

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 2.11, 2005 (November)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.

All material contained within the newsletter is excerpted from the original source and is reprinted strictly for information purposes. The copyright holder or the contributor retains ownership of the work. The Department of Commerce's National Oceanic and Atmospheric Administration does not necessarily endorse or promote the views or facts presented on these sites.

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

Table of Contents

FEDERAL AGENCIES	3
U.S. ARMY CORPS OF ENGINEERS (U.S. DEPARTMENT OF THE ARMY)	3
U.S. GEOLOGICAL SURVEY	3
U.S. DEPARTMENT OF THE NAVY	3
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (U.S. DEPARTMENT OF COMMERCE)	3
<i>National Estuarine Research Reserve System (NERRS) (DOC/NOAA)</i>	4
Guana - Tolomato - Matanzas National Estuarine Research Reserve	4
<i>National Marine Sanctuaries (DOC/NOAA)</i>	4
Maritime Heritage Program	4
Monitor National Marine Sanctuary.....	4
Pacific Islands Region.....	4
Gerry E. Studds Stellwagen Bank National Marine Sanctuary	5
NOAA's Preserve America Initiative (DOC/NOAA).....	5
NATIONAL PARK SERVICE (U.S. DEPARTMENT OF THE INTERIOR)	5
THE SMITHSONIAN INSTITUTION	5
THE U.S. STATE DEPARTMENT	6
ACTIVITIES IN STATES AND TERRITORIES.....	6
Florida.....	6

¹ All links current as of 12/02/05

Other State News	6
<i>Kentucky</i>	7
Other State News	7
<i>Massachusetts</i>	8
State Agencies' News	8
<i>Michigan</i>	8
State Agencies' News	8
Other State News	9
<i>New York</i>	10
State Agencies' News	10
Other State News	11
<i>North Carolina</i>	12
State Agencies' News	12
Other State News	13
<i>Ohio</i>	13
Other State News	13
<i>Pennsylvania</i>	13
Other State News	13
<i>Texas</i>	13
Other State News	13
<i>Virginia</i>	14
Other State News	14
FROM THE HALLS OF ACADEMIA	15
<i>Texas A&M University</i>	15
<i>University of Cincinnati</i>	15
<i>University of East Carolina</i>	15
<i>University of Haifa</i>	15
<i>University of Kentucky</i>	15
<i>University of Washington</i>	15
GLOBAL PERSPECTIVES	16
<i>Australia</i>	16
<i>Canada</i>	16
<i>Cyprus</i>	17
<i>India</i>	17
<i>Israel</i>	18
<i>Japan</i>	18
<i>Spain</i>	19
<i>United Kingdom</i>	19
THE REFERENCE LIBRARY	20
<i>Slave Ship Guerrero (2005) by Gail Swanson</i>	20
<i>Run Runners, U-Boats, and Hurricanes (2005) by Bryan Galecki</i>	20
UPCOMING EVENTS	21
<i>The Society for Historical Archaeology (SHA) Annual Conference on Historical and Underwater Archaeology will be held in Sacramento, California from January 11-15, 2006.</i>	21
<i>58th Annual Meeting of the Florida Anthropological Society will be held in Stuart, Florida from May 12-14, 2006</i>	21
<i>Second Centre for Portuguese Nautical Studies (CPNS) will be held in Mossel Bay, Southern Cape Province, South Africa from August 6-8, 2006</i>	21

Federal Agencies

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

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

[see entries under [Michigan](#) and [North Carolina](#)]

U.S. Geological Survey

[see entry under [Japan](#)]

U.S. Department of the Navy

[see entries under [NOAA](#) and [Virginia](#)]

Submarine veterans were honored in a Veterans Day ceremony held at [Pearl Harbor Naval Station](#) Nov. 11. Among those remembered were the 86 men lost in 1945 aboard USS *Lagarto* (SS 371), whose wreckage was discovered by divers in the Gulf of Thailand earlier this year. Rear Adm. James Beebe, deputy commander of Submarine Force, U.S. Pacific Fleet, spoke about the multiple missions that submarines carried out during World War II, calling submarines "a crucial component of our nation's victory." "They rescued downed U.S. airmen. They inserted commandos behind enemy lines. They ran supplies to troops and allies when it was impossible to get through by any other means. They gathered intelligence and photographed beaches in advance of major amphibious landings. And they operated in dangerous Japanese-controlled home waters, inflicting a stranglehold on the enemy's industrial machine," said Beebe. The ceremony was particularly meaningful for family members of crewmen killed aboard *Lagarto*, one of 52 American submarines lost during World War II. The submarine was last seen off the coast of Thailand May 4, 1945, where it rendezvoused with another submarine to prepare for an attack on a Japanese convoy. In May of 2005, a British diving team found what they believe is *Lagarto* about 200 feet below the surface in the Gulf of Thailand. According to reports from the divers, a torpedo door was open and the torpedo was missing. That, said Beebe, suggests that *Lagarto* "went down fighting". "I believe that is indicative of all the submarines that served in World War II," said Beebe. "Under the most perilous of conditions, they stayed focused on their mission. They were ready to go down fighting if need be...and sadly, many of them did. But our nation is eternally grateful."

By David Rush – The Navy Newstand©

http://www.news.navy.mil/search/display.asp?story_id=21011

The Navy Newstand – United States (11/15/05)

National Oceanic and Atmospheric Administration (U.S. Department of Commerce)

(courtesy of NOS Weekly Update-November 11, 2005)

NOAA, the [Office of Naval Research](#) (ONR), and the [Independence Seaport Museum](#) (ISM) hosted a symposium in Philadelphia, PA on November 8, which focused on the lost Civil War vessel, the [USS Alligator](#). This event brought together historians, marine archaeologists, ocean explorers, educators, descendants of *Alligator* crew members, and others actively involved in the hunt for the *Alligator* and its prototype. The hunt for the *Alligator* began as a limited NOAA-ONR search for information about the lost Civil War submarine, but has spawned numerous grassroots education and outreach efforts, museum displays, documentary films, and a locally-organized hunt in the Philadelphia-New Jersey area for the *Alligator's* prototype. The *Alligator* was lost off Cape Hatteras during a storm in April 1863. NOAA and the U.S. Navy are joining forces to test new underwater search techniques and support President Bush's [Preserve America](#) Executive Order through the hunt for the *Alligator*-the U.S. Navy's first submarine.

For more information, contact [David Hall](#) at David.Hall@noaa.gov.

The first-ever [Maritime Heritage Education Conference](#) brought together over 130 formal and informal educators to promote maritime heritage education and to expose teachers, museum educators and maritime specialists to the significance of connecting past cultures and traditions to present day coastal and waterways practices. The event was held November 18-20, 2005, at [Nauticus](#), the National Maritime

Heritage Center in Norfolk, Virginia, and was co-sponsored by NOAA's [National Marine Sanctuary Program](#), the [National Park Service](#), Nauticus, the National Maritime Heritage Center, [Hampton Roads Naval Museum](#), and the [National Marine Sanctuary Foundation](#). The conference was international in scope with presenters attending from England and Canada. Dr. Robert Ballard, world-renowned explorer, delivered the keynote address. The conference reached educators from a variety of levels (kindergarten through university), as well as marine archaeologists, museum directors and participants from various organizations to highlight how maritime heritage can be brought alive with education. Session topics included successful programs in maritime heritage interpretation and education, shipboard education, shipwrecks, lighthouses, and whaling. Contact michiko.martin@noaa.gov for more information. Also, see entry under [Virginia](#) for related news.

National Estuarine Research Reserve System (NERRS) (DOC/NOAA)

Guana - Tolomato - Matanzas National Estuarine Research Reserve

[see entry under [Florida](#)]

National Marine Sanctuaries (DOC/NOAA)

Maritime Heritage Program

(courtesy of Krista Trono – NOAA's Maritime Heritage Program)

NOAA has launched a new [Maritime Heritage Program](#) web site. NOAA's Maritime Heritage Program is committed to preserving historical, cultural and archaeological resources within the [National Marine Sanctuaries](#). The Maritime Heritage Program's mission is to protect, promote and explore our maritime heritage through a national program embracing heritage resources in our evolving coastal, marine and Great Lakes stewardship.

For more information, visit <http://sanctuaries.noaa.gov/maritime/welcome.html>.

Monitor National Marine Sanctuary

[see entry under [Virginia](#)]

On October 25, 2005, the [National Marine Sanctuary Foundation](#) hosted a special awards gala in celebration of the [Monitor National Marine Sanctuary](#) 30th anniversary. To celebrate this important sanctuary milestone, the Foundation honored U.S. Senator John W. Warner and posthumously honored former U.S. Congressman Herb Bateman with the National Marine Sanctuary Foundation's Stewardship Award. During the fall of 1861 it became clear that the fate of the civil war may depend on technological advances in warfare at sea. On October 25, 1861 the keel was laid for a new prototype class of Civil War ironclad, turreted warships that would revolutionize warfare at sea – the USS *Monitor*. The *Monitor* was designed by the Swedish engineer John Ericsson, and was constructed in a mere 110 days. She met her fate one desperate day in 1862 in a gale off the of North Carolina coast where it rests today in 240 feet of water, and is protected today as a part of the [National Marine Sanctuary System](#).

