged and taken away for scrap in 1937, but in 1985 divers reported to have found it wrecked on the seabed. Archaeologists plan to officially verify the ship by comparing its measurements and any serial numbers with those on the V83. David Steele, of Caithness Diving Club, said it was in shallow water in an area covered in kelp.

BBC News©

[http://news.bbc.co.uk/2/hi/uk\\_news/scotland/highlands\\_and\\_islands/5117990.stm](http://news.bbc.co.uk/2/hi/uk_news/scotland/highlands_and_islands/5117990.stm)

BBC News – UK (06/26/06)

## **The Reference Library**

### ***Archaeologists search a North Carolina wreck for clues to the ruthless man behind the heartless pirate (2006) by Joel K. Bourne, Jr***

National Geographic©

<http://www7.nationalgeographic.com/ngm/0607/feature6/index.html>

On a sweltering June afternoon on the Hampton, Virginia, waterfront, a crowd gathers around a makeshift surgery where a hapless sailor dressed in 18th-century rags is about to get his leg sawed off. Held down by four brawny mates, he screams and squirms to the onlookers' delight until the offending limb is gone and a neat wooden peg is strapped in its place. Suddenly all eyes turn to a big man with a blood-red sash and wild black beard boldly sauntering across the lawn. His bulging eyes lock on a young mother with a stroller, and one bushy eyebrow rises to the sky. "Arrrh, what a cute one!" he bellows in a voice like a cannon shot. "And the kid ain't bad, either!" Once again, Blackbeard is the man of the hour at the annual festival in his honor, a celebration of pirate life and times with mock battles, swordplay, and the odd removal of limbs. Thought to be the inspiration for the fictional Captain Hook and Long John Silver, the great bearded one's image is as popular today as ever, from Johnny Depp's dashing plaits in *Pirates of the Caribbean*, to Ben Cherry's swaggering impersonation at the Hampton festival. In nearby North Carolina, where Blackbeard met his grisly end, archaeologists are probing a shipwreck for new clues to his life. Although he struck terror from Pennsylvania to the Caribbean, it was along this coast that he found a welcome that lingers to this day, his memory saluted in trinket shops, inns, and bars. An audacious rascal, he came out of nowhere, never surrendered, and went down in a hail of musket balls. Even after his corpse was tossed overboard, some said it circled the boat three times before sinking. Like the pirate himself, the legend just won't die.

## Upcoming Events

### **Treasures of NOAA' Ark traveling exhibit will be at Nauticus, the National Maritime Center, in Norfolk, Virginia from March 4 – September 4, 2006.**

On the heels of the 2006 [NOAA Heritage Week](#) and as a result of a [NOAA Preserve America Initiative](#) Grant Program, the *Treasures of NOAA's Ark* exhibit has been transformed into a traveling exhibit that showcases artifacts representing nearly 200 years of science, service, and stewardship by the NOAA and its ancestor agencies. First stop on this "tour" is [Nauticus](#), The National Maritime Center, in Norfolk, Virginia from March 4 through September 4, 2006. Nauticus is also offering a variety of hands-on activities and educational programs relating to *Treasures of NOAA's Ark*. This includes coastal navigation and survey, fisheries, and maritime heritage; weather, environmental science, and hurricane tracking. These programs are being offered at various times during the exhibit to students and the general public: Exploring the Sea—A Career Adventure. Learn more about the people that work on and under the high seas and their impact on our world. Immerse yourself in science and adventure with hands-on interactive projects and demonstrations. Learn of the many career paths and volunteer opportunities in NOAA agencies; Charting the Waters. Join us as we look above and below the water surface, exploring the bottom of the sea floor using mock ocean mapping exercises. "See" the bottom of the sea using modern and ancient technology; Under the Sea. Life abounds under the sea in many forms, creating a delicate balance of inter-dependent systems. NOAA works with private and public agencies worldwide to help these systems flourish. Learn more about undersea creatures and plants to become a better steward of our bays and oceans; Wacky Weather. Explore the science behind predicting weather---its study and monitoring, how weather events impact our lives and how we can protect ourselves. *Treasures of NOAA's Ark* is part of the [White House Preserve America initiative](#) to preserve, protect, and promote our nation's rich heritage. This traveling exhibit further promotes the Administration's Initiative by showcasing NOAA through partnering with local communities and fostering heritage tourism.

For more information check out [www.preserveamerica.noaa.gov](http://www.preserveamerica.noaa.gov) or contact [cheryl.oliver@noaa.gov](mailto:cheryl.oliver@noaa.gov) or [andrew.w.larkin@noaa.gov](mailto:andrew.w.larkin@noaa.gov).

