

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 4.03, 2007 (March)¹

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

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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 entry under [Hawaii](#)]

National Oceanic and Atmospheric Administration (Department of Commerce)

Marine Protected Areas Center (DOC/NOAA)

[MPA Center](#) Staff participates in the [North East Florida Symposium on Underwater Archaeology](#). [The St. Augustine Lighthouse & Museum's Lighthouse Archaeological Maritime Program](#) (LAMP) and the [Guana Tolomato Matanzas National Estuarine Research Reserve's](#) (GTMNERR), as well as several other organizations, sponsored the North East Florida Symposium on Underwater Archaeology in St. Augustine, Florida, March 20-22, 2007. The symposium provided a forum for people involved in the preservation, protection, and management of cultural resources to discuss important issues related to these precious, non-renewable resources, both on land and in the oceans, Great Lakes, and inland waterways. This meeting also provided a critical venue for professionals to interact with the public. The MPA Center's maritime archaeologist presented two papers during the symposium: "Stinky Mud and Icy Waters: The Glamorous World of Environmental Research at the 12th-Century Kolding Cog Shipwreck Site" and "Place-based Marine Conservation Areas in the United States and the Protection of Submerged Cultural Heritage." For more information, contact [Brian Jordan](#) at Brian.Jordan@noaa.gov.

National Estuarine Research Reserve system (DOC/NOAA) [\[Go to TOC\]](#)

Guana Tolomato Matanzas National Estuarine Research Reserve

The Inaugural North East Florida Symposium on Underwater Archaeology was held at the [Guana Tolomato Matanzas National Estuarine Research Reserve](#), Ponte Vedra Beach just north of St. Augustine from March 20th through the 22nd, 2007. The Symposium, open to the general public, covered 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 helped 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.

National Marine Sanctuaries Program (DOC/NOAA)

[see entry under [Hawaii](#)]

Maritime Heritage Program

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

The new [National Marine Sanctuary Program](#) (NMSP) [Maritime Heritage Program](#) (MHP) exhibit at [Nauticus](#) in Norfolk, VA. is now open to the public. The exhibit features a mock-up of Harbor Branch Oceanographic Institution's submersible *Clelia*, which will provide a simulated archaeological dive to the [Monitor National Marine Sanctuary](#) (*Clelia* has been to the *Monitor* several times). In this interactive exhibit, visitors will walk into the back of the mock-up where they will find instruments and a flat LCD screen continuously showing video from the *Monitor* site. They will have the opportunity to operate a mechanical arm in an attempt to recover samples from the *Monitor*, as well as a remote video camera to

help investigate the survey area. Interpretive signs talk about the sub, maritime heritage, and the NMSP. A formal dedication ceremony is scheduled for May 21 with Jack Dunnigan. The exhibit was designed by Adirondack Studios in Argyle, NY with input from MHP, *Monitor NMS*, and Nauticus staff. For more information, contact [Tane Casserley](mailto:Tane.Casserley@noaa.gov) at Tane.Casserley@noaa.gov.

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

When humans first trekked from Asia to North America, perhaps as long as 25,000 years ago, the continent was gripped by ice sheets and glaciers. Those hardy immigrants probably traveled by boat or along the shore, where finding food and shelter would have been easier. The trouble for archaeologists is that as the ice melted, the seas rose and covered any traces of this early migration. Now marine geologists and archaeologists are hunting for underwater clues in the Gulf of Mexico. This morning, a research expedition steamed out of the Port of Galveston, Texas, for the [Flower Garden Banks National Marine Sanctuary](#), about 180 kilometers off the coast of Texas and Louisiana. Led by Robert Ballard, president of the [Institute for Exploration](#) at Mystic Aquarium in Mystic, Connecticut, and Kevin McBride of the [Mashantucket Pequot Museum and Research Center](#) in Connecticut, the expedition consists of a 44-meter-long [Navy](#) research submarine, two ships, and a remotely operated vehicle (ROV). The submarine and ROV will survey the bottom of the reef, 120 meters deep, which is thought to have been the location of the shoreline some 20,000 years ago. The reef is built atop large reserves of salt, and Ballard says it's possible that Native Americans would have mined it from caves or tunnels. "We're confident something is out there; we just need to see if we can find it," Ballard said at a press conference yesterday. The research isn't all archaeology; scuba divers from one of the research vessels will also observe conch, parrotfish, and manta rays on the shallow reefs. "It's a worthwhile endeavor," says archaeologist Michael Walters of [Texas A&M University](#) in College Station. "The Gulf Coast is a logical place to look for submerged sites." But David Meltzer, an archaeologist at [Southern Methodist University](#) in Dallas, Texas, says that the salt deposits wouldn't have been his first target. Rather, Meltzer says that there is certainly a submerged site, about 13,000 years old, from which spearheads wash onto McFaddin Beach, Texas. "You'd probably have much better chance" of finding artifacts there, he says. As for older signs of human presence, Meltzer adds, the place to go is the Pacific Northwest, where the immigrants first arrived.

By Erik Stokstad – Science Now Daily News©

<http://sciencenow.sciencemag.org/cgi/content/full/2007/302/2>

Science Now - Washington,DC,USA (03/02/07)

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

The floor of the Gulf of Mexico, where scientists are looking for signs of prehistoric life one hundred miles offshore, looks equal parts outer space and aquarium display. An underwater camera captures shots of manta rays, erupting mud volcanos, and multicolored coral blanketing underwater salt domes. The smoother terrain looks like the surface of the moon. These scenes, at one time available only to those exploring them, now are beamed across the country, available to scientists and school students. Robert Ballard, the oceanographer who discovered the wrecks of the *Titanic* and John F. Kennedy's PT-109 vessel, headed a team of scientists this week scouring the floor of [Flower Garden Banks National Marine Sanctuary](#), located off the coast of Galveston, Texas. One goal of the expedition, which was to end today, was to find signs of life along what used to be the Gulf coast as far back as 19,000 years ago, during the last Ice Age. The coast at the time was believed to be about 100 miles south of its current location. Scientists reported Friday that they found what appeared to be a "paleoshoreline," the remains of an earlier seashore that existed when the sea level was lower than it is today. The [University of New Hampshire](#) is serving as one of six support centers for the project. But like Ballard, UNH scientists aren't at sea taking part in the project — they're seeing real-time shots of everything on-site explorers are seeing, beamed directly to televisions and computer screens. Larry Mayer, director of the [Center for Coastal and Ocean Mapping](#), is leading the university's participation from the Chase Ocean Engineering Lab on campus. Over the past eight days, Mayer has helped scientists in the gulf read 3-D maps of the Flower Gardens created using software developed at UNH. "It's not the same as being at sea, but it's the next best thing," Mayer said. Three high-definition television screens enabled Mayer to see everything that scientists on-site were viewing. The images were broadcast using Internet2, networks a consortium of universities use to transfer data at high speeds. One screen, for example, shows a team of scientists preparing to submerge Argus, an underwater camera pod, into the gulf. Another shows the deck of the *Caroline Chouest*, a charter ship serving as home base for the gulf scientists. Standard maps of the area previously were made by the

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

[NOAA](#) and the [U.S. Geological Service](#). The new 3-D maps were made using the UNH software. Mayer, once the maps were created, helped the scientists use them to navigate around specific areas they were exploring. He did so by communicating with the Gulf scientists, Ballard, and the other command centers through the same console displaying the live images. The six “Telepresence” command consoles in the country are at UNH; Mystic, Conn.; the University of Rhode Island; Seattle; Silver Springs, Md. and Smithfield High School in Smithfield, R.I. “It’s like we’re right there,” Mayer said. Ballard said there would need to be 12 consoles operating to cover 90 percent of the country. An Internet feed also showed live shots and video packages detailing scientists’ progress. The feed was distributed through “[Immersion Presents](#),” a science education project for students in grades 5 to 8 that Ballard founded in 2002. The experience of remote science is new for Ballard, too — the expedition was his first in which he wasn’t on the water where the expedition took place. Ballard instead was working from a command center in Mystic. The exploration also served as practice for similar expeditions to be conducted by a new research ship to be joining the fleet next year. “We don’t have a pre-existing knowledge of where we are going, so it’s silly to fill a ship with geologists, biologists, and archaeologists,” who might not all be needed, Ballard said. “It’s (now) like having doctors on call.” He said he doesn’t feel like he has missed out by not being there because he sees the same underwater footage as scientists in the gulf. Scientists working remotely also don’t have to deal with the parts of the expedition “where nothing is happening or the vehicle is broken or there are heavy seas,” Ballard said. The flexibility of not having to be on site was apparent throughout, Ballard said, as demonstrated when the team discovered an underwater waterfall in the gulf on Wednesday. “I was there, I saw it, I went ‘ooh’ and ‘aah’ like everyone else, and then I said good-bye and went to a nice dinner and had a glass of chardonnay,” Ballard said.

