

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 2.1, 2005 (January)¹

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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Federal Agencies

National Park Service (Department of the Interior)

National Register of Historic Places

(courtesy of Erika Martin Seibert, Archaeologist at the National Register of Historic Places)

The [National Register of Historic Places](#) listed the [Portland Shipwreck](#) and remains on the National Register. The *Portland* is located in the [Stellwagen Bank National Marine Sanctuary](#). The letter that came in with the nomination (from NOAA) provides the legal justification for listing properties located in [National Marine Sanctuaries](#) in the National Register. This is important because prior to this justification the National Register would only accept properties in state waters (up to three miles off state coastlines), where the state is the nominating authority. This letter states that the National Marine Sanctuaries Act gives NOAA jurisdiction and management responsibilities of the areas designated as national marine sanctuaries (outside of the 3 mile limit) and while several agencies have jurisdiction or control of marine areas outside of state waters, only NOAA has the authority to manage historic resources located in those areas. Therefore, NOAA is the nominating authority of sites in national marine sanctuaries and sites in those sanctuaries outside of state waters may be nominated to the National Register. [Also, see entry under [NMS/Stellwagen Bank](#)]

For more information on the National Register of Historic Places visit <http://www.cr.nps.gov/nr/index.htm> or contact Erika Martin Seibert at Erika_Seibert@nps.gov.

¹ All links current as of 01/31/05

National Oceanic and Atmospheric Administration (Department of Commerce)

Discover the Treasures of NOAA's Ark at the First Annual NOAA Heritage Week, February 7-11, 2005. As the nation's oldest scientific agency, NOAA has in its care a wealth of artifacts--from 19th century maps and charts to early scientific instruments--that recall the agency's proud heritage and legacy of service to the nation. NOAA has dusted off a variety of rare treasures and placed them in a display so unique you'll instantly be overtaken by the thrill of discovery, just like the early NOAA scientists surely did when they first used these items. Come see for yourself at the NOAA Science Center in Silver Spring, MD. Conservators will be on hand to offer tips about caring for precious personal treasures and heirlooms, from old family photos to quilts, clothing, and other fabric items. *Treasures of NOAA's Ark* will be open from 11 a.m. to 2 p.m. daily. Those not located in Silver Spring can experience this special exhibit at <http://preserveamerica.noaa.gov>.

The NOAA Report (December 2004) has an article on Preserving NOAA's Heritage:

<http://www.publicaffairs.noaa.gov/nr/pdf/dec2004.pdf>

For more information, contact Cheryl Oliver at 301-713-3125, ext. 106.

The National Oceanic and Atmospheric Administration's Dr. Nancy Foster Scholarship Program recognizes outstanding scholarship and encourages independent graduate level research -- particularly by female and minority students -- in oceanography, marine biology and maritime archaeology. Congress authorized the Program, as described in the National Marine Sanctuaries Amendments Act of 2000 (Pub. L. 106-513), soon after Dr. Foster's death in June 2000' as a means of honoring her life's work and contribution to the nation. The program is administered through NOAA's National Ocean Service and funded annually with one percent of the amount appropriated each fiscal year to carry out the National Marine Sanctuaries Act. The 2005-2006 application process begins February 11 and ends April 15, 2005.

View or download (PDF, 7K) the Grant Notice at:

<http://fedgrants.gov/Applicants/DOC/NOAA/GMC/11429Foster06302004/Grant.html>.

View or download (PDF, 144K) the June 30, 2004 Federal Register Notices at:

<http://fedgrants.gov/EPSTData/DOC/Synopses/1250/11429Foster06302004/june%26%23032%3B30%26%23032%3B2004.pdf>. See the following sections: Proposal Review and Selections Process for Internships, Fellowships, and Scholarships and CFDA:11429 – National Marine Sanctuary Program.

