

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 3.03, 2006 (March)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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<i>Second Centre for Portuguese Nautical Studies (CPNS) Maritime Archaeology and History Conference will be held in Mossel Bay, Southern Cape Province, South Africa from August 6-8, 2006</i>	20
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Federal Agencies

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

U.S. Department of the Navy

[see entry under [Florida](#)]

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

National Marine Sanctuaries Program (DOC/NOAA)

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

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

For more information check out www.preserveamerica.noaa.gov or contact cheryl.oliver@noaa.gov or andrew.w.larkin@noaa.gov.

Florida Keys National Marine Sanctuary

In October of 2005 [Florida Keys National Marine Sanctuary](#) (FKNMS) was contacted by Sharon Smith, PPI Exhibit Design & Fabrication out of Portland Oregon regarding one of our shipwrecks, *Menemon Sanford*. PPI was contracted by Royal Caribbean Cruise Lines (RCCL) to create an exhibit of the "geneology" of the Royal Caribbean history. The *Sanford* at the time of her sinking was owned by the Eastern Steamship Company which later became Royal Caribbean Cruise Line. Admiralty court records indicated that the 237 foot wooden hulled side wheeler *Menemon Sanford* grounded on Carsyfort Reef and was subsequently destroyed in December 1862. She was carrying troops and quartermaster stores bound for New Orleans. The site was located by FKNMS volunteers Chuck Hayes and Denis Trelewicz in 1996. In 1998 under consultation with the [State of Florida](#) archaeologist, [NOAA](#) Archaeologist Bruce Terrell and FKNMS Manager, Dave Savage an emergency artifact recovery was done utilizing the conditions of the manager's permit. The threatened artifact, an Enfield rifle, pattern 1853, caliber .577 was recovered in

1998 and conserved by the [State of Florida Division of Historical Resources Conservation Laboratory](#) in Tallahassee. The Enfield rifle is one of 187 Florida Keys National Marine Sanctuary heritage assets. This artifact is on display in the Upper Region office. Conservation costs for the Enfield rifle were paid for by FKNMS volunteer Denis Trelewicz.

For more information, contact [Brenda Altmeier](#) at Brenda.Altmeier@noaa.gov.

Maritime Heritage Program

[Also, see entries under [NPS Submerged Resources Center](#) and the [Lake Meade National Rec. Area](#)]

From February 19-March 5, 2006, the [National Marine Sanctuaries Maritime Heritage Program's](#) (MHP) Tane Casserley, [Thunder Bay National Marine Sanctuary's](#) Russ Green and the [NOAA Dive Center's](#) Bill Gordon joined the [National Park Service's Submerged Resources Center](#) (SRC) for a project in Nevada and Arizona. The goal was to aid in the documentation of two historic sites within the [Lake Mead National Recreational Area](#). The first site was an aggregate plant that was used in the construction of the Hoover Dam and later submerged after the dam's completion in 1935. The second site was a B-29 Superfortress bomber that crashed into the lake in 1948 after testing a prototype missile guidance system known as a "suntracker." The B-29 is in extraordinary condition and the fact that it is submerged in cold, fresh water will hopefully insure this excellent state of preservation long into the future. Both sites are in the final stages of documentation and the National Park Service is planning to open them to the public in the near future. The aggregate plant and the B-29 offered unique opportunities for the MHP to work with its sister organization in the National Park Service. The two groups have worked closely before, most recently on the Japanese midget submarine off Pearl Harbor, but this is the first collaboration diving on a deep archaeological site. This partnership is especially significant because the MHP and the National Park Service's SRC are the only two organizations within the [Federal Archaeological Program](#) that routinely use technical diving to document deep water sites. Operating at a depth of 140 feet and 170 feet, the dive team utilized mixed gas diving techniques. The NOAA divers used traditional SCUBA, while the National Park Service archaeologists used closed-circuit rebreathers. Weighing significantly less and using gas more efficiently, the rebreathers allowed for a greater bottom time and increased margin of safety. This project afforded the MHP, as well as the NOAA Dive Center, an opportunity to observe this technology during field work in a remote location. A portable recompression chamber and operator provided by the NOAA Dive Center was also on-site during the project. The growing partnership between the MHP and the SRC can only help to strengthen the Federal Archaeological Program. This project is only one of several collaborations between MHP and the SRC planned this year.

For more information, visit <http://sanctuaries.noaa.gov/maritime/expeditions/b29.html>.

Gerry E. Studds Stellwagen Bank National Marine Sanctuary

The coal schooners *Frank A. Palmer* and *Louise B. Crary* were listed on the [National Register of Historic Places](#) last week. [Stellwagen Bank National Marine Sanctuary](#) (SBNMS) is in the process of preparing a formal press release for the shipwreck's listing, but in the mean time here is some background as to why the vessels qualified for listing: Built in Bath, Maine at the apogee of wooden-hulled multi-masted schooner construction in New England (1870s-1900s), *Frank A. Palmer* and *Louise B. Crary* filled an important role in the American economy as bulk cargo carriers. The schooners ideally represent a period at the end of the nineteenth and start of the twentieth century when economies of scale made the coastwise shipment of coal by sail economical and even profitable. The design, construction, use, and ultimate loss of these schooners reveal important aspects of wooden shipbuilding, the New England coal trade, and the increasing industrialization of the Northeast. While the great schooners operated for a relatively short period, the events of their existences illustrate the success, hardships, and tragedies characteristic of the United States coasting trade at the beginning of the twentieth century. The depth and resultant environmental factors of the *Frank A. Palmer* and *Louise B. Crary* shipwreck have combined with difficulty of access to create a unique archaeological site with two substantially intact wrecks lying essentially untouched from the time of their collision and sinking. The schooners rest on the seafloor, their bows touching in the same orientation in which they plunged to the seafloor in 1902. Investigations of the site revealed the vessels' hulls to be nearly intact with rigging splayed across the deck from the toppled masts. The quantity and variety of cultural artifacts located in *Frank A. Palmer*'s aft cabin hint at the information that may be gathered about

the crew's daily lives. At no other located site is there the same opportunity to study two vessels with such high preservation that exemplify the New England coal trade. The circumstances around the schooners' sinking and the site's present day condition provide a unique opportunity to compare and contrast archaeological data sets about two similar vessels engaged in the same trade. *Frank A. Palmer's* and *Louise B. Crary's* historical, architectural, and archaeological significance make them the best known examples of great New England coal schooners. Their involvement in the coal trade connects them to Americans throughout the East Coast. Coal carried in schooners powered the American Industrial Revolution in the Northeast, one of the greatest economic and social forces in American history.

For more information, contact [Deborah Marx](#) at Deborah.Marx@noaa.gov.

Thunder Bay National Marine Sanctuary

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

National Park Service (Department of the Interior)

Submerged Resources Center

[see entries under [Upcoming Events](#), [NPS Lake Meade Nat. Rec Area](#), and [NMSP Maritime Heritage Program](#)]

NOAA and the NPS successfully completed a dive project in [Lake Mead National Recreation Area](#) on a B-29 sunk in 1948 in technical dive depths and inundated terrestrial sites associated with Hoover Dam construction down to 175 feet. Three NOAA personnel: Bill Gordon, NOAA [Diving Center](#); Russ Green, [Thunder Bay National Marine Sanctuary](#); and Tane Casserly, [Maritime Heritage Program](#) participated in the fieldwork, which was led by Dave Conlin. Brett Seymour did the underwater imaging. More than 50 technical dives were conducted on open and closed circuit systems. There were many "firsts" to this cooperative project, and the park and [Submerged Resources Center](#) staffs are very happy with the results. The B-29 will be opened soon for technical diver-capable park visitors and the NPS is discussing the many management issues involved in this. Below are a couple of URL's with packages on the fieldwork at Lake Mead. The two Discovery Channel Canada stories are from a program called the "Daily Planet."