By Nate Pardue – Foster’s Daily Democrat©

<http://www.fosters.com/apps/pbcs.dll/article?AID=/20070311/FOSTERS01/103110137>

Foster's Daily Democrat - Dover,NH,USA (03/11/07)

Monitor National Marine Sanctuary

[see entry under [Maritime Heritage Program](#)]

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

After nearly a decade of planning and construction, the \$30-million [USS Monitor Center](#) is poised to open March 9 - just in time to celebrate the 145th anniversary of the ship’s epic clash with the CSS *Virginia* in the Battle of Hampton Roads. Initially conceived as a conservation lab for artifacts recovered from the Cape Hatteras, N.C., wreck, the sprawling 63,500-foot addition to [The Mariners’ Museum](#) quickly expanded to include an ambitious series of exhibits exploring both the historical story of the fabled ironclad and its modern-day recovery. This is your central location for both the March 2007 series of stories about the Monitor - including videos - as well as previous Monitor coverage published in the Daily Press.

[This web site provides links to seven stories about the new exhibit]

The Daily Press©

<http://www.dailypress.com/news/dp-monitorcenter.0.7964263.storygallery?coll=dp-widget-news>

dailypress.com – Hampton Roads,VA,USA (n.d.)

Part 1: It’s time to man your battle stations. With the new USS *Monitor* Center poised to open, The Mariners’ Museum is a world-class historical destination.

<http://www.dailypress.com/news/dp-monitorcenter4mar02.0.3832256.story?coll=dp-widget-news>

Part 2: Making news again. Historian Jeff Johnston explains why The Mariner’s Museum has chosen to showcase the USS Monitor.

<http://www.dailypress.com/news/dp-monitor101.0.2911886.story?coll=dp-widget-news>

Part 3: Replicating the mighty turret.

<http://www.dailypress.com/news/dp-monitorreplica.0.7193973.story?coll=dp-widget-news>

Part 4: Bringing the Monitor saga to life. Multimedia stations put visitors inside the vessel and let them be part of the voyage.

<http://www.dailypress.com/news/dp-monitorvideo.0.7349084.story?coll=dp-widget-news>

Part 5: Message in a battle. Historical documents and letters add meaning to Monitor Center exhibits.

<http://www.dailypress.com/news/dp-monitorstuff.0.4133236.story?coll=dp-widget-news>

Part 6: Their Cinematic Glory. A trans-Atlantic e-mail stream helped bring the Battle of Hampton Roads to life for the new USS Monitor Center.

<http://www.dailypress.com/news/dp-now-monitor-a1-m9.0.4989814.story?coll=dp-widget-news>

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.

March 9, 2007: The center opens.

<http://www.dailypress.com/news/dp-monitoropening-m09,0,3701088.story?coll=dp-widget-news>

NOAA's Preserve America Initiative (DOC/NOAA)

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

“[Treasures of NOAA's Ark](#)” arrived at Seattle's Pacific Science Center this month, showcasing NOAA's heritage assets for a whole new audience. Thanks to John Oliver, Usha Varanski, Jack Dunnigan, Bob Lohn, Jim Coe, Penny Dalton and many others for participating in the opening. Thanks also to Rebecca Reuter, Dave Neander, John Clary and David Petre for pulling the event and exhibit together in Seattle. The exhibit traveled to Seattle for a six-month run following its highly successful engagement on NOAA's Silver Spring, Maryland campus. Over 2,000 people visited the exhibit and hundreds of NOAA staff tuned into the exhibit webcast. Live television coverage also attracted new audiences. Exhibit graphics, all developed in-house, reflect the fine efforts of Skip Theberge, Janet Ward and David Hall.

For a virtual tour of the exhibit: <http://preserveamerica.noaa.gov/heritageweek.html>.

[NOAA Preserve America Initiative](#) is proud to announce the FY07 request for proposals for NOAA's [Preserve America Initiative Grant Program](#) (PAIG). This mini-grant program is designed to stimulate efforts within NOAA to preserve, protect and promote the agency's heritage assets. Projects in FY05 and FY06 have varied in scope from interpreting historic and cultural resources in NOAA's care to capturing oral histories of NOAA stakeholder groups, including fishermen and Native Americans. Current projects include: Wet Weather: Using Oral Histories to Preserve the Heritage of NOAA's Marine Weather Forecasting; The 100-Year Sardine Legacy: Preserving NOAA's Success, Promoting NOAA's Future; and Locked in Time: Live Broadcast from the Schooners *Frank A. Palmer* and *Louise B. Crary*. Please visit the NOAA Preserve America website to learn more about these and other projects that were funded in the past. FY07 NOAA Preserve America Initiative Grants will be awarded only to NOAA offices, although other federal, state, tribal, Native Hawaiian, academic and non-profit organizations can act as partners. Proposals are due by April 27, 2007.

For additional information, including proposal criteria and format, please go to the [Request for Proposal](#) and [Project Proposal Guidelines](#) links or contact [Heidi Lovett](mailto:Heidi.Lovett@noaa.gov) at Heidi.Lovett@noaa.gov.

National Park Service (Department of the Interior)

San Francisco Maritime National Historic Park

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

After a major restoration of more than three years, the [National Historic Landmark](#) *C.A. Thayer* will return home to [San Francisco Maritime National Historical Park](#) in April 2007. The magnitude and extent of this restoration is virtually unprecedented in the history of modern maritime preservation, ensuring that this 156-foot long wooden schooner can survive for another hundred years. A ranger-led program describing the Thayer's history and restoration will take place alongside the *Thayer* on Hyde Street Pier at 1pm on Thursday, April 12, 2007. The program is free to the public. The *C.A. Thayer* is now structurally sound and watertight. Additional restoration work will continue at Hyde Street Pier for a number of years, with the goal of preparing *Thayer* to sail once again. Ongoing projects will include restoration of her sailing rig, completion of the forward deckhouse, and installation of interior fittings. Special guided tours will allow for visitation during much of this work. “The restoration and preservation of the *C.A. Thayer* is an ongoing process, but the hardest work has now been accomplished,” said Canright. “She brings us into physical contact with the thoughts and the experiences of her builders and crew, challenging us to learn from her. Her form and fabric speak of the lumber coast, her rigging and gear of the lives of men. We must take the time to hear them, and then work to insure that these voices are not silenced. We look forward to seeing her under sail in the years to come.” Built in Fairhaven, California in 1895, the *C.A. Thayer* is one of two remaining West Coast lumber schooners. Constructed by Danish-born master builder Hans Bendixsen, she was operated by the E.K. Wood Lumber Company of San Francisco. *Thayer* spent the early years of her career carrying Douglas Fir lumber from the Wood Company mill at Grays Harbor, Washington to San Francisco and Southern California, with occasional longer trips to Mexico and the Pacific Islands.

For more information, contact John Cunnane at 415-561-7123.

<http://www.nps.gov/safr/parknews/thayerreturns.htm> (03/20/07)

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.

Delaware

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

A marine archeological research and recovery project that was set in motion in December 2004 - when bottle fragments, bricks, shards and pieces of clay smoking pipes were found washed up on Lewes Beach - is drawing to a close. "As with any project, it has a beginning and an end," said Dan Griffith, director of the Lewes Maritime Archaeological Project that for more than two years has worked to shed light on what began as a mystery and today leaves only a few unanswered questions. He said the project has been conducted as planned with the budget available. Most of what remains to be done should wrap up by mid-April. Griffith and state archaeology colleagues, local volunteers, archaeological divers, maritime history researchers in the United States and Europe, and various other professionals and amateurs have worked on the project. "We're not walking away from it, it will be complete. We'll finish the scope of what we intended to do and then we'll be done. After that, there's no project," Griffith said Wednesday, March 7. Last fall a London-based researcher using ship insurance records, determined the shipwreck is the *Severn*, a 200-ton British merchant cargo ship. Records indicated that in early May 1774, Capt. James Hawthorn ran the *Severn* Shipwreck ground as a nor'easter raked the Cape Region. Hawthorn and his crew of 20 or so men made it to shore alive. But the vessel's cargo - mineral water in bottles, grist mill wheels, hand-painted china, stoneware storage jars, and just about any item needed for daily life of the era - went to rest on the Delaware Bay's sandy bottom for more than 200 years. Griffith said the project recovered about 20 percent of the wreck site's material. That means 80 percent of the ship's load remains on the bottom of the bay. "We hit some pretty high-concentration areas but we know there are also areas adjacent to where we excavated. But the site itself is stable, it's been on the bottom now for 232 years," Griffith said. He said the project met its artifact recovery and analysis plans within the \$500,000 budget - \$200,000 from the state and \$300,000 from the federal government - available to do the work. The amount doesn't include about \$110,000 the [U.S. Army Corps of Engineers](#) paid in April 2005 to send archaeological divers down for a look at the source of the artifacts. The site remains off-limits to the public. "It's state property and is protected under state law," Griffith said. Boating, diving, anchoring or dredging at the site is illegal. Law enforcement officers monitor the site and anyone in violation of state law is subject to arrest, imprisonment, fines and the confiscation of boats, cars and equipment. Griffith said a cross-section of artifacts would be displayed on the second floor of the [Zwaanendael Museum](#) in a special maritime exhibit space created by the [Division of Cultural and Historical Affairs](#). He said there's been tremendous public interest in the *Severn* story just as there was in 1984 when the *H.M.B. DeBraak*, a British warship that went down in 1798, was found in the Delaware Bay. "One of the missions of this project for me has been not only to learn about the shipwreck from the artifacts and historical research, but equally important - if not more important - to share that," Griffith said. He said he's given as many 60 presentations on the *Severn* project to the public and archaeology professionals and he plans to continue doing that. Griffith said unlike Virginia and Maryland, Delaware does not provide regular and ongoing funding of archaeological projects. He said although such funding would be nice, shipwrecks in the Delaware Bay are stable - safe right where they rest.