Pacific Islands Region

On November 19th a staff member from NOAA's [Maritime Heritage Program](#) in the Pacific participated in the [Maritime Heritage Education Conference](#) in Norfolk, Virginia. The first presentation featured whaling era shipwrecks within the national marine sanctuaries, and the way that whaling history in America provides a direct link between heritage and ocean stewardship. The second presentation reviewed the discovery and evolving management of the Japanese WWII midget sub site near Pearl Harbor, and the way that battlegrounds can be valued and appreciated as ocean resources, even hundreds of feet underwater. Both whaling wreck sites and the Japanese sub are ongoing maritime archaeology projects in the Hawaiian Islands. Following the conference, heritage program staff had an opportunity to meet with staff and students from [East Carolina University's Maritime Studies Program](#) and provide an overview of maritime archaeology and heritage management in the Pacific islands region.

For more information, contact [Hans Van Tilburg](mailto:Hans.VanTilburg@noaa.gov) at Hans.VanTilburg@noaa.gov.

Gerry E. Studts Stellwagen Bank National Marine Sanctuary

The [Stellwagen Bank National Marine Sanctuary](#) is teamed with the [Cape Cod National Seashore](#) on November 25th to commemorate the sinking of the steamship *Portland* in a ham radio event at the seashore's Province Lands Visitor Center. It is believed that the famous ship sank in a fierce northeaster, many noting that it was in the perfect storm of the 19th century, during the morning of November 27, 1898, having departed Boston's India Wharf the preceding evening. Many of the bodies and a great amount of debris from the ship washed ashore on what is now the Cape Cod National Seashore. During the ham radio event, members of the KM1CC Marconi Cape Cod Radio Club operated a fully-featured amateur radio station in voice and Morse code modes. Club members carried the story of the *Portland* via ham radio throughout the United States and the world during the 8-hour event. The sanctuary's maritime archaeologists give a talk on the sanctuary's shipwreck investigations, present a showing of the Science Channel's one-hour special on the wreck of the *Portland*, and answered questions about the filming of the show and the status of the shipwreck, which was listed on the [National Register of Historic Places](#) earlier this year.

For more information, contact [Anne Smrcina](#) at Anne.Smrcina@noaa.gov.

A press release for the event can be downloaded at: <http://www.nps.gov/caco/heritage/Portland.pdf>.

NOAA's Preserve America Initiative (DOC/NOAA)

(courtesy of Cheryl Oliver – National Marine Sanctuary Program)

The [NOAA Preserve America](#) Initiative Working Group is proud to announce the FY06 request for proposals for NOAA's Preserve America Initiative Grant Program (PAIG). This mini-grant program is designed to stimulate efforts within NOAA to preserve, protect, and promote the agency's heritage assets. FY05 was the inaugural year for this endeavor and preliminary reports indicate that projects that were funded have shown tremendous success! Projects varied in scope from interpreting historic and cultural resources in NOAA's care to capturing oral histories of NOAA stakeholder groups, including fishermen and Native Americans. Current projects include: *NOAA's Lesser Known Heritage: Vindicating Seward's Folly*, *Preserving Local Fisheries Heritage: Jonesport, ME*, and *Preserving Stellwagen Bank National Marine Sanctuary Maritime Heritage: Live Broadcast from the Steamship Portland*. Please visit the NOAA Preserve America website to learn more about these and other projects that were funded this first year. FY06 NOAA Preserve America Initiative Grants will be awarded only to NOAA offices, although other federal, state, tribal, Native Hawaiian, academic and non-profit organizations can act as partners. Proposals are due by February 1, 2006.

For additional information, including proposal criteria and format, please contact John Collins (John.Collins@noaa.gov) or visit the "Grant Information" section of the NOAA Preserve America website (<http://preserveamerica.noaa.gov>).

National Park Service (U.S. Department of the Interior)

[see entry under [NOAA](#) and [Stellwagen Bank NMS](#)]

The Smithsonian Institution

(courtesy of Paul Johnston – The Smithsonian Institution National Museum of American History)

The [Smithsonian's National Museum of American History](#) is the recipient of an unmatched collection representing the heyday of volunteer firefighting in America. A gift from CIGNA Corp. and its predecessor companies, this unparalleled private collection of firefighting and maritime history objects contains nearly 4,000 pieces of art and historical artifacts, with some objects dating back more than 250 years. To mark the acquisition of this gift, the museum will allow visitors a special behind-the-scenes look at the collection as it arrives. "[Fire and Water: The CIGNA Firefighting and Maritime Collection](#)" will showcase the objects from the new collection as they are being unpacked, processed and documented by museum staff. "This collection represents a remarkable opportunity for the museum to become one of the premier facilities in America for firefighting history and research and will give us a complete representation of the history of early firefighting in America," said Brent D. Glass, director of the museum. The almost 4,000-piece collection, known as the "Historical Collection of the Insurance Company of North America," increases the museum's firefighting collection tenfold, represents one of the most extensive holdings of early firefighting materials from the mid-1800s and illustrates CIGNA's early business history as the

nation's oldest fire and marine insurer. The collection dates from around 1750 to the mid-20th century. The marine and firefighting objects help reflect the political, technological, social and cultural history of the nation and its cities. The collection includes hand pumpers, horse-drawn steam engines and ladder trucks, as well as models of these and other firefighting equipment; the most extensive private collection of American fire marks, which are signs placed on the outside of a building as proof of fire insurance; fire engine panels; and firemen's work helmets, belts and fire buckets.

<http://americanhistory.si.edu/news/pressrelease.cfm?key=29&newskey=294>

For more information, visit the museum's Web site at <http://americanhistory.si.edu> or call (202) 633-1000, (202) 357-1729 (TTY).

The U.S. State Department

[see entry under [Michigan](#)]

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.

Florida

Other State News

Mother Nature probably sank it off Vilano Beach in the mid- to late-1800s, along with the 130- to 160-foot-long sailing ship to which it was attached. More waves and wind washed the 12-foot-4 wooden rudder onto an eroded dune on Vilano Beach a few weeks ago. But it was John Deere and three men who moved the half-ton artifact off that sand dune Tuesday and a Chevrolet truck that took it to the [Guana Tolomato Matanzas National Estuarine Research Reserve](#) for eventual display. Now one of those men, Southeastern Archaeological Services Executive Director John Morris III, wants to find out from which ship it came.

"I will go back and look at all the notes I have accumulated over all the years of working here from vessels close to the size and date," said Morris. "Hopefully, this spring, we can go back offshore and ride around with a magnetometer and sonar and see if we can find the rest of this wreck," he added. The huge piece of weathered wood, its lower half sheathed in weathered copper, appeared in the pounding surf just south of Surfside Park in early October, waves shoving it in front of Clay Treadway's family home. "It worked its way down the beach, and several people were pushing at it. I don't know if they knew what it was," said Treadway. "One surfer was standing on top of it." Morris, who spent the past decade researching historic wrecks off St. Augustine with his non-profit group and the [St. Augustine Lighthouse Museum](#), alerted the state and St. Johns County to the artifact after examining it Oct. 20. County historic preservation specialist Robin Moore wrapped the copper-clad bottom of the artifact in a blue tarpaulin to keep the curious from tearing off pieces, but many people were there to gawk any way. One, Palm Coast resident Dennis Willoughby, tracked another piece of its copper sheathing Sunday about 20 feet away with his metal detector. "That was awesome," he said after handing it over. "That is probably one of the coolest things I have ever found." Florida archaeological officials gave permission to move the rudder to Guana, and the county's recreation department loaned out a front-end loader to move it.

By Dan Scanlan – The St. Augustine Record©

http://staugustine.com/stories/110205/new_3429485.shtml

St. Augustine Record (subscription) - FL,USA (11/02/05)

A flintlock pistol, a sword and a cannon possibly used by ancient mariners are making history teacher Tom Funk and his fellow ocean explorers eager for next year's diving season to arrive. They found the weapons in late August from a shipwreck about a half-mile off Melbourne Beach, north of the Sebastian Inlet, and plan to search the wreck more when diving conditions are at their best, usually about late May to October. Funk and his partners hope the wreck is from the famed 1715 Spanish Silver Plate Fleet. The fleet of 11 galleons set sail from Havana in 1715 laden with jewels, gold and silver, but ran into a hurricane along Florida's east coast. "Ten of the 11 ships were destroyed," said Funk, an archaeologist who teaches history at Satellite High School, in Satellite Beach. "Seven have more or less been found." The shipwreck sites include spots near Fort Pierce and Sebastian, and the ships' high-value cargo gave the Treasure Coast its

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.

name. For the past decade, Funk and his partners have been surveying, exploring and researching what might be another of the treasure ships, in 43 feet of water off Melbourne Beach. While exploring the wreck in late August, they found several artifacts that boosted their hopes. "Our artifact collection is pretty interesting," Funk said. "We have enough artifacts, I think, to show what period they belong to." There's the intact, silver-handled pistol and what appears to be a boarding sword, which has a curved blade and was known to be used by fighting mariners. The collection also includes some cannon balls, pewter plates and a stack of silver platters, which Funk said are beautifully embossed. "They look like a big turkey platter," he said. "We're sending (the collection) to a conservation lab for more study." In the meantime, Funk and his partners will work on renewing the salvaging permits they need from various state agencies, such as the state [Division of Historical Resources](#). Permitted salvagers can end up owning items they find, but 20 percent of the value of found treasure goes to the state. The dive site worked by Funk's team stretches diagonally for perhaps a mile. The team includes members of Heartland Treasure Quest, from Georgia and Florida; [Amelia Research Co.](#), of Amelia Island; and [Florida Research and Recovery](#), a group of investors primarily from Georgia.