<http://www.exn.ca/dailyplanet/view.asp?date=3/14/2006> - B-29 story

<http://www.exn.ca/dailyplanet/view.asp?date=3/15/2006> - Hoover Dam /Aggregate Plant Story

<http://www.kvbc.com/Global/story.asp?S=4571532&nav=15MV> - Click the red camera icon with the story title to see the news package

Cape Cod National Seashore

It's been 16 years since Frederica Dimmick, the National Park Service archaeologist at the [Cape Cod National Seashore](#), first saw "the little hearth area with blackness all around it." A big gale in the fall of 1990 had battered the coastline, eroding a small bluff just enough to reveal an American Indian cooking pit. When Dimmick arrived to help with an archaeological excavation, she saw a small circle of stones and wood burned by charcoal, right on the beach. It was as if the natives had put out the fire, and left the day before, not thousands of years ago. For a brief time, it was news. "Good Morning America" even broadcast a show from the site. Then the story slipped into obscurity as researchers meticulously worked their way through the information and artifacts gathered in three years of excavation. Their preliminary findings were finally published this month by the [National Park Service's Northeast Region Archeology Program](#). When one is dealing with time periods of thousands of years, 13 years to publish one's findings doesn't seem like a long time. According to the book, this was one of the Cape's largest American Indian digs, and it took time to sift through 65 boxes of artifacts, 25 boxes of field notes and nearly 300 soil samples. Analysis of everything from the fire-cracked hearth rocks to 1,000-year-old pollen is still not complete, but what has been analyzed provides the best picture yet of American Indian life between 1,000 and 2,000 years ago, a relatively little known period on the Cape. The Cape's acidic soil dissolves all leather, wood, bone and most other organic materials, leaving the archaeologist the daunting task of reassembling the past from a few surviving pottery shards, and stone arrow and spear points. Carbon dating of organic material preserved in the soil with the artifacts is only accurate within a range of a few thousand years, but the differing techniques and materials native populations used to make arrowheads, spearheads or tools can narrow that to a time period within 1,000 years or less. Researchers found the

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.

Coast Guard Beach site fit the profile of what American Indians were looking for in a fall/winter camp. Two thousand years ago, this camp was more than a half-mile inland and the inhabitants were sheltered from cold northerly winds by a south-facing hillside that gave them maximum exposure to the warming effects of the sun. Stones mixed in with the soil provided material to make tools and weapons. For more than 1,000 years, until a nearby freshwater marsh turned brackish, groups of as many as 50 natives gathered there to spend the winter. The remains of a turtle, a deer and what appears to be a freshwater sturgeon show they lived by hunting marsh animals and those in the woods. While archaeologists believe agriculture was used extensively during this time period, the excavations found practically no evidence of that.

By Doug Fraser – Cape Cod Online©

<http://www.capecodonline.com/cctimes/artifactsreveal10.htm> (link no longer active; article available with paid subscription)

Cape Cod Times – Hyannis,MA,USA (03/10/06)

Lake Meade National Recreation Area

It's an interesting piece of Southern Nevada History, but no one is allowed to see it. At least until now. But the [National Park Service](#) is getting ready to make this artifact available to at least *some* people. The plane crashed into the Overton arm of Lake Mead in 1948, and wasn't rediscovered until 53 years later. Since then, it's been closed to the public. Of course, *most* of the public wouldn't be able to get to it anyhow. This plane is way down there ... almost 200 feet. Ghostly images on a TV screen are all most will ever see of this B-29 superfortress, which went down while doing cold war research. Russ Green is with the [National Oceanic and Atmospheric Administration](#), and is controlling a VideoRay Remote Operational Vehicle (ROV). "We're looking at an oxygen cylinder ... there's several aboard and airplane ... that the pilot and crew could breathe oxygen at higher elevations. This one just happened to fall out from the rear of the plane," narrates Green, glancing at the screen. The crew escaped alive, but the plane has been there ever since. And the National Park Service doesn't want to see that change. "Removing the plane from where it is now would dramatically effect its prospects for the future," explains NPS Archeologist Dave Conlin. "And it would radically increase its corrosion and decay rate. So we weren't convinced it was in the best interests of that particular resource to bring it up." Even without NPS protection, this site is out of reach for amateur divers. The members of the NPS [Submerged Cultural Resources Unit](#) use advanced "rebreathers" instead of standard dive tanks. And have to have a recompression chamber on hand just in case--heaven forbid--someone was to get the bends. "There's a kind of a gurney in there with handles and a pull rope." says NPS Photographer Brett Seymour. "You'd slide the person in. Put the two ends in. Get a seal and recompress." From there, the chamber is airlifted to Las Vegas. Luckily, it's never been used. But clearly, visiting the B-29 isn't for everyone. "The depth here is not that deep for a technical dive," according to Seymour. "But what we're looking at is the conditions. The darkness, the silt. You know, there's a lot of things going on here that make this a challenging dive." For those who *are* part of the team, it's a special experience. "Well you know the whole thing is the sense of history you get. Being able to see what's down there," smiles Diving Consultant Jeff Bozanic, as he emerges from the water. The National Park Service is now planning to open the restricted waters to qualified divers. For others, it will be video feeds, informational packets and lectures, delivered to schools and the general public. "We have a dual mandate," says Conlin. "One is to provide recreational opportunities for the American public, but also to preserve cultural and historical resources for future generations. And so striking a balance between that is a difficult thing." NPS officials haven't yet set a firm date on when the plane will be reopened to technical divers. For now, there is a fine for diving in the area...or even docking your boat there.

News 3 – KVBC/DT©

<http://www.kvbc.com/Global/story.asp?S=4571532&nav=15MV>

News 3 KVBC – Las Vegas,NV,USA (03/02/06)

Also, see entries under NMSP Maritime Heritage Program and NPS Submerged Resources Center.

San Francisco Maritime National Historic Park

[San Francisco Maritime National Historical Park](#) commemorates the San Francisco Earthquake and Fire of 1906 with a special living history reenactment, a fine art exhibit, a lecture/book signing by bestselling author Dennis Smith, and a new slide program in the park's visitor center. All of these activities are free of charge. In 1906, a heroic maritime rescue occurred at the location where San Francisco Maritime National Historical Park and Fisherman's Wharf are now located. After the earthquake, raging fires forced 30,000 frantic residents to flee to the waterfront for evacuation by boat from the burning city.

For more information, see entry under [Upcoming Events](#).

Activities in States and Territories

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

Alabama

State Agencies' News

Government officials and a company that wants to salvage four shipwreck sites it discovered two years ago have told a federal judge in Mobile that they will not try to identify the vessels until diving conditions improve. Fathom Exploration, based in Gulf Shores, found four shipwreck sites near the mouth of Mobile Bay in 2004. Company officials have said they want to salvage the sites and claim any valuable artifacts that may exist. But those efforts have been tied up in federal court, where the state and federal governments have laid claims to the sites. A private citizen also has challenged Fathom on grounds that the shipwreck might be a vessel owned by his relatives. All parties agreed in December to put the case on hold for a year, while they came to a consensus on how to proceed with the identification of the ship or ships. Although Fathom Exploration officials found four locations, they have said they believe all of the sites might have come from a single sunken vessel that has broken into pieces over the years. The parties have agreed to keep U.S. Magistrate Judge Bert Milling Jr. informed about their negotiations with written reports every three months. The first of those so-called status reports, filed this month, stated that they are close to working out the details of a procedure to identify the sites. "As a practical matter, nobody's going to find anything without somebody making a stab at finding out, with some degree of certainty, what's down there," said David Bagwell, a Fairhope lawyer who represents a man who believes at least one of the vessels may be the clipper ship *Robert H. Dixey*. Bagwell said he hopes to work out an agreement before the end of June. "Let the winds of spring die down and get it before hurricane season kicks in. It's a fairly narrow window," he said. Headed by Gulf Shores resident David Anderson, Fathom Exploration filed a claim in October 2004 seeking control over the wreck sites, which it said lie in an area extending 2 nautical miles from a spot southwest of the Fort Morgan peninsula. The company has refused to give the public more specific coordinates for fear that looters will destroy the sites. The federal government maintains that the ships are U.S. property if the vessels belonged to the United States or a foreign country. State authorities contend the vessels belong to Alabama if they lie sunken in state waters and that Fathom Exploration would have to get a permit and negotiate an arrangement to split any proceeds it reaps. At one point, the [Alabama Historical Commission](#) was negotiating with the company for such a permit but the status of those talks was unclear on Friday. Michael Mark, an attorney for the Fathom Exploration, was out of town. Assistant Attorney General William Little also could not be reached for comment. Any agreement allowing the Fathom Exploration to try to identify the site will include provisions governing the hiring of experts and safeguards to ensure that the work is done in an archeologically sound way, Bagwell said. "We all know that it may be very difficult time identifying what it is," he said. "Whatever it is, it's been there at least 100 years and maybe 300 years.