By Henry J. Evans Jr. - Cape Gazette©

<http://www.capegazette.com/storiescurrent/200703/leweshipwreck030907.html>

Cape Gazette - Lewes, DE, USA (03/14/07)

Florida

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

[see entries under [Guana Tolomato Matanzas NERR](#) and [Upcoming Events](#)]

Other State News

Jamaica's Port Royal was known as the "wickedest city on Earth" more than three centuries ago, until an earthquake and tsunami largely destroyed it. But while excavations have found evidence of debauchery by its well-known pirates - including a pewter syringe to fight venereal disease - experts say the town was far more than its reputation suggested. The exhibit "[Port Royal, Jamaica](#)" at the [Historical Museum of Southern Florida](#) through June 3 tries to show that the town once heavily involved English colonisation and

was a home of skilled craftsmen. “It’s the only sunken city in the New World,” said Donny L Hamilton, a professor at the [nautical archaeology programme](#) at [Texas A&M University](#). Port Royal was the main city of the English colony of Jamaica in the 17th century, attracting pirates to plunder neighbouring Spanish colonies and ships. In the 1680s, just three decades after its founding, Port Royal already had about 7,000 inhabitants and was comparable to Boston during the same period, archaeologists said. The earthquake of 1692 submerged part of the town. Port Royal then served as a British Royal Navy base for 200 years, under the command of some of Britain’s most famous military commanders, including Horatio Nelson. Among the objects found in underwater excavations - along with wig curlers and a vast number of alcohol bottles - are an engraved tortoiseshell comb and its case, dating to 1689. The case is engraved with an early version of the Jamaican coat of arms, a couple supporting a shield with a cross of pineapples under a royal helmet and a crocodile. “While we are owners and custodians of these objects, the story of Port Royal is important for the heritage of the world,” said Wayne Modest, director of [Museums of History and Ethnography](#) at the [Institute of Jamaica](#) in Kingston. Many of the objects are owned by the institute, which is collaborating on the exhibit.

The Associated Press©

http://www.jamaicaobserver.com/news/html/20070310T190000-0500_120164_OBS_FLORIDA_EXHIBIT_SHOWS_NON_WICKED_SIDE_OF_NOTORIOUS_PORT_ROYAL_.asp

Jamaica Observer - Kingston, Jamaica (03/11/07)

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

The Tampa-based company [\[Odyssey Marine Exploration\]](#) ... specializing in deep-ocean shipwreck exploration had a net loss of \$19.1 million, or 41 cents a share, on revenue of \$5.1 million in 2006 compared to a net loss of \$14.9 million, or 35 cents a share, on revenue of \$10 million in 2005. The company attributed to the results to several factors, including increased expenses overall, which climbed \$20.6 million in 2005 to \$23.7 million in 2006. Vessel operations expenses increased \$2.8 million, primarily due to the addition of a new search and inspection vessel as part of Odyssey’s strategy to strengthen its core business of locating and excavating shipwrecks. The revenue decrease of \$4.9 million in 2006 is primarily due to a lower availability of high-value gold coins, sales to fewer independent coin dealers and a shift to a higher volume of lower priced silver coins. The company is planning new sales and marketing initiatives designed to increase revenue in 2007. The expense increase is due to higher operations and research costs, the addition of a chartered vessel for the company’s “Atlas” search project, the purchase and operation of a new search and inspection vessel, and an acceleration in estimated useful lives of certain assets and leasehold improvements in 2006 as a result of the company’s lease termination in New Orleans. The marketing channels the company developed should prove valuable for future finds as well as for the substantial inventory of silver coins that remain in our inventory, executives said. The company said it has, from time to time, disclosed information concerning its existing and planned search operations. But in order to protect the identities of the targets of its planned search operations, it decided to defer disclosing specific information relating to its search targets until it has located the targeted shipwreck or shipwrecks and determined a course of action to protect its property rights, it said in a release. In April 2005, the Odyssey Explorer performed survey and archaeological work in the western Mediterranean. The company located 23 shipwreck sites, produced 14 pre-disturbance photomosaics and completed preliminary excavations on seven sites. Its “Atlas” project is believed to be the most extensive shipwreck search operation ever launched, the company said. At least five high-value shipwrecks are believed to be in the search area, which encompasses more than 5,000 square miles. Its Sussex project is an expedition to locate and recover artifacts and cargo of a large colonial-period British warship, HMS *Sussex*, which was lost in a severe storm in 1694. Based on documentary research conducted by contract researchers and Odyssey’s in-house research team in libraries and historical archives in Great Britain, France and other countries, Odyssey Marine believes there is a high probability the ship was carrying a cargo of coins with a substantial value.

Tampa Bay Business Journal©

<http://sanantonio.bizjournals.com/tampabay/stories/2007/03/19/daily5.html>

San Antonio Business Journal - San Antonio, TX, USA (03/19/07)

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

A treasure-hunting ship has spent the past few weeks off the Florida coast looking for a Spanish galleon that may have wrecked there in 1715. “This could be the real deal,” Doug Pope told The Miami Herald.

“The research says a shipwreck should be there.” Pope and his company, [Amelia Research & Recovery](#), learned about the site of the possible shipwreck from retired U.S. Navy sailor Dave Jordan. Jordan was a 15-year-old surfer in 1978 when a wave tossed him below the surface and he spotted some black tubes sticking out of the sand. “I swam down and grabbed onto one,” he told the Herald. “I thought to myself, Man, these are cannons.” Jordan said he kept his find a secret until he told Pope, who spent two years getting the necessary permits to go looking for the cannons and any other buried treasure off Tiger Shores Beach. So far, the treasure recovery ship *Polly-L*’s search has cost about \$50,000 and turned up a shard of 19th-century pottery. “This job can be frustrating sometimes,” Pope told the Herald. “But if it isn’t the greatest adventure in the world, I don’t know what is.”

United Press International©

http://www.upi.com/NewsTrack/Quirks/Ship_searches_for_sunken_treasure_off_Fla/20070326-063434-5780r/

UPI – Washington,DC,USA (03/26/07)

Hawaii

State Agencies’ News

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The federal government says “Ordnance Reef,” a weapons disposal site just off the Waianae Coast, poses no immediate danger. Not everyone, however, believes that conclusion is true. The [National Oceanic and Atmospheric Administration](#) led a study with help from the state [Department of Land and Natural Resources](#) and the [University of Hawaii](#). The study confirms there are more than 2,000 pieces of unexploded ordnance in the survey area, but researchers involved in the project say so far the munitions have not damaged the environment and are not an immediate threat to public safety. The survey was done in June 2006. Since then, the data collected has been examined by scientists and results of the survey were released Thursday, March 29, 2007. All sorts of ammunition ranging from small arms projectiles to large-caliber artillery shells were identified within the survey area. The ordnance were dumped by the military decades ago and are believed to have been on the ocean floor for 60 years or more. They were found in a five-square mile area off Waianae in water ranging in depth from just 24 feet down to 300 feet. While various types of conventional explosives were documented, the study concludes there are no chemical weapons in the dump site. “Overall trace metal enrichments in sediments from the study area is very low. This observation suggests that little contamination of the ordnance reef area is derived from discarded military munitions,” said Michael Overfield, a marine archaeologist with NOAA and chief scientist on the project. Scientists tested 49 fish and 96 sediment samples looking for traces of metals and explosives. “From our preliminary review of the data, we understand that there is no immediate danger to the public,” said J.C. King, a munitions specialist with the Army. He told KGMB9 fish caught off the Waianae Coast are safe to eat. NOAA’s mission was to document what is on the ocean floor, not to dispose of what it found. The Department of Defense and perhaps Congress will use results of the survey to determine what to do next. As of right now there are no plans for a clean up.