By Tony Judnich – Fort Pierce Tribune©

http://www.tcpalm.com/tcp/local_news/article/0,2545,TCP_16736_4204959,00.html [link no longer active]
Fort Pierce Tribune (subscription) - Fort Pierce,FL,USA (11/02/05)

Kentucky

Other State News

Ed Councill led canoe and kayak tours on the Kentucky River for 25 years without seeing the shipwreck. But the river has fallen to an unusually low mark because of drought. Councill recently noticed that a few planks that stick out of the water at a bend, about a mile north of Frankfort, are actually part of a big, wooden boat -- or what remains of the hull. It's leaning on one side against the riverbank, under a maple tree. Councill, a cheerful and barrel-chested man, was delighted by the discovery, although he didn't know what to make of it. So he called the [Kentucky Heritage Council](#) and asked whether an archaeologist would like to borrow one of his canoes on a beautiful autumn Friday to visit the site. As it happens, nine archaeologists thought that sounded splendid. "When Ed called, we decided we could learn something interesting here. Or, at the very least, this would be a great excuse to get out on the river," said David Pollack, who -- like the other council scientists -- represents the [University of Kentucky](#) and the [Kentucky Archaeological Survey](#). Yesterday, the expedition piled into boats lent by Councill's [Canoe Kentucky](#) and paddled north. Excitedly, the scientists crawled over and floated past every visible inch of the wreck for more than an hour. Length? About 100 feet, although one end is gone and the other is submerged. Age? Probably built between 1860 and 1900. Purpose? Almost certainly a barge, possibly hauling coal or limestone to the Ohio River at Carrollton. They called out and recorded measurements. They took photos. They grabbed wood samples for laboratory study. They tried to decipher a pattern for the iron spikes and bolts that held (and still, mostly, hold) the craft together. Barring an unexpected "Eureka!" moment in coming weeks, the wreck isn't destined to appear in National Geographic. The scientists plan to type up their notes for their files, and share the photos with colleagues in North Carolina who specialize in maritime archaeology. Otherwise, yesterday was simply a chance to document what lies beneath the surface most of the time. The Kentucky River probably has quite a few wrecks from its past as a commercial shipping corridor, Pollack said. The boat itself isn't as rare as the chance to study it. "It's all a part of the history of the river, and how the river has changed this area over time," Pollack said. "In the 1700s, when the Europeans first settled in Kentucky, you had two ways to get goods to outside markets -- either over the mountains to the East Coast, if you could, or down the river. This was down the river."

By John Cheves – Lexington Herald-Leader©

<http://www.kentucky.com/mld/kentucky/news/13088536.htm>

Kentucky.com - Lexington,KY,USA (11/05/05)

Massachusetts

State Agencies' News

For the past three winters, remains of an old wooden ship have sprung from the shifting ocean sands off Newbury's Plum Island. And just as unexpectedly, they have receded back into their gritty tomb before anyone could take a closer look. The ribs, planking, and white oak nails that appeared from time to time suggest it might be the *Ingomar*, a 19th-century fishing schooner that foundered off Plum Island on Feb. 18, 1936. But, like so many other maritime artifacts that routinely emerge from North Shore beaches, their origins could not be verified before the sands reclaimed them. These lost opportunities have prompted the state to launch an effort to turn North Shore beachcombers, kayakers, and other frequent shoreline visitors into field archeologists. The state's [Board of Underwater Archeological Resources](#), in conjunction with the [Custom House Maritime Museum](#) in Newburyport, will be offering half-day training sessions in the coming weeks about how to discern flotsam and jetsam from ancient artifacts. Forms, checklists, and brochures are being printed with instructions on what to look for, where to look, and how to map what you find. "We're looking for the people who walk the beach," said Caroleann McPherson, curator of the Newburyport museum. "We're looking for the dog walkers or bottle collectors. Those people who walk the beach all the time, the ones who are really dedicated." All too often such people dismiss historic timbers as trash while unusual driftwood is reported as the latest archeological find, McPherson said. State archeologists hope that with such training in mind and information in hand, beachgoers will be able to more accurately map their finds and identify key details, so that experts in Boston can determine if they should rush over and take a closer look. "I get these calls randomly all the time. But it's happenstance if there's really anything to them," said Victor Mastone, director of the Board of Underwater Archeological Resources. "Unfortunately, by the time we get to the site it's not visible anymore. It's sanded over. It's just the way sand moves." The possible *Ingomar* sighting is not the only North Shore discovery made by people out for a day on the beach. A kayaker in Essex came upon a log fixed in the mud of the Parker River that turned out to be an abutment to the 17th-century Chebacco Bridge. Round piles of rocks found on the Taunton River in Taunton turned out to be ancient Native American fish traps. Significant artifacts from an estimated 3,000 wrecks off Massachusetts shores are regularly discovered by people who aren't sure what they have and later can't pinpoint where they found them. Details are being worked out, McPherson said, but it will likely involve various degrees of expertise and training, depending on the interests of the volunteers and the staffing at the museum. Part of it will be gathering rumors and reports of findings, pretty much what the museum and state do now, she said. Then trainees will investigate those rumors with the necessary paperwork in hand and document what they find. If it merits more attention, museum staff will take a look before calling in Mastone's office. "What we're really doing is acting as a clearinghouse for the reports of stuff found on the beach," McPherson said. "Some people can call us with reports and it could be just logs when we go look at them. It saves a lot of time this way." If it works in Newburyport, similar programs will start with other interested maritime groups throughout the state and possibly the country, Mastone said.

By Tim Wacker – Boston Globe©

http://www.boston.com/news/local/articles/2005/11/03/beach_fans_will_comb_for_history/

The Boston Globe – MA, United States (11/03/05)

Michigan

State Agencies' News

After more than a year of litigation, the [State of Michigan](#) and a salvage group agreed to work together to determine if the *Griffin*, a French vessel dating to 1679, is resting in northern Lake Michigan. The cooperation was disclosed at a hearing Thursday in federal court. Still unsettled: If it is the wreck of the *Griffin*, who owns it -- Michigan or France? "Ownership might be hotly contested or the parties may reach an agreement that benefits everyone," Rick Robol, attorney for Great Lakes Exploration Group, said outside court. Great Lakes Exploration and state scientists will visit the site next spring and invite representatives from France and the [Field Museum](#) of Chicago. Robol said it may be possible to determine the wreck's age and identity without bringing up pieces. For example, he said, "there may be cannons aboard." Historians consider the *Griffin* to be the first European trade ship to sail lakes Huron and

Michigan. It was built for French explorer Robert de La Salle but disappeared, probably in a storm, while loaded with furs. Great Lakes Exploration, led by Virginia diver Steve Libert, filed a lawsuit in 2004 seeking to become custodian of the site. The state has intervened, saying the scattered debris simply could be barn timber. Michigan typically has authority over abandoned ships, but France has expressed a strong interest. The [U.S. State Department](#) is prepared to argue that France owns the wreck, if it is the *Griffon*, because La Salle was sailing under authority of a king, Robol said. La Salle's other ship, *La Belle*, was discovered in the mid-1990s off the Texas coast. With approval from France, state archaeologists there recovered nearly 1 million artifacts, from human bones to muskets, and have publicly displayed many. The Texas experience "could become a model" for Michigan if it is the *Griffon*, Robol said.