By Brendan Kirby – The Mobile Press-Register©

<http://www.al.com/news/mobileregister/metro.ssf?/base/news/1143281721265410.xml&coll=3>

The Mobile Press-Register – Mobile,AL,USA (03/25/06)

Florida

Other State News

[Navy](#) construction crews unearthed a rare Spanish ship, which had been buried for centuries under sand on Pensacola's Naval Air Station. Archaeologists confirmed the find Thursday and said the vessel could date to as early as the mid 1500s when the first Spanish settlement in the United States was founded here. The settlement was abandoned two years later after a hurricane. "It's possible that it's one of the earliest ships," said Elizabeth Benchley, director of the [Archaeology Institute](#) at the [University of West Florida](#). But Benchley said the exposed portion of the ship looks more like ships from a later period because of its iron bolts. "There are Spanish ship wrecks in Pensacola Bay, we have worked on two - one from 1559 and another from 1705. But no one has found one buried on land, this was quite a surprise to everybody," Benchley said. The first Spanish settlement in the United States was founded at Pensacola in 1559. The location of the original settlement is a mystery, but archaeologists have found clues from the 1559 wreck in Pensacola Bay. The Spanish did not return until more than a century later in 1698 at Presidio Santa Maria de Galve, now Pensacola Naval Air Station. The French captured and burned it in 1719 but handed Pensacola back to Spain three years later. A series of hurricanes forced the Spanish to repeatedly rebuild. Construction crews dug up the ship while rebuilding the base's swim rescue school that was destroyed during Ivan. "It's ironic that a hurricane probably put this ship there and now we have uncovered because of hurricane," said Alex McCroy, who is with the Navy's construction office that is overseeing repairs from Hurricane Ivan in 2004. The exposed keel of the ship juts upward from the sandy bottom of the pit and gives some guess of the vessel's form. Archaeologists estimated the rest of the ship is buried by about 75 feet of sand. Pam Boudreaux, cultural resources director for [Pensacola Naval Air Station](#), said the Navy plans to enclose the uncovered portion of the ship, mark the site and move construction over to accommodate future work by archaeologists. But it's unlikely an archaeological dig will occur anytime soon, Benchley said. "We don't have plans to excavate the entire ship. It's going to be very expensive because it's so deeply buried and we would have to have grant money," she said. During initial work to determine the ship's origin, archaeologists found ceramic tiles, ropes and pieces of olive jars. The find was especially exciting for Benchley who doesn't dive. "I've never been on the things we've excavated in the Bay. This time, I got to walk around on the planking," she said.

The Associated Press©

<http://www.local6.com/news/8217467/detail.html>

Local6.com – Orlando,FL,USA (03/23/06)

North Carolina

State Agencies' News

The latest [Queen Anne's Revenge \(QAR\) Project report](#) and the [Conservation Laboratory report](#) are now on line. **Excerpt from the Project Report:** A major initiative designed to help protect the QAR shipwreck site is taking place this winter as a cooperative agreement with the US Army Corps of Engineers - Wilmington District. It involves placement of a sand berm seaward of the site as a potential means to reduce wave energy and provide a source for sand replenishment during storm events. The driving force behind this action has been the observed scouring and loss of protective sands on top and around the shipwreck. We reported storms of last fall, principally Ophelia, created major [scouring](#) on the south side of the main mound. More disturbing, however was a dive taken in mid-February, which found the wooden stock of the north anchor completely exposed, a feature that has always been buried in the past. Most recently a sonar survey conducted and processed by Chris Freeman of GeoDynamics Inc. as a contribution to the QAR project, provided much greater detail and showed that the site is currently lying exposed in a trough between two near shore sand ridges. **Excerpt form the Conservation Laboratory report:** Lab improvements continue with the purchase of a new digital floor scale and a gantry crane and we are pleased to report that our warehouse sink is now connected and operational. These developments make our jobs safer and easier and help us to process and treat artifacts more efficiently and effectively. The floor scale replaces a Chatlier hanging scale which was used to weigh objects over 500 lbs. The hanging scale served us well, but had become unreliable in its accuracy, so we have moved into the digital age with a new Cambridge floor scale that has a capacity of 5,000 lbs. The ground level and flat, durable surface of this

scale make it ideal for weighing large heavy objects, such as cannon and larger concretions. We have used the floor scale to weigh cannon C3 & C4 with weights of 1,913lbs and 718lbs, respectively. Other cannon and concretion weights will be obtained in the future.

For more information about this site, please visit <http://www.qaronline.org/>.

Massachusetts

Other State News

When Priscilla Stone Houston first saw photographs of large timbers on Craigville Beach in the Patriot's Dec. 23 edition, she knew immediately what it was: the old wreck. She also knew that she had photographs of her parents, then "an engaged couple," sitting atop the wreck from about 1910. But she also figured that no one would be interested. When she read a follow-up story relating Centerville native Laurence Bearse's recollections of "the old wreck," Houston understood that her photographs could be helpful and wrote to the paper. Her two photographs of the wreck proved quite helpful. Victor Mastone, director of the state's [Board of Underwater Archaeological Resources](#), believes the structure is the wreck of a four-masted downeaster. He had been previously unsure whether the remains were that of a ship or a ship-turned wharf. The photos say ship. A great portion of the wreck was dynamited and removed in late 1930. "What we're finding on the beach is probably the awash sections in the pictures – my guess is some sort of bilge keelsons or ceiling. All fairly heavy built stuff," Mastone wrote in an e-mail this week. With a little more work, the Patriot came up with a possible ship for the wreck, but this remains speculative. After the massive 1938 hurricane, the Patriot talked with some "old timers" of the day who recalled a similarly severe storm in August 1879. As recalled then, five large schooners and many smaller craft were beached on the rocks at Hyannisport. With the help of Patriot contributor and Cape historian Jim Coogan, wrecks from the large hurricane that swept the eastern United States on Aug. 18, 1879 were researched. The Patriot from Sept. 9, 1879 told of an auction of one of those ships, the *George W. Whistler*, likely named after the American engineer who helped build Russia's rail system. He was also the husband of "Whistler's Mother" and father of artist James MacNeil Whistler. Four of the boats were pulled off the beach, but the *George W. Whistler* was so badly damaged that it was auctioned for \$300, stripped of all that was valuable, and left to decay on the beach. The location is imprecise and what type of ship the *George W. Whistler* was is still being researched, but it's at least possible it could be the same vessel. There are also reports of a coal barge named the *Sagamore* coming ashore at Craigville, but dated to 1920, later than the photographs and recollections.

By David Still II – The Barnstable Patriot©

http://www.barnstablepatriot.com/old_wreck_now_seen_as_a_wreck_archives_45_8753.html

The Barnstable Patriot – Hyannis,MA,USA (n.d.)