By Brooks Baehr – KGMB 9 News©

<http://kgmb9.com/kgmb/display.cfm?storyID=10960&sid=1183>

KGMB9 – Honolulu,HI,USA (03/29/07)

Other State News

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While scholars at the [Bishop Museum](#) this weekend argued that the roots of ancient Pacific migrants lie in China, a separate study published last week suggests that some early settlers—and their pigs—took a different route. “Pigs are good swimmers, but not good enough to reach Hawaii,” says Swedish researcher Greger Larson, a co-author of the study. “Given the distances between the islands, pigs must have been transported and are thus excellent proxies of human movement. In this case, they have helped us open a new window into the history of human colonization of the Pacific.” Studying DNA and tooth shape in modern and ancient pigs, the researchers say ancient human colonists may have originated in Vietnam and traveled between numerous islands before reaching New Guinea, French Polynesia and Hawaii. The paper, published in the [Proceedings of the National Academy of Sciences](#), has 33 authors, including Keith Dobney of [Durham University](#) in England and [University of Hawaii](#) archaeologist Barry Rolett. Coincidentally, Rolett was among the scholars meeting at the Bishop Museum for an international symposium Friday and yesterday on links between early Pacific settlers and China. The forum coincided with an exhibition, “[Lost Maritime Cultures: China and the Pacific](#),” continuing at the museum through April 15. Archaeologists

agree that double-hulled canoes carried early Polynesian settlers and their supplies, including pigs, across the islands of the Pacific. But they disagree on where the people, pigs and pirogues came from. “If you start to get into it, you realize it’s a bit controversial,” Rolett says. The exhibition includes artifacts from the prehistoric civilizations of China, dating back 3,000 to 7,000 years, that suggest China is the original homeland of the Austronesians, a seafaring culture that spread out across the Pacific to become Polynesians, Melanesians, Micronesians and the indigenous people of Southeast Asian islands. Tianlong Jiao, chairman of the Bishop Museum Anthropology Department, is spearheading the project in cooperation with the People’s Republic of China and with support from the Vermont-based Freeman Foundation. The symposium also drew researchers from Australian National University, Academia Sinica in Taiwan, and the Fujian Provincial Museum and Zhejiang Provincial Institute of Antiquity and Archaeology in China. “Many archaeologists have assumed that the combined package of domestic animals and cultural artifacts associated with the first Pacific colonizers originated in the same place and was then transported with people as a single unit,” Dobney says. “Our study shows this assumption may be too simplistic, and that different elements of the package, including pigs, probably took different routes.”

By Jim Borg – Honolulu Star Bulletin©

<http://starbulletin.com/2007/03/18/news/story06.html>

Honolulu Star Bulletin – Honolulu, HI, USA (03/18/07)

Indiana

Other State News

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A local archeological team thinks it is on the verge of confirming another link between Northwest Indiana and the underground railroad — this time in the form of a shipwreck. Members of the Briggs Project Team said Sunday that remnants of a mid-1800s shipwreck off the Ogden Dunes beach might be from a ship used to transport runaway slaves to freedom. “There’s a good possibility you have a big piece of history here in your backyard,” Roger Barski told guests of the [Ogden Dunes Historical Society](#) during a presentation Sunday on the team’s research on the shipwreck. Barski, who is a member of the team named after Northwest Indiana historian William Briggs, said the group has begun analyzing the shipwreck and has combed through historical records in LaPorte and Porter counties for information about the role the area played in providing fugitive slaves with an exit route to freedom in Canada. Team members displayed photographs of the shipwreck and pieces of beams and other material that already has been salvaged from the ship. The presentation at the Ogden Dunes Community Church included extensive information about old shipbuilding practices, the role of shipping on the Great Lakes in the 1800s and Northwest Indiana’s connection to the underground railroad. The team, former members of the [Underwater Archeological Society of Chicago](#), began studying the ship, designated the Alpha Wreck, in the summer of 2005. Barski said the team will excavate the wreck this summer with a state permit. Through excavation and study of the ship’s construction, the group hopes to gather enough information to learn the ship’s name, the captain, the owner and the reason for the wreck. Barski said members think the ship was a wooden schooner, a type of ship that was inexpensive to build and operate and was popular on the Great Lakes throughout the 1800s for transporting immigrants and hauling lumber and grain. So far, the group has found clinch bolts, deck hooks, trenails and square-cut nails, all shipbuilding materials used in the mid- to late 1800s. Individuals also have provided the team with items from the ship, including a shovel handle and a painted wooden figurehead made from red oak. Peg Schoon, the wife of Ken Schoon, author of the book “Calumet Beginnings,” alerted Barski and his fellow archeologists to the Ogden Dunes shipwreck and the historical writings of Briggs. Barski said Briggs wrote of a wooden ship that transported runaway slaves from the area west of Burns Ditch to freedom in Canada. According to Briggs’ story, slavery supporters eventually seized and burned the ship in the area of the current day’s wreck. “Indiana was a free state, and many slaves came through our area,” said Ruth Loftus, a Briggs Project Team member. “Many lumbermen and boat captains were anti-slavery. The Devil’s Punchbowl, near the mouth of Burns Ditch, is a place where runaway slaves would board.” “The deck beam was located just a few weeks ago,” said Barski, who encouraged audience members to assist the effort by providing information they may have or objects found near the site of the wreck. “The water levels are down now and we were able to see a lot this winter,” Barski said. He said team members also have found what they think are the bow stem and apron at the front of the ship. Barski said a similar ship — the HMS *General Hunter* — has been excavated in Canada at a cost of \$3 million. “It’s an expensive proposition,” Barski said. The Briggs Project Team is self-funded, and “we don’t have \$3 million, so this is going to be a bare-bones operation,” he said. Barski, who

describes himself as “obsessed” with the shipwreck, said the team will begin research in Lake County and looks forward to the upcoming excavation. “We hope, with more research, we can find more information,” he said. “It would be a wonderful piece of history,” Loftus said. “But at this time, it’s still as much of a mystery as was the underground railroad.”

By Susan O’Leary – The Times of Northwest Indiana©

http://www.nwitimes.com/articles/2007/03/26/news/top_news/doc2c7e9a5eedcb6b7d862572aa0017e543.txt

NWI.Com – Illinois,USA (03/26/07)

Michigan

Other State News

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

New York

Other State News

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The supervising engineer for the restoration of the 19th century Erie Canal locks told the Common Council on Wednesday that the engineering firm Bergmann Associates will be at work on the Flight of Five next week. Peter J. Welsby of Wendel Duchscherer Architects & Engineers said a crew will drill through the wooden floor of the 1838 locks to see what is underneath. There will also be a video probe of the penstock, a channel between the old locks and the current steel locks, to see whether the channel can be reused to handle the overflow of water from the motion of the existing locks. That’s what the Flight of Five, inactive for about 90 years, is now used for. Welsby said it will cost \$10 million to \$14 million to return the five locks to working order, a vision that Mayor Michael W. Tucker has made his top tourism priority since taking office in January 2004. Welsby said the cost estimate includes a 30 percent contingency. “That project, we feel confident, will come in under \$10 million, which is still a big number,” Tucker said. The Bergmann firm will provide a detailed on-site inspection and a detailed design for the project this year, Welsby said, and the target for starting the building will be next year. But the mayor served notice that he will push for action, because Lockport is hosting a state canal conference in the fall of 2008. “I want a major portion of this done by the conference, so we have something to show off,” Tucker said. Completion is now scheduled for 2009, but Welsby said a preliminary task, replacing the hand railings of the concrete arch bridges over the Flight, is expected this summer. Welsby said previous tests showed sediment in the locks is not toxic and can be taken to any landfill. The city has \$3.13 million in hand for the project, Welsby said. That includes a \$300,000 grant from Empire State Development Corp.; a \$120,000 grant from the [Grigg-Lewis Foundation](#); \$112,500 from the state Canal Corp., which owns the locks; and \$2.6 million from the federal government. The Canal Corp. grant requires a city match, but Tucker said a \$300,000 member item from State Sen. George D. Maziarz, R-Newfane, can be used for that purpose. “A lot of this work is in the details. There are no blueprints we can follow. It’s never been done before,” Tucker said.

