

# MARINE PROTECTED AREAS



## *Marine Cultural and Historic Newsletter*

Monthly compilation of maritime heritage news and information from around the world  
Volume 4.02, 2007 (February)<sup>1</sup>

This newsletter is provided as a service by NOAA's National Marine Protected Areas Center (NMPAC) 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. NMPAC is part of the Office of Ocean and Coastal Resource Management within the National Ocean Service.

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

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

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## **Federal Agencies**

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

**U.S. Department of the Navy (Department of Defense)**     [\[Go to TOC\]](#)  
[see entries under the [USS Arizona Memorial](#) and [Flower Garden Banks National Marine Sanctuary](#)]

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

### **Alaska Region**

Alaska's coast has an exceptionally rich archaeological record. The exceptionally rich environment has supported large prehistoric populations for 10,000 years. As one of Alaska's largest coastal land managers, the [Fish and Wildlife] [Service](#) is responsible for the stewardship of thousands of sites, spread over dispersed and inaccessible coastlines. The prominent, easily visible coastal sites are a major target of illicit digging and artifact collecting. A major user group in these waters are commercial fishermen with an intimate knowledge of the shoreline and often with many hours to wait between fishing "openings". The [Alaska Region](#) of the Fish and Wildlife Service, Kodiak's [Alutiiq Museum & Archaeological Repository](#) (Museum), and the [Alaska Office of History and Archaeology](#) (OHA), partnered to create a poster and an informational rack card to provide basic information on the historical value of archaeological resources and the penalties for disturbing them. The goal was to reduce damage by people interested in archaeology but unaware of the consequences of artifact hunting. The Museum, a Native Alaskan cultural center, designed the poster and rack card. The FWS distributed the posters to all of the Harbor Masters and city offices from Ketchikan to Kuskowkim Bay, over 110 communities in the primary fishing regions. OHA coordinated with the [Alaska Commercial Fisheries Entry Commission](#) to include the information card in the mailing sent to over 14,000 commercial fisheries permit holder in January 2007. It is too early to know if the posters and cards are having an effect but since the mail-out we have received requests for additional posters and rack cards from several communities. Koniag, Inc, the Alaska Native Corporation landowner on Kodiak is using the information to brief commercial guides and outfitters operating on their lands. With the help of the Alutiiq Museum we have already reduced the incidence of vandalism on Kodiak from about 17% of sites to 1-2%. With their help we hope to spread this success to other coastal areas of Alaska. For more information contact Debbie Corbett at [Debbie\\_Corbett@fws.gov](mailto:Debbie_Corbett@fws.gov).

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

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

#### **Flower Garden Banks National Marine Sanctuary**     [\[Go to TOC\]](#)

A ground-breaking expedition, featuring more than a dozen partners, will kick off February 27, 2007 with VIP and student tours of the [U.S. Navy](#)'s nuclear powered research submarine [NR-1](#) and its surface support vessel, [SSV Carolyn Chouest](#). A media event on March 1 will herald the beginning of the expedition, which will continue from March 2-10, 2007. The expedition builds on previous work coordinated by the sanctuary and has several different, yet complementary, missions. Sanctuary researchers will explore the deeper water low-relief ridges and scarps that connect the various banks along the continental shelf in the northwestern Gulf of Mexico, including two of the three banks that comprise the [Flower Garden Banks National Marine Sanctuary](#). Their mission will be to observe and document plants and animals that utilize these 'hidden highways' between the banks to determine how the sanctuary may be affected by events that occur outside its boundaries. [University of Rhode Island](#) researchers, led by Dr. Robert Ballard, will explore the same areas for evidence of ancient shorelines and the people who may have lived there.

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For more information about this newsletter or if you have information you wish to be distributed, contact Brian Jordan, Maritime Archaeologist Coordinator, at (301) 713-3100 or e-mail at [Brian.Jordan@noaa.gov](mailto:Brian.Jordan@noaa.gov).

Meanwhile, in the shallower waters of the sanctuary, researchers will be investigating connections on the coral reef cap, including manta ray movements, conch populations, and parrot fish predation of corals. [Immersion Presents](#), a private organization, will air 5 broadcasts of the mission each day into classrooms and informal settings such as Boys and Girls Clubs. Students at the viewing sites around the country will have an opportunity to ask questions of the scientists on board the vessel. Individuals can follow the expedition from the comfort of their homes through 24 hour live feeds on the internet, daily mission logs and background information provided on several websites. The entire expedition is a huge collaborative effort between researchers and scientists from all different kinds of organizations. Most notable among the partnering organizations are the [National Marine Sanctuary Program](#), Immersion Presents, U.S. Navy, University of Rhode Island, [Mystic Aquarium and Institute for Exploration](#), and the [Mashantucket Pequot Museum](#).

For more information, visit <http://flowergarden.noaa.gov/science/SOGexpedition.html>.

### **Monterey Bay National Marine Sanctuary**

[\[Go to TOC\]](#)

Divers swimming in the waters off Pacific Grove's Point Pinos found something unexpected two weeks ago: a 13-foot torpedo. The circa 1945 torpedo was not packed with explosives and was likely left behind from training exercises in Monterey Bay during World War II, said Tim Thomas, [Monterey Maritime and History Museum](#) historian. During that era, the [U.S. Navy](#) conducted war games, shooting nonexplosive torpedoes in the water and practicing beach landings. The Navy chose Monterey Bay in particular, Thomas said, because the conditions were similar to those farther out in the Pacific Ocean. There was a time, he said, when the Navy wanted to bomb Point Lobos—as a training exercise—because it looked like an island in the Pacific. “Of course, the people at Point Lobos said, ‘No, you can’t do that,’” Thomas said. Earlier this month, recreational divers found the torpedo half-buried 150 feet under water and called the [U.S. Coast Guard](#), said Rachel Saunders, [Monterey Bay National Marine Sanctuary](#) spokeswoman. The Coast Guard called in the Navy, which sent its explosive ordnance disposal team, Saunders said. Once they figured out the torpedo wasn't explosive, they began to remove it, piece by piece. “It was falling apart after being in the ocean for 60 years,” she said. The pieces will be taken to Fort Ord and disposed of as scrap metal, Saunders said. Representatives from the Coast Guard were not available for comment this week. Saunders said an unexploded World War II-era mine was discovered in the bay in 1995. Representatives from the Marine Sanctuary and the Navy worked together to move the mine to a less environmentally sensitive area off Fort Ord and detonate it. For the divers, who might see whale bones or a variety of invertebrates in the sway of kelp forest, the torpedo was a surprising find—but luckily not a detonating one, Saunders said. “Obviously, we’re relieved for a whole variety of reasons,” she said. “This didn’t have any explosives and didn’t pose a threat to human safety or the environment or the safety of any marine wildlife.” The sanctuary prohibits moving historic resources from within its 5,300 square miles, she said, but her agency must also protect the natural resources within its borders. The balance between the two can sometimes be tricky. Shipwrecks—more than 300 are scattered around the bay’s floor—sometimes carry cargo that pose a threat to the environment, Saunders said. In 1996, the oil tanker [Montebello](#), still filled with crude oil, was found on the sea floor adjacent to sanctuary borders near Cambria. A Japanese submarine had sunk the ship with a torpedo in December 1944. [The Central Coast Maritime Museum Association](#) and the sanctuary have since performed several dives to check on the oil tankers but haven’t found any signs of pollution, Saunders said. Last year, sanctuary staff members and scientists performed their first archaeological survey in the sanctuary, exploring the [USS Macon](#), a dirigible that crashed and sank off Point Sur on Feb. 12, 1935. Typically, sunken ships or other vehicles found in the sanctuary remain untouched unless they are going to disintegrate and would be better preserved in a museum. “The sanctuary is a national treasure, so we would want to protect those historic resources,” Saunders said.

By Dania Akkad – The Monterey County Herald©

<http://www.montereyherald.com/mld/montereyherald/news/local/16586441.htm>

Monterey County Herald – Monterey, CA, USA (01/31/07)

### **Office of Response and Restoration (DOC/NOAA)**

[\[Go to TOC\]](#)

[see entry under the [USS Arizona Memorial](#)]

### **NOAA's Preserve America Initiative (DOC/NOAA)**

[\[Go to TOC\]](#)

Beginning March 3, 2007, the [Pacific Science Center](#), downtown Seattle, Washington will exhibit [Treasures of NOAA's Ark Pioneers: People and Technology](#). The exhibit, which just finished a six run at [Nauticus](#) in Norfolk, Virginia, will showcase artifacts representing 200 years of science, service and stewardship by the [National Oceanic and Atmospheric Administration](#) and its ancestor agencies – from 19<sup>th</sup> century maps and charts to early scientific instruments that recall the agency's proud heritage and legacy of service to the nation. A sneak peak reception will take place on Thursday, March 1 and a special day of viewing for NOAA employees in the Seattle area will take place on Friday, March 2. Treasures will be on public display at Pacific Science Center through September 3, 2007.

For more information on NOAA's participation in the Preserve America Initiative, visit <http://www.preserveamerica.noaa.gov/welcome.html>.