By Ed White – The Grand Rapids Press©

<http://www.mlive.com/news/grpress/index.ssf?/base/news-25/1129906273174740.xml&coll=6>

The Grand Rapids Press – Grand Rapids, MI, USA (10/21/05)

A deal struck last week between the [State of Michigan](#) and an American relic hunter has cleared the way for scientists to investigate a sunken ship that could prove to be the most sought-after wreck in Canadian history. For more than a year, a planned dive to the suspected Lake Michigan resting place of the 326-year-old *Griffon* has been held up by legal wrangling over who should have rights to the first European ship to sail the Great Lakes. But the new agreement means Steve Libert, an amateur marine archeologist from Virginia who believes he has found the *Griffon*, and researchers from the [Field Museum](#) in Chicago, who have already dated wood from the wreck site to the 17th century, can begin a comprehensive lake-bottom survey next spring. The *Griffon*, built near Niagara Falls in 1679 under the direction of the famed French explorer Rene-Robert de La Salle - a leading figure in the early years of New France - appears to lie in American waters, but would be deemed a historic treasure by both the Canadian and French governments. "This has taken me 28 years," said Libert, the latest in a long line of searchers - including La Salle himself - who have dreamed of discovering the *Griffon*. "Now Michigan is willing to work with us, but if this ship is what we think it is, then I think France and Canada would have a say-so in what happens next." The purported wreck lies in cold, deep and murky water between Escanaba, Mich., and the St. Martin Islands near Wisconsin. Guided by the journals of Father Louis Hennepin - a priest who described and made drawings of the *Griffon* and sailed westward with La Salle on its maiden voyage - Libert says his breakthrough came when he realized the "Huron islands" mentioned by Hennepin as the *Griffon's* probable whereabouts referred to a set of islands in Lake Michigan - not Lake Huron. Libert has taken photographs of what he believes is the bowsprit - a stabilizing spar projecting from the front of a ship - belonging to a centuries-old, hand-hewn vessel matching what is known about the *Griffon's* construction. But further dives were halted last year when the State of Michigan initially claimed exclusive authority over the wreck.

By Randy Boswell – The Gazette (Montreal)©

<http://www.canada.com/montreal/montrealgazette/news/story.html?id=cfdeaf7d-cf16-4b05-9a9b-68b5e8b062a3>

Canada.com – Montreal, Canada (10/29/05)

Other State News

Deborah Champeau-Felder stood silently Thursday as the bell of the *Edmund Fitzgerald* clanged in memory of her father, one of 29 mariners who perished when the ore carrier sank in a vicious Lake Superior storm 30 years ago. Then she kissed her right hand and laid it gently on the bell. "It's the soul of the ship, it's the soul of my dad," Champeau-Felder, 47, of Nashotah, Wis., daughter of assistant engineer Oliver J. Champeau, said later. "It's something I can't let go of." Relatives of the crewmen and survivors of other ship disasters were among hundreds gathered for a memorial ceremony at the [Great Lakes Shipwreck Museum](#) at Whitefish Point, the nearest spot on land to the Fitzgerald gravesite 17 miles northwest. One by one, family members and other dignitaries stepped forward to ring the ship's bell as the names of the lost men were called. The bronze bell was recovered by divers in 1995 and is on display at the museum. "I'm hoping my dad was standing next to me," said Pam Johnson, 53, of Abilene, Kansas, daughter of steward Robert C. Rafferty. The service was among many 30th anniversary observances taking place in the Great Lakes region, where the *Fitzgerald* is the most famous of more than 6,000 known shipwrecks. "The legend still seems to be growing," said Tom Farnquist, executive director of the Great Lakes Shipwreck Historical Society, which operates the museum. "I'm surprised the *Fitzgerald* is still as

popular as it is." The 729-foot freighter was caught in a catastrophic gale Nov. 10, 1975, after taking on a load of taconite iron ore at Superior, Wis. Gusts exceeding 90 mph kicked up 30-foot waves as the ship struggled toward the safety of Whitefish Bay, in the lake's southeastern corner. Capt. Ernest McSorley radioed the *Arthur M. Anderson*, a trailing freighter, that the *Fitzgerald* had topside damage and was listing. At 7:10 p.m., he told the Anderson's first mate, "We are holding our own." It was the last anyone heard from the *Fitzgerald*. The ship plunged to the bottom, 530 feet down. Diving expeditions later determined the freighter had broken into two large sections, its cargo strewn along the lake floor. No bodies have been recovered.

The Associated Press©

http://wcco.com/topstories/local_story_314073531.html

WCCO - Minneapolis,MN,USA (11/11/05)

Shipwreck hunters have made an unexpected discovery in one of the Great Lakes. The team turned up what is thought to be part of the early days of the [Air National Guard in Michigan](#). Shipwreck hunter David Trotter and his team -- several of them from Mid Michigan -- were searching for a new shipwreck on Lake Huron near Oscoda when they spotted a little something on their sonar. What they found surprised even this group of seasoned searchers. A tiny hit on Trotter's sonar would have been dismissed by less experienced searchers as just junk on the bottom. But the instincts and a bit of curiosity of Trotter and his crew kicked in. Putting divers in the water, they made quite a discovery. It was a relatively intact biplane. The canvas coverings on the wings and fuselage were gone and zebra mussels now coated the frame, but there is no doubt about what it was. "It was a rather old airplane," Trotter said. "It was apparently a biplane and had a very large radial engine reminiscent of planes that would have been in service in the '20s and '30s. "They knew it was old and they also realized it was upside down and it had all indications it was likely to be a military aircraft." The mystery is, where did it come from and how did it end up on the bottom of Lake Huron? From looking at video shot by Trotter's crew, aircraft historian Ralph Roberts of Saginaw believes it's a Douglas 0-38. The Michigan Air National Guard flew 0-38s out of what is now Detroit Metro Airport between 1933 and 1941. Some of the pilots trained at Camp Skeel in Oscoda, which eventually became Wurtsmith Air Force Base. But what caused it to go down in Lake Huron?

By Larry Elliot – WJRT-TV© and ABC News©

<http://abclocal.go.com/wjrt/story?section=local&id=3601277>

ABC12.com - Flint,MI,USA (11/03/05)

The former home of the men who patrolled the turbulent waters of Lake Superior will be converted into a permanent memorial to their work. The [Keweenaw County Historical Society](#) is creating a museum dedicated to the [United States Life Saving Service](#), as well as its successor, the [U.S. Coast Guard](#). It is planned to open in 2008. It will be located in the boathouse of the former Eagle Harbor Station - the last vestige of the former Coast Guard site that closed in 1954. Opening a museum made sense, said David Thomas, president of the Keweenaw County Historical Society. The Eagle Harbor Lighthouse has ties to the Coast Guard and the Life Savings Service dating back more than a century, and the Keweenaw has a long maritime history beyond that. "It seemed like a natural fit for us," Thomas said. After several years of discussions, the society finally received permission to use the boathouse from the [Michigan Department of Natural Resources](#), which was using the building as a storage facility for Ft. Wilkins. Among the attractions will be a 36-foot [U.S. Army Corps of Engineers](#) motor lifeboat formerly used at Coast Guard Station Portage, as well as a 26-foot surfboat used on Lake Superior around 1900.

By Garrett Neese – Houghton Mining Gazette©

http://www.miningjournal.net/columns/story/1130202005_col02-cl1130.asp

Marquette Mining Journal - Marquette,MI,USA (11/30/05)

New York

State Agencies' News

(courtesy of Steven Resler – New York Department of State)

Hundreds of shipwrecks and other submerged cultural and other physical features exist throughout New York's Great Lakes, St. Lawrence River, Hudson River, and Long Island coastal waters, and in the State's

inland waterways such as the Finger Lakes and Lakes George and Champlain. In accordance with State laws and the federal [Abandoned Shipwrecks Act](#) [filetype/PDF], [New York State](#) owns and is the steward of certain shipwrecks and other underwater resources. In this capacity the State is responsible for safeguarding these unique, often irreplaceable, and sometimes fragile resources - many of which are or represent remnants of the State's cultural heritage. The locations of some of these resources are known to recreational divers and others and are used for recreational diving. Some of these resources are sensitive to disturbances because of their historic, archaeological, or cultural significance and need to be managed to protect and preserve them, while others are not as sensitive and do not require formal protection and preservation. Certain of these resources offer excellent opportunities for recreational diving and cultural interpretation, especially those submerged resources adjacent to or near historic cultural areas. Recreational diving interests have created an unmet demand for access to these resources and an increasing need to protect them for present and future generations. Recreational diving and related interests have offered to work in partnership with the State and municipalities to develop, maintain, and protect these resources for their recreational and cultural values. This project involves the development of a pilot project that will identify and establish Underwater Blueway Trail dive sites to promote recreational diving, tourism, and maritime and other waterfront cultural resource education in six municipalities and associated nearby waterways — the Village of Lake George and Lake George, the Village of Freeport and the Atlantic Ocean, the City of Oswego and Lake Ontario, the City of Dunkirk and Lake Erie, the City of Plattsburgh and Lake Champlain, and the City of Geneva and Conesus Lake. The dive sites identified through this project are to be thematically linked to significant events involving the settlement, heritage, and development of the State or nation, such as the Revolutionary War, War of 1812, French and Indian War, Industrial Revolution, World Wars I or II, or other historic or culturally significant events or activities associated with New York's history and settlement. The project will also thematically link Underwater Blueway Trail sites with established and new Heritage Areas, trails, preserves, greenways, and blueways, such as the New York State Blueway Trail that includes the Canal Recreationway, Champlain Paddlers Trail, Long Island South Shore Estuary Reserve Bayway, and the existing Lake George underwater preserve sites. The project is to be developed in manner that could serve as a model for a Statewide plan to advance public and private partnerships advancing recreational diving, tourism, and education regarding the State's cultural heritage and development in differing regions of the State. The project involves the identification of sites in each of the project areas where the promotion of recreational diving and access to underwater resources will not lead to the destruction or loss of sensitive resources. It involves an identification of available or necessary means of accessing dive sites, an identification of the significance of the sites and their relation to landside sites or events, and will include informational signage and written products describing the sites and the Blueway Underwater Trail project. It will also include a plan for marketing the Blueway Underwater Trail in a manner that informs the public of the sites and the underwater resources that are elements of the sites and the trail, and of the importance of providing access to and protecting the sites and resources for current and future generations. Sites identified in this project are to be identified and developed with involvement by representatives of the participating municipalities, recreational diving interests in each area, and local historic or cultural resources interests in each area. The choice of sites and the completed plan are also to reflect appropriate recommendations of any involved State agencies, such as the Departments of [State](#), [Environmental Conservation](#), and [Education](#), the [State Museum](#), and the [Office of General Services](#), [Office of Parks, Recreation and Historic Preservation](#), and [Office of the Attorney General](#), each represented on the State's Ad Hoc Underwater Cultural Resources Committee. At least one diving and upland interpretive area is to be identified, developed, or expanded for each of the six waterway areas covered by this project.

