

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 2.6, 2005 (June)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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Newsletters are now available in the [Cultural and Historic Resources section](#) of the MPA.gov web site. To receive the newsletter, send a message to Brian.Jordan@noaa.gov with "subscribe MCH newsletter" in the subject field. Similarly, to remove yourself from the list, send the subject "unsubscribe MCH newsletter". Feel free to provide as much contact information as you would like in the body of the message so that we may update our records.

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¹ All links current as of 07/05/05

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Federal Agencies

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

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U.S. Coast Guard (U.S. Department of Homeland Security)

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U.S. Department of the Navy

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U.S. Department of State

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

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

[see entry under [MPA Center](#)]

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

[see entries under [MPA Center](#), [Hawai'i](#), and [Maritime Heritage Education Conference](#)]

Submerged Resources Center (Department of the Interior/NPS)

(courtesy of Judy Wood, Army Corps of Engineer and Bruce Terrell, National Marine Sanctuary Program) Archaeological Resource Investigations (ARI) and the [National Park Service Submerged Resources Center](#) and [NOAA Marine Sanctuary Program](#) have scheduled an offering of ARI's five-day Submerged Cultural Resources Law Enforcement class in Homestead, Florida, Monday, July 11 through Friday, July 15, 2005. [Biscayne National Park](#) will be the host for this class. This class is open to all government law enforcement officers, archaeologists and prosecuting attorneys assigned to management units or jurisdictions that include submerged cultural resources. Diver certification is desirable, but not mandatory. For more information, contact National Park Service Class Coordinator Larry Murphy (Chief, Submerged Resources Center, phone: 505-988-6750, email: larry_murphy@nps.gov) or ARI Archaeologist Martin McAllister (phone: 406-728-7195, email: ari@bigsky.net).

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

National Marine Protected Areas Center (Department of Commerce/NOAA)

The [National Marine Protected Areas](#) (MPA) Center is developing the framework for a national system of marine protected areas. To ensure that the national system represents the nation's interests in the marine environment, the MPA Center is holding a series of public dialogues to solicit input for the framework. A public dialogue for the Gulf of Mexico region is scheduled for Monday, July 18, 2005, from 6:30-9:00 p.m. in New Orleans. Interested participants are required to RSVP to mpa.comments@noaa.gov by July 8, 2005.

For more information, visit www.mpa.gov/national_system, or contact [Dana Topousis](#).

Staff from the [MPA Center](#) and the [U.S. Navy](#) met to discuss the process for developing the national system of MPAs. The group identified areas for future cooperative action, including the inventory of de facto MPAs (areas of the ocean in which access is restricted by law for reasons other than conservation or natural resource management; e.g. security and danger zones, dredged material disposal areas, cable crossings, etc.); determining whether shipwrecks and other cultural resources under Navy jurisdiction should be listed in the inventory of marine managed areas; cooperation on resource characterization, and other science needs; and the requirement in Executive Order 13158 that federal agencies "avoid harm" to resources protected by MPAs.

For more information, contact [Lauren Wenzel](#) at Lauren.Wenzel@noaa.gov.

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.

[MPA Center](#) Welcomes Valerie Grussing, Cultural Resource Research Fellow. The MPA Center welcomes Valerie Grussing for the summer. Valerie will assist the MPA Center in designing a cultural resource database and updating the cultural resource information in the marine managed areas inventory database. Valerie is pursuing a doctorate from [East Carolina University's Coastal Resource Management Program](#), and has experience with shipwreck databases.

For more information, contact [Valerie Grussing](#) at Valerie.Grussing@noaa.gov.

The [MPA Center](#) hosted a Great Lake/North Atlantic Workshop in Chicago on June 28 and 29 to discuss state input for and involvement in the development of a [National System of Marine Protected Areas](#). Cultural resource representatives from seven states ([Minnesota](#), [Michigan](#), [Wisconsin](#), [Maine](#), [Delaware](#), [Massachusetts](#), and [Maryland](#)) as well as two federal agencies ([NOAA](#) and [Fish and Wildlife Service](#)) participated in the two-day workshop, which was supported by the NOAA [National Marine Sanctuary Program](#), the [Coastal States Organization](#), and Chicago's [Shedd Aquarium](#).

For more information, contact [Paul Ticco](#) at Paul.Ticco@noaa.gov.

National Marine Sanctuaries (Department of Commerce/NOAA)

[see entries under [NPS Submerged Resource Center](#), [MPA Center](#), and [Maritime Heritage Education Conference](#)]

Florida Keys National Marine Sanctuary

[see entry under [Florida](#)]

(courtesy of Bruce Terrell – National Marine Sanctuaries Program)

[Florida Keys National Marine Sanctuary](#) researchers and state underwater archaeologists are investigating a maritime mystery in the shallow waters of Hawk's Channel near Marathon. Lying in about 20 feet of water less than two miles offshore are the scenic remains of an ancient shipwreck whose name, origin and destination are unknown. The wreck doesn't look much like a ship anymore. It consists of a coral-covered pile of ballast stones undercut to reveal some thick ship's timbers. The site is frequented by Goliath grouper, angelfish, lobsters and the occasional nurse shark. Local divers and fishermen have been visiting it for years, and some salvage work was conducted under state contract in 1972, which yielded artifacts such as potsherds, fire bricks, lead shot and hull fasteners. But nothing has turned up so far to positively identify it. Stephen Beckwith, Upper Keys regional manager for the sanctuary; [state underwater archaeologist](#) Roger Smith; [NOAA](#) archaeologist Bruce Terrell; and their colleagues have spent the past week mapping the site and documenting it with still photographs and video footage. Smith said he believes the ship is Spanish and that it ran aground sometime before the 1820s -- due to a number of earthenware olive jars already recovered that the Spanish were known to use for storage containers. If there ever was any treasure aboard, Smith said, it is long gone. "I think the ship struck this coral mountain, and it may have been with other ships and couldn't get off and was salvaged," Smith said. "That was a pretty common thing. The Spanish had pretty good salvage crews." After the scientists' work is done, Beckwith said the sanctuary may install a mooring buoy and publish an interpretive guide to the site so that divers and snorkelers can understand and appreciate the natural and cultural resources. "I think people can come out and appreciate it," Beckwith said. "It's for beginning divers, and snorkelers can enjoy it." Added Smith: "I'm amazed at how well preserved this shipwreck is, compared to some of the other sites we've seen in the Keys. Everybody wants to know what its name is, how big it was, when it went down. A lot of these, you can't put a name to."

By Susan Cocking – The Miami Herald©

<http://www.miami.com/mld/miamiherald/sports/11989383.htm>

Herald.Com – Miami,FL,USA (06/26/05)

For more information and some color photos, visit: <http://www.nbc6.net/news/4666777/detail.html#>.

Pacific Islands Region

A team of five maritime archaeologists with the [National Oceanic and Atmospheric Administration](#) (NOAA) Maritime Heritage Program are returning to Honolulu on June 7 after extensively documenting previous and newly discovered shipwrecks during a 25-day voyage to the [Northwestern Hawaiian Islands](#) (NWHI) aboard the NOAA research vessel *Hi`ialakai*. The maritime heritage team discovered two new

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shipwrecks, a barge at French Frigate Shoals and a modern vessel (likely the *Mimi*) lost at Pearl and Hermes Atoll in 1989. In addition, researchers on board the *Hi'ialakai* found coal in the western passage at Kure Atoll, the area where the iron sailing bark *Dunnottar Castle* (carrying coal from Sydney to California) ran aground in 1886. This clue signifies the start of a new “shipwreck trail” leading to a potential new wreck site. The 2005 work featured Pearl and Hermes Atoll and the archaeological survey of the whaling ship wrecks discovered by NOAA’s [Coral Reef Ecosystem Division](#) (marine debris) divers in 2004. Fixed baselines were established at two fore reef sites, and maritime archaeologists then collected photo documentation and data for a plan view drawing of the wreckage. Numerous previously undiscovered artifacts, such as anchors, trypots (cauldrons for rendering the whale oil), and portions of the tryworks (structures built to house the trypots) were added to the site inventory. Divers currently count six cannon for these sites, seven trypots, five anchors, and numerous other artifacts. This area in the rough surf and surge zone is where the British whalers *Pearl* and *Hermes* (after which the atoll was named) ran aground on April 24, 1822. All evidence suggests these are indeed the vessels. The ships were on their way from Honolulu to the newly discovered Japan Grounds for whales when they crashed into the reef, the castaways spending months surviving on nearby Southeast Island. The same type of intensive survey work was also carried out at Kure Atoll, where the entire bow section of a 19th century wooden ship was lifted over the reef and deposited in the calm lagoon waters. Anchors, chain, windlass and deck machinery lie scattered amidst the coral. This ship may be the American whaler *Parker* lost in 1842 during a storm, the castaways making their way to Green Island. Dr. Hans Van Tilburg, Pacific Regional Maritime Heritage Coordinator, NOAA National Marine Sanctuary Program, stated: “It’s quickly apparent that the more we look, the more material we find. The interpretation of these sites tells us about our Pacific and Hawai‘i history. Each shipwreck holds secrets and stories that contribute to our sense of history in a vivid way. This voyage has been exhausting and exhilarating, and most rewarding. The Northwestern Hawaiian Islands, for their coral reef and natural marine resources, as well as for their maritime heritage sites, deserve our best efforts at ocean stewardship.”