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

#### **USS Arizona Memorial**

[\[Go to TOC\]](#)

The 1.6 million visitors a year to the [USS Arizona Memorial](#) are told by their guides about the legends surrounding the oil that still bubbles up from the sunken battleship. One legend holds that the oil represents the tears of the 900-plus sailors and Marines entombed below decks since the Japanese attack of Dec. 7, 1941. Another says the oil will continue to surface until the last *Arizona* survivor dies. But the fact is that 500,000 or more gallons of fuel oil are estimated to remain aboard the *Arizona*. Now the [National Park Service](#) and the [Navy](#), which jointly maintain the memorial, are in the early stages of a comprehensive study of the ship and the possibility that its oil might someday spill into Pearl Harbor, fouling the shoreline and hampering naval operations. A 2005 report for the Park Service said a spill of 500,000 gallons from the *Arizona* "may be catastrophic." Though the scientific consensus is that such a spill is unlikely, the [National Oceanic and Atmospheric Administration's Office of Response and Restoration](#) late last year updated its emergency plan just in case. "It's a far more complex situation than we ever imagined," said James P. Delgado, a noted shipwreck explorer and the executive director of the [Institute of Nautical Archaeology](#). He wrote a 1989 report that led to the *Arizona's* being named a national landmark. A day before the attack that plunged America into World War II, the *Arizona* had taken on 1.2 million gallons of fuel oil. Much of it spilled into the water after an armor-piercing bomb from a Japanese warplane struck the battleship's forward magazine. An enormous explosion lifted the ship out of the water. It sank within nine minutes — the time it now takes a Navy launch to transport people from the *Arizona* Memorial Visitors Center to the memorial, which bestrides, but does not touch, the ship. As part of the Park Service study, computer modeling at the [National Institute of Standards and Technology](#) — using data from divers and remote-control cameras — aims to see how the oil may be moving inside the wreckage and how soon corrosion may collapse the steel hull, allowing the oil to push to the surface. Preliminary results suggest the oil movement is modest and corrosion has been slowed by the mud at the bottom of the harbor, said Timothy Foecke, a metallurgist at the institute. Delgado believes the study on the *Arizona* will provide a key to the future of the hundreds of other ships sunk during World War II and how soon oil inside those ships may escape into the water. Although the oil may — or may not — pose a serious environmental risk, there is no disputing that for many, it adds to the memorial's emotional power. "When people see and smell the oil, they're brought back to the world of Dec. 7," said Daniel Martinez, the Park Service historian at the memorial. "The oil is a reminder that the *Arizona* is a wounded and dying ship." The public attachment to the *Arizona* and the memorial also poses problems regarding the oil, experts said. For any other wrecked ship, punching holes in the hull and pumping out the oil would be relatively easy, particularly for a ship that is so close to land and sits in only 40 feet of water. But for the *Arizona*, such an idea is considered unthinkable, except as a last alternative. Actor Ernest Borgnine, who served in the Navy during World War II, is the narrator of a self-guided audio tour that visitors can rent at the visitors center. Near the end of the tour, Borgnine says many people believe that "to remove the oil would be to desecrate the tomb." "We are very, very conscious of the sanctity of the *Arizona*," Martinez said.

By Tony Perry – Los Angeles Times©

<http://www.latimes.com/news/nationworld/nation/la-na-memorial11feb11.1.5274228.story?coll=la-headlines-nation&ctrack=1&cset=true>

Los Angeles Times - CA,USA (02/11/07)

## **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.*

### **Alaska**

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

[see entry under [U.S. Fish and Wildlife Service](#) on initiative to reduce damage to tribal cultural resources on Alaska's coasts]

### **California**

#### **Other State News**

[see entry under [Monterey Bay National Marine Sanctuary](#) about the disposal of a 13-foot torpedo]

Charles Stephens points a noisy power tool called a needle gun at a 3-foot-square slab of steel and, inch by inch, hour by hour, blasts away the rust. "You hate to see a beautiful piece of metal go to waste," said Stephens, 71, wiping the sweat from his forehead. "Instead of seeing it melted down into oblivion, you want to restore it," he said. "You want to see it glide across the water." Someday, that chunk of steel might part the waters once again. Stephens and about 50 other volunteers—mostly retirees and veterans—are toiling seven days a week to restore the *Red Oak Victory* to its former glory. The goal: get the creaky old steam engine running for the first time since 1968 and sail the vessel from its berth in Richmond to the Golden Gate Bridge. The World War II cargo ship—the sole survivor of the 747 vessels built in the Richmond shipyards—is spotted with rust and peeling paint. Not long ago, owls roosted in the great gray funnel. The *Red Oak's* volunteers consider themselves the ship's modern-day crew. Some work in the engine room, others scrape and paint, some make lunch in the galley. A few technicians got the Morse-code radio working, and they sometimes chat with their cohorts on the Jeremiah O'Brien. The "chief engineer" is 88 years old. At least one volunteer, John Bates of Visalia, sleeps on board occasionally. "Every now and then my wife tells me, 'It's time for you to go back to the boat,'" laughed Bates, a retired school maintenance worker. "I like it though. It's fun and interesting and educational. It's a real eye-opener." The *Red Oak* was built in 86 days in the Richmond shipyards, the busiest ship producer in the United States during World War II. It was christened the *Red Oak* after the farming hamlet of *Red Oak*, Iowa, which lost more servicemen and women per capita than any other city in the United States. The mayor of *Red Oak* came to Richmond for the launch, and in a spray of champagne, the *Red Oak Victory* slipped into San Francisco Bay on Nov. 9, 1944. The ship's role in World War II was short-lived, however. The *Red Oak* made only one voyage before the war ended. It hauled ammunition and supplies to the Ulithi atoll in the South Pacific, a coral reef where hundreds of U.S. ships were preparing for an invasion of the Japanese mainland. By 1945, the ship was mothballed. When the Korean War broke out, the Luckenbach Steamship Co. leased the *Red Oak* as a merchant marine vessel. Again, the *Red Oak* hauled ammunition, food, medicine and other supplies—including, in one case, 3,000 tons of Lone Star beer—across the Pacific. Enter a group of Richmond history buffs, who asked Rep. George Miller, D-Martinez, in 1992 to help them get a World War II ship to restore as a monument to the city's home-front efforts. "The federal government said, 'OK, fine, pick a ship,'" said Jerry Souza, a retired San Rafael police officer who now volunteers on the *Red Oak*. "I don't think the group had much of a choice. The *Red Oak* might have been the only one left." The *Red Oak* got its reprieve because, due partly to the limited action it had seen, it was in the best shape of all the mothballed ships in the fleet. To raise money for the restoration, volunteers hold pancake breakfasts, Fourth of July picnics and dances on board. The public is invited to tour the ship and, if so inclined, help scrape paint. But even before the restoration is complete, the *Red Oak* is an invaluable historic resource, said Jeff Nilsson, executive director of the [Historic Naval Ships Association](#) in Virginia. "There aren't any more left. Those old ships are going by the wayside fast and furious," he said. "But they're a part of the maritime history of this country. The Navy in the 1940s was so instrumental in winning the war—this is a living museum to that time."

By Carolyn Jones – San Francisco Chronicle©

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2007/02/12/BAGOE030IC1.DTL>

San Francisco Chronicle - San Francisco, CA, USA (02/12/07)

## **Delaware**

### **State Agencies' News**

The Roosevelt Inlet shipwreck, Lewes Delaware, was placed on the [National Register of Historic Places](#) by the [U.S. Department of the Interior](#) on November 16, 2006 at a national level of significance. The [Roosevelt Inlet shipwreck](#) (7S-D-91A) is significant at the national level under Criterion A in the areas of commerce, maritime history, transportation, and under Criterion D as the site has yielded and will likely yield, through future archaeological investigations, information about merchant vessels and their cargo as it relates to trans-Atlantic maritime trade between northern Europe and Britain's American colonies in the broader Atlantic World of the third quarter of the 18<sup>th</sup> Century. The British North Atlantic trade and commerce of the period included the transport of finished goods to British ports from suppliers in several countries, as well as the transport of raw materials and agricultural products from the colonies to British ports. The majority of trans-Atlantic commerce from British ports to the colonies was the shipment of finished goods and processed raw materials. At the major colonial ports, like Philadelphia, finished goods were sold by retailers in the port city, or re-distributed over land or by water to consumers within the economic sphere of that port. The Roosevelt Inlet Shipwreck was carrying a varied commercial cargo as well as shipboard materials relating to life on a commercial vessel of the period. The sample of cargo recovered to date from both Lewes Beach and the wreck site exhibits a wide range of non-perishable manufactured goods from at least five countries that were part of the broad economic sphere of the British Empire. The cargo contains stoneware, earthenware and pewter military miniatures (Nuremberg flats) from Germany, earthenware, woolen blankets and white clay tobacco pipes from the Netherlands, porcelain from China, wine bottles from South Africa and stoneware, earthenware, table glass and pewter artifacts likely from Britain. Fieldwork by [Southeastern Archaeological Research, Inc.](#) under contract to the [Delaware Department of State](#) in October of 2006 investigated one 1100 square feet of the site, or approximately twenty percent of the remaining portion of the site that was unaffected by beach replenishment dredging in the Fall of 2004. Delaware Department of State Lewes Maritime Archaeology Project, has completed conservation of recovered materials of glass, stone and ceramics and will contract for conservation of metal and leather artifacts. In addition, the first phase of analysis of the materials recovered in October 2006 is approximately sixty percent complete. Archaeologists from the Delaware Department of State and Southeastern Archaeological Research, Inc. will be reporting on preliminary results of the October 2006 field investigations at the [Middle Atlantic Archaeology Conference](#) in Virginia Beach, Virginia, March 16, 17 and 18, 2007.

For more information, contact Daniel Griffith, Director of the Lewes Maritime Archaeology Project at [dan.griffith@state.de.us](mailto:dan.griffith@state.de.us).