View or download (PDF, 64 K) the portion of Pub. L. 106-513 that pertains to the Dr. Nancy Foster Scholarship Program at: <http://fosterscholars.noaa.gov/nfpubliclaw.pdf>

Central Library (Department of Commerce/NOAA)

(courtesy of Kathy Kelly, Marine Protected Areas Librarian, NOAA Central Library)

The [Institute of Museum and Library Services](http://www.imls.gov) (IMLS) has issued a workshop report assessing the progress among libraries, museums, and cultural heritage organizations to develop digital cultural and scientific heritage collections. The report includes suggested action items and discussion of needed infrastructure, audience research and development, collaboration, professional development, funding factors, and recommendations to IMLS and to the cultural heritage community. "Digital Resources for Cultural Heritage: A Strategic Assessment Workshop on Current Status and Future Needs" is available at:

<http://www.imls.gov/pubs/pdf/LibraryBrochure.pdf>

Marine Protected Areas Center (Department of Commerce/NOAA)

The Marine Protected Area Center held a federal agency workshop entitled, "Developing the National System of Marine Protected Areas" on January 26-27, 2005 at the Hotel Washington in downtown Washington, D.C. The MPA Center is charged by Presidential Executive Order 13158 to work cooperatively with federal agencies, states, tribes and other stakeholders to develop a national system of MPAs in order to conserve the nation's natural and cultural heritage and sustainable use of the marine environment. Over the coming year, the MPA Center will be conducting extensive outreach to learn from key participants and stakeholders about their views on the goals and objectives of the national system, and how it should be structured and implemented to advance national, regional, state, and tribal conservation goals. Cultural Resource breakout sessions (along with separate Natural Resource and Sustainable Production sessions) were held to obtain information that will contribute to a National System Framework document, which will outline the goals, objectives and guiding principles for the national system, and

describe the process for developing the system over the next few years. In addition to this workshop, the MPA Center plans to hold two workshops for State governments and several public “listening sessions” around the nation over the coming year to solicit input for the Framework.

Please contact Lauren Wenzel at (301) 713-3100 x136 or lauren.wenzel@noaa.gov or Brian Jordan at (301) 713-3100 x240 or brian.jordan@noaa.gov for further information.

National Marine Sanctuaries (Department of Commerce/NOAA)

Gerry E. Studds Stellwagen Bank National Marine Sanctuary

(courtesy of [Deborah Marx](#), maritime archaeologists, SBNMS)

The *Gerry E. Studds* Stellwagen Bank National Marine Sanctuary had a booth at the [Archaeological Institute of America](#) (AIA) annual conference in Boston in January 2005. The booth highlighted SBNMS's current maritime heritage research and fieldwork. Over 2,700 scholars from around the world attended the conference whose theme this year was underwater archaeology.

The sanctuary was also represented at the MA Board of Underwater Archaeological Resources table at the 5th Annual Archaeology Fair: Digging into Archaeology: A Hands-On Family Fair. The fair was run in conjunction with the AIA conference in Boston.

E-Mail: Deborah.Marx@noaa.gov

The steamship *Portland*, located in the NOAA [Stellwagen Bank National Marine Sanctuary](#), has been listed on the [National Register of Historic Places](#). Built at the apogee of New England night boat service, the *Portland's* design was the culmination of years of construction practices developed in New England's shipyards. Measuring over 280 feet long, the Maine-built wooden-hulled side paddle wheel steamship transported passengers and freight along the New England coast with a relatively uneventful record until its loss with all hands in November 1898. During each of the past three years, sanctuary scientists and archaeologists have visited the shipwreck with an ROV to document the steamship. The *Portland's* archeological integrity contributed significantly to its listing. The steamship's remains are the best preserved of any New England night boat found to date. Further archaeological research is expected to yield information about New England night boat construction, the cause of the *Portland's* demise, and the passengers and crew who typically used steamships for passage along the coast. [Also see [NPS/National Register of Historic Places](#) entry]

For more information, contact Deborah Marx at Deborah.Marx@noaa.gov

Monterrey Bay National Marine Sanctuary

The Monterey Bay National Marine Sanctuary (MBNMS) Submerged Cultural Resources Web site has been revised and updated, incorporating descriptions of submerged cultural resources, responsibilities and mandates, resource protection challenges, recent research and inventories, the Maritime Heritage Program, the maritime heritage action plan, historic images and MBNMS partners and links.