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

(courtesy of Allen Thom and Sarah Marquis, National Marine Sanctuary Program)

[‘Ao`ao O Na Loko I a O Maui](#) (Association of the Fishponds of Maui) celebrated the rebuilding of the Ko`ie`ie royal Hawaiian fishpond just offshore from the [Hawaiian Islands Humpback Whale National Marine Sanctuary](#) headquarters in Kihei. Residents and visitors joined in the festivities to dedicate the upcoming construction on the fishpond’s rock wall, or kuapā. The event was held at Hawaiian Islands Humpback Whale National Marine Sanctuary in Kihei. A canoe landing opened the ceremonies, followed by a traditional blessing by noted Hawaiian cultural authority Kumu Keli`i Tau`. Warriors of Lahaina performed a chant and dance. Guest speakers included Congressman Ed Case; Peter Young, chairman of the board of the state [Department of Land and Natural Resources](#); Allen Tom, regional coordinator of the [National Marine Sanctuary Program](#); Rob Parsons, Maui Mayor Alan Arakawa’s environmental coordinator and Kimokeo Kapahulehua, president of the fishpond association. The *Ko`ie`ie* pond (the name means rapid current) is the best-preserved fishpond along the South Maui shoreline and was traditionally reserved for use by the *ali`i*. It is estimated to have been built between 1400-1500 A.D. Legend says construction was done in a single night by the *menehune*. The pond has also been called *Kalepolepo*. The Hawaiian Islands Humpback Whale National Marine Sanctuary co-sponsored the event. The fishpond continues to be an important center for educational, archaeological, cultural and recreational activities and the fishpond association offers on-going programs for school groups and the public.

For more information, contact [Allen Tom](#) at: Allen.Tom@noaa.gov.

Stellwagen Bank National Marine Sanctuary

(courtesy of Dede Marx – Stellwagen Bank National Marine Sanctuary)

The [Stellwagen Bank National Marine Sanctuary](#) (SBNMS) conducted 5 days of maritime heritage remote sensing investigations on the NOAA ship *Nancy Foster* during June 2005. The project used side scan sonar and a magnetometer to map the seafloor to locate new maritime heritage resources. The team surveyed 8 square kilometers and located several new shipwreck sites within the sanctuary. These sites will be examined with an ROV later this summer. This project was supported by [NOAA’s Maritime Heritage Program](#). The Stellwagen Bank National Marine Sanctuary (SBNMS) is featured on the [Woods Hole](#)

[Oceanographic Institution](#) (WHOI) maritime archaeology website. SBNMS and WHOI have partnered together to use the autonomous underwater vehicle SeaBED to image various shipwreck sites in the sanctuary through a grant from NOAA's [Office of Ocean Exploration](#) and NOAA's Maritime Heritage Program. The final photomosaics will be used for maritime heritage resource management and interpretation.

For more information, visit: <http://www.whoi.edu/sbl/liteSite.do?litesiteid=2740&articleId=4958>

Thunder Bay National Marine Sanctuary

[see entry under [Michigan](#)]

NOAA's [Thunder Bay National Marine Sanctuary and Underwater Preserve](#) and the [Great Lakes Environmental Research Laboratory](#) successfully placed an Integrated Coastal Observing System buoy in the Thunder Bay National Marine Sanctuary at the shipwreck *Montana*, on May 23rd. The buoy will provide real-time meteorological data that will improve marine forecasts for Thunder Bay, and ultimately be available for mariners at shore-side kiosks. In addition, the buoy will provide valuable observations for Great Lakes research. The buoy's proximity to the *Montana* will also allow archaeologists to monitor the shipwreck's environmental conditions and provide imagery for interpretation at the sanctuary's visitor center. NOAA is developing a long-range plan for two additional buoys and several shore-based meteorological stations.

For more information, contact [Jeff Gray](#) at Jeff.Gray@noaa.gov.

(courtesy of NOS Weekly Update-June 24, 2005)

From June 8-17 the [Thunder Bay National Marine Sanctuary and Underwater Preserve](#) carried out a joint project with the [University of Rhode Island](#) (URI). The 10-day expedition and field school was directed by staff from URI and was the first phase of a multi-year study. The overall study will include elements of archaeological and historical research, geophysical survey, site assessment and geographic information systems (GIS) development. Phase one included a sonar survey, a pedestrian coastal survey, identification of microbial communities, and the development of a GIS infrastructure for sanctuary resources. Participants included Ph.D. students and staff from URI's [Institute for Archaeological Oceanography](#). Staff from NOAA's [Office of Ocean Exploration](#) considerably enhanced the remote sensing portion of the project and authored a user's guide for the sanctuary's recently acquired side scan sonar system.

For more information, contact [Jeff Gray](#) at Jeff.Gray@noaa.gov.

(courtesy of Cathy Green, Thunder Bay National Marine Sanctuary)

[Thunder Bay National Marine Sanctuary and Underwater Preserve](#) hosted a star-spangled celebration at the Thunder Bay Maritime Festival in Alpena, Michigan, on the 4th of July. Commemorating America's birthday and its rich maritime heritage, the Thunder Bay Maritime Festival offered entertainment, activities, and refreshments for all manner and ages of landlubbers and seafarers. All events were free and run from 10:00 am to 7:00 pm at South Riverfront Park on the Thunder Bay River, behind the Federal Building on Water Street in downtown Alpena.

For more information, visit: <http://www.thunderbay.noaa.gov/fest05.html>.

National Ocean Service (Department of Commerce/NOAA)

As part of NOAA's 27-year program with China in marine and fisheries science and technology, Dr. Richard W. Spinrad will lead a joint [NOAA/Department of State](#) delegation to China from July 8-15. The delegation will participate in the Zheng He Voyages Exhibition (Shanghai), the Ocean Policy Forum (Shanghai), 600th Anniversary commemorative ceremonies of [Zheng He's ocean explorations](#) (Beijing), and meetings with Chinese ocean management agencies. Representatives from Canada, Japan, Korea, Indonesia, India, and Russia will participate in the Ocean Policy Forum. Specific agenda items of the ocean policy meeting include national ocean reports, coastal and ocean management, the Law of the Sea, and national and global ocean science priorities. Dr. Spinrad will attend events with senior Chinese political leaders, including the President, Premier, and Vice Premier.

For more information, contact [Jonathan Justi](#) at Jonathan.Justi@noaa.gov.

Office of Ocean Exploration (Department of Commerce/NOAA)

[see entries under [Stellwagen Bank NMS](#) and [Thunder Bay NMS](#)]

(courtesy of Jeremy Weirich, Office of Ocean Exploration)

In the [U.S. Federal Register](#), NOAA posted the agency's 2006 funding opportunities, which includes the [Office of Ocean Exploration's](#) "FY06 Announcement of Opportunity". This Announcement, or call for proposals, again contains a section on maritime archaeology. Since its inception in 2001, NOAA's Office of Ocean Exploration (OE) has supported a variety of marine science projects, typically setting aside about \$200,000 from its annual science budget for maritime archaeology, which does not include the cost for ship time or large deep-sea expeditions. In 2005, the amount has increased to over \$350,000. However, for this 2006 Announcement, the level of funding for maritime archaeology projects has been elevated to \$600,000. The pre-proposal deadline is August 5th followed by a full-proposal deadline of October 3rd. A pre-proposal is a prerequisite for submission of a full proposal in this category. Full Announcement details will be posted soon on <http://Grants.gov>, keyword "NOAA". However, here are some details on the Marine Archaeology category: "Proposals should focus on the initial phases of marine archaeology – discovery, investigation and inventory – and use methods to locate survey and evaluate sites for archaeological or historical significance. OE traditionally supports shipwreck, aircraft and submerged landscape projects within U.S. state and federal waters, though it may sponsor significant maritime heritage projects holding a unique place in American or human history, wherever they may be found. Though OE does not directly manage submerged historical or cultural resources, the program supports cultural resource management programs within NOAA, federal, state and foreign government agencies. Proposals are encouraged to include appropriate resources management partners, when possible, to demonstrate that the long-term protection or suitability of the resources is being considered."