## **Florida**

### **Other State News**      [\[Go to TOC\]](#)

A new [Lighthouse Archaeological Maritime Program](#) (LAMP) blog is now available at <http://www.staugustinelighthouse.com/blog/lampposts/>. LAMP is the maritime archaeology institute based at the [St. Augustine Lighthouse and Museum](#). St. Augustine, Florida is the oldest city and port in the U.S., established by Spain in 1565. The initial blog entries include LAMP director Chuck Meide's involvement with [Flinders University](#)'s maritime archaeology field school in South Australia. LAMP and Flinders will be jointly sponsoring a field school in St. Augustine this July, and as part of that cooperative agreement Meide traveled to Australia to assist with their summer field school (Feb 1-18). There is a companion official Flinders field school blog on the [Museum of Underwater Archaeology](#)'s webpage. The two blogs complement each other, with LAMP providing an outsiders view, while the official blog is written by the students participating in the field school. Together, they give a good picture of what its like to work Down Under in what is simply a beautiful place with an outstanding maritime heritage. Enjoy! If folks like the LAMP blog, you might want to explore the other St. Augustine Lighthouse blogs, linked to from the first address above or at <http://www.staugustinelighthouse.com/blog/>, as they give a pretty interesting perspective on what various roles it takes to maintain a historic lighthouse and run a dynamic maritime museum.

For more information, contact Chuck Meide at [cmeide@staugustinelighthouse.com](mailto:cmeide@staugustinelighthouse.com).

## **Georgia**

### **Other State News**

[Rayonier Southeast Forest Resources](#) recently donated a 17-foot long wooden dugout canoe to the [Fernbank Museum of Natural History](#) in Atlanta, Georgia. The historic find - believed to be the first documented in the State of Georgia - was discovered submerged in sand and shallow water near a sandy shoal on Rayonier property adjacent to the Satilla River in Ware County. "We can't understand local Indian lifeways without considering the role of dugout canoes, any more than we can think about our own society without taking cars into account," said Dennis Blanton, Curator of Native American Archaeology for the Fernbank Museum. "Dugout canoes were the only transportation alternative available to local Indians beyond foot travel and they were especially important on Georgia's coast and in the wetlands of South Georgia." "Rayonier has a long history of protecting special sites across our land base," said Larry Davis, Director of Southeast Forest Resources. "These include sites identified for their unique historical, cultural, geological, ecological, or recreational values. We're proud to partner with the Georgia Department of Natural Resources and the Fernbank Museum of Natural History on the preservation of this historic dugout canoe so that many future generations can learn about its significance to the history of our region." The Fernbank Museum will be obtaining a Carbon 14 date on a piece of wood from the canoe and it will go on exhibit after conservation, a process expected to take several months. At the museum, the dugout canoe will provide a tangible basis for interpretation of native lifeways in Southeastern Georgia. It will also serve as a resource for discussing aspects of Coastal Plain ecology/natural history including climate (from tree rings), etc.

The Blade Plus©

<http://www.thebladeplus.com/news/2007/0205/News/016.html>

BladePlus - Swainsboro,GA,USA (02/05/07)

## **New York**

### **State Agencies' News**      [\[Go to TOC\]](#)

New York as a scuba diving destination? Not so far-fetched. Subway ads have long enticed riders to snorkel or scuba dive in the Caribbean, but officials in Albany are quietly working on a campaign to promote the Empire State's own underwater heritage. "We've got thousands of shipwrecks in New York," said Steven Resler, assistant bureau chief of the state's [Division of Coastal Resources](#). "Think of the history of the United States, what is today New York was really the center of the development of the nation." Resler, who spent portions of the 1970s and early 1980s living undersea as an aquanaut researcher in Long Island Sound, is now working to create an "Underwater Blueway Trail" to promote and preserve New York's shipwrecks and reefs. The state's many shipwrecks—ranging from German U-boats to commercial freighters to cannon ships from the French and Indian War—are more accessible than many divers realize. There are plenty of wrecks as well as reefs that are within the recreational limit of 130 feet deep, Resler said. But only a handful, so far, were deemed so-called [Submerged Heritage Preserves](#). Resler and the Blueway Trail team have reached out to six municipalities around the state—from Freeport, Long Island to Oswego on Lake Ontario—to take part in the pilot program this summer. The project has a preliminary budget of \$440,000. Depending on the dive location, the state will provide guiding lines, marker buoys, signs, and other site "improvements." Divers will find a safer undersea environment and the wrecks and reefs themselves will be better protected. "Where we want to go with it over the next two years is one to two new shipwreck preserve sites at a minimum per waterway," said Joseph Zarzynski, an underwater archeologist involved with the trail's formation. Zarzynski said local municipalities could also create land-based exhibits for nondivers. One way to interest the public in maritime history, he said, was producing documentaries about the local wrecks. For instance, Zarzynski helped make the 2005 documentary "The [Lost Radeau](#): North America's Oldest Intact Warship" about his historic find that is now a [National Historic Landmark](#).

By Chuck Bennett, AM New York©

<http://www.amny.com/news/local/am-scuba0220.0.2756931.story?coll=am-local-headlines>

amNewYork - New York,USA (02/20/07)



## **North Carolina**

### **State Agencies' News**

[see entries under [Appalachian State University](#) and [South Carolina](#)]

A key word used for planning physical projects for New Bern's 300<sup>th</sup> anniversary is concept. Nearly three years out from the 2010 yearlong celebration, a host of committees are looking to add to the city's abundance of historic tourist attractions. Tom McGraw heads the connectivity subcommittee for the celebration under the management of Swiss Bear Downtown Development Corp. One of the concept gems in the planning is a maritime history park on Jack Island at Lawson Creek Park. A river history park would celebrate the city's 300-year association with the rivers, McGraw said. "That's why the town is here, because of these rivers and the access to the ocean and inlands," he said. McGraw said public response has been favorable, such as that at a meeting outlining plans for a river walk last week. "We're at a turning point where we have most of our concepts together, and with only the time between now and 2010 left, the rest of it has to be in fund-raising and physical work," he said. The committee has at least one grant request in the works. "I honestly believe we will get money from a large number of sources," he said. A number of restored or reconstructed artifacts are planned for the river history park. The concept for Jack Island includes: Docking the *Herbert C. Bonner* ferry, which was built at New Bern Shipyard in 1970, would be a major attraction. Activities would include tours and small concerts on the deck. The 122-foot *Bonner*, now retired, is one of a number of state ferries built in New Bern. Two are still active, but the *Bonner* has been used as a work boat since retirement from passenger service. "We have definitely had discussions with the ferry division," McGraw said. "It's completely functional, floating and it's seaworthy." A replica of the Neuse River Lighthouse, which was built in 1828 and was operational until 1862, located off Piney Point near Oriental. Built to scale, about 30 feet by 40 feet, it would provide a panoramic view of the river and a place for indoor artifacts, including displays on the city's rich boat-building history. The Alfred Cunningham bridge tender tower is being sought, when that span is dismantled and a new bridge installed. It would become a viewing platform and an educational display. The committee also hopes to secure the 28-foot diameter gear that operates the bridge, along with the historic commissioning plate. A step-mast reproduction would be constructed in the likeness of those used on old sailing ships. The idea came from one that used to be located at Tryon Palace. A memorial to people who have lost their lives from New Bern on the water. A beehive burner, which represents the lumber industry. The committee has located one near Vanceboro. One of the early artifacts that excited the committee about a marine park was a boat hauling machine, found behind Maola on the Neuse River along Craven Street. Maola donated the contraption, with huge gears that were used for pulling boats ashore. The city pitched in and disassembled and stored the machine.

By Charlie Hall – New Bern Sun Journal©

<http://www.newbernsj.com/onset?id=346&template=article.html>

New Bern Sun Journal - New Bern,NC,USA (02/05/07)

## **South Carolina**

### **State Agencies' News**

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"Here we go." Carl Naylor's matter-of-fact tone belied his concern for the safety of the survey crew riding the 25-foot C-Hawk and in the much smaller McKee following astern. We were in the final two days of groundtruthing phase of our 2006 six-week-survey for a sixteenth-century Spanish vessel that was lost during its approach to Winyah Bay in 1526. The effects of Hurricane Gordon that passed South Carolina some 1000 miles offshore were being felt along the state's coastline by five-foot swells and variable wind and wave conditions. Our daily route to the open ocean and our survey area off South Island was via the North Santee River. And its mouth was guarded by an almost continuous phalanx of shoals with one narrow six-foot-deep passage to allow a boat to pass. We had ventured out of the river mouth to try to eke one final dive day out of the project before returning to Columbia. However, with conditions deteriorating en route to the dive sites five miles up the coast near Winyah Bay, the sea "advised" us that it was not to be. While the route through the shoals seemed tricky coming out of the river, the return looked to be impossible as we viewed the continuous line of foaming water. Carl pointed the bow towards where the "channel" should be and... Four hundred and eighty years ago, the crew and passengers aboard six small (by modern standards) sailing craft nearing Winyah Bay must surely have viewed a similar sight with some