By Thomas J. Prohaska – The Buffalo News©

<http://www.buffalonews.com/107/story/42400.html>

The Buffalo News – Buffalo,NY,USA (03/29/07)

North Carolina

State Agencies’ News

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Ten years of research has led to the “inescapable conclusion” that a shipwreck near Beaufort is the flagship of Blackbeard the pirate, a state historian said Friday. Lindley Butler, historian for the [Queen Anne’s Revenge project](#), said the size of the sunken ship, the number of guns it carried and the artifacts recovered from the site strengthen the connection to the pirate. Historical records indicate that Blackbeard sank the *Queen Anne’s Revenge* off the N.C. coast in 1718. Thousands of artifacts have been recovered since a private company, Intersal Inc., discovered the wreck near Beaufort Inlet in November 1996. But some scientists have questioned the state’s claim that the wreck can be conclusively linked to the pirate, whose real name was believed to be Edward Teach or Teach. State officials reviewed the research during a conference Friday at the [N.C. Museum of History](#). Butler said a coin weight recovered last October was particularly compelling evidence. The small copper disc, an item used to determine the weight of coins and

gold, bears a likeness of Britain's Queen Anne, who reigned in 1702-1714. "This is the most exciting artifact to me," Butler told the audience of about three dozen people. "You can't get any better than putting Queen Anne on the *Queen Anne's Revenge*." He also said the shipwreck contains at least 25 cannons, the kind of armament a pirate ship would carry. And, he said, it was larger than the smaller vessels that would be sailing around Beaufort. "It is not only an anomaly but extraordinary," he said of the wreckage. Other researchers said the recovery of iron shackles link the vessel to the slave trade and to Blackbeard. The pirate captured a French slave ship, *La Concorde*, in 1717 and renamed it the *Queen Anne's Revenge*. Richard Lawrence, head of the state's [underwater archaeology office](#), said in an interview that the coin weight, a drinking glass, a bell and dates on a cannon have been connected to the early 1700s. Lawrence said the state is planning additional excavation to recover material threatened by wave action. "We feel the site is endangered because of the natural erosion," he said.

By Jerry Allegood – McClatchy Newspapers©

<http://www.myrtlebeachonline.com/mld/myrtlebeachonline/news/local/16825016.htm>

Myrtle Beach Sun News - Myrtle Beach, SC, USA (03/03/07)

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A shipwreck off the North Carolina coast believed to be that of the notorious pirate Blackbeard could be fully excavated in three years, officials working on the project said. "That's really our target," state archaeologist Steve Claggett said while discussing 10 years of research that has been conducted since the shipwreck was found just off Atlantic Beach. The ship ran aground in 1718. Several officials said historical data and the coral-covered artifacts recovered from the site — including 25 cannons, which experts said was an uncommonly large number to find on a ship in the region in the early 18th century — remove any doubt that the wreckage is the French slave ship that Blackbeard captured in 1718 and renamed *Queen Anne's Revenge*. Three university professors, including two from [East Carolina University](#), have challenged the findings. But officials working on the excavation said Friday that the more they find, the stronger their case becomes. "Historians have really looked at it thoroughly and don't feel that there's any possibility anything else is in there that was not recorded," said Mark Wilde-Ramsing, director of the [Queen Anne's Revenge Project](#). Wilde-Ramsing said a coin weight recovered last fall bearing a likeness of Britain's Queen Anne and a King George cup, both dated before the shipwreck, bolster their position. So far, about 15 percent of the shipwreck has been recovered and is being preserved and studied at a lab at East Carolina University. Researchers shared some of their findings Friday at the [North Carolina Museum of History](#). Blackbeard, whose real name was widely believed to be Edward Teach or Edward Thatch, settled in Bath and received a governor's pardon. Some experts believe that he grew bored with land life. He was killed by volunteers from the Royal Navy in November 1718 -- five months after the ship thought to be *Queen Anne's Revenge* sank.

By Steve Hartsoe - The Associated Press©

[link no longer active – archived versions can be purchased at: <http://nl.newsbank.com/nl-search/we/Archives>]

Fort Worth Star Telegram – Fort Worth, TX, USA (03/04/07)

Pennsylvania

Other State News

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Direct marketer the [Franklin Mint](#) of Middletown said Tuesday it has acquired the recovered contents from "El Cazador" ("The Hunter"), an 18th-century Spanish "Brig of War" sunk in 1784 and discovered in 1993. Lost at sea in 1784, *El Cazador* was the Spanish Crown's equivalent of an armored car. It was loaded with 450,000 pesos of silver reales minted to provide financial support to the failing economy of Spanish-held Louisiana. The loss of the ship led Spain to forfeit control of its New World territories to Napoleon, who later sold them to President Thomas Jefferson in the Louisiana Purchase. The estimated retail value of the ship's recovered treasures in today's market could exceed \$100 million. The shipwreck's contents include a large cache of valuable silver coins (recognized as one of the very first U.S. dollars since it pre-dates the formation of the U.S. mint in 1792), the ship's bell, bronze cannons, a 500-pound anchor and other artifacts.

Chester Daily Local News©

http://www.dailylocal.com/WebApp/appmanager/JRC/DailyLocal!179960678?_nfpb=true&_pageLabel=pg_article&r21.pgpath=%2FIDLN%2FBusiness%2FLocal+Business&r21.content=%2FIDLN%2FBusiness%2

[FLocal+Business%2FTopStoryList_Story_148034](#)

Chester Daily Local Online - Chester,PA,USA (03/20/07)

Texas

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[see entries under [Flower Garden Banks National Marine Sanctuary](#) and [Texas A&M University](#)]

Virginia

[see entries under the [Monitor National Marine Sanctuary](#) and the [Maritime Heritage Program](#)]

From the Halls of Academia

Durham University

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[see entry under [Hawaii](#)]

East Carolina University

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

Flinders University

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The new [Flinders University Maritime Archaeology Monograph Series](#) (MAMS) is now available. These publications are edited versions of theses and reports produced by staff and students in Maritime Archaeology at Flinders University over recent years. AIMA provided financial support for these publications and the Program in Maritime Archaeology and the Department of Archaeology extends thanks for that support.

Ten volumes are available: 1. *The Archaeology of aircraft losses in water in Victoria, Australia, during World War Two* by Julie Ford; 2. *Investigation of a survivors camp from the Sydney Cove shipwreck* by Mike Nash; 3. *Understanding the Sleaford Bay tryworks: an interpretive approach to the industrial archaeology of shore based whaling* by Adam Paterson; 4. *A nice place for a harbour or is it? Investigating a maritime cultural landscape: Port Willunga, South Australia* by Aidan Ash; 5. *An assessment of Australian built wooden sailing vessels (constructed between 1850 - 1899) operating the South Australian intrastate trade: methods and materials* by Rebecca O'Reilly; 6. *The history and archaeology of Gaultois Shore-based Whaling Station in Newfoundland, Canada* By Mark Staniforth and Martin McGonigle; 7. *Convict probation and the evolution of jetties at Cascades, the Coal Mines, Impression Bay and Saltwater River, Tasman Peninsula, Tasmania: an historical perspective* by Rick Bullers; 8. *Quality Assured: Shipbuilding in Colonial South Australia and Tasmania* by Rick Bullers; 9. *Bound for South Australia: 19th century Van Diemen's Land Whaling Ships and Entrepreneurs* by Kylli Firth; 10. *The Last Global Warming? Archaeological Survival in Australian Waters* by David Nutley.

For further information on MAMS see

<http://ehlt.flinders.edu.au/archaeology/research/publications/MAMARS/index.php>.

Southern Methodist University

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[see entry under [Flower Garden Banks National Marine Sanctuary](#)]

Texas A&M University

[see entries under [Flower Garden Banks National Marine Sanctuary](#) and [Florida](#)]

“The patience of Job” has a strong Navasota-related claim on it up in College Station. Before Navasota had Mance Lipscomb - before there even was a Navasota to seek a claim to fame - the area had Robert Cavalier, Sieur de La Salle. Today, nearly 12 years after the discovery of one of the French explorer’s ships in the mud beneath the waters of Matagorda Bay, preservationist staff of the [Center for Maritime Archaeology and Conservation](#), and the [Department of Anthropology](#)’s [Nautical Archaeology Program](#), both at [Texas A&M University](#), are working to keep the relics of the shipwrecked Belle alive for today and tomorrow. The story starts across the Atlantic Ocean nearly 200 years before Navasota was officially incorporated. French explorer La Salle first staked out a permanent page in history books when, in 1682, he became the first European to navigate much of the length of the Mississippi River and to discover the