The entire NOAA 2006 funding opportunities can be downloaded at:

<http://a257.g.akamaitech.net/7/257/2422/01jan20051800/edocket.access.gpo.gov/2005/pdf/05-12927.pdf>
(PDF/156 KB).

Activities in States and Territories

California

Manuel "Junior" Gorgita and Aaron Sobieski were trawling for sea cucumbers in the Santa Barbara Channel on Monday when they snagged a wing from a World War II fighter plane with two machine guns still attached. The guns would make nice ornaments for their yards, they thought. But when they arrived in the marina, [Santa Barbara Harbor Patrol](#) officers said they couldn't keep them. The [U.S. Coast Guard](#) has taken custody of the guns until the Navy determines whether they are government property. "They said it belongs to the United States Navy, and I told them: 'No, it belongs to me. I got it off the bottom of the ocean,'" said Mr. Gorgita, the captain of the *Mary-K*. The remains, rusty and sprouting barnacles, are those of an F4U Corsair, a fighter plane flown in World War II that carried six 50-caliber machine guns. The planes were flown from the Marine Corps training base located where UCSB is today. It was not uncommon for training missions to end with crashes in the water, according to John Blankenship, a local real estate developer and World War II buff. The Harbor Patrol is holding the remnant of the plane in its impound yard. The Coast Guard is keeping the machine guns, which have at least one live round, until Navy officials inspect them. They are still determining what to do with them, but they will end up at the Naval Base Ventura County, said Teri Reid, a public affairs officer there. But Mr. Gorgita and Mr. Sobieski have other plans for the guns. "I want to stick it out in my backyard and look at it," said Mr. Gorgita. "It's a big old rusty piece of junk but it's neat to look at." His deckhand, Mr. Sobieski, added, "We should have salvage rights. Now they're trying to take the old machine guns from us. ... We're going to fight 'em on that one. It's like having a museum piece in your house."

By Clair Cain Miller – Santa Barbara News-Press©

<http://news.newspress.com/toplocal/062105plane.htm> (link no longer active)

Santa Barbara News-Press – Santa Barbara, CA, USA (06/21/05)

Delaware

[see entry under [MPA Center](#)]

Glass shards, ceramic fragments, case bottles, shoe buckles, rifle trigger guards, tobacco pipes, plates, spoons, withered military miniatures, wide mouth storage jars, and pieces of chamber pots. A plethora of artifacts were exhumed from the sands of the Roosevelt Inlet in Lewes since December. The source of these artifacts is an 18th century shipwreck unknowingly discovered by dredge crews pumping sand from the inlet for beach replenishment purposes last fall. On May 19, Secretary of State Harriet Windsor unveiled new signs to inform Lewes beachgoers about the artifacts that continue to wash ashore. Those who find artifacts can either keep them or donate them to the [Zwaanendael Museum](#) in Lewes. The signs encourage people who find artifacts to bring them to the museum so they can be examined, identified and possibly photographed. On Friday, May 20, the [Lewes Historical Society](#) hosted a presentation by Curator of Archeology for the [Delaware State Museums](#) Chuck Fithian and State Archeologist Craig Lukezic. Debris began appearing on the beach last fall, catching the attention of state archeologists. "We were overwhelmed by the amount of artifacts turning up on the beach," Lukezic said. He said they found a concentration of artifacts in front of the Lewes Yacht Club. Volunteers collected these pieces from the past throughout the winter. Lukezic said they acquired two five-gallon buckets of artifacts from Roosevelt Beach as well as many others that were graciously donated by the public. He said when the artifacts were initially found, scientists deduced they were from the 17th century. Upon further examination, archeologists realized they were most likely from the 18th century probably between 1750 to 1770. Important pieces of the ship are missing, such as rigging, furnishing, armaments, tools and instruments. Fithian said these things may be missing because it was not uncommon for the people of the 18th century to salvage important materials from shipwrecks. They would often recover anchors, cannons, and any cargo that wasn't extremely damaged. He said they found an abundance of stoneware, creamware and earthenware from Germany, Great Britain, Europe, China and the Delaware Valley. Fithian said the salt-glazed stoneware they found is like modern day Tupperware and can hold a wide range of materials. Fithian said the vessel is giving archeologists a chance to define intercoastal trading during the 18th century. He said it was a very vibrant trading time for Delaware which connected the area to a wider world of economic Atlantic trade. He said he hopes the vessel will help unlock more secrets of the past.

By Adam Donnelly – Delaware Coast Press©

<http://www.delmarvanow.com/deweybeach/stories/20050601/2148395.html>

Delaware Coast Press - Rehoboth Beach,DE,USA (06/01/05)

Archaeologists are putting their minds to the grindstone as they research two millstones recovered from the 1750s-era shipwreck discovered after being hit by a dredge near the Roosevelt Inlet last winter. The millstones are creating as many questions as archaeologists have answers but researchers hope finding the origin of the millstones could shed light on the origin and destination of the sunken ship. Dan Griffith, director of the Lewes Maritime Archaeological Project and state archaeologist Chuck Fithian, have been working to unlock secrets of the millstones since they were floated from the bottom of the bay in April. Divers who had been conducting a survey of the shipwreck used heavy-lift air bags to bring the millstones to the surface. Griffith said two of six visible millstones were recovered. He said the two millstones were selected because they could be removed causing minimal disturbance to the shipwreck site. The larger millstone weighs an estimated 500 pounds – they haven't weighed it yet – measures about 43 inches from edge-to-edge and is about five inches thick. The smaller millstone weighs about 200 pounds and is 28-inches in diameter. "What's important about knowing the type of stone is that it could tell us the source, where it was mined. They were usually manufactured not too far from where they were mined," says Griffith. Mining the raw stone needed to create millstones, chiseling the millstones into nearly perfect rounds, cutting a hole in the center of them, moving them to a ship, loading them into the hold, transporting, unloading, hauling them to the mill, dressing them for use by cutting furrows and finally installing them in the mill – was a labor-intensive process in the extreme.

By Henry J. Evans Jr. – Cape Gazette©

<http://www.capegazette.com/storiescurrent/0605/leweshipwrck061005.html>

Cape Gazette - Lewes,DE,USA (06/10/05)

Florida

[see entry under [Florida Keys NMS](#)]

(courtesy of Bruce Terrell – National Marine Sanctuaries Program)

A few fire bricks, some lead shot, fasteners, potsherds, timbers and a pile of old ballast stones are all underwater archeologists have to go on in the quest to uncover a mystery that has rested peacefully on the ocean floor off Marathon for hundreds of years. There are no log books from the captain or crew, ship manifesto or artifacts with serial numbers or etchings. State and federal underwater archeologists are scouring the shipwreck remains in about 20 feet of water off Hawks Channel. The wreck has not been examined by experts since 1972, when archeologists first documented its location and removed what artifacts salvors and generations of recreational divers did not make off with. They are spending 10 days collecting samples, mapping and taking measurements. The archeologists liken their challenge to a detective figuring out a murder years after the clues were removed and the witnesses died. However, a large mountain star coral could serve as a key piece of evidence in the quest to identify, or at least date, the ship. [Florida Keys National Marine Sanctuary](#) biologist Harold Hudson drilled a hole in the coral and extracted material from its core. The sample will be taken to a lab and analyzed much in a way a core sample from a tree is used to determine its age, sanctuary spokeswoman Cheva Heck said. It will take at least two weeks for test results to be completed. Archeologists also will take sample of the wooden remnants of the boat and test them to determine their age. Biologist put a putty-like substance in the hole in the coral head and the colony will start to overgrow the hole quickly, Heck said. The process does not damage the coral. Biologists have done it for years in order to obtain historical information about the health of coral reefs and the growth rate, Heck said. [State underwater archeologist](#) Roger Smith said he believes the ship is of Spanish origin and may have been chased into the nearshore waters off Marathon, possibly in an attempt to seek safe haven from a storm or hurricane. Many ships grounded on the nearshore coral reefs similar ways. Smith said the wreck could predate the Spanish fleet that was destroyed during the furious storm of 1733. Smith said he understands it may be impossible to identify the ship, but its research value is still invaluable.