considerable trepidation. After all, without the benefit of motors and the other trappings of our modern culture and having only wind and sail to power their vessels they would get no second chance if the pilot chose unwisely. On August 9, 1526, the pilot of the lead ship made just such an error, costing them their *Capitana* on the shoals and foreshadowing the failure of the Spanish settlement effort. The enterprise, led by Lucas Vazquez de Ayllon, a lawyer and resident of Havana, was an attempt by the Spanish to establish the first European settlement in the New World. In 2005 the staff of [South Carolina Institute of Archaeology and Anthropology](#)'s (SCIAA) Maritime Research Division (MRD-SCIAA) in collaboration with [Coastal Carolina University](#)'s [Department of Marine Science](#) (MSCI-CCU), initiated a survey to locate the remains of the lost *Capitana*. The significance of actually discovering the wreck and its contents cannot be overstated. The wreck itself is the earliest documented shipwreck in North America, while the cargo contained many of the items necessary to establish a settlement in the wilderness. The question is where is the wreck? One researcher in the 1950s speculated through historical research that vessel's remains should lie at the entrance to the Cape Fear River, while subsequent research placed it near Winyah Bay. Over the 480 years since the *Capitana* was lost, the shorelines in South Carolina characteristically have migrated from tens to hundreds of meters landward. However, scientists studying the historical coastal locations of the north side of the Winyah Bay entrance have determined that its position has migrated over three kilometers south since that time, halted only by the building of stone jetties in the late nineteenth century and subsequent annual channel dredging. The southern boundary of the harbor has not been studied with respect to shoreline position during that time period. However, this collaborative research project, is attempting to rectify this paucity of data by interfacing historic coastal zone paleo reconstructions south of the Bay with the archaeological survey. Using a variety of scientific techniques, including ground penetrating radar and luminescence dating, MSCI-CCU scientists, Drs. Scott Harris and Eric Wright, hope to establish a paleogeographic reconstruction of historical Winyah Bay entrances at approximately one hundred year increments, providing ancient harbor shorelines and extrapolated shoal positions to help guide the placement of survey priority areas. The project has already realized two field seasons of archaeological survey using contemporary Spanish documents and historic navigation charts to guide our search areas. During a brief August 2005 survey and a more extensive July/August 2006 field season, the MRD-SCIAA, using an Archaeological Research Trust grant awarded in 2005, surveyed approximately 27.25 square kilometers (10.5 square miles) of the estimated 104 square kilometers (40 square miles) of priority areas encompassing the approaches to the Bay and within Winyah Bay proper. Additionally, this year we groundtruthed and identified the sources of six of the most promising magnetic anomalies offshore and six sites within the Bay. Between September 12 and 22, 2006, the staff of the MRD-SCIAA, along with volunteers from the [Charleston Aquarium](#), [Georgia Institute of Technology](#), and Coastal Carolina University, and the [North Carolina Underwater Archaeology office](#), returned to the Winyah Bay area to identify the sources of the more promising magnetic anomalies recorded during the one-month magnetic survey of the shoals and entrance to Winyah Bay in July and August. For three days at the start and two days at the end of the groundtruthing phase, inclement sea conditions, due to two hurricanes, which passed some 1000 mile east of the Bay prevented work outside the estuary. However, these conditions provided the MRD with an opportunity to conduct a remote sensing survey for the blockade runner, *Queen of the Waves*, apparently located in the sheltered waters of the North Santee River delta. The survey demonstrated that the wreck of the blockade runner does not lie at, or near, the location indicated in the State Site Files. The bulk of the groundtruthing phase was spent investigating magnetic anomalies on the shoals south of the historic entrance to Winyah Bay. There, we investigated six anomalies that showed promising signatures. Unfortunately, nothing of a 16<sup>th</sup> century vintage appeared in the test excavation holes we dug in the seafloor. However, we did identify two probable shipwrecks of a younger antiquity, perhaps 19<sup>th</sup> or early 20<sup>th</sup> century. One of these may have been the blockade runner, *Sir Robert Peel*, known to be lost on the shoals. The second site is almost certainly a steamship, with the remains of two boilers visible to the touch, if not to the eye. With the return of inclement marine conditions from the effects of Hurricane Helene, towards the close of our second week, we conducted a side-scan sonar survey of the shoreline along South Island within the Bay. Using the sonar, we were able to identify the remains of several submerged docks and clusters of wooden piles, vestiges of the Bay's historic past. One of these docks shows up on NOAA charts of the Bay prior to the 1930s, but disappears off the charts after 1929. Currently, we are compiling and organizing the plethora of data amassed during the 2005/2006 field seasons and entering it into our Geographical Information System to analyze the

results. The success of many archaeology projects in the Palmetto State is due, in no small part, to the diligence of volunteers and project supporters. This is no less the case with this project.

Abstracted from an article appearing in SCIAA's newslett, *Legacy* Vol 10, No. 3, December 2006.

For additional information, contact Chris Amer at [AmerC@gwm.sc.edu](mailto:AmerC@gwm.sc.edu).

A South Carolina judge says a lawsuit over the sunken ship *SS Republic* and its \$75 million in gold and artifacts can be heard in the state. Circuit Judge J.C. Nicholson Junior last year dismissed a suit by South Carolina shipwreck hunters, saying the case should be in Florida. But Nicholson heard additional arguments last summer and now says the case is appropriate for South Carolina courts. The 210-foot sidewheel steamer was carrying gold and supplies from New York to New Orleans when it sank in a hurricane off the Georgia coast in 1865. It was found in 2003 and divers recovered 51,000 gold coins. The lawsuit alleges [Odyssey Marine Exploration](#) of Tampa, Florida, found the ship using information South Carolina shipwreck hunter Lee Spence provided.

The Associated Press©

<http://www.wistv.com/Global/story.asp?S=6148815>

WISV.com – Columbia,SC,USA (02/27/07)

## **Wisconsin**

### **Other State News**

The shipwreck spotted Sunday by anglers walking across clear ice on Lake Superior remains a mystery. Scuba diver Yan Saillard on Thursday explored the wreck, which sits in about 10 feet of water, 150 feet from the Duluth shore. "It looks like a tugboat, about 50 to 60 feet long, with a 3- to 4-foot diameter propeller," Saillard said, adding that he didn't see any markings that would help identify the former craft. Steven Sola, a fisherman among the group that made the find, thought the wreck was the *City of Winnipeg*, a wooden passenger ship that was intentionally sunk in 1898 after it was damaged by a fire. The *Winnipeg's* hull has never been located. But Thom Holden, director of the [Lake Superior Maritime Visitors Center](#), believes the boat is not long enough to be the *Winnipeg*. Lacking a proper name, ship buffs have dubbed the find "Sophie's Wreck," after the 4-year-old daughter of one of the discoverers.

The Associated Press©

<http://www.startribune.com/462/story/1021623.html>

Minneapolis Star Tribune (subscription) - Minneapolis,MN,USA (02/23/07)

## **From the Halls of Academia**

### **Ankara Univeristy**

[see entry under [Turkey](#) about the excavation of a partially submerged Early Bronze Age harbor town]

### **Appalachian State University** [\[Go to TOC\]](#)

Sunken pirate ships and all of their contents lie off the coast of North Carolina. Wendy Welsh, a class of 2000 [Appalachian State University](#) alumna, gets paid to dive for their fortune. The particular shipwreck Welsh explores is thought to be *Queen Anne's Revenge*, the flagship of Edward Teach, better known as Blackbeard. Welsh works for the [Queen Anne's Revenge Conservation Lab](#) as an assistant conservator where she analyzes artifacts recovered from the ship. This ship is believed to belong to Blackbeard because of the historical evidence recovered from the wreckage. "The size of the vessel and artifact assemblage point to the strong possibility that this is Blackbeard's ship," Welsh said. So far, some 16,000 artifacts, including five cannons, have been retrieved, but it is estimated that this represents a mere 2 percent of the wreckage, according to the project Web site. Even so, the *Queen Anne's Revenge* artifact assemblage reflects many aspects of early eighteenth century maritime culture. The ship is a valuable asset to early American history and contains some of the oldest maritime artifacts discovered, Welsh said. For more than four years, Welsh worked on field operations, diving, photography, publicity and artifacts. "We have found a lot of cool stuff: navigational tools, glass beads and cannons are some of my favorites," Welsh said. Once conservation and recording of the finds has completed, the recovered artifacts will go to the [North Carolina Maritime Museum](#) in Beaufort where a new storage and study center for the relics was built. Welsh realized in college that she wanted to do something related to what she's doing now. "It just

hit me,” she said. “I combined my love of archeology and the ocean.” Now the Blackbeard enthusiast ventures to colleges to talk about her experiences working on the shipwreck. Welsh traveled back to Appalachian Monday to speak with students. Many students would like to see more Appalachian alumni come back to campus to share their stories. “They are coming from the same background as us. It’s more familiar,” Will F. Underwood, freshman pre-medicine major, said. “[The lectures] just need to be diversified so that everyone can take advantage, not just history majors.” “[Bringing alumni here] allows us to see what ASU students have done with the knowledge they attained here,” Stephen T. Hegedus, sophomore political science major, said.

By Julia Harr – The Appalachian Online©

<http://theapp.appstate.edu/content/view/1918/56/>

ASU The Appalachian Online - Boone,NC,USA (01/31/07)

### **Flinders University**

[see entry under [Florida](#) about a Flinders University maritime archaeology field school]

### **Coastal Carolina University**

[\[Go to TOC\]](#)

[see entry under [South Carolina](#) about the search for the *Capitana*]

### **Georgia Institute of Technology**

[see entry under [South Carolina](#) about the search for the *Capitana*]

### **University of Rhode Island**

[\[Go to TOC\]](#)

[see entry under [Flower Garden Banks NMS](#) about participation in an exploration project]

### **Global Perspectives**

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

### **Australia**

[\[Go to TOC\]](#)

In October last year a team from the [Western Australian Museum](#)'s maritime archaeology department visited Dirk Hartog Island to continue delving into early French exploration in Western Australia. The team continued excavation work on the French explorer St Aloüarn's 1772 annexation site at Turtle Bay, and the 1841 French whaler *Perseverant* shipwreck survivors' camp near Cape Levillain. In 1772 French explorer St Aloüarn anchored off Turtle Bay and sent a boat crew to survey the land on Dirk Hartog Island. The crew walked about 'three leagues' (14.5km) into the country without seeing a soul. On returning to the coast the crew took possession of the land, hoisting a flag and placing a document of possession into a small bottle at the base of a tree. Along side the bottle they placed two coins. The discovery of this site in 1998 prompted an expedition by the [Western Australian Maritime Museum](#). A bottle was located but it was difficult to be certain that the annexation document was in this particular bottle, or whether other bottles may have been present at the site. In this most recent expedition, investigations included remote sensing surveys and excavation by the Museum team. The results indicated it is unlikely that another French bottle was left at Turtle Bay, and that the bottle and coin found in 1998 had been purposely buried in an east-west orientation, providing further information on French annexation procedures. Findings at the *Perseverant* camp included buttons, human teeth, iron cask hoops, glass and ceramics, providing clues to the material culture of the 19<sup>th</sup> century French whaling ships, the condition of the survivors and the camp's site formation processes. A magnetometer survey of Cape Levillain and Levillain Shoal confirmed that the *Perseverant* shipwreck is most likely to be buried in sand in front of the survivor camp. The team also surveyed the Chinese, European and Aboriginal pearling camps at Notch Point from the 1880s and the 1850 British military camp at Quoin Bluff. Studying these early sites is a crucial step in documenting the colonisation of Western Australia.