For more information, contact [Steven Resler](#) at sresler@dos.state.ny.us.

Other State News

It sank during a summer storm in Lake Erie off this Chautauqua County harbor on July 29, 1930, with 21 aboard. The boat took 15 lives with it; just six survived. It was front page news. After resting undisturbed on the lake bottom for 75 years, the steamboat *George J. Whelan* came to life Thursday for nine divers, who were clearly excited about their opportunity. "You can dive a whole lifetime and never be the first one on [a wreck]," said Wayne Rush, who drove two hours from Port Allegany, Pa., for the dive. Rush was the first of the divers to reach the *Whelan* in 145 feet of water eight miles from shore. Rush and the others said

the boat was in impeccable condition, with all of its portholes open. During their brief examination, they said they saw kerosene lanterns, fire extinguishers and porcelain light fixtures, more than enough to pique their interest. "Next summer, I'll be out here every chance I get," said diver Dan Kuzdale of Dunkirk. Lake Erie has at least 1,750 shipwrecks, according to Great Lakes shipwreck historian Mike Walker. He said other estimates put the total at closer to 3,000. Only about 300 have been located, he said, and serious divers in the area are likely to have made multiple trips to most of them. "The Holy Grail for divers in the Great Lakes is a virgin wreck," he said, noting that the cold, fresh water helps preserve wrecks for hundreds of years. "That boat is literally sitting the way it went down."

By John F. Bonfatti – The Buffalo News©

<http://www.buffalonews.com/editorial/20051029/1038149.asp> [article available for purchase]

Buffalo News - NY, United States (10/29/05)

Lake George, New York's 1758 [Land Tortoise radeau](#) shipwreck, designated a [National Historic Landmark](#) in 1998, is featured in a new DVD documentary to be released on November 30. The 57 minute long documentary is produced by Pepe Productions, a Glens Falls, New York multi-media production firm in conjunction with Bateaux Below, Inc, a not-for-profit educational corporation whose principals found the shipwreck in 1990. Entitled "The Lost Radeau: North America's Oldest Intact Warship," the documentary has been 1-1/2 years in production. The documentary is written by J.R. Whitesel and Joseph W. Zarzynski and is narrated by Kip Grant. One of the features of the production is the state-of-the-art animation in the documentary created by J.R. Whitesel. The documentary examines the history, discovery, and archaeological study of a little known, but extremely historic shipwreck, an icon of the French and Indian War (1755-1763). The 52 ft. long x 18 ft. wide *Land Tortoise* was a British and provincial floating gun battery, literally a floating fortress. The unusually shaped seven-sided watercraft was pierced for seven cannons and was deliberately sunk by British forces on October 22, 1758, to prevent the battlecraft from falling into the hands of the French and their Native American allies. Without outside funding, a team of volunteer scuba divers and underwater archaeologists teamed up and overcame numerous obstacles to map the shipwreck and work with State agencies to put the historic shipwreck in an underwater state park for divers. The radeau lies in 107 ft. of water and unlike many submerged vessels that are wrecks, the *Land Tortoise* is intact.

For information on "The Lost Radeau" consult: www.thelostradeau.com

North Carolina

State Agencies' News

The shipwreck believed to be the remains of Blackbeard's flagship was almost destroyed two months ago by Hurricane Ophelia. Now, archaeologists are scrambling to launch a major salvage effort before the wreck's secrets are lost to the sea. In the colorful age of pirates, Blackbeard was flashiest of all. In a stroke of 16th-century marketing genius, the buccaneer wore bands of pistols, daggers and a cutlass during battle and tucked burning ropes under his hat to surround himself with smoke. History records Blackbeard's flagship, the 40-gun [Queen Anne's Revenge](#), ran aground near Beaufort Inlet in 1718. Archaeologists believe a treasure of information about the notorious pirate lies in a jumble of cannon and timber on the ocean floor there. But the sea still holds the secret of whether the wreckage was really the *Queen Anne's Revenge* and the site might be destroyed before the truth is known. "We've only done 5 percent of the wreck, which means the rest is sitting out there in potentially great hazard from storms," said Phil Masters, the underwater salvage expert who found the wreckage nine years ago. The ship sank in about 24 feet of water and was buried under 15 feet of sand for almost 300 years, archaeologists said. But through the years, the ship also sank in the sand and now sits on bedrock, and storm after storm has gradually stripped away the protective sands. Only 3 feet of sand now cover the wreckage, and the next violent storm to hit Bogue Banks could destroy the site, archaeologists said. A major expedition to recover and preserve the wreck would cost at least \$6 million over 20 years. Archaeologists are scrambling to find it, and state historians have asked the [Army Corps of Engineers](#) for money to help fund a salvage operation. "You have to accept the fact that (pirates are) glamorized, and it's our job to bring a little bit of truth and life to that story to see who these people were and why they were doing what they were doing," said Mark Wilde

Ramsing, an underwater archaeologist with the [North Carolina Department of Cultural Resources](#) and project director for the wreck recovery effort.

By Frank Graff – NBC17.com©

<http://www.nbc17.com/news/5348478/detail.html>

NBC17.com – North Carolina,USA (11/17/05)

Other State News

On Sunday, December 4, from 1:30 pm – 2:30 pm and 3:30 – 4:30 pm, [Cape Fear Museum of History and Science](#) presents Shipwreck Secrets. The program [is] part of the Family Discovery Workshop series. Space is limited and pre-registration is suggested. Hidden beneath the surface of the waters surrounding Lower Cape Fear lay countless shipwrecks. Discover the secrets and treasures of the Spanish Fortuna and understand why the blockade runner *Condor* ran aground. Use the techniques of archaeologists to determine the age and origin of recovered artifacts then create your own treasure to take home. The Family Discovery Workshop series is designed to foster interest in learning while promoting family togetherness. Activities in the Family Discovery Workshop are suitable for ages five and up.

For more information, call 341- 4350 Ext. 3018.

Ohio

Other State News

In 1868, a ship called the *Cortland* was headed for Cleveland carrying iron ore when it collided with the passenger steamer the *Morning Star*. Only the wreckage of the *Morning Star* was recovered. But now, a dive team thinks it has discovered the *Cortland*, in its day one of the largest sailing vessels on the Great Lakes. It could be a few years before the precise location in Lake Erie is formally announced, because the divers want to complete a survey of the site. In the meantime, Lake Erie shipwreck researchers have applied for a salvage permit to bring up the *Cortland's* bell and figurehead so they can be displayed.

The Associated Press©

http://www.wky.com/news/news_article.aspx?storyid=44049

WKYC-TV - Cleveland,OH,USA (11/30/05)

Pennsylvania

Other State News

[see entry under [NOAA](#)]

Texas

Other State News

The [Corpus Christi Museum of Science and History](#) is the first museum in the state to receive certification from the [Texas Historical Commission](#) that it has met the highest professional standards in Texas. The commission's Curatorial Certification Program is the first of its kind in the U.S., and deals with the care and proper management of collections held in trust for the state, said program coordinator Mark Ryan. The Corpus Christi Museum of Science and History, which serves as Texas' only marine archaeology repository, has 31 state trust collections including the *La Belle* collection. That collection includes more than a million artifacts from 17th century French explorer Rene Robert Cavelier, Sieur de La Salle's ship *La Belle*, which sank in Matagorda Bay in 1686. The museum also houses the Padre Island Collection, which includes artifacts from three Spanish ships that sank off of Texas' southern coast and are the earliest scientifically recorded Spanish shipwrecks in the Western Hemisphere. It took the museum more than a year to complete the four-step process, which includes an application phase, a self-evaluation process, a site visit and an analysis phase, said museum director Rick Stryker. "This was difficult because there is a state law that says this is the standard that you must achieve and it's a high standard, not a low standard," Stryker said. "It deals with how good your facility is environmentally and everything else, from issues of security, to how we care for collections and how good the processes and procedures put in place by the staff are."