When 92-year-old Laurence Bearse was growing up in Centerville, it's fair to say that things were quite different. Pavement hadn't come to most of the village and Centerville Beach, as it was known, had rolling dunes behind it and little development nearby. It was also a time close enough to the town and village's grand seafaring days that ship remains on the beach weren't considered terribly unusual. But part of Bearse's Centerville was unearthed in December as the town of Barnstable prepared to dredge the upper reaches of the Centerville River. Timbers from what Bearse and his family called "the old wreck" were pulled from the sand to make way for the basins needed to dewater the material dredged from the river. "I knew immediately what that was," Bearse said with a smile. His home is not more than roughly a half-mile from the beach in the area that he's lived most of his life. The wreck never had a name associated with it; the story his parents told him was that it originally wrecked on Martha's Vineyard, but was dislodged in a big storm and brought to Centerville. "From the time I could get to the beach, the wreck was on the beach," Bearse said. But whether it is actually part of a ship is what Vic Mastone, director and chief archaeologist for the state's [Board of Underwater Archaeological Resources](#), is trying to figure out. "Just because people call it something, doesn't mean that's what it is," Mastone said. There's evidence that the remains were at one time part of a ship, but for Mastone the current configuration suggested that it could have been reused, perhaps built into a wharf. The Centerville Wharf Company operated out of that area from around 1852 to 1879. But there are enough references to the "wreck" in enough places – historical pamphlets, town reports and in the archives of this newspaper – to give Mastone pause and the wreck

theory more credence. The Jan. 1, 1931 Patriot included the briefest of items on the removal of the “old wreck,” which was dynamited and taken away. The 1930 Annual Town Report provides more information, but still contends that the wreck was entirely removed. What DPW crews found in December suggests otherwise. As does a photograph, probably from the 1910s, showing two women and a young girl sitting atop wreckage that bears a striking resemblance to what was pulled from the beach. When Robert Whitman of Marstons Mills saw the timbers, he was immediately convinced it was a ship. With 40-years of boat building and repair behind him, including work for Chester Crosby & Sons, the construction to him is not that of a wharf. There are other clues within the piles of timbers, although they’re more difficult to discern. “The knees are easy to recognize,” Whitman said, “but the rest is ... it’s a puzzle, needless to say.” Mastone is consulting with his colleagues around the country, showing pictures and providing as much detail, including what this paper found this week, to see what they think. The answer as to whether it’s the remains of a ship so far is maybe. If it is a ship, it was big. The dimension of the beams are similar to those found on four-masted schooners built north of here in Maine and Nova Scotia, Mastone said. But he can’t be sure.

By David Still II – The Barnstable Patriot©

http://www.barnstablepatriot.com/unearthed_timbers_on_beach_recalled_as_the_old_wreck_archives_45_8611.html

The Barnstable Patriot – Hyannis,MA,USA (n.d.)

South Carolina

State Agencies’ News

Researchers are trying to revive the coastal search for the 16th century vessel that carried some of the earliest Spanish settlers to Georgetown County. A state archaeologist said officials hope to hire a geologist to pinpoint the exact location of the 1526 North Island shoreline. Locating the shoreline will narrow down the possible location for the Spanish galleon, called the *Capitana*, said Christopher Amer, state underwater archaeologist for the maritime division of the [South Carolina Department of Archaeology and Anthropology](#). “We want to get the geologist to determine where we want to look,” he said. Amer began searching for the ship in the waters of the Winyah Bay last fall, but the effort was put off when officials ran out of money and ran into hurricane season. If officials can raise enough money to hire an archaeologist - about \$60,000 over two years - the search could resume this summer, Amer said. Historians say the *Capitana* struck a sandbar and went down near North Island in 1526. This is believed to be the first effort to find the ship since it sank. The *Capitana* could have been about 120 feet long and possibly carried men, women and children as well as vital supplies. It was part of an expedition by Lucas Vazquez de Ayllon, a Spanish lawyer and explorer who sailed along the southeastern coast of North America in the early 1500s. Documents show the passengers escaped before the *Capitana* went down with its likely cargo of tools and food. The first successful Spanish colony in North America was later established in 1565, in St. Augustine, Fla. Amer's efforts come as Florida officials say crews there happened upon a buried Spanish ship by accident. On Thursday, Florida archaeologists said Navy construction crews unearthed a Spanish ship that was buried for centuries under sand on Pensacola's Naval Air Station. They said the vessel could date back to the mid-1500s, but said some material found on the ship could indicate it was from a later period. The crews were rebuilding the base's swim rescue school, destroyed during Hurricane Ivan in 2004. Amer will pitch his plans to continue searching for the *Capitana* to members of the [Archaeological Research Trust](#) in May. For now, Amer's research crew is trying to find two sunken whaling ships once used to repair Union vessels during the Civil War in Port Royal Sound. The searches are part of an effort to survey all the water along the South Carolina coast

The Island Packet©

<http://www.islandpacket.com/news/state/regional/story/5611552p-5041864c.html>

The Island Packet – Hilton Head Island,SC,USA (03/30/06)

Texas

Other State News

On March 15, James Delgado resigned as Executive Director of the [Vancouver Maritime Museum](#) Society and as Executive Director of the Museum. His last day at the Museum will be June 30. He will then join the [Institute of Nautical Archaeology](#) (INA). He describes his new position as “a life long dream come true, and an opportunity I could not turn down.” Founded in 1973, the Institute of Nautical Archaeology (INA) is the world’s leading organization dedicated to understanding humanity’s history of interaction with the sea, which it accomplishes through the science of nautical archaeology. A not-for-profit, it is headquartered at [Texas A&M University](#) in College Station, Texas and at Bodrum, Turkey. INA is dedicated to meticulous fieldwork in the survey, excavation and analysis of shipwrecks in the tradition of its founder, Dr. George F. Bass. INA’s projects, conducted by its professional staff and students, span the globe and thousands of years of history. INA provides support for the [Nautical Archaeology Program](#) at Texas A&M, publications, and other avenues of scholarly and public outreach throughout the world, including support of the [Museum of Underwater Archaeology](#), which is operated by the Government of Turkey in Bodrum. As it approaches its thirty-fifth anniversary, INA is developing a new strategic direction and initiatives in response to evolving technologies, public needs, challenges and opportunities. As its executive director, Delgado will remain in British Columbia, but will travel extensively as he works to raise awareness, find new projects, and raise funds for INA. Delgado comments that while the new position is an exciting opportunity to work globally and return to his professional roots as an archaeologist, the past fifteen years at the Vancouver Maritime Museum “have been a time in which I have experienced a number of wonderful opportunities, made a number of friends, and had a chance to make contributions to the Museum for which I shall always be grateful and remember with fondness.” During Delgado’s tenure, the Vancouver Maritime Museum was transformed from a quiet, local museum into an internationally renowned institution and a Greater Vancouver landmark with a reputation for a family-friendly approach and a commitment to the community. Delgado’s frequent media appearances, his regular columns in the Vancouver Sun, and his five years as host of National Geographic television’s “The Sea Hunters” gave the Museum a high profile and benefited its programs and fundraising.