The new Web site is located at: <http://montereybay.noaa.gov/resourcepro/resmanissues/culturalres.html>.

For more information, contact Erica Burton at Erica.Burton@noaa.gov.

Pacific Islands Region

(courtesy of [Hans Van Tilburg](#), Maritime Heritage Coordinator)

Maritime heritage staff at the National Marine Sanctuary's Pacific Islands Regional office are putting together a proposal to NOAA's [Office of Ocean Exploration](#) for support of a side scan sonar survey project south of Pearl Harbor and Barber's Point (island of Oahu). There are a number of known deep-water targets (Japanese midget sub, US Navy sub chasers, landing craft, aircraft of many different types) and potentially many others. This is also the area where the [Hawaii Undersea Research Lab](#) (HURL) conducts its annual pilot training exercises. Our efforts to inventory heritage resources in the area are collaborative: NOAA is leading a research/management effort involving [Naval Historical Center](#), [Navy Region Hawaii](#), [National Park Service](#), [Hawaii's State Historic Preservation Division](#), [National Marine Sanctuaries Program](#), and others.

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.

In another collaborative effort, the Pacific Islands Regional office is continuing to put together the science package for the next series of monitoring dives on the Japanese mini-sub. Research goals include: corrosion rate assessment; structural integrity assessment; site stability assessment; and site identification.

The May/June cruise plans to the [Northwest Hawaiian Islands](#) (NWHI) on board the NOAA ship *Hi`ialakai* are also being finalized. Maritime archaeologists will be joining a coral disease research expedition, and conducting non-invasive survey and remote sensing at French Frigate Shoals, Pearl and Hermes Atoll, Maro Reef, Midway, and Kure. Our work will include gathering high-definition footage of selected heritage sites (producer John Brooks).

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Office of Coast Survey (Department of Commerce/NOAA)

(courtesy of NOS Weekly Update – January 21, 2005)

NOAA's [Office of Coast Survey](#) has released digital versions of its Civil War-era Coast Pilots. The *Notes on the Coast of the United States* (<http://nauticalcharts.noaa.gov/nsd/notes.htm>) are a series of eight memoirs written in 1861 by the Blockade Strategy Board. The Board included among its members the Superintendent of the Coast Survey, A.D. Bache. Superintendent Bache saw the Board as a means of continuing the important work of the Coast Survey in the midst of the Civil War. The surveys completed by Bache and his team included sailing directions and detailed geographic information for the Southeast and Gulf Coasts. The documents were instrumental to Union Army and Navy operations, as officers planned blockade strategy using field correspondence from the Board.

For more information, contact John Nyberg at John.Nyberg@noaa.gov.

Office of Ocean Exploration (Department of Commerce/NOAA)

(courtesy of [NOAA Magazine](#), U.S. Department of Commerce)

A new [NOAA](#) ship will go boldly on a mission to further explore the world's oceans. "We want NOAA's newly converted ship to become the international symbol vessel for ocean exploration and research," said Stephen Hammond, acting director of the [NOAA Office of Ocean Exploration](#). "When it sails to unknown areas of the ocean, chances are excellent that multidisciplinary, international teams of scientist-explorers on board, and on shore at satellite-linked Science Command Centers, will make very fundamental discoveries." After conversion, the 224-foot former Navy ship will be NOAA's only ship with a dedicated science-class deep-ocean robot, or remotely-operated vehicle. The ship will carry 10,000 meters of umbilical cable, weighing more than 22,000 pounds. Up to 6,000 meters will be used to lower a tow sled close to the ocean floor. Another 30 meters of separate cable will connect the tow sled with a mobile ROV equipped with a robust sampling capability. The long umbilical from the ship to tow sled will funnel commands to and collect data and images from the ROV. And, it will provide both the tow sled and ROV with enough electrical power to operate bright lights, high-definition video cameras and high-resolution still cameras. Previous ocean explorations have discovered and filmed a volcano erupting underwater and have mapped underwater canyons, seamounts and deep-sea corals. Scientists on ocean explorations have discovered numerous new species, researched historic shipwrecks and other submerged cultural resources and found compounds in marine animals that produce medicines from the sea.