Further information: <http://www.museum.wa.gov.au/collections/maritime/march/archaeologicalsites.asp>

Sydney-based recreational divers, No Frills, located the third and missing Japanese Imperial Navy midget submarine wreck from the 31 May 1942 Sydney Harbour attack. The site lies off Sydney's Northern

Beaches on 12 November 2006. The midget was deployed from I-24, the same carrier submarine that launched the ill-fated HA-19 at Pearl Harbour, and now a feature of the [Nimitz Museum](#), Fredericksburg, Texas. Since M24's discovery in over 50 metres of water just three miles offshore from Sydney's Newport Beach, the [Heritage Office](#), New South Wales (NSW) Department of Planning, has been actively involved in the protection and management of the site. The initial task was to apply heritage legislation to the site as the wreck was 'younger' than the automatic 75-year inclusion under the Australian Commonwealth [Historic Shipwrecks Act 1976](#). The site is now a Protected Historic Shipwreck under that legislation with a 500-metre radius No Entry Protected Zone gazetted around the site. The [NSW \(State\) Heritage Act 1977](#) also applies to the wreck which was gazetted with an Interim Heritage Order (IHO) in December. Penalties up to \$AUS1.1 million apply for disturbance to the remains. The Heritage Office assisted the [Royal Australian Navy](#) in confirming the site on 27 November 2006 with an ROV inspection from a Royal Australian Navy minehunter, HMAS *Yarra*. Since that time it has coordinated sidescan sonar surveys of the wreck and additional ROV inspections which have met with some variable sea conditions. Additional ROV inspections are planned with a visiting US Navy deep sea ROV in February 2007. A sophisticated sonar detection system monitors vessel traffic around the site. Tim Smith, M24 Project Manager, said a highlight so far has been a formal wreath laying ceremony over the site by the Australian Navy with representation by senior Japan Maritime Self Defence Force personnel. The Heritage Office is obtaining relevant historic records related to the midgets and welcomes the ongoing support of our international colleagues. Photos and survey imagery will soon be available via our web sites, [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au) and [www.maritime.heritage.nsw.gov.au](http://www.maritime.heritage.nsw.gov.au), pending the completion of the initial survey taskings. The M24 wreck site sits upright on sand, half buried and largely intact. Fishing nets have removed the propeller guards and rudders, the fore and aft fairings of the conning tower, including the access tube, hatch and net cutters (some elements remain in the debris field). At the bow, a remaining net has damaged the bow guards and cutter. A large split in the hull is evident aft of the conning tower near the bulkhead that separates the aft battery compartment. Research at present is concentrating on any evidence of battle damage, the nature of the two unexploded scuttling charges (increased after the pearl Harbour raid), and the possibility that human remains (Sub Lieutenant Ban and Petty Officer Ashibe) may still be retained within the structure. The discovery of this midget adds significantly to those sites presently located underwater, including a Type A in 20 metres of water in Papua New Guinea, the 400-metre deep Pearl midget, the fragmentary remains of one of the Madagascar boats, and the semi-submerged boat at Kiska Harbour. Stay tuned for updates.

For additional information, contact Tim Smith at [Tim.Smith@heritage.nsw.gov.au](mailto:Tim.Smith@heritage.nsw.gov.au).

## **Canada**

### **Nova Scotia** [\[Go to TOC\]](#)

A U.S. company with a major Cape Breton shareholder is threatening to take the Nova Scotia government to court in a dispute over one of the most famous shipwrecks in North American history. A notice was filed to take legal action against the Nova Scotia government on behalf of Sovereign Exploration Associates International. A fleet of ships sank off the coast of Nova Scotia in 1814. The HMS *Fantome* was a British navy vessel escorting a fleet of ships carrying goods plundered from the White House and Capitol buildings during the War of 1812. Robert MacKinnon was granted licenses and permits from the Nova Scotia government in 2005 allowing him to dive down and recover some coins and some artifacts from the site which the province now has possession of. The permits allowed him to explore the site but not recover any of the items. He is a diver and treasure hunter and also a main shareholder of [Sovereign Exploration Associates International](#). He believes there could be millions of dollars in the 4 ships that have not yet been identified. Now the find is an international dispute because the British government is now claiming they own the ships.

### **Cape Breton Post©**

[link no longer active, article can be purchased at: <http://www.capebretonpost.com/index.cfm?pid=1918>]  
Cape Breton Post - Cape Breton, Nova Scotia, Canada (02/02/07)

## **France**

In 1776, 57 years after Daniel Defoe wrote *Robinson Crusoe*, eight people were rescued from a tiny, treeless island in the Indian Ocean. Seven of them, all women, had survived on the island for 15 years.

The eighth, a baby boy, was born there. The women were the remnants of a group of 60 people who were shipwrecked and then marooned on the scrap of coral and sand in 1761. They were abandoned, and then forgotten, 300 miles from the nearest land, for a simple, brutal reason. They were slaves. Now, 230 years later, a team of French archaeologists has spent a month searching the wreck of the ship and excavating the flat, shelterless island. They have uncovered some of the secrets of how the castaways clung to life - and developed an elaborate community - on a fragment of near barren land, frequently swept clean by typhoons. The archaeological investigation, sponsored by [UNESCO](#) as part of its year commemorating the struggle against slavery, set out last October and November to uncover an almost-forgotten story of man's inhumanity to man. It discovered an extraordinary tale of human tenacity, determination to survive and capacity to organise in the face of adversity. A French ship, carrying an illicit cargo of slaves, foundered near the island of Tromelin, east of Madagascar, in July 1761. At least 20 sailors drowned. So did 70, or more, of the slaves, trapped below deck because the hatches had been closed or nailed down. After six months on the island, the remaining sailors completed a makeshift craft and escaped. They promised to return for the surviving slaves, but did not. The castaways never gave up hope. They kept the same fire going for 15 years, with driftwood and wood from the wreck. They built houses from blocks of coral and impacted sand (the remains of which have been uncovered by the archaeologists). They built a communal oven. They survived on a diet of turtles, seabirds and shellfish. Max Guérout, a marine archaeologist and former French naval officer, who led the expedition, said: "These were not people who were overwhelmed by their fate. They were people who worked together successfully in an orderly way." "We have found evidence of where they lived and what they ate. We have found copper cooking utensils, repaired, over and over again, which must originally have come from the wreck of the ship." "It is a very human story, a story of the ingenuity and instinct for survival of people who were abandoned because they were regarded by some of their fellow human beings as less than human."

For more information, see the Tromelin dig website: [www.archeonavale.org/Tromelin](http://www.archeonavale.org/Tromelin).

The Independent©

<http://news.independent.co.uk/world/africa/article2237660.ece>

The Independent News – UK (02/05/07)

**India**      [\[Go to TOC\]](#)

[see entry under [Italy](#) about the signing of a cultural exchange program agreement with Italy]

Off Goa's coast, marine archaeologists are diving to explore the remains of an ancient steam engine shipwreck near Marmagao, about two km away from the oldest shipwreck found here in 1988. They suspect it will take three years to piece together the story of the new find from evidence like furnace bricks probably used to cook on board. But they could even find ivory and ancient guns. At the same time in Lisbon, Portuguese archival authorities are scanning documents of maritime trade between the two nations to pass on tips to the [National Institute of Oceanography](#) (NIO) in Goa, to help locate an estimated 40-odd ancient shipwrecks along the Goa to Karnataka coast. This year the search will also extend around Orissa and Andhra Pradesh. "In the coming days, we will conduct explorations of shipwrecks around Goa waters," NIO maritime archaeologist Sila Tripathi told HT. "We have also requested Portuguese scholars in Lisbon and South Africa for data to help us explore shipwrecks at the Orissa and Andhra coast too." On February 10, Tripathi and Ian Godfrey from the [Western Australian Museum](#) published results in Current Science on the 1988 find of a Portuguese cargo vessel that sank in the 17<sup>th</sup> century near Marmagao. They based their findings on eight soft, decaying elephant tusks and nine hippo canines from the wreck. Nothing remained of the ship's body or documents, so scientists depended on the haul of two-metre-long guns, Chinese ceramics and bricks for clues. "The tusks and teeth are evidence of historic maritime trade between Goa, Portugal and Africa," the duo reported. "Radiocarbon dating conducted in Lucknow indicates the ivory is 360-400 years old," said Tripathi. While the 1988 wreck remains mysterious, marine archaeologists from Australia, South Africa to the US are in touch with NIO to know more about what lies on Goa's seabed.