river's mouth. Based on that information, and some geographic misconceptions, French King Louis XIV and private backers determined to send off and stake La Salle to a bigger journey. This one was to involve not just exploration but colonization. Louis XIV and the various private backers dreamed of stealing a march on Spanish claims to exclusive dominance of most of the Gulf of Mexico. They even thought that they might be able to make an assault or other inroads on Spanish silver mines in Chihuahua. The fact that those silver mines were well over 1,000 miles away from the actual mouth of the Mississippi, and almost 1,000 from where La Salle actually did land, shows the limitations of geographic knowledge at that time. First, it appears La Salle conflated his river with what he knew from Spanish geography about the Nueces River. (Of course, Matagorda Bay is about halfway between the Nueces and the Mississippi, further compounding the error.) Add to that the fact that, until almost a century after La Salle, it was impossible to accurately determine latitude on board ship because no clock had yet been built strong enough to stand up the rigors of ocean travel, and the explorer had no idea where he was headed. In any case, he was headed off ... for Spanish-held Texas, as it turns out. He left France in 1684 with four ships and 300 colonists, to be plagued by geographical errors, navigational errors, incompetence and even insubordination among some of his sailors, and less-than-sterling colonizers. Plus, La Salle himself appears to have had a "my way or the highway" style of leadership, which didn't set well with a lot of people. One ship was lost to pirates in the West Indies, a second sank in the inlets of Matagorda Bay and a third, *Belle*, ran aground there. Short on supplies due to all of this, La Salle set up his colony just to the northwest of the bay, near today's Victoria. The situation continued to deteriorate. Through a combination of diseases, struggles to find food at times, and attacks by Karankawa Indians, within a year or so of arriving at the bay, La Salle had lost three-quarters of his crew. He resolved to take a party and go for help to a French fort and settlement on the Illinois River. But, that party was also riven by dissention and disloyalty. Eventually, at a time when it was split into two subgroups, La Salle's nephew was murdered. Then, as that subgroup caught up with La Salle's subgroup, they realized they would have to kill him, too, or face the consequences for murdering his nephew. So, at a spot that may well be in or near today's Navasota, La Salle met his end. La Salle's exploits, travels and travails were known through several diaries, though they often reflected partisan bias. But that was it until 1995, when the remains of the *Belle* were found under Matagorda Bay mud, and came into the hands of the Center for Maritime Archaeology and Conservation's Conservation Research Laboratory at A&M. Projects Manager Jim Jobling and Nautical Archaeology Program postdoctoral research associate Helen Dewolf talked in detail about what they and others are doing to preserve *Belle* and what that involves. Besides wood from what remained of the ship itself, the *Belle*'s remnants revealed many other organic materials. That includes wooden buttons, yards and yards of rope, fragments of clothing, and more. A&M has even found things as small as spider eggs. Other wooden items included stocks from flintlock rifles. Gun barrels, and cannon barrels, of course, were among the metal items being found. Dewolfe was painstakingly restoring details to a flintlock stock, including a "sun" emblem signifying Louis XIV, known as the Sun King. She and Jobling also talked about how the story doesn't end with their preservationist work. The historians take over from the archaeological conservationists after the work at A&M is done, having new questions raised by things like factory marks on cannon barrels or the way knives were sealed for the voyage across the Atlantic. As property of the state of Texas, the restored and preserved items from the *Belle* will wind up at the state museum in Austin.

By Steve Snyder – The Navasota Examiner©

<http://www.navasotaexaminer.com/articles/2007/02/28/news/news01.txt>

The Navasota Examiner - Navasota, TX, USA (02/28/07)

University of Haifa

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[see entry under [Israel](#)]

University of Hawaii

[see entries under [Hawaii](#)]

University of New Hampshire

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University of Oregon

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Ancient humans from Asia may have entered the Americas following an ocean highway made of dense kelp. The new finding lends strength to the “coastal migration theory,” whereby early maritime populations boated from one island to another, hunting the bountiful amounts of sea creatures that live in kelp forests. This research was presented here Sunday at the annual [American Association for the Advancement of Science](#) by anthropologist Jon Erlandson of the [University of Oregon](#). Today, a nearly continuous “kelp highway” stretches from Japan, up along Siberia, across the Bering Strait to Alaska, and down again along the California coastline, Erlandson said. Kelp forests are some of the world’s richest ecosystems. They are homes to seals, sea otters, hundreds of species of fish, sea urchins and abalone, all of which would have been important food and material sources for maritime people. Although the coastal migration theory has yet to be proven with hard evidence, it is known that seafaring peoples lived in the Ryukyu Islands near Japan during the height of the last glacial period, about 35,000 to 15,000 years ago. These peoples may have traveled 90 or more miles at a time between islands. Some scientists believe that maritime people boated from Japan to Alaska along the Aleutian and Kurile Islands around 16,000 years ago. Before that, people may have island-hopped their way to Australia 50,000 to 60,000 years ago. Scientists have discovered settlements 11,500 to 9,000 years old along the coasts of some of these Pacific islands, which also have ecologically-rich kelp forests nearby that Erlandson believes existed when people were island hopping. The remains of kelp resources have been discovered in a settlement in Daisy Cave in the Channel Islands off southern California, dated to about 9,800 years ago. “The fact that productive kelp forests are found adjacent to some of the earliest coastal archaeological sites in the Americas supports the idea that such forests may have facilitated human coastal migrations around the Pacific Rim near the end of the last glacial period,” Erlandson said. “In essence, they may have acted as a sort of kelp highway.” Kelp forests also provide a barrier between coastal settlements and the rough open seas and lessen the wave forces on beach-side settlements. Sometimes the kelp washes up on land, where land animals, which humans could kill and eat, can munch on it.

By Bjorn Carey – Live Science©

http://www.livescience.com/history/060219_kelp_highway.html

Live Science.com – New York,NY,USA (03/19/07)

University of Southern Denmark

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Jens Auer joins Maritime Archaeology Program at [University of Southern Denmark](#). The staff of the maritime archaeology program at the University of Southern Denmark is extended to include Jens Auer as of April 15th. Jens studied in Germany and Scotland and worked many years for the Landesamt für Bodendenkmalpflege in Mecklenburg-Vorpommern as site supervisor and director at both underwater and on land sites. Since 2003 he has been Senior Project Officer at Wessex Archaeology. One of the major operations that he led – with a lot of consequence for our understanding of Early Modern shipbuilding! – was the recovery of the Princess Channel wreck in the estuary of the Thames. In Esbjerg Jens will assist in the further development of the program and will specifically be engaged with setting up fieldwork for the master-students. The Master program at Esbjerg has a full two year research master curriculum.

For more information, visit www.archaeology.sdu.dk.

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.

International Waters and the Outer Continental Shelf

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Three hundred years after the British warship *Sussex* sank in a storm off southern Spain, researchers are preparing to dive to the site to see if it was carrying a fortune in gold coins. Spain and Britain said on Friday they had agreed to start underwater exploration to find the ship that sank near Gibraltar in 1694. Any treasure will be claimed by Britain, the Spanish foreign ministry said in a statement. According to the [Council for British Archaeology](#)’s (CBA) website, the *Sussex* was taking money to the Duke of Savoy in Italy in exchange for his help in the war against French King Louis XIV. It says the booty could now be worth hundreds of millions of dollars (pounds). The CBA has criticised a deal Britain has done with

Florida-based salvage company [Odyssey Marine Exploration](#), which will run the dives under which Odyssey will receive a share of whatever is found on the wreck.

Reuters©

<http://uk.reuters.com/article/domesticNews/idUKL2316223620070323>

Reuters.uk – UK (03/23/07)

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[Odyssey Marine Exploration Inc.](#) ..., a leader in the field of deep-ocean shipwreck exploration, is pleased to publicly announce the conclusion of diplomatic negotiations for the archaeological project related to the shipwreck of HMS *Sussex* lost in 1694. A meeting of experts from the United Kingdom, the Junta of Andalucía and Odyssey Marine Exploration last week convened in Seville, Spain to discuss the archaeological plan related to HMS *Sussex*. After the meeting's successful conclusion, the Spanish Ministry of Foreign Affairs issued a press release, the English translation of which follows. (Original Spanish version of the document: http://shipwreck.net/official_mfa_release.pdf) (TRANSLATION) The Ministry of Foreign Affairs and Cooperation has the pleasure of announcing that Spain and the United Kingdom have reached an agreement in order to proceed to carry out an underwater archaeological survey in waters of the Alboran Sea for the identification of the wreck corresponding to HMS *Sussex*, a sovereign vessel of the English flag that shipwrecked in said sea in 1694. This project, which will be carried out by the company Odyssey Marine Exploration, will follow rigorous archaeological protocols. The [Junta de Andalucía](#) will participate in it. Prior to the commencement of operations, a coordination meeting is scheduled for today between specialists nominated by the [British Ministry of Defense](#) and the Junta de Andalucía. Periodic coordination meetings are also scheduled to be held whilst the operations are being carried out. The Junta de Andalucía will name archaeologists to participate in said project. This participation by the Junta is intended to ensure that the project complies with all the applicable laws relating to the due protection of underwater cultural heritage. The company Odyssey Marine Exploration, registered in the United States and having an exclusive contract with the Government of the United Kingdom for the archaeological project of the HMS *Sussex*, will carry out operations aimed at locating said shipwreck by virtue of the agreement reached. In the event that it is proven that the ship is HMS *Sussex*, Spain will recognize that the wreck, its appurtenances and contents are the property of the United Kingdom by virtue of the rules of applicable International Law. (END OF TRANSLATION) The issuance of this release signals the public announcement of the conclusion to sensitive diplomatic negotiations that have been taking place since Odyssey suspended operations at the site believed to be HMS *Sussex* near the straits of Gibraltar last spring. HMS *Sussex* was an 80-gun English warship lost in a severe storm in the western Mediterranean in 1694. Research suggests the *Sussex* was carrying a large cargo of coins when she sank. Odyssey believes it has located the shipwreck of HMS *Sussex* and has signed an exclusive partnering agreement with the legal owner of the shipwreck, the Government of the United Kingdom, for the archaeological excavation of the shipwreck.