<http://www.noanews.noaa.gov/stories2005/s2370.htm>

NOAA Magazine - Department of Commerce, USA (01/18/05)

Activities in States and Territories

Alabama

An archaeological diver from Mobile said he thinks it's possible that a piece of a British warship that was sunk during the War of 1812 has been hiding in plain sight for seven years, standing on display in a historic fort's parking lot on this Alabama barrier island. Presently, a plaque tells visitors that the hunk of hardwood and corroded iron is the keel of an unknown ship "built in the 1800s or earlier." Glen Forest, a marine archaeologist who did dive work during the excavation of the USS *Monitor*, is now working on dry

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land, trying to conclusively identify the 30-foot ship fragment that has been sitting in the center of Fort Gaines' parking lot since Hurricane Georges heaved it from the sea floor and onto an island house in 1998. "At the very least, we need to get this thing out of the sun and the rain, and we need to get all the bugs and termites out of it," said Forest, 45, pacing around the fragment's pocked and pitted length. "Of course, nobody will put any money into it until it's been identified. I'm trying to do that." Forest's theory is that the massive flotsam is actually the top, left, rear side of the British warship HMS *Hermes*, a sloop-of-war carrying about 20 guns. The vessel was set on fire and exploded during the first of two British attacks on Fort Bowyer in Baldwin County during the War of 1812.

By Russ Henderson – Mobile Register ©

<http://www.al.com/news/mobileregister/index.ssf?/base/news/110599650350200.xml>

AL.com - Mobile,AL,USA (01/17/2005)

Alaska

The Coast Guard ended its search Monday evening for three missing crab fishermen washed from the hull of the F/V *Big Valley* after she rolled Saturday morning 70 miles west of St. Paul. They are skipper Gary Edwards, 46, of Kodiak; Josias Hernandez Luna, 48, of Anchorage; and Aaron Marrs, 27, of Nashville, Tenn. The body of Carlos Rivera, 35, of Uruguay and that of a second crewman from Belgium were recovered at the scene. The crewman from Belgium has not been officially identified because authorities have not located his family. Cache Seel, 30, the only survivor, asked friend Travis Stark to relay the following account of his experience during the hours from when the canting of the boat woke him until he realized he was alone in the water, swimming toward a light he hoped came from the life raft.

By Jan Danelski – Kodiak Daily Mirror ©

<http://www.kodiakdailymirror.com/?pid=19&id=959>

Kodiak Daily Mirror - Kodiak,AK,USA (01/18/05) (see related story below)

(courtesy of Tane Casserlay, Monitor NMS)

This past July, as part of an ECU led project, Tim Runyan, Frank Cantelas, Steve Sellers and I spent 3 weeks aboard the *Big Valley* with Captain Gary Edwards and his crew in Kodiak, Alaska. The *Big Valley* was chartered by a joint OE and NSF grant for the *Kad'yak* Shipwreck Project and had participated in numerous surveys for the National Marine Fisheries Service. At first glance, Gary's 92-foot *Big Valley* looked something like Han Solo's Millennium Falcon from Star Wars, a bucket of bolts. In stark contrast to the NOAA fleet and university research vessels, this boat was a hard-working commercial craft. But underneath this facade was a very capable and well-maintained fishing boat that had weathered over twenty years crabbing in Alaskan waters. As owner of the vessel, Gary had added many personal touches including a library that rivaled my entire college reading list, an eclectic collection of 19th century photographs on the bulkhead walls, and a salon behind the wheel house that housed leather couches, a full-scale fireplace, wood floor, and skylights. After a cold day diving, Gary would always have a superb meal ready, a warm fire, and a first-rate story to tell. Gary and the *Big Valley* can't help but stand out as the most unique captain and research vessel I've ever known.