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.

By Jaime Powell – Corpus Christi Caller-Times©

http://www.caller.com/ccct/local_news/article/0,1641,CCCT_811_4261618,00.html

Corpus Christi Caller Times (subscription) - Corpus Christi, TX, USA (11/23/05)

Virginia

Other State News

When Robert D. Ballard led an expedition to find the remains of the *Titanic* in 1985, museum displays, movies and soundtracks were far from his mind. "I wasn't driven by a need to find the *Titanic*. I was driven by a need to demonstrate our technology," said Ballard, whose ocean-floor discoveries and technological advances have ushered in a new era of deep-sea archaeology. Ballard was the keynote speaker Friday morning at the [Maritime Heritage Education Conference](#), held at [Nauticus](#). Most of his audience members were education specialists from national parks, museums or governments. Ballard has focused his career on creating and using technology to explore the bottom of the sea. He has led more than 125 undersea expeditions, exploring shipwrecks including the World War II aircraft carrier *Yorktown*, the battleship *Bismarck*, Phoenician ships and John F. Kennedy's PT-109. But for the past 16 years, Ballard also has been capitalizing on children's fascination with his deep-sea work to get middle-schoolers interested in science. His [Jason Project](#), named after the mythical explorer who sought the golden fleece with the Argonauts, includes an annual expedition students can experience through video feeds and the Internet. Based in Ashland, the Jason Project has worked with 1.5 million students and 20,000 teachers since 1989. Ballard, a former commander in the Naval Reserve, called on the United States to sign the [United Nations Convention on the Law of the Sea](#). The 1982 document would provide an international constitution for the oceans. Ballard said almost all shipwrecks would be protected. Ballard also has been a vocal part of the debate over salvaging the *Titanic*. He said during his speech the ship should be preserved, much like an old house. "We should seriously be looking at conserving and preserving the *Titanic*," he said. "We preserve things on land. It would be a piece of cake to clean and paint the *Titanic*."

By Lauren Roth – The Virginian-Pilot©

<http://home.hamptonroads.com/stories/story.cfm?story=95640&ran=29825>

The Virginian-Pilot – Norfolk, VA, USA (11/19/05)

Construction on the \$30 million [USS Monitor Center](#) produced an indelible public landmark Tuesday when shipyard apprentices mated a full-size replica of the historic warship's revolving gun turret with a nearly completed re-creation of its hull. Lifted into place by Hampton Roads Crane and Rigging, the massive steel cylinder is the newly welded twin of the ironclad original, which clashed with the CSS *Virginia* - also known as the *Merrimack* - in the Civil War Battle of Hampton Roads more than 143 years ago. It also looked eerily familiar to spectators who had taken part in the multiyear series of underwater archaeological expeditions that finally rescued the pioneering naval innovation from the bottom of the Atlantic Ocean in 2002. "It really does seem déjà vu in a backwards sort of way," said retired Navy Capt. Bobbie Scholley, commander of the 2001 and 2002 recovery missions, as she watched the replica rise into the air. "But it's not upside down this time - and it's a little cleaner." The first part to be completed - called the keel unit - weighed 18 tons and loomed as large as a railroad car when it was dedicated outside the rising shell of the Monitor Center in March 2004. Every other piece has been assembled in place to create a massive new landmark - one that will be visible to motorists on nearby Warwick Boulevard when the center opens in March 2007. [Northrop Grumman Newport News Apprentice School](#) built the hull and turret using surplus steel donated by the [Navy](#). "We've been using the same systems and procedures that we use when we're building an aircraft carrier - only on a smaller scale," said Larry Koeck, training administrator for the Apprentice School. "It's an excellent training exercise. We have people who've been so involved that they've been coming here to work on their off hours. We've also got engineers coming down and asking why we can't do some of the things we've done here on a real ship." Underwater archaeologist John Broadwater, who served as chief scientist for the rescue expeditions mounted by the Navy and the [National Oceanic and Atmospheric Administration](#), commended the shipyard and its shipbuilders, too. "When people get the chance to stand on that deck, it's going to make the hair stand up on the back of their necks," said Broadwater, who recently relinquished his role as manager of the [Monitor National Marine Sanctuary](#)

to become head of NOAA's [Maritime Heritage Program](#). "It really does give you a great idea of what it must have been like to stand on the deck of the *Monitor*."

By Mark St. John Erickson – The Daily Press©

<http://www.dailypress.com/news/local/dp-22231sy0nov16,0,3021360.story?coll=dp-news-local-final>

Dailypress.com – Hampton Roads, VA, USA (11/16/05)

From the Halls of Academia

Texas A&M University

[see entry under [Cyprus](#)]

University of Cincinnati

[see entry under [Cyprus](#)]

University of East Carolina

[see entry under [NMSP Pacific Islands Region](#)]

University of Haifa

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

The annual underwater archaeological excavation season at the Dor/Tantura lagoon has just ended. Two shipwrecks were excavated: one from the Byzantine period - about the end of the 5th century CE, and the other from the early Islamic period - the beginning of the 8th century CE. The Byzantine wreck is the remains of a ship which carried building stones, 80 of which were found stacked neatly in its hold. In previous seasons, the stones were removed layer by layer, exposing the ship's internal planking which was protected by matting. In the 2005 season, the fourth, the divers dismantled the planking and studied the interior of the hull. The last step was the sawing out of a section of the ship's hull for detailed study. The timbers from this section were retrieved from the seabed and transferred to the recently-installed conservation laboratory at the [University of Haifa](#). The waterlogged wood is very fragile and vulnerable to any physical pressure, and would crumble to dust if not kept submerged in water. Thus, dictated by their condition, the timbers were treated with great care in an atmosphere of 100% relative humidity. Having the timbers at the university laboratory will allow research into their origin and into the structure of the ship. Also made possible is their conservation, restoration, and reassembly for exhibition in the future. The shipwreck from the Islamic period was found at a depth of less than two meters, covered by one meter of sand. It is unique, as it is the first shipwreck excavated in the Mediterranean dated to the 8th century. In addition to a large section of the hull, the site included many finds, among them about 20 ceramic pots containing fish and food remnants in their original positions, wooden artifacts, and anchors. About 80 divers participated in the 2005 season, including about 50 volunteers, 10 from abroad (England, U.S.A. and the Netherlands), and about 30 students, the majority from the University of Haifa. The Dor/Tantura expedition is a combined venture of the [Recanati Institute for Maritime Studies](#) at the University of Haifa, K. Raveh, and the [Nautical Archaeology Society](#) of Great Britain (NAS), headed by Chris Brandon.

By Michal Golan – University of Haifa©

<http://www.imra.org.il/story.php3?id=27396>

Independent Media Review Analysis – Israel (11/06/05)

University of Kentucky

[see entry under [Kentucky](#)]

University of Washington

[see entry under [Japan](#)]

Global Perspectives

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

Australia

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

The State Government's [Heritage Office](#) will investigate the almost four years of research handed to them by the makers of *M24: The Last Sunrise*. And in a live telecast on Fox 8 on November 28, cameras will explore what is believed to be the location of the missing two-man submarine. *M24* was part of a force of three midget subs that torpedoed one ship and killed 21 Allied sailors on the night of May 31, 1942. "Over the past four years we've looked at all of the existing evidence and theories of where *M24* might be," producer Damien Lay of Animax Films said. Mr Lay said he was not "100 per cent" sure their new theory was right but viewers could make up their own minds. The fate of *M24* has vexed historians for 63 years. Launched from two mother submarines off Sydney, the three midgets made their way into the harbour around dusk. Targetting US and Australian warship, they instead torpedoed the ferry *Kuttabul*. Subs *M14* and *M21* were depth-charged, with one crew killed and the other shooting themselves. Though believed damaged, *M24* was never recovered. The midgets were to have rendezvoused with the mother subs south of Sydney. It seems possible, however, that *M24* went north before being scuttled. Given that the wreck site of the missing sub would be a classed as a war grave, Mr Lay said it could only be approached by Government-authorized divers.