For more information, view the press release at:

http://www.vancouvermaritimemuseum.com/pdfs/Delgado_Resignation_Release_0306.pdf

Washington

State Agencies’ News

A ship that carried Northwest loggers and miners, housed visitors to the Seattle World’s Fair and served as a charter fishing base before it was grounded in a storm is emerging from a sand dune. The once-buried hulk of the S.S. *Catala* was first exposed by erosion in 2002 and further uncovered last month by high winds and seas that rearranged beaches at [Damon Point State Park](#), said ranger Jim Schmidt. A dramatic shift of sand on the Protection Island spit uncovered about 100 feet of the hull some four or five feet deep, Schmidt said. Hundreds of people have since trudged through the sand to take a look at the corroded shipwreck. The 229-foot ship was launched in 1925 in Glasgow, Scotland, and carried coastal freight and passengers from Vancouver, British Columbia, to southeast Alaska, said Gene Woodwick, curator of the [Ocean Shores Interpretive Center](#). It ended its career with the Union Steamship Co. in 1958 and was to be turned into a fish-buying ship when developers refurbished it as a floating hotel on the Seattle waterfront for World’s Fair visitors in 1962. Engines were removed to make room for a theater, Woodwick said. After the fair, the *Catala* was brought to Ocean Shores, where it was tied at a causeway and used by charter fishermen. On New Year’s Day in 1965, a storm with 70 mph winds and high seas tipped the ship 30 degrees on its side in the sand. It could not be righted. “Then it was looted, set on fire, partied on and written on for 20 years,” said Diane Beers, the Interpretive Center’s docent. People climbed on it, and a contractor was hired to cut up the ship for scrap after a young woman injured herself and sued. What couldn’t be reached by cutting torches was covered with sand. “Over the ensuing years you couldn’t tell where it was,” Woodwick said. Carved by wind and water, Protection Island became a spit connected to land. “Now it looks like nature is reversing the process. I wouldn’t be surprised if we have an island again,” said Schmidt, the ranger. The emerging *Catala* will never float again, but it still jogs memories,

Woodwick said. "It was a special ship, the people's ship," she said. "There were people who took it as an ocean cruise." Woodwick, who is writing a book about the *Catala*, is not pleased to see the ship in its current state. She said it was more appealing as a buried mystery. "It's kind of sad to see more of the hulk, for me," she said. "It's kind of like seeing someone you love and they're all curled up in a rest home."

The Associated Press©

<http://www.cnn.com/2006/US/03/14/emerging.shipwreck.ap/index.html>

CNN.com – United States (03/14/06)

Wisconsin

State Agencies' News

[The Wisconsin Historical Society](#) (WHS) is pleased to announce the award of a grant from the [University of Wisconsin Sea Grant Institute](#) to document, protect, and promote Wisconsin's maritime heritage. The award of \$66,346 will cover two years of field work in Lake Michigan. This grant will support an underwater archaeological field school for [East Carolina University's Program in Maritime Studies](#). This field school will document the wooden bulk steamer *Continental* near Two Rivers, Wisconsin, during the summer of 2006. In 2007, WHS underwater archaeologists and volunteers will document the Goodrich steamship *Wisconsin* off Kenosha, Wisconsin. The WHS's [Maritime Preservation and Archaeology program](#) has completed two site reports. [Wisconsin's Cross-Planked Mosquito Fleet: Underwater Archaeological Investigations of the Scow Schooners *Iris*, *Ocean Wave*, and *Tennie and Laura*](#) describes the 2005 field work on the largely undocumented Great Lakes scow schooners that participated in the Lake Michigan lakeshoring trade. [Wheat Chaff and Coal Dust: Underwater Archaeological Investigations of the Grain Schooners *Daniel Lyons* and *Kate Kelly*](#) documents two Great Lakes canallers. Copies of these site reports are available for \$15 each to cover printing and shipping costs. To obtain a copy, please email a request to underwater@whs.wisc.edu. The WHS and the University of Wisconsin Sea Grant Institute has released nine additional interpretive slates for Wisconsin's historic shipwrecks. This set covers Lake Michigan schooners, scow schooners, and bulk freighters. The slates are printed on waterproof plastic and provide archaeological site plans on one side, and historical information and site locations on the other. Slates for the shipwrecks *Boaz*, *Cherubusco*, *Cecelia* and *Perry Hannah*, *Kate Kelly*, *Lumberman*, *Appomattox*, *Selah Chamberlain*, *City of Glasgow*, and *Dan Hayes* are included in this set. These sets are available for \$25 and may be obtained by emailing a request to underwater@whs.wisc.edu. Slate sets for other historic Wisconsin shipwrecks are available for both Lakes Michigan and Superior.

For more information, contact [Keith Meverden](#) at knmeverden@whs.wisc.edu.

Keith Meverden will take folks to three submerged shipwrecks today on Lake Michigan, and nobody will get wet. "One is in Jackson Harbor on Washington Harbor," said Meverden, underwater archaeologist with the [Wisconsin Historical Society](#). "One is off Sevastopol in Door County about four miles southeast of Whitefish Dunes State Park. The third one is about nine miles southeast of Port Washington." Meverden will talk about the wrecks and show video from the sites as part of an ongoing series at the [Wisconsin Maritime Museum](#) in Manitowoc. Meverden expects to draw a cross-section of interested listeners — as he and colleagues often do with their presentations. There will be scuba divers who want to learn more about what they're diving on. There will be people who don't dive but are interested in Great Lakes maritime history in general. "I also get a large number of people who just think it's an exciting topic because the *Titanic* movie was very popular and, of course, you always hear about the *Edmund Fitzgerald*," Meverden said. "When they find out, they're kind of excited and want to learn more and see what different types of wrecks we have." One wreck Meverden will discuss is breaking the surface. Another lies 325 feet deep and was visited by an unmanned submersible — "basically what Bob Ballard uses to explore the *Titanic*," Meverden said. The wrecks are among 700 in Wisconsin waters, with 17 on the [National Register of Historic Places](#), according to the Wisconsin Historical Society. Before planes, trains and automobiles, shipping was the best way to travel and haul goods on the Great Lakes. "In the late 1860s, there were upwards of 2,000 vessels that were registered on the Great Lakes that were actively sailing — large, commercial-type ships," Meverden said. You need look no further than the state flag to see the importance of shipping. "You can see there's a picture of a sailor, an anchor and a caulking mallet, which was used in ship construction," Meverden said. "That alone is testament to how important maritime commerce was to

the foundation and the building of Wisconsin." To Mevarden, the shipwrecks are "submerged cultural resources. We literally have one of the best collections in the world of 19th-century shipwrecks that are very well preserved on the bottom. Many people who even live on the lake are not aware of that."

By Warren Gerds – Green Bay Press Gazette©

<http://www.greenbaypressgazette.com/apps/pbcs.dll/article?AID=/20060401/GPG0504/604010423/1907>

Green Bay Press Gazette – Green Bay, WI, USA (04?01./06)

From the Halls of Academia

East Carolina University

[see entry under [Wisconsin](#)]

Old Dominion University

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

Texas A&M University

[see entry under [Texas](#)]

University of Southern Denmark

Denmark develops [International Masters Program in Maritime Archaeology](#) in Esbjerg. Traditionally, Denmark has had a strong role in the development of maritime archaeology. Just think of the major operations that followed the first evaluation of the Skuldelev ships in 1959. Just think of all the various studies that were carried through out of Centre for Maritime Archaeology in Roskilde during the ten years of its existence. When the centre was discontinued in 2003 new ways were sought to keep maritime archaeology on track; the more so, since the lectureship in maritime archaeology at the University of Copenhagen had also been stopped. The challenge to once more embed the discipline in the academic world was taken up by the [University of Southern Denmark](#). It is the third university of Denmark with different campuses in the southwest of the country. The initiative to do so comes from Poul Holm, a maritime historian who is very much into interdisciplinary research. He established the [Centre of Maritime and Regional Studies](#) in Esbjerg which he led for quite a few years and has recently been appointed as rector in one of the universities on Sjælland. The Maritime Archaeology Program is to be based at the Centre in Esbjerg, but it will rely to a very large extent on the other institutions that are active in this field. Esbjerg is a maritime hub on the Danish North Sea coast. The program will be international in its focus and scope, and all courses are taught in English. By now, the program is readily developing. The first course will start in September 2006. The program will integrate subjects in Maritime Archaeology with targeted training in organization, management, law and economy. The combination intends to give a broad set of tools to fill positions at museums, government institutions and elsewhere in the heritage industry. Presently, the program is gathering full support of all the relevant Danish institutions, including the [National Museum](#) and the [Viking Ship Museum](#) in Roskilde. So there will be a wide variety of contributors to the different aspects of the course. Unlike most other master courses, the program will fill a full two years. It is open to students with a relevant Bachelors degree. Read more at our webpage www.archaeology.sdu.dk. Even though it is longer than other courses, two years is not very long. We want to prepare students for practical jobs in heritage management. Academic research is, of course, an integral part, but we do not want the course to be targeted towards an ivory tower. Shortly, we will be advertising for new staff. We are looking for a relatively young lecturer or senior lecturer that is willing to support the students in their professional diving training as well. Denmark is one of those countries where you need a commercial ticket in order to dive at work in archaeology, but we have got the authorisation to include that professional certificate in the program as an extra. As of June we will revitalize the Maritime Archaeology Newsletter from Denmark that was discontinued several years ago. You will find all the relevant e-mail addresses on the web-page and please don't hesitate to contact us with queries or if you experience difficulties in applying.