Delaware

The most interesting thing Andy and Cindy Janiga found in their years of beachcombing was an antique wooden table leg. But all that changed Thursday when the Duryea, Pa., couple took their metal detector to Lewes Beach and took a walk along the sand renourishment site at Roosevelt Inlet. A few minutes into their walk, Andy Janiga looked down to see a piece of metal. He bent over, picked it up and held in the palm of his hand. It was a meticulously detailed tin ship model - so detailed that some of the paint remains and the ratlines and other rigging are as delicate as filigree on a Victorian ring. The tiny ship and two others the Janigas also found look very much like Delaware's replica of the Kalmar Nyckel, the ship that brought the state's first permanent European settlement in 1638. The Janigas' discoveries add to the growing body of information on artifacts that make up one of the state's newest - and possibly "highly significant" - historic sites. Early next week, state archaeologists plan to begin field work at the beach site by digging trenches to get an idea of where artifacts landed and how far beneath the surface they will be found, said Daniel Griffith, director of the [Delaware State Historic Preservation Office](#). In addition, Griffith said, state officials will meet with the U.S. Army Corps of Engineers to finalize plans for a

complete assessment of the beach site and a site about 2,000 feet into the Delaware Bay that is the likely source of the artifacts.

By Molly Murray - The News Journal ©

<http://www.delawareonline.com/newsjournal/local/2005/01/01lewesbeachoffer.html>

The News Journal - Wilmington,DE,USA (01/01/05)

Georgia

(courtesy of [Jason Burns](#), [Georgia State Underwater Archaeologist](#))

Jeff Jones has received some funny looks when he says he's going scuba diving in the Ocmulgee River. The river many locals call "Old Muddy" is often red and very shallow as it passes through the city of Macon. But Jones' underwater explorations have uncovered pottery shards in the riverbed between Interstate 16 and the Otis Redding Bridge. "You can dive in the Ocmulgee," said Barry Hudson, who lives on the river in Macon and has found prehistoric artifacts in it. "When it's low and green, it's time to go." Divers and archaeology buffs are preparing to join forces to start more focused searches for clues to Macon's history beneath the Ocmulgee's waters. The Ocmulgee Archaeological Society and local divers met Thursday night to learn more about underwater archaeology training, funding, research and more so they can look for the remains of Macon's steamboat piers starting this spring. "Georgia has a massive number of sites under water, historic and prehistoric," said Charles Kelly, president of the [West Georgia Underwater Archaeological Society](#). "In this area you're going to have a wealth of sites."

By S. Heather Duncan – The Telegraph ©

<http://www.macon.com/mld/telegraph/10606890.htm>

MaconTelgraph.com - Macon,GA,USA (01/10/05)

Bestselling novelist Clive Cussler. Tampa shipwreck-hunter [Odyssey Marine Exploration Inc.](#) Two very different animals with something in common: Both have been sued by a South Carolina man who claims he deserves credit for shipwrecks they discovered. Shipwreck hunter E. Lee Spence is one of four men who recently sued Odyssey over the SS *Republic*, a side-wheel steamer that sank in the Atlantic Ocean about 100 miles off the Georgia coast with thousands of gold and silver coins aboard in 1865. Odyssey found the ship in June 2003 and parlayed it into a [National Geographic](#) TV special and millions of dollars in coin sales. Spence and his co-plaintiffs claim the company used their research to find the ship but failed to share the booty. Odyssey says it relied on its own data.

By Scott Barancik – St. Petersburg Times©

http://www.sptimes.com/2005/01/26/Business/Novelist_and_Tampa_co.shtml

St. Petersburg Times - St. Petersburg,FL,USA (01/26/05)

Michigan

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

As he sailed into harbor with his ship full of goods, Oliver Williams could see the American flag flying over Fort Mackinac. It was a ruse. The island was in British hands. The War of 1812 had started. The British confiscated his ship, the [Friends Good Will](#), renamed her *H.M. Sloop Little Belt*, and armed her with three cannons. Williams and his crew became prisoners of war. Williams had moved to the territory from Massachusetts in 1808 to open a dry goods store. Two years later he decided to expand his business and built a ship to transport goods from Buffalo via Lake Erie to Detroit. The system proved profitable-until the summer of 1812 when *Friends Good Will* was taken at the Fort Mackinac. Now another *Friends Good Will* is afloat. The [Michigan Maritime Museum](#) in South Haven was awarded a grant by the [Michigan Humanities Council](#) to build a new ship. She made her maiden voyage this past September from Albany, where she was built, to South Haven, Michigan. Onboard the ship, fourth and fifth graders can learn about navigation, weather, and the War of 1812 as they chew hardtack and help hoist sails.