By Timothy O'Hara – Free Press©

<http://keysnews.com/304016342089482.bsp.htm>

keysnews.com – Key West,FL,USA (06/30/05 – date received)

Georgia

(courtesy of Jason Burns – Georgia Department of Natural Resources)

Archaeologists, with an assist from 21st-century technology, have gotten their first detailed look at Georgia's most notorious shipwreck — the best view since the Confederate forces scuttled the ironclad CSS *Georgia* in 1864 as Union Gen. William Sherman's army entered Savannah. Detailed sonar scans of the wreck — the only way to "see" anything in the murky, 40-foot depths of the Savannah River — show sections of the ship's armor, as well as cannons, engines, boilers and propellers scattered across the river bottom off Fort Jackson, where it went down 141 years ago. To everyone's surprise, however, there is no sign of the ship's wooden hull, which has apparently either rotted away or been eaten by shipworms. Maritime history buffs lament the loss, but the missing hull is actually good news for those seeking ways to save what's left of the historic hulk. "We have the first definitive picture of what is left of the CSS *Georgia* and it's clear that the scale of the project is more finite than we expected," says Scott Smith, executive director of Savannah's [Coastal Heritage Society](#). "There's just not as much of the ship down there as we thought," agrees Jason Burns, underwater archaeologist for the state [Department of Natural Resources](#). "There's a feeling that maybe we can bring up what's left of it." Several developments, in fact, have aligned to improve the chances that the remains of the CSS *Georgia* will see daylight again and eventually be placed on public exhibition. Because the wreck, which is officially designated as both a national historic place and a hazard to navigation, lies in the path of the planned \$262 million Savannah harbor expansion, the [U.S. Army Corps of Engineers](#) must consider ways to preserve it. Original estimates of the cost of salvaging and conserving the ironclad ranged as high as \$13.5 million. Now that it is clear there is less of the wreck than once thought, Smith says raising the key components — armor, cannons and propulsion system — might cost only \$4 million or so. Hope for the recovery of the remains of the *Georgia* — known as the "savior of Savannah" for its role in keeping the Union Navy away from the city in 1863 and 1864 —

has prompted the city of Savannah to reserve a place for its exhibition in its new 25-acre Battlefield Park Heritage Center. Smith says Civil War buffs eager to see something as rare as a Confederate ironclad — one of four built in Savannah — will bring an estimated \$4 million in tourist expenditures to the city annually. It will take years to salvage and preserve the massive artifacts. But Smith says that if the *Georgia* can be conserved at the Charleston Navy Yard laboratory currently caring for the previously salvaged Confederate submarine [H.L. Hunley](#), the artifacts could be ready for exhibition in six or seven years.

By Mike Toner – Atlanta Journal-Constitution©

<http://www.ajc.com/news/content/news/science/0605/05ironclad.html>

Atlanta Journal-Constitution(subscription required) – Atlanta,GA,USA (06/05/06)

Hawai'i

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

(courtesy of Sarah Fischer – NOAA Marine Protected Areas Center)

According to Hawaiian legend, an ancient king on Kauai once made a deal with a mythical race of little people to build a fishpond in one night. The menehune worked hard through the night, meticulously cutting and shaping lava rock to build a 900-foot wall to keep out the river but allow young fish to swim into the pond, where they would grow too large to swim back out. Many agree that the [Menehune Fishpond](#), on the [National Register of Historic Places](#) since 1973, is one of the rarest and most significant cultural and archaeological sites on Kauai. It is also for sale. The owners, who live on Oahu, are asking \$12 million for the 102-acre site a few miles inland from [Nawiliwili Harbor](#) that includes the fishpond. The listing notes that only one house may be built on the property, which is located in a conservation district. The property is listed on the Internet and has been advertised in mainland real estate publications. So far there have been no offers, although several potential buyers on the mainland have expressed interest, according to Dixie Daniel, the real estate agent representing the seller, the Okada family of Oahu. The Menehune Fishpond was built about 580 years ago, according to David Burney, a paleoecologist on leave from [Fordham University](#) in New York who conducted core dating on the pond. "That pond, of course, is monumental, monumental stone work," Burney, who is now director of conservation at the [National Tropical Botanical Garden](#) in Lawai. Fishponds go back to the Hawaiian Islands' earliest history, when the Tahitians first arrived. Scientists have estimated some are 800 years old, Burney said. "What makes it kind of special here on Kauai is the way the stones are fitted." Ancient Hawaiians often used lava rock to build walls, but they typically shaped them to fit together instead of cutting them into blocks. Although no one knows who really built the fishpond, named Alekoko, it is known that until relatively recently it was teeming with fish and provided the local community with an abundance of food. But today the rock wall is overgrown with invasive mangrove, the pond is full of silt and few people fish there. The property's owners, the Okada family, rarely visit anymore, so they put the property on the market in March, said Daniel, who is also the spokeswoman for the family. The family has owned it since the 1980s, when they purchased it from Kanoa Estate, she said. Daniel said that when she first listed the property, she contacted several Hawaiian and conservation groups about acquiring the fishpond, but there was no interest. She has taken people from the local community to see the fishpond up close, but since it is private property, most must settle for the view from the overlook or from the river. "It's one of those places that's so special it's just a shame that it's not part of our state, or something that can be shared with a lot more people," she said. Heacock believes the fishpond should be restored and turned into a research and education center, to teach local schoolchildren about sustainable aquaculture and agriculture. "It could be an incredible teaching and demonstration resource for Hawaiian aquaculture," he said. "We just can't lose resources like Alekoko. They're too precious, they're too unique."

By Janis L. Magin – The Associated Press©

<http://starbulletin.com/2005/06/06/news/story5.html>

Honolulu Star Bulletin – Hawaii,Honolulu,USA (06/06/05)

Louisiana

[Odyssey Marine Exploration](#) is searching for its latest treasure in New Orleans' French Quarter - with the opening of an entertainment attraction this summer. Odyssey's Shipwreck & Treasure Adventure is scheduled to open by late summer in [Jax Brewery](#), a brewery and bottling house converted to shops and a museum and owned by Jackson Brewery Millhouse LLC. The Mississippi River-front attraction is the first for the Tampa-based deep-sea shipwreck exploration company and is designed to capture people's fascination with shipwrecks and sunken treasure. Greg Stemm, Odyssey Marine Exploration co-founder and board director, said Wednesday that visitors will feel as if they've been on a deep-ocean expedition after leaving the interactive attraction. This new attraction will reveal a fascinating, behind-the-scenes look into how we find shipwrecks and their amazing treasure, artifacts and cargo," he said. The attraction will be run by subsidiary Odyssey Marine Entertainment Inc. Stemm would say only that it is costing millions to open Odyssey's Shipwreck & Treasure Adventure, and he did not disclose revenue projections for the attraction. The company will feature parts of the *SS Republic*, a Civil War-era ship that sank during a hurricane in 1865 off the coast of Georgia. The ship, which served in fleets for the Union and Confederacy, was en route from New York to New Orleans. Odyssey Marine Exploration recovered the sunken ship and its treasure in the summer of 2003. More than 51,000 gold and silver coins and 13,000 artifacts were recovered. In 2004, the excavation of the *SS Republic* helped the company book its first revenue of significance in its 10 years of operating. The take from the *SS Republic* is expected to bring in \$75 million to Odyssey Marine Exploration, which reported a profit of \$5.2 million in 2004 on revenue of \$17.6 million.

By Will Rodgers – The Tampa Tribune©
<http://news.tbo.com/news/MGBO3SYAQ9E.html>
 Tampa Tribune – Tampa,FL,USA (06/09/05)

Maine

[see entries under [MPA Center](#) and [Haiti](#)]

Maryland

[see entry under [MPA Center](#)]

Massachusetts

[see entry under [MPA Center](#)]

Michigan

[see entry under [MPA Center](#)]

(courtesy of Andrew Hall – PAST Foundation)

The [PAST Foundation](#) will host its [Middle Island Life Saving Station](#) Field School from Monday, July 11, through Friday, July 22, 2005. This is a terrestrial archaeology project on a maritime site. The field school will be based at Alpena, Michigan, and travel to the archaeological site on nearby Middle Island daily. The field school will be under the direction of Wayne Lusardi, Maritime Archaeologist at the [Thunder Bay National Marine Sanctuary and Underwater Preserve](#), and Andrew Weir of [Commonwealth Cultural Resources Group](#). The field school will teach basic terrestrial site documentation techniques and explore how archaeological information is used to understand the physical evolution of the site during its history, the activities undertaken by station crew members, and how the site has changed since its abandonment in the 1950s.