Odyssey Marine Exploration Inc.©

http://home.businesswire.com/portal/site/google/index.jsp?ndmViewId=news_view&newsId=20070326005735&newsLang=en

Business Wire (press release) - San Francisco, CA, USA (03/26/07)

Austalia

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

Victoria

More than 100 years after renowned Williamstown boatbuilder J. R. Jones first launched her, Warrnambool's historic 'couth boat *Viator* is set for a return to the water. [Flagstaff Hill](#) has secured funding to fully restore the vessel, which is on display in the maritime village's dry dock. It was built between 1890 and 1905. Executive manager Julie Winzar said the vessel was the most significant of Flagstaff Hill's fleet of 22, due to its age and connection with local and state maritime history. "She is a fine example of the style of boats believed to have originated in Port Phillip for the once lucrative barracouta fishing industry," she said. "Very few early examples of these fast and seaworthy craft remain." *Viator* was a familiar sight in the Warrnambool harbour for decades, serving as a barracouta fishing boat until the mid-1930s, then as a mail ferry across to Portland before becoming a general fishing and recreation boat for local families. In 1975 the wooden craft was purchased by current Flagstaff Hill chairman John Lindsay, who subsequently donated it to the village. Flagstaff Hill was successful in applying to the [Maritime Museums of Australia Project Support Scheme](#) for \$4000 to restore the *Viator*.

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.

Ms Winzar said over the next few months visitors would be able to watch apprentice shipwright Jade Daniels, under the guidance of master shipwright Jeff McMurrich, restore the *Viator*. It is hoped the *Viator* will return to the water and participate in Part Fairy's wooden boat parade in December.

By Glen Bernoth – Warrnambool Standard©

<http://the.standard.net.au/articles/2007/03/06/1172943404088.html>

Warrnambool Standard - Warrnambool, Victoria, Australia (03/06/07)

New South Wales [\[Go to TOC\]](#)

High-tech buoys fitted with video and acoustic equipment, manufactured by Australian company [Zylotech](#), have been purchased by the NSW government to protect a Japanese midget submarine recently discovered off the coast of Sydney. A 500 metre protection zone was established around the sunken World War II midget M24 submarine after it was found by divers last November, 64 years after it disappeared following a Japanese attack on Sydney Harbour. The NSW government now has purchased Zylotech's [SeaWATCH Long Life Camera Sonobuoy](#) to police the heritage site. The sonobuoy contains acoustic and video surveillance technology to monitor and alert authorities of any incursion into the area. Zylotech chief executive officer Nicholas Sikiotis said . . . , “With the SeaWATCH remote telemetry buoys, Zylotech is able to offer remote offshore multi-sensor platforms as well as seamless integration with land-based camera and vessel monitoring systems, such as AIS, allowing operators to access remote information from a distributed buoy/camera network.” “This reference site could be pivotal in gaining further access to a wide range of maritime surveillance and marine research applications, including oil and gas platforms, aquaculture facilities, environmental monitoring, marine mammal research, defence and critical infrastructure facilities.” The M24 disappeared after three Japanese subs entered Sydney Harbour on May 1, 1942, in an attack that killed 19 Australian and two English sailors aboard the barracks ship HMAS *Kuttabul*. The fate of the other two subs was always known, one of them blown up by her crew after it became entangled in a defensive boom net, and the other sunk by a depth charge. But the M24 escaped, and its whereabouts had remained a mystery until a group of divers found the submarine off Sydney's northern beaches. The wreck now is protected under the federal [Historic Shipwrecks Act](#) and [NSW Heritage Act](#).

The Australian Associated Press©

<http://www.smh.com.au/news/Business/Zylotech-buoys-to-protect-Japanese-sub/2007/03/16/1173722719319.html>

The Sydney Morning Herald – Sydney, Australia (03/16/07)

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

Bulgarian charity fund 13 Centuries of Bulgaria won the international project for exploration, protection and presentation of Thracian underwater inheritance. The project will be implemented in co-operation with the Bulgarian Institute of Thracology, the centre for underwater archaeology and the International Centre for Maritime Archaeology at the [Norwegian University of Science and Technology](#) in Trondheim, Focus news agency reported. The project aims at exploring Bulgarian cultural inheritance under water through scientific research, publications and educational programmes. Cultural and historic riches, including sunken pre-historic settlements, boats and ships add scientific value to the project. Due to the specific underwater conditions the artifacts are in good state. So far the largest scientific achievements in the sphere of thracology have been made on land. The Norwegian centre will provide equipment and know-how in the sphere of underwater archaeology for the project. The project is worth 210 000 leva and it will last two years. Scientists will make a map of the underwater cultural inheritance and will produce a film and an internet site. Future plans include organisation of diving at the ports of Sozopol and ancient Messembria and Apollonia Pontika.

Sofia Echo Media, Ltd.©

http://www.sofiaecho.com/article/charity-fund-in-bulgaria-wins-project-for-underwater-thracian-treasures-exploration/id_21167/catid_70

Sofia Echo - Sofia, Bulgaria (03/12/07)

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

[see entry under [Canada](#)]

Canada**Ontario**[\[Go to TOC\]](#)

The wreck of [Visa Gold Explorations Inc.](#), which promised riches from sunken treasure in the Caribbean, has resulted in promoter Robert Zuk being barred for life from the investment industry and for 15 years from buying or selling stocks or holding executive jobs at public companies. No financial penalty was imposed on Zuk, 43, who now works as a consultant and is an undischarged bankrupt, according to a settlement with Ontario Securities Commission approved Thursday. Zuk, the controlling shareholder of Visa Gold, acknowledged in a settlement with the Ontario Securities Commission that he engaged in so-called wash trading - share transactions between entities he controlled, designed to create the impression of strong investor demand and a rising share price. Visa Gold, which had a joint venture with Cuban state agency to explore shipwrecks and recover artifacts, traded over the counter and on the Canadian Venture Exchange, a precursor of the TSX Venture Exchange, from 1999 until 2002, when trading was suspended. Between August 1999 and November 2001, Zuk transacted hundreds of trades involving millions of shares of Visa Gold, with dozens of brokerage accounts he controlled as both the sellers and the buyers in trades involving a total of \$5.1 million. During his activities, which accounted for one-quarter of Visa Gold's trading volume, the stock price rose from \$1.65 to peak at \$2.05. Under the settlement with the OSC, he cannot buy or sell securities for 15 years, except that after three years he will be allowed to have a single RRSP account which will not directly hold shares. He also has promised never to apply for registration in any capacity under Ontario securities law, and to not act as a director or officer of a reporting issuer for 15 years. The settlement noted that if he were not bankrupt, he would have been required to pay the commission's costs in the case

By Gary Norris – Canadian Press©

<http://www.canada.com/vancouver/news/business/story.html?id=95130b63-8817-4ee8-b0a7-a8aa015e8957&k=27713>

Vancouver Sun (subscription) - Vancouver, British Columbia, Canada (03/02/07)

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

A court in this southern French city on Wednesday fined four divers for pillaging artifacts from a Roman ship dating back to the second century B.C. The divers were each fined €1,500 (US\$1,980) for removing 30 objects, including about a dozen Roman vases, from the ship, lying in 57 meters (187 feet) of water off the coast of this Mediterranean port city. Two other divers were acquitted. The Roman vessel was transporting about 1,000 vases of wine from the western coast of Italy when it sunk off the town of Ciotat, some 40 kilometers (24 miles) from Marseille. The convicted divers removed the booty between 2001 and 2005, years after the sunken vessel was discovered in 1984. They were not the only ones interested in the antique treasures. A 2005 inventory by authorities showed there were only 278 vases and other objects remaining on the boat out of an initial 1,000. Under French law, anyone who discovers a sunken ship must report it to authorities and it becomes part of France's state property.

The Associated Press©

<http://www.ihf.com/articles/ap/2007/03/14/europe/EU-GEN-France-Pillaged-Shipwreck.php>

International Herald Tribune – France (03/14/07)

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

Athens' latest archaeological attraction opened on Monday several metres underground, as visitors and commuters passing through the Greek capital's Monastiraki metro station will be able to peer into excavations revealing the Eridanos River bed—one of ancient Athens' oft-cited streams. The Monastiraki station archaeological site spans an expanse of 300 square metres, with a 24-metre glass pedestrian way stretching across a dome-shaped opening where the now subterranean stream can still be heard, according to metro engineers and archaeologists. Numerous artefacts and urban levels uncovered at Monastiraki, the eponymous flea market district of central Athens which lies within a short walking distance of the ancient Agora on the Acropolis' north side, will also be on display at the station. The site was inaugurated by Public Works and Environment Minister George Souflias, who praised the efforts of the Attiko Metro consortium and state archaeologists to excavate and showcase the noted stream of ancient Athens, which was permanently covered over in the 2nd century A.D. during the reign of Roman Emperor Hadrian.