By Reshma Patil – Hindustan Times©

[http://www.hindustantimes.com/news/181\\_1930449.0006.htm](http://www.hindustantimes.com/news/181_1930449.0006.htm)

Hindustan Times - New Delhi, Delhi, India (02/16/07)

## **Ireland**      [\[Go to TOC\]](#)

An ancient vessel discovered in the river Boyne late last year is to be excavated, [Minister for the Environment, Heritage and Local Government](#) Dick Roche announced yesterday. The vessel is thought to date from the early medieval period and was discovered by chance during dredging operations by the Drogheda Port Company in November. The wreck lies close to Drogheda port and is believed to be between nine and 16 metres in length. It is described as “clinker built”, which is a shipbuilding technology dating from the Viking era but which was still in use centuries later. “Potentially this is an enormously exciting discovery,” Mr Roche said yesterday. “But clearly we have to wait and see what condition the vessel is in and have it dated.” “Carbon-dating analysis of some of the vessel’s timbers has been arranged by my department, with the results expected in a number of weeks,” he added. The vessel is lying midstream of the Boyne, meaning it poses a potential shipping hazard and cannot be preserved where it is. It is hoped that after excavation and further investigation the vessel may eventually be put on public display. It is envisaged that the investigation and excavation operation will be completed by the end of March. Mr Roche said yesterday that the [National Monuments Service](#) of his department would oversee the excavation in co-operation with conservation experts from the [National Museum of Ireland](#), while the Drogheda Port Company would provide logistical support. “Discoveries of this type highlight the rich and varied heritage we enjoy in Ireland,” said Mr Roche. “My department and the other authorities involved will make every effort to ensure the preservation of this potentially highly valuable find and its safeguarding for the people of Ireland.” The Minister added: “A find like this can tell us much about the technologies, trading patterns and daily lives of our ancestors and can open a window onto how life was in Ireland over a thousand years ago.”

By Mark Rodden – The Irish Times©

[link no longer active: if you are a subscriber you can view the article at <http://www.ireland.com/newspaper/ireland/2007/0127/1169680751138.html>]

The Irish Times – Dublin, Ireland (01/27/07)

## **Italy**      [\[Go to TOC\]](#)

India and Italy have signed a cultural exchange programme (CEP) of cultural cooperation for the years 2007-2009. The CEP envisages cooperation in education, arts and visual events, archives, libraries and publishing, cooperation in the fields of restoration, preservation and protection of cultural heritage, information, radio and television cooperation and cooperation in tourism and youth affairs and sports. Both the countries have agreed to cooperate in order to counter illicit trade in works of art with preventive, repressive, and remedial measures in accordance to the respective national legislations. The cooperation is also in accordance to the obligations ensuing the 1970 [UNESCO International Convention on the Means of Prohibiting and Preventing Illicit Import, Export, and Transfer in Ownership of Cultural Property](#). The two countries will also cooperate in protection of submerged cultural heritage according to their respective legislation regarding submarine archaeology, and considering the principles contained in the 2001 [UNESCO International Convention on the Protection of Underwater Cultural Heritage](#).

Daily India.com©

<http://www.dailyindia.com/show/116461.php/India-Italy-sign-cultural-exchange-programme>

DailyIndia.com - Jacksonville,FL,USA (02/20/07)

## **Japan**      [\[Go to TOC\]](#)

The Turkish Memorial and Museum on the Japanese island of Oshima, already a major attraction for Japanese tourists, is planning to attract more Turkish tourists to the region. The museum in the village of Kushimoto, where the two structures were erected, commemorates the shipwreck of the Turkish frigate *Ertuğrul* on Oshima’s shores. The voyage of the *Ertuğrul* was planned by Ottoman Sultan Abdülhamid II as a goodwill trip to Japan in response to a Japanese delegation visit in 1887. However, the *Ertuğrul* sank on Sept. 15, 1890 on its way back from Japan; a total of 533 sailors died in the accident while 69 were rescued by the Japanese. Residents of Kushimoto established the Turkish Memorial and Museum after the accident to commemorate the Turkish vessel. Surrounded on both sides by the Pacific Ocean, Kushimoto is a coastal town located in the city of Wakayama. The sites attract around 125,000 tourists a year, and the tragic story of the *Ertuğrul* is included in the curriculum of Kushimoto primary schools. Visiting the Turkish Memorial and Museum, Murat Saka, a military attaché at the Turkish Embassy in Tokyo, said the

memorial and the museum were a symbol of southern Japan. He termed the sinking of the *Ertuğrul* frigate an important turning point in the development of relations between Turkey and Japan. Saka added that interest in the memorial and museum is still increasing and that the results of further exploration of the *Ertuğrul* wreck this month are likely to attract more tourists. The museum is working in coordination with the Turkish Culture and Tourism Ministry for its promotion in Turkey, stated Saka, suggesting that cultural tours could be organized in cooperation with the Association of Turkish Travel Agencies (TÜRSAB). We don't want those sailors who once came to Japan and lost their lives here to be forgotten. Wakayama Governor Yoshinobu Nisaka thanked the Turkish officials who had visited the memorial and museum and said that as the governorship they would continue their support for the excavations in the frigate as well as further promotion of the memorial and museum.

Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=65121>

Turkish Daily News (subscription) - Ankara, Turkey (02/01/07)

### **Lebanon**      [\[Go to TOC\]](#)

On 8 January 2007, Lebanon deposited with the Director-General its instrument of acceptance of the Convention on the Protection of the Underwater Cultural Heritage. In accordance with the terms of its Article 27, the Convention will enter into force three months after twenty instruments of ratification, acceptance, approval or accession have been deposited. To date, thirteen instruments, including that of Lebanon, have been deposited.

[http://portal.unesco.org/en/ev.php-URL\\_ID=36628&URL\\_DO=DO\\_TOPIC&URL\\_SECTION=201.html](http://portal.unesco.org/en/ev.php-URL_ID=36628&URL_DO=DO_TOPIC&URL_SECTION=201.html)  
(01/29/07)

### **Mexico**

Mexican archeologists reported on Monday that porcelain plates and other artifacts found amid shifting coastal dunes in Baja California could be part of the wreckage of one of the earliest galleons that plied the route from the Philippines to Mexico, once Spanish colonies. Seals and other markings found on some of the estimated 1,000 fragments of porcelain plates found so far indicate they were made in China in the late 1500s, said archaeologist Luz Maria Mejia of the [National Institute of Anthropology and History](#), who was involved in the investigation. The site, near the port of Ensenada, about 50 miles (80 kilometers) south of the U.S. border, is covered by shifting sand dunes that cover and uncover artifacts, and have apparently been doing so for centuries. Investigators spent several years searching the dunes. The [San Diego Maritime Museum](#) has been cooperating in the research. Jesuit missionaries, who were among the first to establish settlements on the Baja California peninsula in the 1700s, reported finding porcelain and wax in the area. While early Spanish galleons — which began plying the Pacific route in the 1560s — were headed for the port of Acapulco, far to the south, it was common for sailing ships of the era to catch favorable winds that would bring them near the coast further north, around the California coast. They would then hug the coast as they traveled south to Acapulco. While researchers have not yet pinpointed the origin of the artifacts, they believe they may be the result of a shipwreck, although none has been found. That view is supported by results from metal detectors and other devices that have detected “anomalous” areas off the coast that could be a shipwreck site. Spanish ships regularly shipped eastern trade goods from the Philippines to Mexico.

The Associated Press©

<http://www.iht.com/articles/ap/2007/02/27/america/LA-GEN-Mexico-Shipwreck-Artifacts.php>

International Herald Tribune – France (02/26/07)

### **The Netherlands**      [\[Go to TOC\]](#)

[see entry under the [United Kingdom](#) about the protection of the Dutch East Indiaman *Rooswijk*]

### **Norway**      [\[Go to TOC\]](#)

Archaeologists found the remains of a ship from the Viking Age on Tuesday, in a burial mound on a farm outside the coastal city of Larvik. The discovery was made during archaeological examinations of the Nordheim Farm, which is near the Hedrum Church in Larvik. The examinations were ordered in connection with the pending expansion of the cemetery around Hedrum Church, which is located a few



hours' drive south of Oslo. Norwegian Broadcasting (NRK) reported that archaeologists also found indications that another ship is buried in the same area. Archaeologist Knut Paasche has been examining the area around Nordheim Farm, near Hedrum, for Vestfold County officials. He called Tuesday's discovery "important and interesting," but said it was too early to say whether the ship could be excavated intact. He said that so many traces of the vessel were found that it should at least be possible to describe exactly how the ship looked. Archaeologists were quick to point out that the discovery of the Viking ship wasn't comparable to the famous Oseberg or Gokstad discoveries. The Oseberg ship, which has long been on display in Oslo, had been buried in a valley and covered with clay, which helped keep it so well preserved.

Aftenposten©

<http://www.aftenposten.no/english/local/article1498902.ece>

Aftenposten – Norway (02/28/07)

### **Portugal**

[see entry under [India](#) about an underwater project off the coast of Goa]

### **South Africa**

[\[Go to TOC\]](#)

[see entry under the [United Kingdom](#) about the SS *Mendi*]

Historic shipwreck divers can re-apply for their salvage permits after the [Department of Arts and Culture](#) recently lifted its controversial five-year ban. Conservation diver, Graham Raynor, said that, at a meeting on Thursday with the [South African Heritage Resources Agency](#) and the department, it was decided that divers could re-apply to salvage wrecks until 2010. For the team, that includes Raynor, which was forced to stop salvaging in 2001 when all permits were revoked, it means an opportunity to salvage the remaining 60 percent of the *Oosterland*, a ship that was transporting Huguenots to South Africa and sank in 1697. Another salvor, Charles Shapiro, said while the permits were revoked, the wrecks lay "waiting to be pillaged and for Mother Nature to destroy them". He added that the only way to protect the sites was to issue permits as divers in control of wrecks were given the right to police them and made sure that unauthorised divers were not plundering them. "In three years you can do a lot," he said of the permit extension until 2010. "It's a very good move and the only way to protect the sites". The department's director for heritage policy, Mbhazima Makhubele, agreed that a problem with the permits having been revoked was that it left the wrecks open to pillage. The department had also found that the way in which the permits were withdrawn "raised serious legal issues". The three years ahead would afford an opportunity to form a comprehensive policy framework around salvaging and, relatedly, ratify a United Nations convention which aims to "encourage (international) dialogue and discussion on what happens with our natural underwater heritage", Makhubele said. He dismissed as inaccurate the divers' contention that the UN convention sought only to grant access to divers and marine archaeologists from the shipwreck's country of origin. Raynor said that in South Africa, there was very little money spent on maritime museums and the thousands of artefacts divers handed over in many instances acted as a "nuisance" to the institutions which had no place to put them. "(The museums) are not motivated to bring them to the public," he added. Shapiro said divers usually wanted items of commercial value which were often thousands of pieces that provided no historical significance, such as the tin, copper, lead and porcelain cargo. Anything of historical or cultural value was handed to the authorities. Also, a representative sample of the cargo materials was taken to ensure there was no "missing link".