For further information, contact annalies@pastfoundation.org. For further information and application form, see: <http://www.pastfoundation.org/MiddleIslandFieldSchool.htm>

Minnesota

[see entry under [MPA Center](#)]

New Mexico

[see entry under [Ireland](#)]

North Carolina

On Oct. 13, 1893, the three-masted schooner *Mary E. Morris* was sailing off Brunswick County, carrying phosphorus from Charleston, S.C., to its home port of Philadelphia. Unfortunately, a hurricane came ashore that day at Myrtle Beach, S.C., and swept north toward Raleigh. It washed away wharves in Wilmington damaged a few weeks earlier by the Great Hurricane of 1893, which struck in late August. The *Morris* sank in the October storm a few miles south of Southport. The good news is all hands made it safely ashore. And that might have been the end of the story had not the ship's remains turned up on Oak Island. Old-timers remember the ship's skeleton periodically emerging from the sand in the vicinity of 13th Place West and then disappearing again. Archaeologists from the state's [Underwater Archaeology Branch](#) at [Fort Fisher](#) surveyed the wreckage in 1979, 1984, 1990 and 1997. It was in one piece then, the oak floor timbers sticking out from the keel like ribs. Then came Hurricane Dennis. Folks around here don't remember Dennis as being all that destructive as it moved by on Aug. 29, 1999, but its waves picked up the *Morris* and bashed it into four walkways along the dunes. "It broke in two pieces, and both of them started banging down the beach," said Nathan Henry, an underwater archaeologist who surveyed the wreckage afterward. A crane company pulled the wreckage off the beach, cutting it into sections and moving it to the town's athletic fields before Hurricane Floyd struck on Sept. 16, 1999. Thanks to the town's visionaries and Chris W. Rogers, the *Morris* will soon be on the move again. It will be relocated to a grassy median in Barbee Boulevard beside the J.V. Barbee Library, 8200 Oak Island Drive.

By Si Cantwell – Wilmington Star News©

<http://www.wilmingtonstar.com/apps/pbcs.dll/article?AID=/20050619/COLUMNIST02/50618036/1010/State>

Wilmington Morning Star - Wilmington,NC,USA (06/18/05)

South Carolina

[see entry under [North Carolina](#)]

[Global Marine Ltd.](#) ... announced today that the Company would offer to its collector base and the public, historical cultural and marine artifacts through their Website. The collectable items for purchase are featured under various categories, which are easily navigated throughout the Site, under the Links; Rare Nautical Antiquities, and Historical Items for Purchase. This weeks featured artifact is a beautifully preserved large Spanish hand coiled clay "Olive Jar", which was one of the first pieces selected from a permitted wreck site. Large-scale production of "Olive Jars" and the New World's clay and porcelain originated in Guadalajara, and were used by the Spanish and French from as early as the 14th century and even earlier by the Inca and Mayan Indian. The unique nature of these items was used to carry oils, food products, water and mercury. Mercury was transported back to Spain in large quantities and used in the smelting process of silver and gold that was carried on board. The artifact is being offered to collectors for \$112,000, as it is the first piece recovered and will have a certificate of authenticity of archaeological providence from this historic wreck. Other artifacts featured recovered from GLBM's shipwrecks for purchase include emeralds, "silver" trade coins, glassware, lead, war relics and other rare antiquities, and will also be accompanied by Certificates of Authenticity.

Global Marine Ltd©

<http://www.primezone.com/newsroom/?d=79746>

PrimeZone (press release) - Los Angeles,CA,USA (06/10/05)

Wisconsin

[see entry under [MPA Center](#)]

From the Halls of Academia

East Carolina University

[see entry under [MPA Center](#)]

(courtesy of Larry Babits, East Carolina University)

[East Carolina University](#) (ECU) [Program in Maritime Studies](#) just completed a field school on the USS *Otsego*, a purpose-built, double ended gunboat sunk 9 December 1864 by Confederate torpedoes in the Roanoke River. The twelve students, three crew chiefs and ECU staff mapped almost 200 linear feet of bulwark/upper hull structure, substantial areas of disarticulated decking, deck beams and hatch coamings whilst coping with low visibility and a difficult current. No artifacts were recovered and no excavation was attempted. The field school was directed by Drs, Larry Babits and Nathan Richards and was locally supported with funding, housing and expenses under the aegis of the [Port O Plymouth Museum](#) and the people of Martin and Washington counties, North Carolina.

For more information, contact [Larry Babits](#) at babitsl@mail.ecu.edu.

Fordham University

[see entry under [Hawai'i](#)]

Massachusetts Institute of Technology

The [Dibner Institute for the History of Science and Technology](#) has announced the appointment of eight senior, six postdoctoral, one science writer and seven graduate student fellows for 2005-06. [Several postdoctoral candidates focus on maritime archaeology projects.] Matthew Harpster is finishing his dissertation at [Texas A&M University](#); he plans to examine five ancient shipwrecks and trace the development of design methods as recorded in two 15th century Italian treatises. Claire Calcagno received her Ph.D. in archaeology from [Oxford University](#) and was recently a Visiting Scholar in MIT's Program in Science, Technology and Society. Her research focuses on Harold Edgerton's contributions to maritime archaeology.

Massachusetts Institute of Technology©

<http://i-newswire.com/pr24551.html>

I-Newswire.com (press release) – USA (06/08/05)

Oxford University

[see entry under [Massachusetts Institute of Technology](#)]

Texas A&M University

[see entries under [Greece](#), [United Kingdom](#), and [Massachusetts Institute of Technology](#)]

The [Texas A&M](#) Board of Regents will consider the creation of a Center for Community Health Development at the A&M System Health Science Center and the establishment of a Center for Maritime Archaeology and Conservation when it meets Thursday on the university campus in College Station.

KWTX.com©

<http://www.kwtx.com/home/headlines/1596927.html>

KWTX - Waco,TX,USA (06/02/05)

University of Bristol

A team of [Bristol University](#) archaeologists is heading for Tortola in the British Virgin Islands this week to survey the shipwreck site of the HMS *Nymph*, a Royal Navy sloop of war, which sank in 1783. The survey will identify and assess the extent of the ship's structural and cultural remains and will ultimately aid future excavation of the site. The researchers will gather still photographs, video and data through acoustic positioning, a new and more accurate method of mapping shipwreck sites. The two-week survey, scheduled for 18 June to 2 July 2005, will be conducted by a team of four archaeologists, led by Kimberly Monk of the University's [Department of Archaeology and Anthropology](#). The HMS *Nymph* was launched

at Chatham Dockyard in May 1778 and served King George III's Navy as a support vessel in both the East and West Indies. She was one of 25 vessels of the Swan class of Royal Navy ships, boasting a length of 96 feet, a beam of 26 feet, and a depth in hold of 12 feet. A 303-ton vessel with three masts, she was able to carry a complement of 125 men, 16 guns, and 14 swivel guns.

University of Bristol©

<http://www.bris.ac.uk/news/2005/728>

University of Bristol – Bristol, UK (06/16/05)

University of Rhode Island

[see entry under [Thunder Bay NMS](#)]

Global Perspectives

International Heritage Law

(courtesy of Vic Mastone – Massachusetts [Board of Underwater Archaeological Resources](#))

Five States (Panama, Bulgaria, Croatia, Spain, Libyan Arab Jamahiriya) have now ratified the [Convention on the Protection of Underwater Cultural Heritage](#), adopted by UNESCO's General Conference in October 2001. [UNESCO](#) Director-General Koïchiro Matsuura welcomed the ratifications, which he hoped "would encourage other States to follow suit on this Convention which presents a real interest for this particularly vulnerable cultural heritage." "This is good news," Mr Matsuura added "for all those who are justifiably concerned by the threats weighing on underwater sites and wrecks, which are poorly protected.