By Paul Pottinger – The Sunday Telegraph©

<http://www.news.com.au/story/0,10117,17296804-1242,00.html>

News.com.au – Australia (11/20/05)

Canada

A documentary filmmaker says he should be allowed to film an historic shipwreck before treasure hunters damage the site. John Wesley Chisholm, president of Halifax-based [Arcadia Entertainment](#), said the province is permitting treasure hunters to visit the resting place of HMS *Fantome*. "What we're asking for is that the province shut down the treasure-trove licence and the [Treasure Trove Act](#) altogether, because it's an anachronism and just doesn't make sense in a modern age," said Chisholm. Chisholm wants his application for a heritage research permit fast-tracked. He applied Monday under the [Special Places Act](#). Treasure hunters can take what they like from shipwrecks. After getting a permit under the Treasure Trove Act, they pay 10 per cent in royalties to the government and then sell the artifacts as they wish. "So it's not beyond reason to have this kind of stuff end up on eBay in partnership with the government of Nova Scotia," Chisholm said. He said the *Fantome* was loaded with loot from the White House, which British troops burned in August 1814. The ship was heading home to Halifax with a convoy when it lost its way in a vicious storm. With untold treasures, *Fantome* smashed into shoals and sank off Prospect on Nov. 24, 1814. The wreck was left undisturbed for political reasons. The event coincided with the end of the war, and the two nations wanted to move on. "Obviously, this was a very touchy subject at the time, so no one really said any more about it," Chisholm said. Jagged rocks kept excavators away for nearly 200 years. It's only recently that the technology has allowed anyone to take a look. Chisholm's company employs sonar and underwater robots called remotely operated vehicles. "Treasure hunters use the same thing," Chisholm said, "but then they also use whatever they need to dig, tear up, destroy or do whatever to get these artifacts." He said there has been at least one treasure hunter at the site already. Arcadia Entertainment wants to document the site before winter hits, and will not extract any artifacts, Chisholm said. He hasn't heard anything yet about his application for a heritage research permit. Chisholm said he isn't expecting a positive response. "I think there's a chance the government will say no, because they've given this treasure-hunting licence. I've said to the government I don't think that's right. We just want to go and take some pictures."

By Jennifer Traplin – The Daily News©

<http://www.hfxnews.ca/index.cfm?sid=2528&sc=2> [link no longer active]

The Daily News – Halifax, Nova Scotia, Canada (11/16/05)

Cyprus

Archaeologists have discovered what they believe is the earliest evidence yet of long distance seafaring in the eastern Mediterranean, undermining beliefs that ancient mariners never ventured into open seas. Fragments of stone implements believed to be up to 12,000 years old have been found at two sites of Cyprus, suggesting roving mariners used the areas as temporary camp sites after forays from what is today Syria and Turkey. The flints are unlike anything found in the geological make-up of Cyprus, and more than 1,000 years older than the timing of the first permanent settlers to the island. The discovery adds to a body of evidence contradicting the widespread belief that ancient mariners would never venture out of sight of land or had limited navigational capabilities. "If this is verified this would be the earliest evidence of seafaring in the East Mediterranean," said Pavlos Flourentzos, director of Cyprus's [department of antiquities](#). Cyprus, lying at least 30 miles away from any other land mass, was not settled by man 12,000 years ago, but there is evidence it was populated by pygmy elephants and hippopotamuses. Its earliest inhabitants, dated from the 9th millennium BC, are believed to be from the land mass which now rings it north and east.

By Michele Kambas – Reuters©

http://news.yahoo.com/s/nm/cyprus_seafaring_dc

Yahoo News – United States (11/22/05)

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

There are no immediate plans to salvage ancient shipwrecks possibly lying on the bottom of the Episkopi Bay on the island's southern coast, [Director of Antiquities](#) Pavlos Flourentzos said this week. Asked by The Cyprus Weekly to comment on a continuing underwater survey in the area, which revealed potential shipwreck sites, he said that unless something was important and at least older than the famous 4th century Kyrenia wreck, the Department would leave it alone for the time being. He explained that excavating and bringing up a submerged ancient wreck involved considerable expenses and efforts, especially as it would then have to be restored and preserved. "If they are Roman or more recent they would just have to wait," Flourentzos said. The only definite sightings so far concern the scattered debris of a 5th or 6th century merchantman in the small inlet of Avdimou Bay. But the use of more sophisticated equipment this year showed anomalies on the seabed of Episkopi Bay probably hiding shipwrecks underneath. According to a recent Department of Antiquities release, the survey continued for the third season during July and August in the underwater area of Episkopi Bay and the Akrotiri Peninsula with a small international team of archaeologists and students. The project, which forms a contribution of the [University of Cincinnati](#) [sic] excavations at Episkopi-Bamboula, is logistically and financially supported by the [Institute of Nautical Archaeology](#) at [Texas A&M University](#), the [Cyprus Society for the Protection of Underwater Cultural Heritage](#) (Limassol), and [RPM Nautical Foundation](#) (Florida, USA). This year's survey covered three main areas, one of them Dreamer's Bay on Southern Akrotiri. At the site of a submerged anchorage littered with pottery, "several substantial new and revealing assemblages were added to the catalogue," the release said. The archaeologists also began a preliminary mapping of a long ashlar-built mole reported some years ago. During the investigations in the inlet of Avdimou Bay two additional stone anchors were documented, along with three partial millstones that may have supplemented the ship's primary cargo of wine carried in amphorae from the Gaza region of Palestine.

By Philippos Stylianou – The Cyprus Weekly©

<http://www.cypriusweekly.com.cy/default.aspx?articleID=7857&heading=Features>

The Cyprus Weekly – Cyprus (11/29/05)

India

Underwater archaeologists are set to uncover unknown secrets of Elephanta island, buried in the Arabian Sea. Extensive explorations on the island—its shores and the beaches—have revealed a treasure indicating existence of a rich trade with the late Roman Empire during the 4th to 7th century AD. The findings establish it as a significant port of the period—a fact hitherto unknown. And that people on the west coast liked imported goods and Roman wine. The small island, east of Mumbai, was, so far, best known for its cave temples and rock-cut images, specially of the monolithic elephant which once stood on its southern tip. With the Underwater Archaeology Wing of the [Archaeological Survey of India](#) (ASI) finding late Roman amphorae, coins and sherds of pottery — including red polished ware, black slipped ware, red ware

and some gray ware — on Elephanta, the stage is now set for a proper excavation around the island. The finding had come as a surprise, since so far, large number of amphorae were found only in Kanchipuram and Arikamedu. Amphora is one of the principal vessel shapes in Greek pottery. They are handled pots used to transport a variety of things including olives, cereals, oil, wine, fish and even metal. Head of ASI's Underwater Archaeology Wing Dr Alok Tripathi had been quietly exploring the island since 1988, but it's only in the last two years that extensive explorations were done. The richest site turned out to be the area around village Mora Bandar on the island. "The discovery of a large variety of amphorae and other antiquities on the island may solve some of the historical riddles," said Tripathi. In addition to indicating continuity of trade with the western world during 5th-7th century AD, the findings may also answer why Chalukya King Pulakesin II of Badami had invaded this small island with a tiny population and limited natural resources in 634 AD.

By Bhavna Vij-Aurora – The Indian Express©

http://www.indianexpress.com/full_story.php?content_id=81950

Indian Express - New Delhi, India (11/14/05)

Israel

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

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

Ancient wooden anchors preserved by natural salt for more than 2,000 years have been discovered on the receding shores of the Dead Sea, [Israel TV](#) reported Monday. Archaeologist David Mevorach told the TV station that one anchor dated back 2,500 years -- the oldest ever found. Another anchor was 2,000 years old, he said. They were built from acacia wood for Roman ships, he said. The Dead Sea, with no outlet, has a high concentration of salt. "The salt and the lack of oxygen in the water preserved them in a special way, including the ropes that were tied to the boat," he said. Also, the small sea has been receding in recent years, as the evaporation rate exceeds the replenishment of water from the Jordan River, diverted for irrigation. Archaeological artifacts have been found along the newly exposed coastline.

The Associated Press©

<http://www.newsday.com/news/science/wire/sns-ap-israel-ancient-anchors,0,5389387.story?coll=sns-ap-science-headlines>

Newsday.com – Melville, NY, USA (11/28/05)

Japan

Evidence has mounted for nearly 20 years that a great earthquake ripped the seafloor off the Washington coast in 1700, long before there were any written records in the region. Now, a newly authenticated record of a fatal shipwreck in Japan has added an intriguing clue. Written records collected from villages along a 500-mile stretch of the main Japanese island of Honshu show the coast was hit by a series of waves, collectively called a tsunami, on Jan. 28, 1700. Because no Japanese earthquake warned of the waves, it is likely they came from somewhere else around the Pacific Rim, said Brian Atwater, an affiliate professor of Earth and space sciences at the [University of Washington](#) and a [U.S. Geological Survey](#) geologist. In the village of Kuwagasaki (now part of the town of Miyako) 300 miles northeast of Tokyo, the tsunami is believed to have crested at about 10 feet, destroying 13 houses and starting a fire that consumed additional houses. Records from five other towns lend more evidence for a tsunami generated by a magnitude 9 earthquake off the Washington coast on Jan. 26, 1700. The shipwreck story is different from other accounts, said Atwater, who will present evidence of the incident Tuesday at the Geological Society of America annual meeting in Seattle. "This is the only account that is nautical, and it is the only one in which the tsunami contributed to deaths," he said. The ship carried 470 bales of rice, nearly 30 tons in all, bound for Edo (now Tokyo) from Nakamura-han, a feudal domain. The ship was loaded on Tuesday, Jan. 26, and had sailed about 100 miles down the coast by pre-dawn hours on Thursday. It was to enter a river at the town of Nakaminato, where the rice would be transferred to skiffs for the rest of the journey to Edo. However, a series of then-puzzling waves sloshing into and out of the river on Thursday created conditions too treacherous for the ship to negotiate rocks just beyond the river's mouth, so the crew kept the vessel anchored just offshore. Atwater likened the situation to the dangerous conditions that often accompany strong ebb tides across sandbars at the entrances to rivers, creeks and harbors. "This was going on during