By Dominique Herman – Independent Online©

[http://www.iol.co.za/index.php?set\\_id=14&click\\_id=14&art\\_id=vn20070130030532996C174730](http://www.iol.co.za/index.php?set_id=14&click_id=14&art_id=vn20070130030532996C174730)

Independent Online - Cape Town, South Africa (01/30/07)

### **Saint Lucia**

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On 1 February 2007, Saint Lucia deposited with the Director-General its instrument of ratification of the Convention on the Protection of the Underwater Cultural Heritage. In accordance with the terms of its Article 27, the Convention will enter into force three months after twenty instruments of ratification, acceptance, approval or accession have been deposited. To date, fourteen instruments, including that of Saint Lucia, have been deposited.

[http://portal.unesco.org/en/ev.php-URL\\_ID=36854&URL\\_DO=DO\\_TOPIC&URL\\_SECTION=201.html](http://portal.unesco.org/en/ev.php-URL_ID=36854&URL_DO=DO_TOPIC&URL_SECTION=201.html)  
(02/23/07)

## **Turkey**

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[see entry under [Japan](#) on the Turkish Memorial and Museum]

Famous French archaeologist and oceanographer Captain Jacques Yves Cousteau's chief diver Claude Duthuit has donated 1 million euros to the [Institute of Nautical Archaeology](#) (INA) in Bodrum. The director of INA, Tufan Turanlı, said, with his financial and moral support, Duthuit enabled us to discover many of our cultural riches and gain an important place in the world of archaeology. Duthuit, 75, is the grandchild of world famous French painter Henry Matisse. He is the executive board chairman of the Matisse Foundation that supports art organizations and underwater research in France. Recently he went to the city of Kushimoto in Japan to support the excavations carried out by INA to find the ruins of the Ottoman frigate *Ertuğrul*. He said he would give financial and moral support to the excavations that are expected to last nearly five years, and donated 1 million euros to the institute to reveal and conserve underwater riches off the coasts of Turkey. He also gave financial support to projects to find the ruins of Gelidonya, Yassıada, Kaş-Uluburun and Eastern Rome. Duthuit's donations to Turkey over the last 30 years have exceeded 3 million euros. Turanlı, who has carried out underwater excavations and research in Bodrum since 1973, said, Duthuit is a scientist who is in love with Turkey. He has gained the trust and love of Turkish archaeologists and officials due to his support for underwater archaeological excavations in Bodrum and the surrounding area. He continues to give this support through his foundation. We will hold a ceremony next summer and present a plaque to Duthuit for his contributions to Turkish archaeology. Works that have been carried out in the institute will be accelerated thanks to his contributions. Duthuit said he would continue to make contributions to reveal the world's oldest ruins on Turkish coasts until the end of his life. I have joined excavations conducted in Turkey for about five decades. My wife and I spend most of the year in Bodrum. We had the best days in our life in Bodrum. Turkey is my second country. We are in love with Bodrum and the Aegean region. I also believe that underwater ruins in Turkey are the most important ruins in the world and they must be revealed. I will continue to do my best to support financial support for Turkish archaeologists.

Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=65669>

Turkish Daily News (subscription) - Ankara, Turkey (02/08/07)

The partially submerged Liman Tepe, a major Early Bronze Age harbor town located in İzmir's Urla district, possesses the world's oldest breakwater, said archaeologist Professor Hayat Erkanal during a press conference last week. Breakwaters, an important part of modern nautical life worldwide, are constructed on or near coastal areas as a defense from incoming waters that protects ships as well as land from harsh weather and high tides. Erkanal, who is also the president of [Ankara University](#)'s Underwater Archaeological Research Center, has been the head of this excavation site since 1992 and presented information about the excavations at a press conference together with Urla Mayor Selçuk Karaosmanoğlu. Erkanal said their excavations continued both on land and underwater and their aim was to explore the hidden parts of the settlement buried underwater. Excavations indicated that Liman Tepe had interaction with different cultures and was a corridor for numerous cultures due to its geographical situation as well as its port, an important spot for overseas trade and multilateral cultural interaction at the time. The whole harbor complex is buried underwater today and our aim is to uncover the complete port complex and settlement hidden underwater." Liman Tepe is a major prehistoric settlement that was inhabited from the Neolithic Age until the end of the late Bronze Age, continuing into the Classical Age. Professor Güven Bakır and Erkanal carried out the first archaeological digs at the site in 1979, and a team led by Erkanal under the auspices of Ankara University's Archaeology department is conducting the current excavations. Erkanal further noted that their underwater work indicates that Liman Tepe has the world's oldest breakwater, which was built to block the strong north winds and as a natural part of the city wall. He said their work also included geological research aimed to reveal the physical changes of the sea level and ground as well as the region hosting the Liman Tepe settlement throughout history.

Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=65952>

Turkish Daily News (subscription) - Ankara, Turkey (02/16/07)

## **United Kingdom**     [\[Go to TOC\]](#)

### **England**

Culture Minister David Lammy today took action to protect a wreck, believed to be that of the Dutch East India Company vessel *Rooswijk*, discovered in 2004 by divers in the Kellet Gut area of the Goodwin Sands, off the Kent coast. The *Rooswijk* was an armed merchant vessel which vanished in a storm in December 1739, one day out from Texel, a Dutch Coast Island, on her second voyage to the East Indies. None of the 250 people aboard survived and there were no witnesses to her fate. David Lammy's decision to 'designate' the well preserved remains under the [Protection of Wrecks Act 1973](#) follows a recommendation from [English Heritage](#). The Order laid in Parliament will protect the newly discovered remains – and the 150m area around them – and will prevent accidental damage. David Lammy said: "Britain has a rich maritime heritage, as the SeaBritain celebrations in 2005 proved so successfully. International commerce is a major part of this heritage, not least for the cultural exchanges it has helped to promote. "The history of the *Rooswijk* is well documented and its wreck site has the potential to yield a wealth of information about trade between Europe and the East Indies in the early 18<sup>th</sup> century. It also provides a rare opportunity to gain insight into a period when English shipwrights were employed to standardise Dutch ship design. For these reasons, it is fitting that this site gains statutory protection."

UK Department for Culture, Media and Sport©

[http://www.culture.gov.uk/Reference\\_library/Press\\_notices/archive\\_2007/dcms006\\_07.htm?contextId={A1FEA0F6-F619-42F5-BE83-31BFD1F5A109}](http://www.culture.gov.uk/Reference_library/Press_notices/archive_2007/dcms006_07.htm?contextId={A1FEA0F6-F619-42F5-BE83-31BFD1F5A109})

UK Department for Culture, Media and Sport (01/18/07)

Plans are being drawn up to safeguard the future of a war-time shipwreck which marks the graves of more than 600 people. A team, led by marine archaeologists from [English Heritage](#), based at Fort Cumberland in Eastney, Portsmouth, are [sic] compiling a report on the South African troop carrier, SS *Mendi*, which was sunk 90 years ago this month. The *Mendi* was rammed by the British mail ship *Darro* on February 21, 1917, 11 miles south of the Isle of Wight. It sank in just 25 minutes. SS *Mendi* was bound for Le Havre, France, from Cape Town, carrying members of the South African Native Labour Corps (SANLC) when it was struck early in the morning, when many were still asleep. The *Darro* offered no help – survivors were picked up by HMS *Brisk* and other vessels in the area. The sinking and the courage displayed by the men on board has become a legend in South African military history. [Wessex Archaeology](#) has been commissioned by English Heritage (EH) to compile the report which is looking to draw together all previous research on the vessel for the first time, and give an idea of how to deal with it in the future. Mark Dunkley, EH's wreck specialist, said: "It's a particularly significant vessel, of phenomenal interest and history, with a lot of issues relating to it. "Because of the high loss of life, and the people who were involved, it's of substantial interest to us." And the team have [sic] also met members of the [South African Heritage Resource Agency](#), which is keen to work with EH on the project. The wreck is a popular dive site, and EH is keen to promote responsible diving without restricting access. They also want to promote the wreck as an educational resource. A ceremony will take place in August when it is hoped ships from the British and South African navies will lay wreathes at the site of the disaster.

By Chris Broom – The Portsmouth News©

<http://www.portsmouthtoday.co.uk/ViewArticle.aspx?ArticleID=2070439&SectionID=455>

Portsmouth News - Portsmouth, England, UK (02/23/07)

**Wales**[\[Go to TOC\]](#)

Metal posts which have become exposed at a popular surfing beach are most likely fortifications dating back to World War II, an expert believes. Surfers raised the alarm about the obstacles at Llangennith on Gower, which although visible at low tide are hidden under water as the sea comes in. Initially it was thought they may be the top of a ship but wreck expert Jim Phillips has now ruled that out. He believes they are railtracks sunk into concrete, buried below the sand. There are warnings of a serious injury if someone were to hit one of them. After visiting the site at low tide on Wednesday, Mr Phillips said they were likely to date back 65 years. Mr Phillips, who has researched many shipwrecks around the Swansea and Gower coast, said many such constructions were placed on the beach during World War Two. He said they were used both as obstacles for invading forces and for British servicemen to practice with explosives. "The surf has moved the sand which has exposed them," he said. Mr Phillips said they were covered in dead plant and shell life which suggested they had been exposed before. "The sand could shift again and cover them tomorrow or they may stay exposed for a long time to come. "They will have to be removed - they are a danger if you don't know they are there," he added. He said at low tide they were protruding about 18ins (45cm), and were about 25m (82ft) apart. They are more or less opposite the main footpath from the car park. Richard Dallimore of Llangennith Surf said they could cause someone a serious injury if they were to collide with one of them on what is Gower's most popular beach for surfing. "The sand has been shifted quite a lot by the winter swell we've had this year," he said. "The posts are in the busiest area where everyone ends up. "The beach is known as a sandy beach and there will be a lot of people unaware that they are there."