Exploration techniques have made the sea bed more accessible than ever and the pillage of these sites is constantly increasing." The Convention, which completes UNESCO's normative instruments covering tangible cultural heritage, seeks to protect "all traces of human existence having a cultural, historical or archaeological character which have been partially or totally underwater, periodically or continuously, for at least 100 years." The Convention notably gives priority to the preservation in situ of underwater cultural heritage and prohibits its commercial exploitation. The Convention on the Protection of Underwater Cultural Heritage will enter into force once it has been ratified by 20 States.

Press Release N°2005-75 UNESOPRESS©

http://portal.unesco.org/en/ev.php-URL_ID=28222&URL_DO=DO_TOPIC&URL_SECTION=201.html

UNESOPRESS – Paris, France (06/29/05)

Outer Continental Shelf and International Waters

[Odyssey Marine Exploration](#) ..., a leader in the field of deep-water shipwreck exploration, provided an operational update today on several shipwreck projects. The discussions between Odyssey, the Kingdom of Spain, the United Kingdom, the United States, and the regional government of Andalucia, regarding the British warship HMS *Sussex*, as well as cultural interests and underwater archaeology in the region, are ongoing. Greg Stemm, co-founder of Odyssey Marine Exploration, has returned from talks with representatives of the [Junta de Andalucia](#), where he was accompanied by representatives of both the U.S. and UK governments. "The discussions with the Spanish authorities have been very cordial and helpful in settling some issues that had resulted from erroneous media reports. After the talks, I'm confident that all issues relating to our upcoming work in the Western Mediterranean will be dealt with in a timely fashion," commented Stemm upon his return from the talks in Spain. The *Odyssey Explorer* has joined the Company's chartered side-scan survey vessel to work in the 2005 "Atlas" search area. (For operational and security reasons, Odyssey Marine does not disclose the geographical location of its targeted search area). Since announcing the start of the "Atlas" search project on May 4, 2005, Odyssey has identified approximately 275 targets and inspected 127 targets with ZEUS, one of the Company's Remotely Operated Vehicles (ROV). Because Odyssey's new, cutting-edge side-scan sonar system allows crews to map the seafloor twice as fast as previous searches, having a deep-water ROV on a second ship to visually inspect targets will result in a more efficient and productive search process. In addition, the weather window for the "Atlas" project typically ends in the fall while work can continue on the *Sussex* project year-round. The RV *Odyssey* remains in the western Mediterranean available to do preliminary work on the *Sussex* site until the *Odyssey Explorer* returns. While performing search, survey and archaeological work in the western Mediterranean, the Company located 23 shipwreck sites, produced 14 pre-disturbance photomosaics, and

completed preliminary excavations on 7 sites. The archaeological work, accomplished under the direction of Odyssey archaeologists Dr. Hawk Tolson and Neil Cunningham Dobson, resulted in the recovery of a substantial number of artifacts which are undergoing conservation and study by Odyssey's research department to aid in identification of the sites. Odyssey Marine has posted 5 photomosaics from operations in the western Mediterranean on its web site: <http://www.shipwreck.net>. These photomosaics, which visually capture Company discoveries on the ocean floor, demonstrate the enhanced technological effectiveness of Odyssey's new search and recovery capabilities.

Odyssey marine Exploration©

http://home.businesswire.com/portal/site/google/index.jsp?ndmViewId=news_view&newsId=20050628005529&newsLang=en

Business Wire (press release) - San Francisco,CA,USA (06/28/05)

Europe

(courtesy of Susan Langley – Maryland [Underwater Archeology Program](#))

[Europa Nostra](#) – the pan-European federation for cultural heritage of over 200 heritage NGOs – during its recent Congress in Bergen (Norway) adopted a “[Declaration on Safeguarding Coastal Culture](#)” calling upon European Governments and civil society to pay greater attention to the protection of cultural heritage when developing conservation and sustainable development schemes in coastal areas. Europe’s coastlines are an important resource that needs careful management considering the increasing pressure they face due to urban development, tourism, industrialisation and fisheries. They occupy a unique position in our continent’s shared history and give rise to distinctive ways of life and associated cultures and traditions. The Declaration was endorsed by the participants in the Forum titled “Safeguarding Coastal Culture” organised as part of the Europa Nostra Congress that brought together 180 delegates from 27 European countries. Speakers of the Forum included representatives from EUCC the Coastal Union, the National Trust for England, Wales and Northern Ireland, the Heathland Centre in Norway and the European Sea Level Service. The Bergen Declaration acknowledged the substantial advances that had been made in coastal conservation since Europa Nostra adopted its Istanbul Declaration on Saving Europe’s Coastlines in 1992. In particular, Europa Nostra recognised the Integrated Coastal Zone Management (ICZM) Programme of the [European Commission](#), but highlighted that the interests of conservation of coastal cultural heritage should be further integrated into the programme implementation. Europa Nostra also welcomed the establishment of the European Landscape Convention adopted under the auspices of the [Council of Europe](#), which draws particular attention to the specific features of coastal and maritime landscapes which need a high level of protection. Regretting that many European countries did not yet sign or ratify this Convention, Europa Nostra encouraged their Governments to do so and to integrate the Convention’s provisions into their policies. Finally, Europa Nostra stressed the importance of the [UNESCO](#) Convention on the Protection of Underwater Cultural Heritage, as an international tool for the protection of a particularly fragile aspect of coastal culture. This needs urgent ratification by many European countries.

Europa Nostra©

http://www.europanostra.org/lang_en/0520_news_coastlines_pressrelease.htm

Europa Nostra – The Hague, The Netherlands (06/14/05)

Bermuda

Between now and the end of June, you can see just what’s been buried beneath us for the past 500 years. For the first time the [Bermuda National Trust](#), the [Bermuda Maritime Museum](#), the [Bermuda Underwater Exploration Institute](#) and the Custodian of Historic Wrecks have joined together to present a free exhibition celebrating Bermuda’s archaeological heritage for Bermuda’s 500th Anniversary and Heritage Month. Currently on display at the Masterworks Foundation’s Rose Garden Gallery in the [Botanical Gardens](#), the exhibition highlights some of the island’s recently excavated and best known archaeological sites, both above and below the waves. Sponsored by the [Ministry of the Environment](#), Butterfield Bank, the Bank of Bermuda Foundation, Max Re, Partner Re and Renaissance Re, the exhibition will run until the end of June. “Our historic forts, buildings and shipwrecks are cultural assets and through archaeology we can gain a better understanding of these national treasures,” BNT Archaeology Chairman, Richard Lowry, said. “The exhibition is therefore designed to offer the public a taste of archaeology and archaeological research

that is conducted on the island.” The exhibit displays include the excavations from the Old State House privy in St. George’s, where the trash from the past provides insight into our ancestors’ everyday lives. The forensic analysis of two 18th century skeletons recovered during the excavation of Smith’s Fort on Governor’s Island. The fascinating story of the wreck, salvage and excavation of the *Sea Venture*, including her rediscovery by a descendant of one of her shipwrecked passengers.

By Leah Furbert – Bermuda Sun©

<http://www.bermudasun.bm/archives/2005-05-27/04Entertainment03/>

Bermuda Sun – Bermuda (05/27/05)

Canada

[see entry under [Greece](#)]

Greece

They were hopelessly outnumbered, but even then the Greeks knew it would be the battle that could change history. The Asian invaders had entered the Aegean. The "comeliest of boys" had been castrated; the throats of the "goodliest" soldiers ripped out. Mounted on his marble throne, Xerxes, Persia's formidable warrior king, looked over the bay of Salamis, confident that he was about to enslave Europe. But instead of victory came defeat. As the Greeks' triremes trapped the Asian fleet, smashing it with their bronze rams, Xerxes watched incredulously. His soldiers, he said, were fighting like women. That was 480BC. Nearly 2,500 years later, the quest to better understand the battles that the victorious Greeks would see as a defining point in their history has reached new heights, as experts yesterday began searching for the lost fleets of the campaign in the northern Aegean. In the world of underwater archaeology the hunt for the legendary armadas is the expedition that might, just, scoop all others. Topping the international team's wishlist is the remains of a trireme, the pre-eminent warship of the classical age. "This is high-risk archaeology," said Shelly Wachsmann of [Texas A&M University](#) and the team's co-leader. "Discovering a trireme is one of the holy grails. Not one has ever been found." The Persians' defeat at Salamis is seen as one of the first victories of democracy over tyranny, a crucial moment in western history. Without it, say scholars, there would have been no Golden Age and the world would have been a very different place. All of which makes this week-long mission more poignant as experts try to find out how the Greeks managed to defeat a much bigger and better-equipped enemy. Although archaeologists have discovered ancient Greek and Persian ships, they have always been cargo vessels. For their guide around three of the five sites where Persian and Greek vessels are believed to have sunk - the Magnesian coast of Thessaly, Artemision in northern Euboea and the "hollows of Euboea" - the scholars have Herodotus. Known as the father of history, the 5th century BC historian chronicled the wars in his masterpiece, *The Histories*. But while his story is a good read, few artefacts have emerged to support it. "This is a reversal of how we usually work in that we know the history but lack the physical evidence," said Katerina Dellaporta, who heads Greece's [department of underwater antiquities](#) and is co-leading the project. More than 1,000 of the three-tiered triremes took part in the second Persian war. But while ship sheds and dry docks have been unearthed, scholars have had to make do with images of the galley on pottery. The discovery of a trireme, either Greek or Persian, would not only unravel the mysteries of antiquity's greatest fighting vessel but shed light on the civilisation. "Ships throughout time are among the most complex artefacts that any culture creates," Dr Wachsmann said. Although the sea is more difficult to explore, it has the benefit of preserving artefacts better than if they were on land. Among the assembled geologists, archaeologists, historians and oceanographers there is no doubt that the ancient shipwrecks exist. "It's just a question of finding them," said Stefanie Kennell, the director of the [Canadian Archaeological Institute](#).