### **The USS Monitor Shipwreck Expedition Educator Workshop will be held at Nauticus, the National Maritime Center, in Norfolk, VA on July 21, 2006**

Join educators, historians, and ocean explorers in this one-time specially developed workshop for teachers related to exploration of the USS *Monitor* shipwreck site off the Virginia Capes. The Civil War ironclad USS *Monitor*, one of the greatest American technological innovations of the 19th century, occupies a special place in the history of naval warfare. The vessel's historic battle with the Confederate warship CSS *Virginia* is often seen as causing a revolution in the nature of conflict at sea. In July, 2006, [the University of Rhode Island's Institute for Archaeological Oceanography](#) and NOAA's [Monitor National Marine Sanctuary](#) will utilize remotely operated vehicles to conduct acoustic and optical imaging surveys of the USS *Monitor* shipwreck site. The images will then be used to generate a digital photographic mosaic of the ship's hull and surrounding wreckage. The research vessel used for this expedition, the *Endeavor*, will be in port in Norfolk on July 21, following the conclusion of the *Monitor* expedition. Teachers participating in this workshop will receive a private guided tour of the equipment used during this expedition and a tour of relevant exhibits at [Nauticus](#) and the [Hampton Naval Roads Museum](#). In addition, teachers will participate in hands-on social studies and science activities related to the Battle of Hampton Roads, the *Monitor* shipwreck, remotely-operated vehicles used in deep-sea exploration, and metal degradation as it relates to marine archaeology. These activities will be led by educators from the [National Marine Sanctuary](#), NOAA's [Office of Ocean Exploration](#), the Hampton Roads Naval Museum, and Nauticus, The National Maritime Center. Pre-registration is required and space is limited. Registration deadline is July 3, 2006. To register, send the attached registration form to [Brent Rudmann](#) at [brent.rudmann@noaa.gov](mailto:brent.rudmann@noaa.gov), or 757-627-3823



***Second Centre for Portuguese Nautical Studies (CPNS) Maritime Archaeology and History Conference will be held in Mossel Bay, Southern Cape Province, South Africa from August 6-8, 2006***

Following the major success of our first conference held during August 2004 the [Centre for Portuguese Nautical Studies](http://www.cpnssa.org/) (CPNS) is proud to announce the second CPNS Maritime Archaeology & History Conference organized in co-operation with the Dias Museum, to be held in Mossel Bay, Southern Cape Province, South Africa, from 6-8 August 2006. We invite all interested parties to indicate their interest, to attend and/or to present a paper at this major international event. Experts from across the world will join us in discussions on various aspects relating to Portuguese Maritime History during the *Carreira da India* period. Persons interested in presenting topics at the conference are asked to contact us as soon as possible and provide us with a suggested topic/s. You will be under no obligation to attend or speak but we need some input to start planning the program. Final commitments only needed by end February 2006. You are welcome to suggest any topic relevant to Portuguese Maritime History during the period and also to suggest additional workshops you would be interested in attending or presenting.

For more information, please visit <http://www.cpnssa.org/> or contact Paul Brant, Director of CPNS, [cpns@cpnssa.org](mailto:cpns@cpnssa.org) or [pbrandt@medic.up.ac.za](mailto:pbrandt@medic.up.ac.za).

***Festival of the Sea 2006 takes place at the San Francisco Maritime National Historical Park on September 9<sup>th</sup>, 2006***

Maritime history will come splendidly to life at this one-day event featuring music and culture from the age of sail. [San Francisco Maritime National Historical Park](http://www.nps.gov/safr) visitors will be transported back to the days of square-rigged ships, gold seekers, and harrowing Cape Horn passages. The festival will feature live theater, kids' maritime crafts and programs, boat building and racing contests, living history shipboard demonstrations, blacksmithing, rope making, knot tying, exhibits, and the rich and varied tradition of music of the sea. Some of the finest singers and instrumentalists from the Bay Area will perform centuries-old sea chanteys, mournful ballads, and raucous drinking songs from the days when hard work and strong canvas ruled the waves. Join in on some of the songs as the park honors maritime history and the 25<sup>th</sup> anniversary of the park's monthly sea chantey sing-along. Admission to Festival of the Sea 2006 is free (suggested \$5 donation appreciated) and includes entrance to the National Historic Landmark vessels berthed at Hyde Street Pier. This year's festival takes place on Saturday, September 9, from 10am-5pm, at Hyde Street Pier, at the corner of Hyde and Jefferson Streets. San Francisco Maritime National Historical Park includes a magnificent fleet of historic ships, visitor center, maritime museum and library. The park offers both regular programs and special events.

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>.

***Managing the Marine Cultural Heritage II: Significance Conference will be held in Portsmouth, U.K. from September 27-28, 2006***

The [Managing the Marine Cultural Heritage II](http://www.magconference.org/) conference aims to inform those involved in managing the marine cultural heritage of approaches to the definition and management of significance. This will include the presentation of international developments and best practice models. The objectives are four-fold: i.) To convene a range of international experts; ii.) To present a series of papers on examples of defining significance and marine cultural heritage in themed sessions; iii.) To provide a forum for discussion and exchange of ideas and approaches; and iv.) To publish the proceedings and disseminate to a wide audience.

For more information, visit: <http://www.magconference.org/>.