For more information, visit <http://www.archaeology.sdu.dk> or contact [Thijs Maarleveld](#) at t.maarleveld@hist.sdu.dk.

University of Wisconsin

[see entry under [Wisconsin](#)]

Global Perspectives

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

Outer Continental Shelf and International Waters

Australia

[see entry under [Panama](#)]

Recreational divers will be able to join a ballot for the chance to explore Victoria's oldest registered shipwreck. The steamship *Launceston* sank in Port Phillip Bay more than 140 years ago. The steamer had been in operation transporting colonists across Bass Strait for about two years when it hit the SS *Penola* and went under. The wreck was rediscovered in 1981 and diver Rob Timmers says much of it is intact. "One of the really interesting things is that state-of-the-art blue and white porcelain toilets," he said. [Heritage Victoria](#) gave divers permission to explore the Launceston at a meeting last night, and they expect to start diving the wreck in about two weeks.

ABC©

<http://www.abc.net.au/news/items/200603/1581411.htm?gippsland>

ABC Regional Online – Australia (03/01/06)

Canada

[see entry under [Texas](#)]

Cambodia

Cambodia has discovered the remains of a wooden ship and pottery possibly dating back to the seventh century, local media reported on Thursday. Cambodian naval divers discovered the remains of a sunken sail ship and a range of pottery in late February in 20-to-30-meter- deep waters off the coast of Koh Sdech island in Koh Kong province. Samples of the pottery were taken to the provincial department of culture and then sent to the National Museum in Phnom Penh for analysis. The Cambodia Daily quoted Chuch Phoeun, secretary of state of Culture Ministry, as saying. Chuch Phoeun said the pottery may date back to the seventh century and that it appeared similar in style to pottery of the pre-Angkorian Nokor Phnom era, in what is now southern Vietnam. Two items also discovered on the sea floor are believed to date back from the 14th and 15th centuries, he said. After the discovery, Prime Minister Hun Sen ordered the formation of a mixed committee of police and military to prevent the plunder of the site's artifacts, Chuch Phoeun said. However, positively identifying the period has been hampered by the poor condition in which the pottery was found. "They were covered with dead sea snails, shells and clams and covered with moss," said Hab Touch, deputy director of the National Museum. "We cannot see the carving in detail," he added.

The People's Daily online©

http://english.people.com.cn/200603/09/eng20060309_249300.html

The People's Daily online – China (03/09/06)

Greece

Last summer, Hanumant Singh went on a 13-day Aegean Sea cruise -- but he wasn't vacationing. With a team of American and Greek scientists, Singh was launching a swimming robot 250 feet underwater to photograph an ancient Greek shipwreck. Or, to put it another way, he was dropping \$250,000 and five years of his life into hundreds of feet of rolling waves -- over and over again. "There's no cable, there's no person. You throw it over the side; you pray it comes back," said Singh, 39. "If it gets lost, you're having a really bad day. You hope that never happens to you." So far, luck -- and skill -- have been on his side. Singh's unmanned submersibles -- sleek, light, relatively inexpensive vehicles that fly untethered deep underwater -- have brought loads of information safely back to their mother ship. With deep-water dives

and lightning-quick documentation, the latest-generation vehicles are helping transform underwater archeology: They survey large sites in just two days and dive far deeper than almost all human divers -- meaning they can study many more sites and more archaeologists can analyze the data. Singh came to the United States for college, attending George Mason University, and after his junior year he went to [Woods Hole Oceanographic Institution](#) for a summer internship; he never looked back. He did his PhD at the Massachusetts Institute of Technology/WHOI Joint Program in Oceanography/Applied Ocean Science and Engineering and his postdoctoral work at Woods Hole as well. He is now on staff. Singh's specialty is underwater imaging, which means he develops programs to deal with light's inability to travel well underwater. Singh's programs make the pictures Seabed takes true color and then stitch thousands of close-up shots of Greek amphorae or a dead whale carcass into one vivid photo.

By Rachelle Moeller Gorman – Boston Globe©

http://www.boston.com/news/globe/health_science/articles/2006/03/20/his_robots_dive_deep_for_treasure/
Boston Globe – Boston,MA,USA (03/20/06)

An exact replica of the Spanish vessel *Victoria*, the first ship to sail around the world in the early 16th century, arrived at Zea Marina in the port of Piraeus yesterday morning and will be open to visitors this weekend. Piraeus is its first stop in the Mediterranean as the *Victoria* sails home to Spain after completing a world voyage that has taken it to Tenerife, Cartagena de Indias in Colombia, Panama, Hawaii, the Mariana Islands, Japan (where it was part of Spain's participation in the Aichi 2005 World's Fair), then Hong Kong, Singapore, Colombo, Djibouti, Sudan and Suez. The trip was organized by the Spanish Society for International Exhibitions (SEEI). On board the *Victoria*, everything is as one might imagine it was in the early days of exploration. Only materials employed 500 years ago were used to build the new *Victoria*. Darkened timbers creaked eerily as the ship rose and fell on the slight swell at its dock in front of Zea's busy cafes. An enormous tiller swung gently at the stern. Oranges hung in string baskets in the galley, alongside old barrels and huge wooden spoons. The ship is equipped with 16th century navigational instruments — astrolabe, quadrant, backstaff, lead line — along with state-of-the-art marine electronics. A small engine is used for entering and leaving ports. "We use 16th century navigation tools and well as modern equipment, which the Spanish safety authorities require us to have on board," said Jose Luis Ugarte, a merchant marine captain and in charge of navigation, told Kathimerini English Edition. "We have been comparing the two systems in order to find out where they made errors in those days." Ugarte, considered Spain's premier transoceanic yachtsman, has sailed solo around the world twice and has written several books telling of his experiences as a sailor. He is part of a 20-member crew headed by Ignacio Fernandez Vial, the leading Spanish expert in reconstructing working replicas of historic ships. Vial also directed the Santa Maria and Pinta projects. The rest of the crew include specialists in naval engineering and other fields such as agricultural engineering, natural sciences and physics. During the voyage a number of research projects on technical, nutritional, health and anthropological subjects are being conducted in collaboration with several Spanish universities, to take advantage of the unique experience of a long voyage carried out under 16th century conditions. The design of the replica was based on a lengthy research project using a total of 428 written documents, drawings, and archaeological artifacts along with 164 documents referring to the expedition led by Fernando de Magallanes (Magellan) in 1519-1522, preserved at the Archivo General de Indias in Seville, as well as 126 drawings and engravings of 16th and 17th century ships.

By Yvette Varvaressou - Kathimerini English Edition©

<http://www.ekathimerini.com/4dcgi/news/content.asp?aid=67810>

Kathimerini English Edition – Greece (03/23/06)

Indonesia

A French professional diver on Monday condemned Indonesian authorities from his prison hospital for detaining him over allegedly taking part in what they say was an illegal archaeological salvage operation. "It is incomprehensible and scandalous. It concerns disrespect of freedom and of human rights," Jean-Paul Blancan, who was detained three weeks ago after taking part in an operation to salvage treasure from Java Sea wreck, said. Blancan along with fellow diver German national Fred Dobberphul, who was also arrested, face up to 10 years in jail if found guilty of working without proper authorization. The German and French embassies here have said that the salvage operations had the necessary permits from at least 11

ministries. The French embassy issued a protest note saying that Blancan's arrest was arbitrary. The Belgian head of the archaeology project, begun two years ago in a venture with an Indonesian partner company, claims that a rival company was behind the arrests and aims to get its own hands on the bounty. He has alleged that corrupt elements in the Indonesian police have assisted his rivals. Blancan said that a policeman to whom he had proclaimed his innocence had curtly replied: "I know, but this is political." "It is mainly the cargo that interests them. The scientific work, they really do not care about it," the diver said from a prison hospital, where he was transferred after contracting both typhoid and dengue fever. The cargo of the ship, believed to have sunk in the Java Sea during the tenth century, includes 250,000 pieces of china and ceramics, bronze and gold objects bought from Arab traders and thousands of semi-precious stones. The treasures and other information gleaned from the wreck could provide important clues about ancient trading routes and the arrival of Islam in Indonesia, experts have said.