By Helena Smith – The Guardian©

<http://www.guardian.co.uk/international/story/0,3604,1510070,00.html>

Guardian Unlimited – UK (06/20/05)

The recent discovery of the remains of a shipwrecked 4th century BC vessel, nicknamed Kythnos I after the Greek island near which it was found, is the latest testimony of the archaeological riches still submerged in Greek waters. It also demonstrates the technological advances that underwater archaeology has made in this country in recent years. Greece has no shortage of skilled archaeologists. But when it comes to underwater research, it is only recently that the Greek [ministry of culture](#) has begun mixing academic

knowledge with hi-tech wizardry. Collaboration with the national centre for maritime research (Elkethe), and increased state funding from 2000 onwards, have enabled the culture ministry to open a broad - and still potentially untapped - archaeology frontier under the waves. Elkethe, which operates under the [development ministry](#), has given the culture ministry access to its specialised resources, including a 42m oceanography boat (the *Aigaio*), a submersible (the *Thetis*), two remotely-guided craft and a team of expert divers. "This collaboration has spurred on efforts to chart underwater archaeological treasures, as did three laws on protecting such finds and preventing their pillage," ministry director of underwater antiquities Katerina Dellaporta said. Pooling their resources, the ministry and the research centre have located more than 30 shipwrecks from Classical, Hellenistic, Roman and Byzantine times, at depths that can reach 550m. By Eleni Colliopoulou – Independent Online©
http://www.iol.co.za/index.php?set_id=1&click_id=588&art_id=qw1119588662939B262 (link no longer active)

Independent Online - Cape Town, South Africa (06/24/05)

Haiti

(courtesy of Andrew Gude – DOI Fish and Wildlife Service)

Greg Brooks and John Hardy of the [Sub Sea Research](#) ... team have recently made eight ancient shipwreck discoveries off the coast of Haiti and have recently received approval from the Haitian government to recover and conserve the finds. The team is excited to begin excavation and have the opportunity to provide historical artifacts and [shipwreck treasure](#) as well as revenue to Haiti. The sites had been initially assessed for further identification and dating, and the Haitian government has recently approved Brooks' outline for recovery and conservation of their finds. Representatives of the government of Haiti will be transporting some of the already recovered artifacts to Boston for further identification. Brooks says excavation of the eight shipwreck sites will start at the end of June. Once the shipwrecks have been recovered, much of the artifacts and treasure will be brought to Maine for conservation and restoration. Most of the artifacts will go to a Portland museum, the [Shipwreck Institute of Maine](#) (also known as the "Musearium"). Fifty percent of the monetary value of the shipwreck treasure found at the sites will go to the government of Haiti, and the other half will go to Sub Sea Research. The company reinvests much of the money earned from these excavations into future shipwreck projects. They also donate some of the money to numerous charities in Haiti and the United States. Brooks says that being able to work with the government of Haiti to conduct this research and excavation is an accomplishment in itself. "We have learned from experience that locating and discovering an interesting site and actually getting the right to recover it are two very separate issues," Brooks notes. But the relationship that Sub Sea Research has established and maintained with the Haitian government (despite Haiti's recent political turmoil) has proved to be beneficial to both the company and the people of Haiti. "Everyone recognized the long-term benefit that this project could bring," Brooks says. "Many times I wondered if after all this we would be allowed to continue. But in the end, our genuine interest and the truth won out, so we succeeded in reaffirming with the new leaders that our goals were for the benefit of the people of Haiti, and that the rest of the world needed to see something historically rewarding recovered from Haiti."

Sub Sea Research LLC©

<http://www.prwebdirect.com/releases/2005/6/prweb249505.htm>

PR Web Direct – Ferndale, WA, USA (06/13/05)

Ireland

An Irish court ruled Friday that Santa Fe venture capitalist and adventurer F. Gregg Bemis can conduct a forensic dive that could solve the mysteries about the sinking of the *Lusitania* by a German submarine in 1915. Bemis called the decision a "victory for the little guy against the state." Ireland's [Duchas](#), or heritage office, which is charged with protecting the country's cultural assets, claimed the wreck is an archaeological site and has denied Bemis' requests to make the forensic dive. The British passenger ship lies 300 feet below the surface in Irish territorial waters approximately 12 miles off the coast of County Cork. In a 31-page opinion, Justice Dan Herbert of the High Court in Dublin told the government that Bemis should be allowed to explore the *Lusitania*. Bemis said an Irish friend, who was in court for the verdict, told him the judge said: "Given the amount of lives that were lost, it would be in the state's interest to find out what did happen." Bemis has been waiting for this verdict since November 2003 when the case was presented to the

High Court. Sole owner of the wreck since 1982, Bemis has sponsored many dives to the sunken ship. Last July, he made a 62-minute decompression dive to the wreck, describing it as "gorgeous." And in 1993, he had a look at the ship from a minisub during an expedition financed by the National Geographic Society. But no one has had a close look inside. The *Lusitania* sank 18 minutes after a torpedo pierced its starboard side, killing more than 1,200 people, including 128 Americans and 94 children. A forensic examination of the 90-year-old wreck might solve the mystery of a second explosion heard by survivors and determine whether the *Lusitania* was carrying high explosives and not just the munitions and chemicals listed on its manifest.

By Anne Constable – Santa Fe New Mexican©

<http://www.freewmexican.com/news/29195.html>

Santa Fe New Mexican - Santa Fe, NM, USA (06/18/05)

Panama

Maritime archeologists are trying to save a Brooklyn-built Civil War era submarine that is slowly corroding in the surf off the coast of Panama. The [Sub Marine Explorer](#) [registration required for web access] is rusted onto the rocks by the Isla San Telmo, where it regularly submerges and surfaces with the tide. "It is dying, and if steps aren't taken, it could disintegrate," said [James Delgado](#), director of the [Vancouver Maritime Museum](#), one of three men responsible for identifying the wreck. An internationally known shipwreck explorer, Delgado will lead a team of experts in December to see if the sub can be salvaged. The 36-foot cast-iron submarine was built at the Port of Brooklyn in 1864-65, but the Civil War ended before it could be used to de-mine Confederate ports. It featured a pressurized hull and a unique lock-out chamber - double doors that opened on its belly, allowing mariners to access the sea bed. "It's definitely one of the two oldest submarines in existence on the planet," said historian Mark Ragan. "It's the most advanced Civil War-era submarine. The idea of a lockout chamber, even today, is extremely rare, so to have it 140 years ago" In an 1866 demonstration, inventor Julius Kroehl and three engineers took the sub for a 90-minute dive in the East River. Just as people on shore began worrying, the sub surfaced and Kroehl popped up, smoking a pipe and hoisting a pail of mud collected from the river bed. Kroehl had the sub shipped to Panama in 1866 to be used in pearl diving, but he and the other divers soon died of "fever," according to news reports at the time, and the sub was abandoned. Ragan believes they actually perished from decompression sickness, which wasn't understood in those days.