By Phoebe Prioleau – Humanities – The Magazine of the National Endowment for the Humanities©

<http://www.neh.fed.us/news/humanities/2004-11/shesailsagain.html>

Humanities - Washington,DC,USA (Nov/Dec 2004)

(courtesy of John Halsey, Michigan State Archaeologist)

[Although the "Schooner in the Sand" museum exhibit has been over for a while, the information is still captured on the [Michigan Historical Museum's](http://www.sos.state.mi.us/history/museum/explore/museums/hismus/special/schooner/schooner.html) web site.] In late April 1990, nine-year-old David Head discovered the bow of a wooden ship projecting from the eroding west bank of the Millecoquins River about 100 yards from the mouth of the river. He had a tough time convincing grown-ups that he had found anything significant. "They thought it was tree roots, or the way the bank was eroding." Finally, David's stepfather, David Archambeau, realized that David really had found a boat. He reported the find to Morrie Allen, Manager of the Hiawatha Sportsman's Club, which owned of the property where the wreck lay. Allen contacted the Department of Natural Resources; they called on Michigan's State Archaeologist. Michigan Historical Museum©
<http://www.sos.state.mi.us/history/museum/explore/museums/hismus/special/schooner/schooner.html>

South Carolina

On Feb. 17, 1864, the [H.L. Hunley](#) became the first submarine to sink an enemy vessel, but its eight Confederate crewmen paid the ultimate price for setting the precedent. Since the submarine was raised from the ocean floor off Charleston Harbor, S.C., in the summer of 2000, it has been yielding a treasure trove of artifacts as well as the bones of its crew. Now those discoveries have come together in what historians and other experts describe as the first accurate image depicting the *Hunley* and its sailors. That image is "The Final Mission," the latest painting by Cove Neck artist Mort Künstler, who specializes in the Civil War and has been named official artist of the *Hunley* preservation project in South Carolina. While there was a remarkably accurate painting made of the sub without its crew by Conrad Wise Chapman, who saw it during the war, and many paintings have been done since then, no one ever got all the details right, historians say, because no artist ever saw all the items carried on the final voyage and there are no known photographs of the crew members.

Bill Bleyer – Hampton Roads Daily Press ©

<http://www.dailypress.com/news/ny-lilore1231.0,3506254.story?coll=dp-headlines-topnews>

Hampton Roads Daily Press - Newport, VA, USA (01/06/05)

From the Halls of Academia

(courtesy of NOAA [Ocean Explorer Education](#) electronic news update)

ARMADA Project- Research and Mentoring Experiences for Teachers. Submit an application to the ARMADA Project that provides K-12 teachers an opportunity to actively participate in ocean, polar, and environmental science research and peer mentoring. Selected Master Teachers (with five or more years teaching experience) are paired with leading scientists and participate in shipboard, field, or laboratory research with all expenses paid. Research experiences will take place during the summer, although there may be opportunities during the school year. The ARMADA Project has involved teachers in research experiences all over the world. Past experiences include taking part in the largest North Pacific humpback whale study in the waters off the coast of Alaska, investigating the impacts of global change in the Arctic Ocean, tracking juvenile bull sharks in the Indian River Lagoon, studying the impact of human activity on dusky dolphins in New Zealand, assisting with testing new technologies used in deep water excavation of ancient shipwrecks in the Black Sea, water circulation studies in the Norwegian Sea, and a variety of ecosystem monitoring projects in the Bay of Fundy, Narragansett Bay, Gulf of Maine, Stellwagen Bank, Western Shelf of Florida, and Block Island Sound. More information on past research experiences can be found on the ARMADA Project website.

For more information about teacher qualifications, responsibilities, and to download an application (deadline is February 14, 2005) see the ARMADA Project website <http://www.armadaproject.org> or contact Andrea Kecskes at 401-874-6211 or armada@gso.uri.edu. The ARMADA Project is funded by the National Science Foundation and administered by the University of Rhode Island's Office of Marine Programs.