Middle East Times©

<http://www.metimes.com/articles/normal.php?StoryID=20060327-045316-9561r>

Middle East Times – Cyprus (03/27/06)

Panama

Australian experts have been called on to help salvage a rusting American Civil War hand-powered submarine -- one of the world's first submersibles -- 130 years after it was beached on a remote island off Panama. Before being identified in 2002, the rusting hulk lying on the tide line off the Island of Pearls was believed by Panamanians to be a World War II Japanese midget submarine. The 18m *Explorer* was originally intended to be used by the Union navy and was built by an immigrant iron worker, Julius Kroehl, for \$75,000 in 1865, a time when a mid-level public servant earned \$200 a year. The submarine came too late to play a decisive role in the Civil War and it was sent to trawl for pearls in the Gulf of Panama. But after collecting 10 tonnes of pearl shell in 11 days on its maiden trip, the sub was abandoned after the divers on board succumbed to the bends, known in those days as "the fever". [The West Australian Maritime Museum's](#) iron ship specialist Mike McCarthy, just back from visiting the wreck, said yesterday that after the submarine was abandoned the owners went bust. "What's really interesting is it then enters the Pearl Island legend as a Japanese World War II boat," Dr McCarthy said. Following its rediscovery by James Delgado of the [Vancouver Maritime Museum](#), corrosion experts from around the world, including Ian MacLeod and Neil North from the Fremantle-based maritime museum, were invited to join a survey of the wreck to advise on its restoration. Dr MacLeod and Dr North came to prominence with their cutting-edge 1985 conservation work to preserve a historic "trunk engine" used to power Western Australia's first coastal steamer, SS *Xantho*. That engine will soon be on display in Fremantle. The same Australian expertise will now be applied in the restoration of Kroehl's *Explorer*.

By Mark Dodd – The Australian©

http://www.theaustralian.news.com.au/common/story_page/0,5744,18528560%5E29677,00.html

The Australian – Australia (03/20/06)

Spain

Nearly 500 years after the death of Christopher Columbus, a team of genetic researchers are using DNA to solve two nagging mysteries: Where was the explorer really born? And where the devil are his bones? Debate about origins and final resting place of Columbus has raged for over a century, with historians questioning the traditional theory that he hails from Genoa, Italy. Some say he was a Spanish Jew, a Greek, a Basque or Portuguese. Even the location of his remains is the subject of controversy. The Dominican Republic and Spain both stake claims as the final resting place of Columbus, who died in May, 1506. The Spanish-led research team, which includes Italians, Americans and Germans, sampled DNA from the known remains from Columbus' brother and son, and then compared them to fragments attributed to Columbus in Seville. Although the official announcement is expected later this year, Italian researchers say they are confident based on the evidence gathered so far that Columbus' supposed remains in Seville are likely authentic. "We have already started all of the analyses on a molecular level and we have good indications that the remains in Seville are effectively those of Christopher," said Olga Rickards, head of the team at Rome's Tor Vergata University laboratory. If confirmed, it could lay to rest a dispute dating back to 1877, when Dominican workers found a lead casket buried behind the altar in Santo Domingo's cathedral containing a collection of bone fragments the country says belong to Columbus. The bones should have

left the island for Cuba in 1795 and then been sent along Spain a century later. But the casket was inscribed with the words "Illustrious and distinguished male, Don Cristobal Colon" - the Spanish rendering of Christopher Columbus. "Nobody knows (about the Dominican remains) ... because they haven't yet allowed DNA analysis," Rickards told Reuters.

By Phil Stewart – Reuters©

http://news.yahoo.com/s/nm/20060310/ts_nm/science_columbus_dc;_ylt=A86.I2XWcRJET3gBMCNg.3QA;_ylu=X3oDMTA4b3FrcXQ0BHNIYwMxNjkz

YahooNews – United States (03/10/06)

United Kingdom

The four hulks list slightly in a deserted dock at Hartlepool, Cleveland, next to a nuclear power station - 70,000 tonnes of rusting metal, flaking paint and toxins waiting in ecological purgatory for a decision about their fate. The *Caloosahatchee*, *Canisteo*, *Canopus* and *Compass Island*, all former US naval reserve ships which served in the second world war, Korea or Vietnam, have a combined age of over 220. This "ghost fleet" has not moved an inch in the 18 months since the ships were towed across the Atlantic to the Able UK yard to be scrapped. Since then, a Commons inquiry, and numerous reports from government agencies and Hartlepool council, as well as court cases on both sides of the Atlantic, have been unable to resolve the issue. The vessels cannot be moved, but nor can they be recycled. But yesterday the red tape was slightly loosened as the government proposed a new strategy to handle waste ships. It recommends that all decommissioned British warships and commercial vessels should no longer be sent to developing countries, where they may be scrapped in appalling conditions. Instead recycling yards in Britain and Europe should be built or improved, and the global system of ship recycling should be tightened. "Significant changes must be made if government-owned and commercial ships are to be recycled in acceptable conditions," said the environment minister, Ben Bradshaw, as he launched the consultation yesterday. "In some countries workers can be exposed to an extremely dangerous environment. Poor conditions can lead to significant pollution." On current estimates, there are approximately 30 military vessels scheduled to be scrapped in the next eight years and nearly 400 EU-flagged ships which will require recycling within five. But no one could say yesterday what would become of the four rustbuckets in Hartlepool or whether nine other US reserve ships which are part of the same contract would now be sent over from the US. The US marine administration has said there is no chance of their coming until the Able UK shipyard is fully licensed. Bob Pailor, environment manager for the Environment Agency, said the delay was not insurmountable. "We are not opposed in general terms, but ... we cannot agree to developments without full understanding of potential adverse effects."

By John Vidal – The Guardian©

<http://politics.guardian.co.uk/green/story/0,,1743766,00.html>

The Guardian – United Kingdom (03/31/06)

The Reference Library

California and the World Ocean '02: Revisiting and Revising California's Ocean Agenda: Proceedings of the Conference, October 27-30, 2002, Santa Barbara California" (Reston, VA: American Society of Civil Engineers, 2005)

The recently published "California and the World Ocean '02: Revisiting and Revising California's Ocean Agenda: Proceedings of the Conference, October 27-30, 2002, Santa Barbara California" (Reston, VA: American Society of Civil Engineers, 2005) contains a category of papers on "Undersea Cultural Treasures and Hazards". Papers in this section include: "State and Federal Management of Submerged Cultural Resources," by Michele C. Aubry (pp. 775-784); "Shipwrecks as Environmental Threats to California's National Marine Sanctuaries," by Robert V. Schwemmer (pp. 785-796); and "Archaeology and History Beneath the Sea: The Preservation, Management, and Interpretation of California's Heritage Resources," by John W. Foster (pp. 797-810).

Available at [NOAA Central Library](#) and various university libraries, call number: GC1021.C2 C36 2002.

Upcoming Events

International Log Boat Symposium will be held in Beaufort, North Carolina from April 6-8, 2006

The [North Carolina Maritime Museum](#) in Beaufort, North Carolina, is hosting the first International Log Boat Symposium, April 6-8, 2006. Attendees will hear papers discussing logboats, their construction, and their cultural contexts around the world, explore a working boatshop and carefully preserved eighteenth century buildings, and enjoy sailing traditional watercraft, including several logboats, all within the context of a seaport whose downtown is on the National Register.