the early morning hours," he said. "The boat stayed offshore all day. It seems the tsunami lasted 18 hours at least, and that's another hint that the earthquake that caused it was very big." By the time the waves subsided, a large storm was brewing. The tsunami had kept the ship from safe harbor, leaving it at the mercy of the storm. In the high wind and rough sea, the vessel broke loose from its anchor lines. The crew lightened the load by throwing half the rice overboard, but the storm drove the ship into coastal rocks, two crew members died and all the rice was lost. An account of the disaster was published in a 1943 book about Japanese shipwrecks, but the source of the document wasn't listed and the account was later met with some skepticism. However, in 2002 Kenji Satake, a Japanese geoscientist, found that the story had been collected as part of a Nakaminato municipal history, and he traced that account to a local family that had kept records of 131 shipwrecks between 1670 and 1832. The account matches well with the other records that supply evidence of the tsunami, Atwater said. To judge the 1700 earthquake's size, its estimated magnitude can be compared with those of the 20th century's largest quakes -- the 1952 Kamchatka earthquake at magnitude 9.0, the 1960 Chilean earthquake at 9.5 and the 1964 Alaskan earthquake at 9.2. The size of the 1700 tsunami in Japan implies that quake was in the range of 8.7 to 9.2, Atwater said, most probably about 9.0.

By Vince Stricherz – University of Washington Office of News and Information©

<http://www.uwnews.org/article.asp?articleID=2206>

uwnews.org - WA,USA (10/31/05)

Spain

Three British divers arrested three years ago for allegedly trying to pillage a Spanish galleon have been told they will face charges punishable by up to six years in prison. The men, commercial divers based in Cornwall, learnt this week that they are to face charges of theft and damaging Spain's historic heritage after a three-year inquiry. The group were arrested in Galicia, north-western Spain, after winning a contract from the Spanish authorities to salvage 220 tons of tin worth up to £650,000 from the *Friesland*, a Dutch cargo vessel which sank in 1877. Prosecutors allege that as well as diving on the *Friesland*, the Britons were exploring the remains of an adjacent vessel, the *Dom Pedro*, a 17th-century galleon laden with gold and diamonds. Investigators found the wrecks had been minimally disturbed and no valuables taken. Peter Devlin, who ran the diving firm that won the salvage contract, Force 9 Salvage, Malcolm Cubin, from Truro, and Steve Russ, from Porthleven, declared their innocence yesterday and accused the Spanish prosecutors of being heavy-handed. The men insist they were diving only on the *Friesland*. Mr Cubin said: "At the time of the arrest the police sent divers down who said the site had not been damaged and the only items retrieved were for identification and had a nominal value of a few euros. Being threatened with years in a Spanish jail, plus fines and damages, when I didn't do anything wrong is very worrying." The men travelled to Spain in May 2002 after winning the salvage contract. They were arrested on 22 June while taking samples from the site to identify the wreckage. They had recovered just one tin ingot when they were detained.

By Cahal Milmo – The Independent©

<http://news.independent.co.uk/uk/legal/article330665.ece>

The Independent – United Kingdom (12/02/05)

United Kingdom

[see entry under [Spain](#)]

Planning is well underway to build a world-class tourist attraction to commemorate the world's most famous ship. Hundreds of millions of dollars will be invested over the next 7 years to ensure that Belfast is recognized on a worldwide stage as home to the *Titanic* in time to celebrate the 100th anniversary of the ship. The development will not only look at the historic message behind the *Titanic*, it will also celebrate the sense of fun and hope that the *Titanic* brought to Belfast. The entire development will cover a total of 11 acres and include an exhibition centre, museums, hotels, a marina, and entertainment parks. The highlight of the exhibition, a 'Ghost Ship', will light up the Belfast harbour skyline. The fantastic light sculpture will be a full-scale model of the HMS *Titanic*, which was a massive 269 meters long – three times the size of Belfast City Hall. In 2006, the *Titanic* society of Southampton is hoping to hold its annual conference in Belfast. This will be the first time in the history of the society that the conference will be

held outside of Southampton. On 15th – 22nd April there will be an annual *Titanic* Festival held in Belfast. From the 10th March – 31st May there will be a *Titanic* Exhibition held in the award-winning W5 (whowhatwherewhenwhy) visitor attraction in the Odyssey arena. Today, visitors can also see the dry dock and drawing rooms of the *Titanic* as part of Belfast's City Bus Tour. For more information on the *Titanic* attraction and other events in Belfast visit www.gotobelfast.com.

TravelVideo.TV©

http://travelvideo.tv/news/more.php?id=7264_0_1_0_M

TravelVideo.tv (press release) – World (11/10/05)

The Reference Library

Slave Ship Guerrero (2005) by Gail Swanson

5.5 x 8.5", 237 pages, ISBN 0-7414-2765-6.

Discovered during her research of British warships at the Florida Keys, historian Gail Swanson brings the story of a dramatic event to Florida maritime history. The wrecking of the laden slave ship *Guerrero* off Key Largo involved 561 Africans, some 90 Spanish, 56 British Royal Navy men, and Key West seafarers. The aftermath involved North Florida Indians, southern plantation owners, President John Quincy Adams, the governor of Barbados, and the settlement of freed black Americans in Africa, Liberia.

This book is published by Infinity Publishing:

<http://www.bbotw.com/description.asp?ISBN=0-7414-2765-6>.

Run Runners, U-Boats, and Hurricanes (2005) by Bryan Galecki

6 x 9", 305 pages, paperback, ISBN 0-9769223-0-4

On a fog shrouded night in September 1944, an oceangoing rescue tug and the Coast Guard Cutters *Bedloe* and *Jackson* set out to sea from Morehead City, North Carolina with a full complement of men. World War II was coming to a close in the Atlantic, yet trouble could still be found just a few miles offshore. A liberty ship on her maiden voyage, a German U-boat in the wrong place at the right time, and the second worst hurricane of the century culminated in disaster as the rescuers were unwittingly transformed into victims, left behind in a desperate three-day struggle for survival. The *Bedloe*, the *Jackson*, and forty-eight crewmen were never seen again. It was one of the worst maritime disasters to befall the Coast Guard during World War II. This epic tale takes the reader full circle from the rum running days of Prohibition through the final moments and beyond, detailing the separate discoveries of the *Bedloe* and the *Jackson* shipwrecks half a century later. Firsthand accounts by survivors unveil the heart wrenching and sometimes brutal aspects of their ordeal, while in-depth analysis of obscure technical data reveal that there was more to this catastrophe than meets the eye. Years in the making, this exciting new book details the complete history of the 125-foot Coast Guard Cutters *Bedloe* and *Jackson*, lost in the Great Atlantic Hurricane of 1944 off the coast of North Carolina, spanning their entire history from inception during Prohibition in 1927 to their tragic loss during the final years of World War II. Includes many previously unpublished illustrations of original construction and the many modifications that were made through the years, plus numerous photographs of the *Bedloe* and *Jackson*.

This book is published by Pine Belt Publishing:

<http://www.pinebeltpublishing.com/>.

Upcoming Events

The Society for Historical Archaeology (SHA) Annual Conference on Historical and Underwater Archaeology will be held in Sacramento, California from January 11-15, 2006.

The theme for the [SHA](#) 2006 conference is "Life on the Edge." In commemoration of such disparate but related events as the 100th anniversaries of the Antiquities Act and the San Francisco Earthquake, the 2006 meetings will focus attention on the archaeology of the edges of empires, oceans, disasters, technologies, innovations, partnerships, and cultures. In addition, a number of combined terrestrial and underwater symposia are being developed, and sessions and workshops showcasing new methods and technologies are also in progress. Plans also include a fascinating demonstration by forensic search dogs, a far-reaching and forward-looking thematic plenary session, and a collection of informative papers, posters, workshops, and tours throughout the conference.

For more information, visit <http://www.archaeocommons.org/sha2006/program.html>.

58th Annual Meeting of the Florida Anthropological Society will be held in Stuart, Florida from May 12-14, 2006

The [Southeast Florida Archaeological Society](#) (SEFAS) extends a warm welcome from the Treasure Coast as we celebrate the [Florida Anthropological Society](#) (FAS) 58th Annual Meeting and the 10th Anniversary of SEFAS. Plans are underway for the FAS meetings, which will be held May 12-14, 2006 at the Wolf High Technology Center, Indian River Community College, Chastain Campus in Stuart, FL.

<http://www.fasweb.org/meeting.htm>

For more information, contact [Pat La Susa](#), 2006 FAS Conference Chairman, at la_susa@msn.com.

Second Centre for Portuguese Nautical Studies (CPNS) 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](#) (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 or pbrandt@medic.up.ac.za.