Global Perspectives

Australia

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)
 AUSTRALIAN archaeologists have unearthed one of the oldest log canoes ever found in South-East Asia. A team from the [Australian National University](http://www.anu.edu.au) (ANU) in Canberra and conservators from the [National Museum of Australia](http://www.nma.gov.au) excavated a 2.5m section of the boat last month at Dong Xa, about 50 kilometres southeast of the capital Hanoi. The boat was used for burial and contained the body of an adult. It would have been about 10m long and was believed to have been used in the Red River delta area around 100BC by a people known as the Dongson, ANU's Peter Bellwood said.
http://www.nma.gov.au/media/media_releases_index/2005_01_15/
 The National Museum of Australia (01/14/05)

Japan

Science has dealt a blow to a Japanese legend which says the country was twice saved from a Mongolian fleet thanks to a "divine wind," or kamikaze, that destroyed the invaders' ships. A 900-ship fleet, sent by the Mongolian emperor Kublai Khan in 1274, met resistance from Japanese samurai before being forced into retreat by bad weather and was then ripped to pieces by the kamikaze. Kublai Khan tried again eight years later, amassing a vast fleet of 4,400 ships from China and Korea, most of which were sunk by strong winds off the island of Takashima, in southern Japan. New evidence, though, suggests that poor design and shoddy workmanship may have been the principal cause of the Mongols' defeat, the British weekly [New Scientist](http://www.newscientist.com) says in its next issue, out on Saturday. [Randall Sasaki](http://www.tamu.edu), an archaeologist at [Texas A&M University](http://www.tamu.edu), has pored over fragmented remains of the 1281 fleet that were found in 1981. Of about 700 pieces of ship hauled up from the seabed off Takashima, none was larger than 3m, and most are between 10cm and 1m. Sasaki has studied around 500 of the fragments and says many of the timbers have nails placed very close together, sometimes with five or six in the same location. "This suggests the timbers were recycled to construct these ships," he told New Scientist. "Also, some of the timbers were themselves of poor quality." As for the design of the ship, Chinese documents suggest that many of the vessels in the 1281 fleet were flat-bottomed river boats, which would have been unstable in the open sea.

Agence France-Presse (AFP) ©

http://www.theaustralian.news.com.au/common/story_page/0,5744,11995315%255E30417,00.html

The Australian – Australia (01/20/05)

Also check out Randall Sasaki's web page on his research:

<http://nautarch.tamu.edu/shiplab/randall/Randall%20Index%200002.htm>

United Kingdom

(courtesy of Tane Casserlay, Monitor NMS)

The case of HMS *Sussex* has far-reaching implications for every one of the estimated three million wrecks in the world's oceans and the opposing forces of poorly funded marine archaeologists and rich commercial salvagers. Within the next six months, a state-of-the-art salvage vessel owned by a private American corporation, [Odyssey Marine Exploration](http://www.odyssey-marine.com), will arrive at the site off Gibraltar. Armed with the most advanced robotic submarine on the planet, the salvagers will begin the process of examining the 17th-century wreck that they believe is HMS *Sussex* and attempting to bring its golden piastres and any other artefacts to the surface after three centuries on the seabed. It will be the deepest salvage operation ever undertaken for a ship of that age. The project, which will cost an estimated £24m, has been made possible by a ground-breaking agreement with the Ministry of Defence in London to share the proceeds. But while the scheme could prove massively lucrative - up to £1bn according to some estimates - it is causing concern among [British archaeologists](http://www.british-archaeologists.org). They fear it could signal the start of the looting the world's underwater heritage.