For more information, contact [Paul Fontenoy](#), at paul.fontenoy@ncmail.net.

ROV (Remotely Operated Vehicle) Mid-Atlantic Regional Competition to take place April 8 at Nauticus and Old Dominion University in Norfolk, VA

The [MATE](#) (Marine Advanced Technology Center) Mid-Atlantic Regional ROV Competition, organized by [NOAA](#), [Nauticus](#) and [Old Dominion University](#), will take place on Saturday, April 8. Teams will practice and compete in underwater missions at ODU from 9 a.m. to 1 p.m., and finish up the day at Nauticus with an awards ceremony from 2:30-4 p.m., featuring speakers from [NASA](#) as well as the NOAA [Maritime Heritage Program](#) Director. During the competition, middle- and high-school teams will compete in a series of missions using their specifically designed underwater ROV (remotely operated vehicle). The winning team will qualify to move forward to represent our region at the national competition to be held in June at NASA Headquarters in Houston, Texas. The 2006 competition is highlighting the new and dynamic world of ocean-observing systems and the careers, organizations, and technologies associated with ocean observatories. Ocean observing is an approach that allows us to better understand what happens in the ocean for use in science application. The approach involves the long-term deployment of instruments on the ocean floor. The information collected by these instruments is sent via submarine cables or satellite signals back to land where scientists and other interested users can use it to help them in their work. Students design and build their own ROV's from PVC pipe and other materials. They are introduced to ROV technology and how it is used for research, monitoring and exploration in national marine sanctuaries. Teams will experience first-hand the scientific and technical challenges that many ocean scientists, technicians, and engineers face every day.

For more information about the ROV Competition, please call (757) 664-1000 or visit MATE's website, <http://www.marinetech.org>.

Thunder Bay National Marine Sanctuary is holding the 2nd annual Great Lakes Regional for the MATE ROV Building Competition for high school students from Saturday, April 29 from 10am-4pm in Alpena, Michigan

[Thunder Bay National Marine Sanctuary](#) is holding the 2nd annual Great Lakes Regional for the [MATE](#) (Marine Advanced Technology Center) Remotely Operated Vehicle (ROV) Building Competition for high school students. The competition will take place Saturday, April 29 from 10am-4pm. The Event, held at the Plaza Pool in Alpena, Michigan, is open to the public. See five teams from around the state compete for a slot in the National Competition, which will take place at NASA's Johnson Space Center in June 2006. Competing teams design and build a fully operation ROV designed to complete a specific set of tasks. The aim of the competition is to inspire the next generation of marine scientists to pursue exciting careers in the field of marine technology.

For more information go to www.thunderbay.noaa.gov or www.marinetech.org.

San Francisco Maritime National Historical Park, April 15, 19-22, 2006

[San Francisco Maritime National Historical Park](#) commemorates the 1906 Earthquake with a special living history day. On Saturday, April 15, 2006, 11am-4pm, the public can "relive" the evacuation during "Hyde Street 1906: Escaping the Flames." Watch sailors running a bridge of boats away from the fire, soldiers restoring order from the chaos, and distraught citizens desperate to escape!

San Francisco Maritime National Historical Park rangers will explore the park's connection to the 1906 earthquake in the new slide program "Maritime Heroics in the 1906 Earthquake and Fire." This illustrated talk presents the compelling story of the largest maritime rescue effort in United States history, including the brave actions of a naval lieutenant and his crew who fought the waterfront fires. This free program will be offered daily at 2:00 p.m., from April 18-April 22, in the park's visitor center theater.

The first comprehensive, retrospective exhibit of renowned West Coast marine artist William A. Coulter opens on April 18, 2006. From 1869 to 1936, Coulter created more than 1,000 oil paintings and 5,000 illustrations, including the famous 10-foot-long painting "San Francisco Fire, 1906." His art captured some of the most significant moments in San Francisco's maritime history, and his illustrations regularly appeared in the pages of the historic San Francisco Call newspaper. The exhibit, "William A. Coulter: A Master's Brush with the Sea," will be presented in the park's visitor center (Hyde and Jefferson Streets), open seven days a week, 9:30 a.m. to 5:00 p.m. The exhibit will run through October 2006. Admission is free.

Dennis Smith, historian and bestselling author of *San Francisco Is Burning: The Untold Story of the 1906 Earthquake and Fires*, will present an illustrated lecture at 6:30 p.m. on Wednesday, April 19, 2006 in the park's maritime museum (900 Beach Street, Polk and Beach Streets). The author will share his research into the devastating 1906 earthquake and fire, and will sign copies of *San Francisco Is Burning*. Admission is free, but reservations are required: please call 415-561-6662 x32.

For more information about any of these events, call 415-447-5000 or visit <http://www.nps.gov/safr/>, or contact [John Cunnane](mailto:John.Cunnane@nps.gov) at 415-561-7123 or john_cunnane@nps.gov.

A Heritage Harbour Revitalization course will be held in Victoria, British Columbia, Canada from May 8-13, 2006

The [Cultural Resource Management Program](#) at the [University of Victoria](#) is pleased to offer the following 6-day immersion course "Heritage Harbour Revitalization" for professionals in museums, heritage associations, and maritime organizations. This exciting course is scheduled from May 8 to 13, 2006 in beautiful Victoria, British Columbia, Canada. Enrolment options allow you to choose to take courses either to enhance professional development or to build academic credit.

Individual course descriptions and registration forms are available by contacting us at crmp@uvcs.uvic.ca or by visiting our web site at <http://www.uvcs.uvic.ca/crmp/courses/ha489a.aspx>

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.

Submerged Cultural Resources Law Enforcement Class will be held at Biscayne National Park, Homestead, Florida from May 15-19, 2006

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, May 15 through Friday, May 19, 2006. [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. There will be no scuba diving during this class, there will be snorkeling. **The registration deadline for the class is close of business on Friday, April 14, 2006.** There are **two** steps in the class registration process (there is **not** a class registration form): 1) Contact National Park Service Class Coordinator Larry

Murphy (Chief, Submerged Resources Center, phone: 505-988-6750, email: larry_murphy@nps.gov) and notify him that you will be a class participant. Class is limited to 30 participants. Should more than 30 participants apply, priority will be determined by SRC and MSP and notifications will be sent May 1. 2) Contact ARI Archaeologist Martin McAllister (phone: 406-728-7195, email: ari@bigsky.net) and make arrangements for payment of the tuition fee.

The North American Society for Oceanic History (NASOH) and the Canadian Nautical Research Society conference on “Charting the Inland Seas: Recent Studies in Great Lakes Maritime Research” will be held in Manitowoc, Wisconsin from June 1-4, 2006

We invite you to participate by presenting a paper at the conference. Possible topics include Maritime Commerce and Industries, Naval History, Fisheries, Underwater Archaeology, Weather and Navigation, Historic Vessels, and Coast Guard. While the primary geographic focus is the Great Lakes, papers dealing with other regions will be considered. Please submit an abstract including name, affiliation, location, telephone, fax, and email address, title of the paper, and a brief description of its contents not to exceed 200 words. Submissions must be received no later than March 31st, 2006.

For more information, please visit <http://www.ecu.edu/nasoh/> or contact Victor Mastone, Director of Massachusetts Board of Underwater Archaeological Resources, at victor.mastone@state.ma.us.

Iron, Steel & Steam: A Progressive Seminar on developments ‘down under’ will be held in Freemantle, Melbourne, Sydney Australia from June 26 – July 1, 2006

Celebrating two events: the presentation of the finished Xantho engine and the projects of the new millennium in Australasia, the seminar will feature presentations from Jeremy Green, Corioli Souter, Ian McLeod, David Nutley and many more.

For more information, contact Michael McCarthy by Email at Michael.McCarthy@museum.wa.gov.au

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

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

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

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

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

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