By Derek Rose –Daily News©

http://www.nydailynews.com/news/wn_report/story/317199p-271307c.html

New York Daily News – New York, NY, USA (06/09/05)

Portugal

Portimão's Rio Arade estuary is the location for an underwater archaeological campaign entitled 'Missão ProArade 2005', taking place now until July 31. Its objective is to conclude the excavation, registry, dismantlement and the total recuperation of the wooden hull of the so called Arade 1 boat that was located in 2001. An agreement between the [Instituto Português de Arqueologia](#) (IPA), the [Centro Nacional de Arqueologia Náutica e Subaquática](#) (CNANS) and the [Portimão Câmara/Museu Municipal de Portimão](#) (MMP) has been signed to support the team's work. The Arade 1 is thought to date back to the first half of the 15th century/first half of the 16th century and is one of the oldest vessels ever to be found in Portuguese waters. For this reason, it is of great importance to Iberian naval archaeology. Some years following its original discovery, when it was already quite broken up, the Arade 1 disappeared once more, without having had any archaeological work performed. However, in the summer of 2001, CNANS and IPA, together with the Grupo de Estudos Oceânicos and the MMP, carried out a campaign included in the ProArade project, with the objective of recognizing various archaeologically sensitive areas and it relocated the wooden boats that were discovered in 1970. Then, on August 1, 2001, the remains of a smooth wooden boat were found and were immediately linked to the Arade 1. It is hoped the restored boats will be featured in an exhibition entitled 'Barcos do Arade' (Boats of the Arade), to be staged at the future Museu de Portimão (currently under construction and foreseen to open in 2006).

The Resident©

<http://portugalresident.com/portugalresident/showstory.asp?ID=8174>

Algarve Resident - Algarve, FA, Portugal (06/09/05)

Additional information about the Arade 1 Project can be found at: <http://nautarch.tamu.edu/shiplab/parade-00index.htm>.

South Africa

Operation Zembe is the name for an archaeological project that comprises of systematic undersea searches for traces of prehistoric peoples. More specifically, the focus is on potential dwelling sites that are currently submerged, as a result of subsidence and rising sea levels. The project is an initiative of the Southern African Institute of Maritime Archaeology (SAIMA) and was formally launched in August 2002. Operation Zembe (the word for 'axe' in the Nguni languages) is a direct result of the discovery of the world's oldest prehistoric stone tools ever found under water. In 1995 South African marine archaeologist Dr Bruno Werz of SAIMA found a hand axe whilst surveying a ship wreck in False Bay off Cape Town. This was identified as an Acheulean tool dating back 300,000 to a million years, the oldest under sea find ever recorded, an archaeological oddity that raised a series of fascinating questions. Further brief explorations of this site over the next few years revealed another hand axe and some pieces of animal bone. Operation Zembe 2005 will spend three weeks diving the southern coast of South Africa under the direction of Dr Werz to: conduct an intrusive survey of the large system identified in November 2004; seek new settlements at predetermined sites along a 100km stretch of the Cape Peninsular. The divers will have to visualise the sea bed as it would have appeared thousands of years ago, with teeming reefs as dry canyons, dark caves as shady overhangs, and sandy plains as arid baked earth. The idea is to scan areas of seabed, and attempt to identify where prehistoric man would have made camp. Once such areas have been identified, they will be surveyed employing search techniques utilized in the India-Atlantis expedition, amassing data in the form of photographs, video and basic surveying techniques. The main site is in 20 feet of water just behind the surf zone. The conditions will be demanding, with the added factor that this is one of the great white shark hot spots of the world!

For further information, please contact: Expedition Manager, Scientific Exploration Society, Tel: 01747 854898, <http://www.ses-explore.org>.

Scientific Expedition Society©

<http://www.ses-explore.org/default.aspx?section=operationzembe&page=main>

Dive South Africa - Pretoria, South Africa (06/06/05)

Spain

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

United Kingdom

[see entries under [Outer Continental Shelf and International Waters](#) and [University of Bristol](#)]

A gun-running ship which once carried passengers between North Wales and Liverpool is the centrepiece of a new exhibition. The *SS Denbigh* was destroyed off the coast of Alabama 140 years ago this week after playing an important role in the American Civil War. The exhibition at [Rhyl library](#) coincides with [Sea Britain 2005](#). The festival to celebrate Britain's maritime history centres on the bicentenary of the Battle of Trafalgar. The 180-foot-long *Denbigh* was built in Birkenhead and began life as a passenger vessel, carrying passengers between Rhyl and Liverpool when it was renowned as "a fast boat". In 1863 the vessel was sold to the European Trading Company, a consortium of Confederate, English and French companies. She began a career as one of the most successful blockade runners, operating between Havana, Cuba and Alabama. Carrying supplies and arms to the Confederates, she completed 26 trips through the blockade. On May 23, 1865, six weeks after the Confederates surrendered, the *Denbigh* ran aground on Bird Key, near Galveston, and was destroyed by Union naval forces. The wreckage was rediscovered by divers in 1997 and an appeal has been launched to raise the vessel. Barto Arnold, project leader at the [Institute of Nautical Archaeology](#) at the [Texas A & M University](#), said the sunken vessel was not hard to find. "We expected to find it sometime but it came as a surprise when we found it on our first time out," he said.

By Gareth Hughes - Daily Post©

http://icnorthwales.icnetwork.co.uk/news/regionalnews/tm_objectid=15564669&method=full&siteid=50142&headline=rhyl-ferry-to-gun-runner-name_page.html

ic NorthWales - North Wales, UK (05/27/05)

Virgin Islands

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

The Reference Library

Sailors in the Holy Land, the 1848 American Expedition to the Dead Sea and the Search for Sodom and Gomorrah (2005) by Andrew C. A. Jampoler

9.8" x 6.3" x 1.0", 312 pages. ISBN: 1-59114-413-2

Andrew Jampoler has turned to an ... exciting Navy adventure set in the desert of Ottoman Syria more than one hundred fifty years ago. Ordered to fix the exact elevation of the Dead Sea and to collect scientific specimens, the expedition was the Navy's first and last to the storied salt lake of the Old Testament. The expedition's leader, Lt. William Lynch, was at once a coolly scientific and a devoutly religious man who hoped to find the ruins of Sodom and Gomorrah and sustain the Book of Genesis account of the cities' destruction. Drawing on his extensive research in Turkey, Jordan, and Israel, the author presents not only first-time details of the expedition but also sets the expedition into a colorful context of biblical story and of the great events of the mid-nineteenth century that included global epidemic disease, political revolution in Europe, the collapse of Ottoman imperial rule, and the secularization of America. He also offers a taste of Navy life at sea during a decade when sail began to give way to steam

For more information about this book: Naval Institute Press <http://www.usni.org/usni.html>.

Maintaining unimpaired ocean resources and experiences: A National Park Service ocean stewardship strategy (2004) by Gary Davis. George Wright Forum Volume 21 (4): 22-41.

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

Gary Davis, chief scientist with the [National Park Service](#), published an article summarizing the Park Service's planning efforts with partner agencies and organizations for cooperative ocean conservation strategies. The article includes recommendations for how the agency could improve ocean park stewardship, in part through a better understanding of ocean park ecosystems and cultural resources. To this end, he proposes completing basic inventories of all ocean park resources (including locations and descriptions of submerged cultural resources); and cooperating with [NOAA](#) on the national [marine managed areas \(MMA\) inventory](#).

The article is available online at: <http://www.georgewright.org/214davis.pdf>.

Upcoming Events

The Maritime Heritage Education Conference

This conference will be the first of its kind to bring formal and informal educators together to promote the sharing of maritime heritage related education partnerships, programs and products. The meeting will take place November 18-20, 2005 at [Nauticus](#): the National Maritime Center in Norfolk, Virginia. Come together with participants from all over the country for guest plenary speakers, concurrent sessions, a book room and social gatherings related to the following maritime heritage topics: Lighthouses/lifesaving stations; Whaling and fishing heritage; Native canoe cultures; Shipping and port heritage; Shipboard education programs; and Shipwrecks and other submerged sites. Sponsored by: [National Marine Sanctuary Program](#), [National Park Service](#), Nauticus and the [National Marine Sanctuary Foundation](#). Partners: [National Council for the Social Studies](#), [American Sail Training Association](#), [PAST Foundation](#), [JASON Foundation](#), [Mariners Museum](#)

For full information, visit <http://www.sanctuaries.noaa.gov/education/mhec/welcome.html>.

An information flyer can be downloaded at: <http://www.sanctuaries.noaa.gov/education/mhec/pdf/mhec.pdf> (PDF/612 KB)