BBC News©

[http://news.bbc.co.uk/2/hi/uk\\_news/wales/south\\_west/6361907.stm](http://news.bbc.co.uk/2/hi/uk_news/wales/south_west/6361907.stm)

BBC News – UK (02/14/07)

**The Reference Library****Impacts of Recreational SCUBA Diving on shipwrecks in Australia and the Pacific:****A Review (2006) by Joanne Edney** [\[Go to TOC\]](#)*Micronesian Journal of the Humanities and Social Sciences*, Vol. 5, No. 1/2: 201-233. ISSN 1449-7336

This paper reviews the impacts of recreational scuba diving on the cultural heritage and recreational dive values of shipwrecks in marine environments in Australia and the western Pacific Ocean, excluding South East Asia. Shipwrecks are unique, fragile, non-renewable cultural resources that are an important element of underwater heritage, and are of great interest to society. Shipwrecks also offer unique, spectacular and fascinating diving experiences and have considerable aesthetic appeal to divers. Four types of diver impacts on shipwrecks were identified: the removal of artefacts as souvenirs or personal mementos by divers and disturbance to wreck sites associated with this activity; direct contact with wrecks and protective marine growth and concretions by divers and their equipment; exhaled air bubbles trapped inside wrecks from divers penetrating wrecks; and, anchor damage, which is a major threat to wrecks and considered to be more damaging to wrecks than the other impacts of diving.

This article can be downloaded at: [http://marshall.csu.edu.au/MJHSS/Issue2006/MJHSS2006\\_113.pdf](http://marshall.csu.edu.au/MJHSS/Issue2006/MJHSS2006_113.pdf).**Slipping Through the Net: Maritime Archaeological Archives in Policy and Practice****(2007) by IFA Maritime Affairs Group** [\[Go to TOC\]](#)Published by the [Institute of Field Archaeologists](#)

Archaeological Archives are a nationally important resource; they offer the means to re-access and re-interpret our past, and as a result to re-define and re-articulate our own identity. Yet maritime archaeological archives are falling through a gap in policy and practice. They are being dispersed, are deteriorating, remain un-interpreted and un-curated, are sold and sometimes simply abandoned. Currently, there is no system for the preparation, deposition and curation of maritime archaeological archives. The IFA Maritime Affairs Group has produced a discussion document, 'Slipping through the Net: Maritime Archaeological Archives in Policy and Practice', which articulates the current situation through a range of case studies. This document is open to consultation to all stakeholder organisations, groups and

individuals, particularly within the archaeological, museum, archive and heritage sectors. Responses to the consultation will be used to help generate a series of recommendations as part of an integrated strategy for our maritime archaeological archives.

The document can be downloaded from the IFA website at [www.archaeologists.net/modules/news/article.php?storyid=148](http://www.archaeologists.net/modules/news/article.php?storyid=148)

### **New Historic Environment Guidance Released for the Offshore Renewable Energy Sector (2007) by COWRIE** [\[Go to TOC\]](#)

The document is published by [Collaborative Offshore Wind Research into the Environment](#) (COWRIE).

COWRIE is pleased to announce the release of the above report prepared by Wessex Archaeology Ltd. This document provides generic guidance in relation to the survey, appraisal and monitoring of the historic environment during the development of offshore renewable energy projects in the United Kingdom. It covers both the marine and coastal environments and those areas further inland likely to be affected by such developments. It has been produced from a desk-based review of existing guidance and other sources of information relating to the survey, assessment and monitoring of the historic environment during offshore development and builds on similar guidance developed for the marine aggregates industry in 2003. The guidance is intended to promote the development of best practice in relation to the marine historic environment for the offshore renewable energy sector. It is also intended to promote an understanding of the conservation issues arising from the impacts of offshore renewable energy projects on the historic environment, and in this way develop capacity amongst developers, consultants and contractors.

The report can be downloaded at [http://www.offshorewind.co.uk/Downloads/archaeo\\_guidance.pdf](http://www.offshorewind.co.uk/Downloads/archaeo_guidance.pdf).

### **Dragon Sea: A True Tale of Treasure, Archaeology and Greed off the Coast of Vietnam (2007) by Frank Pope** [\[Go to TOC\]](#)

Hardcover, 368 pages, ISBN 0151012075

When Oxford archeologist Mensun Bound—dubbed the “Indiana Jones of the Deep” by the Discovery Channel—teamed up with a financier to salvage a sunken trove of fifteenth-century porcelain, it seemed a dream enter-prise. The stakes were high: The Hoi An wreck lay hundreds of feet down in a typhoon-prone stretch of water off the coast of Vietnam known as the Dragon Sea. Raising its contents required saturation diving, a crew of 160, and a fleet of boats. The costs were unprecedented. But the potential rewards were equally high: Bound would revolutionize thinking about Vietnamese ceramics, and his partner would make a fortune auctioning off the pieces. Hired as the project’s manager, Frank Pope watched the tumultuous drama of the Hoi An unfold. In *Dragon Sea* he delivers an engrossing tale of danger, adventure, and ambition—a fascinating object lesson in what happens when scholarship and money join forces to recover lost treasure.

For more about this book visit Harcourt Trade Publishers at <http://www.harcourtbooks.com/bookcatalogs/bookpages/9780151012077.asp>.

### **Upcoming Events**

#### **37<sup>th</sup> Annual Meeting of the Middle Atlantic Archaeological Conference will be held in Virginia Beach, Virginia March 15-18, 2007** [\[Go to TOC\]](#)

The 37<sup>th</sup> Annual Meeting of the [Middle Atlantic Archaeological Conference](#) will be held at the historic Cavalier Hotel in Virginia Beach, Virginia, from Thursday March 15 to Sunday March 18, 2007. Anyone interested in the archaeology of the area from New York to Virginia, and from the Atlantic coast to West Virginia, is welcome. You do not have to be a member to register for the conference and hear about the latest of a wide variety of archaeological sites dating from the earliest Paleo-Indian sites to 20<sup>th</sup>-century sites, and of all site types, from small single-use Native American procurement sites and large village sites, to historic period urban, rural, industrial, diverse ethnic and immigrant sites, and underwater sites. Come join us!

For more information, visit the conference web site at  
<http://www.maacmidatlanticarchaeology.org/conference.htm>.

***Northeast Florida Symposium on Underwater Archaeology will be held at the Guana Tolomato Matanzas Reserve, Florida March 20-22, 2007*** [\[Go to TOC\]](#)

The Inaugural North East Florida Symposium on Underwater Archaeology will be held at the [Guana Tolomato Matanzas National Estuarine Research Reserve](#), Ponte Vedra Beach just north of St. Augustine from March 20<sup>th</sup> through the 22<sup>nd</sup>, 2007. The Symposium, open to the general public, will cover a host of topics including prehistoric underwater archaeology, the archaeology of a number of shipwreck sites in Florida, agency jurisdictions of submerged cultural resources, international shipwreck projects, and graduate student archaeological research projects. The symposium is intended to foster a better appreciation and understanding of underwater archaeology by county, state, and federal agency employees as well as the general public.

For more information, visit [http://www.staugustinelighthouse.com/lamp\\_symposium.php](http://www.staugustinelighthouse.com/lamp_symposium.php).

***Computer Applications and Quantitative Methods in Archaeology (CAA) Conference will be held in Berlin, Germany April 2-6, 2007*** [\[Go to TOC\]](#)

The [Conference Organizing Committee](#) for CAA 2007 invites you to participate in the [Annual Conference of Computer Applications and Quantitative Methods in Archaeology](#) (CAA). It is the aim of the conference to bring together experts from various disciplines to discuss new developments in computer applications and quantitative methods in archaeology. These include methods and applications of 3D reconstructions, geographic information systems, web data bases, photogrammetry, statistics, and many other subjects. With its interdisciplinary approach the conference will discover different layers of perception, and this is why "layers of perception" is the CAA 2007 conference theme. You can participate in the conference by presenting a [paper](#) or [poster](#). In addition, you may organize or take part in a discussion panel or [workshop](#). If you intend to present a paper or poster or to organize a [discussion panel](#) or workshop, please read the call for papers. Or, simply attend the conference, with its open and cordial atmosphere, to learn more about new developments in computer applications and quantitative methods, and to meet and talk with international colleagues.

***Eighth Maritime Heritage Conference will be held in San Diego, California from October 9-12, 2007*** [\[Go to TOC\]](#)

Conference sessions will be held jointly at the [Maritime Museum of San Diego](#) and the [USS Midway/San Diego Aircraft Carrier Museum](#). More than 500 attendees are expected. The Conference will open on Tuesday October 9 with a welcome reception to be held on the *Star of India*, flagship of the Maritime Museum of San Diego. Program sessions will continue through Friday October 12. A total of 76 conference sessions are planned. Most sessions will run for 75 minutes. These will cover the entire range of maritime and naval heritage topics. Sessions will be held concurrently on the *USS Midway*, the *Star of India*, and the *Berkeley*. The conference will conclude with dinner cruise on San Diego Bay on the evening of Friday October 12. A formal call for papers will be issued in the fall of 2006

For more information, contact Conference Chair Raymond Ashley Ph.D. 619-234-9153 ext. 104, [ashley@sdmaritime.org](mailto:ashley@sdmaritime.org).