By Cahal Milmo – The Independent ©

http://news.independent.co.uk/uk/this_britain/story.jsp?story=602584

The Independent (archived, full article must be purchased) – UK (01/20/05)

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)
 With the sun breaking through mist in shafts of light, it was easy to imagine its Bronze Age ancestor attempting to cross the North Sea. But yesterday's paddlers were a smaller – and lighter – bunch of rowers, including instructors from Trinity House School, in Hull, and students from Hull University Boat Club. The boat, named *Oakleaf* by North Ferriby schoolgirl Katherine Imrie, floated off the Humber foreshore, just down river from where the oak timbers of three Bronze Age vessels were excavated by amateur archaeologist Ted Wright between 1937 and 1963. The only earlier similar planked boats found so far have been ceremonial vessels of the Egyptian pharaohs.

By Alexandra Wood – Yorkshire Post©

<http://www.yorkshireday.co.uk/ViewArticle2.aspx?SectionID=55&ArticleID=921180>

The Yorkshire Post - Yorkshire, UK (01/17/05)

Upcoming Events

Marine Protected Areas West Coast State Workshop on National System Development is slated to take place in Tiburon, California on Feb. 2-3, 2005. The workshop is being hosted by the Resources Agency of California. Members of the workshop planning team include MPA Center staff Jonathan Kelsey, Brian Jordan, Sarah Lyons, and John Lopez, and state representatives including Brian Baird (CA), Athline Clark (HI), Doug Woodby (AK), Greg McMurray (OR), and Doug Myers (WA). (J. Lopez). Cultural Heritage breakout groups will meet during the sessions to discuss the cultural resource component of the National MPA System Development.

For more information, contact [Brian Jordan](mailto:bjordan@noaa.gov) at 301-713-3100, ext. 240 or [Jonathan Kelsey](mailto:jkelsey@noaa.gov) at 301-713-3100, ext. 230.

Discover the Treasures of NOAA's Ark at the First Annual NOAA Heritage Week, February 7-11, 2005. Come see for yourself at the NOAA Science Center in Silver Spring, MD. Conservators will be on hand to offer tips about caring for precious personal treasures and heirlooms, from old family photos to quilts, clothing, and other fabric items. *Treasures of NOAA's Ark* will be open from 11 a.m. to 2 p.m. daily. Those not located in Silver Spring can experience this special exhibit at <http://preserveamerica.noaa.gov>. For more information, contact Cheryl Oliver at 301-713-3125, ext. 106. Also see the entry under [NOAA](#).

The 23rd Annual Shipwreck Conference: Shipwrecks, Diving, and Marine Archaeology will be held at the University of Plymouth, U.K. on February 5th, 2005.

For further information: <http://www.shipwreckconference.com/>

The 16th Annual Symposium on Maritime Archaeology and History of Hawai'i and the Pacific will be held at the Pacific Beach Hotel in Honolulu, HI on February 19-21, 2005. Early registration deadline is January 31st, 2005.

For further information: http://www.mahhi.org/16th_main%20page.htm

The 9th Annual Symposium on Mediterranean Archaeology will be held at Chieti University in Central Italy on February 24-26, 2005.

For further information: <http://www.soma2005.org/>

The Florida Underwater Archaeology Conference in conjunction with the 57th Annual Meeting of the Florida Anthropological Society announces the call for papers. Abstracts due by February 10, 2005. Meeting to be held May 13-15, with papers to be given on Saturday, May 14th. Hosted by the Florida Museum of Natural History and the University of Florida, Gainesville.

Information and forms on the Florida Anthropological Society's website: <http://www.fasweb.org/>.

The local contact for any further information will be: Donna Ruhl, ruhl@flmnh.edu, 352-392-1721 x. 493

Journal of Marine Archaeology & Technology (JMAT) The Marine Archaeology Committee of the Marine Technology Society is launching a new journal entitled the Journal of Marine Archaeology & Technology. The journal will be an on-line publication, published twice a year. Submissions will be

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.

reviewed by the editorial board and focus on applied research, not archeological theory. We are now accepting articles for inclusion in the inaugural issue of the Journal scheduled for May of 2005. Topics for consideration include, but are not limited to: General underwater archaeological exploration and excavation; Conservation of marine archaeological material; Deep-water exploration and excavation projects; Deep-water exploration and excavation technology; Archaeological survey techniques and mapping technologies

For more information and submission guidelines:

http://www.mtsociety.org/pro_committees/marine_archaeology/JMAT.html