Athens News Agency – Macedonia News Agency©

<http://www.ana.gr/anaweb/user/showplain?maindoc=5198528&maindocimg=5194962&service=102>

ANA-MNA – Greece (03/29/07)

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

A shipwreck which could date back to the 17th century has been discovered in waters off the coast of Burtonport. Large sections of the hull around the keel of the wreck are still intact. The find has been reported to the [Department of the Marine](#) which has responsibility for the protection of historic wrecks. Liam Miller who lives in Glenties and runs Inishfree charters in Burtonport was one of the divers who discovered the wreck on Sunday last. He said while the significance of the discovery hasn't yet been established, it could boost shore and marine tourism here.

Ocean fm©

<http://www.oceanfm.ie/onair/donegalnews.php?articleid=000001118>

Ocean fm - Donegal Town, Ireland (03/02/07)

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

A mysterious shipwreck, marked on a 200-year-old map and discovered outside the Mediterranean port of Acre, Israel, may throw light on Napoleon's attempt to conquer the Holy Land. Marine archaeologists from the [University of Haifa](#) are excavating the wreck, which sunk during a battle between Napoleon and the British Royal Navy, who were helping the inhabitants of Acre defend their city against the French. Researchers found the map, drawn by a British soldier in 1799, in a British archive. It showed the formation of the British fleet off the coast of Acre as they faced a blockade of Napoleon's ships. The map also showed a sunken ship at exactly the spot where the wreck was found. The ship, which is 30 meters long and 9 meters wide, was first discovered in 1966, but systematic excavations have only just begun. Scientists are hoping to discover whether the ship was involved in battles in 1799 or 1840 and whether it was a French or British vessel. So far, the team unearthing the sunken ship have excavated cannon balls, canisters of gunpowder, wineskins and metal buckles from the ship, which has led them to believe that it was part of a naval fleet. The nationality of the ship is not yet known, nor whether the boat was sunk on purpose, and if so, by whom. However, a cannon ball found wedged into the keel of the boat has led researchers to believe that this is what sank the ship. "One of the theories is that this is a 'barricade ship'—a ship that the British purposely sunk at the entrance of the port in order to block smaller French ships from entering," said Ya'acov Kahanov from the University of Haifa. "The finds need to be analyzed to verify how the ship ended up at the bottom of the sea. "Once we understand these questions, we will be able to understand more about battle tactics of that period," he added. The team unearthing the sunken ship believes that it offers a unique opportunity to discover more about Napoleon's campaign in the Holy Land. "This is the only shipwreck excavated from the French blockade of Acre, and it can teach us a lot about the naval battles of that period," Kahanov said.

CNN©

<http://edition.cnn.com/2007/WORLD/meast/03/01/acre.shipwreck/>

CNN International – USA (03/01/07)

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

[see entry under [Florida](#)]

Spain

[see entry under [International Waters](#)]

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

A unique and very well-preserved 17th century shipwreck has been found on the seabed outside Stockholm. The ship is standing upright on the seabed, with two of its three masts still attached and its cargo and log books still in place, according to preliminary findings. The ship, found near the island of Dalarö, in the Stockholm archipelago, is estimated to be 20 metres long. So far marine archaeologists from the [National Maritime Museums](#) have been unable to say what kind of vessel it is, although they say that it is likely to be a cargo or transport ship. One cannon was found onboard. The National Maritime Museums have

described the shipwreck as “unique in the world.” The wreck was discovered by professional divers in 2003, but its existence has only now been revealed to the public. A ban has been issued on diving or anchoring near the wreck, which is in an area popular with sailors. The wreck will be fully documented in May by marine archaeologists. The National Maritime Museums and Haninge Municipality have said that they would like to open a ‘diving park’ in the Dalarö area, of which the newly discovered wreck could be a part. “Several wrecks from the 16th to 18th centuries have been found in the area: for example the *Anna Maria*, the *Riksäpple*, the *Gröne Jägaren* and the Bellevue wreck,” the National Maritime Museums said in a statement.

By James Savage – The Local©

<http://www.thelocal.se/6837/20070329/>

The Local – Sweden (03/29/07)

Turkey

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

[The 360 Degree Research Group](#), which had built the replica of the oldest known shipwreck, *Uluburun II*, is now getting ready to initiate a new project anticipating a voyage from Phokaia (modern Foça) to the Marseille via two replica ancient ships. According to the project, the ships will reflect the periodic features of 2,600 year ago and be built in line with the archaeological characteristics of the period. The ships are scheduled to set sail from İzmir’s Eskifoça (Old Foça) in April of 2008 and arrive in France’s Marseille after a two-month voyage, following the route of ships in 600 B.C. and thus stopping at the Mediterranean and Aegean ports of Molyvos, Ithaka and Aléria, spots where the ancient Foça people used to establish colonies. The building of two ancient ships, planned both with sailing and paddle, will kick off at the end of April in İzmir’s Urla district. The sailing commercial ship will be 15 meters long and the warship with paddles will be 19 meters. Project adviser Osman Erkurt of the 360 Degree Research Group said, “We already discussed the issue with Marseille Municipality, which assured us that they would support our project.” It seems that Marseille will see lots of Turkish flags next year. The research group’s project will also include an international symposium in Foça where scientists will make a presentation on Foça colonies as well as an exhibition in Marseille where ancient Foça ships will be featured. Besides these activities, works will be carried out in an effort to make İzmir and Marseille into brother cities and a documentary featuring the ship’s voyages will be shot.

By Ömer Erbil - Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=69237>

Turkish Daily News – Turkey (03/29/07)

United Kingdom

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

[see entry under [International Waters](#)]

The Reference Library

[see publications under [Flinders University](#)]

Upcoming Events

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.

Boca Chica Shipwreck Field School for Teachers will be held at Port Isabel, Texas from June 2-10, 2007 [\[Go to TOC\]](#)

The Boca Chica Shipwreck Project is a hands-on archaeological field school for K-12 teachers, focusing on a 19th century schooner stranded on the beach just north of the Texas/Mexico border. Participants will learn about the different aspects of a scientific archaeological investigation while recording the shipwreck via mapping, test excavation and artifact analysis. Teachers will participate in developing a public outreach program that can be taken back to the classroom and incorporated in numerous lesson plans and activities. Awards 40 CPE contact hours approved by the Texas Education Agency.

More information can be found at <http://www.pastfoundation.org/2007BocaChicaFieldSchool/>.

Environmental Education Summer Camp: Natural and Cultural Resources of the Great Lakes will be held at Presque Isle, Michigan from June 9 -16, 2007 [\[Go to TOC\]](#)

Open to students entering the 9th and 10th grades. The Upper Peninsula of Michigan is home to wildlife, wetlands and shipwrecks. Summer camp students will explore the ecosystems Michigan's Upper Peninsula analyzing how humans have introduced new species into the region through maritime trade. During the field trip, students will meet professionals who study and care for the wetlands, wildlife and historic resources of the area while managing aspects harmful to the region's ecosystems. Through interactive activities students will record the shipwreck of the Joseph S. Fay, kayak through the lakes and wetlands, visit the famous sand dunes, and learn about the wildlife and spectacular ecology of the area first hand.

More information can be found at <http://www.pastfoundation.org/2007MichiganEnvironmentalEducation/>.

Florida Keys Underwater Field School: The Tonawanda will be held at Key Largo, Florida from July 29 - August 10, 2007 [\[Go to TOC\]](#)

The Florida Keys Underwater Field School covers the basic techniques and fundamentals of maritime archaeology including material culture, conservation, underwater surveying techniques, ship construction and cultural resource management. The 2007 field school will focus on the Civil War Era shipwreck of the *Tonawanda* (formerly U.S.S. *Arkansas*) located within the Florida Keys National Marine Sanctuary and a selected material culture collection.

More information can be found at <http://www.pastfoundation.org/2007FloridaKeysFieldSchool/>.

Environmental Education Summer Camp will be held at Key Largo, Florida from July 22 - 28, 2007 [\[Go to TOC\]](#)

Open to students entering 9th or 10th grade; snorkeling only, no SCUBA. The waters around the Florida Keys are rich in natural and cultural resources. Summer camp students will explore the ecosystems of this rich and diverse aquatic area. During the field trip students will snorkel the waters of the Florida Keys within the National Marine Sanctuary and John Pennecamp State Park learning how to catalog and monitor the shipwrecks, flora and fish of the area. The field trip will be based at Quiescence Dive Charter and from this ideal location students will spend five days exploring the environs in and out of the water around Key

Largo, meeting professionals who work to protect the parks and sanctuaries, and applying their knowledge about the region's ecosystems to issues confronting the sustainability of the protected resources. More information can be found at <http://www.pastfoundation.org/2007FloridaMarineSciencesCamp/>.