

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 3.09, 2006 (September)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. Army Corps of Engineers (Department of the Army)

[see entry under [Delaware](#)]

U.S. Department of the Navy (Department of Defense)

[see entry under [South Carolina](#) for the *H.L. Hunley* Conservation Plan]

National Oceanic and Atmospheric Administration (Department of Commerce)

National Marine Fisheries Service (DOC/NOAA)

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

[see entry under [Stellwagen Bank National Marine Sanctuary](#)]

National Marine Protected Areas Center (DOC/NOAA)

The [Department of Commerce](#)'s National Oceanic and Atmospheric Administration ([NOAA](#)) and the [U.S. Department of the Interior](#) today jointly released a draft framework that outlines guidance for cooperative efforts to increase efficient protection of U.S. marine resources and develop the national system of marine protected areas (MPAs) in the United States. The first effort of its kind in the nation, the [framework](#) [Application/PDF] describes a national system of MPAs built in partnership with federal, state, tribal, and local governments as well as other stakeholders. The national goal is to increase efficient protection of U.S. marine resources by enhancing government agency cooperation, helping to sustain fisheries and maintain healthy marine ecosystems for tourism and recreation businesses, and improving public access to scientific information about the nation's marine resources. The draft framework will be available for public comment for 145 days and can be found online at www.mpa.gov. After the 145-day public comment period ends, the MPA Center will address all comments received, and begin working with government partners to establish the national system. [Executive Order 13158](#) [Application/PDF] was signed by President Clinton in May 2000, and endorsed by the Bush Administration in July 2001. It calls for "...a scientifically based, comprehensive national system of MPAs representing diverse U.S. marine ecosystems, and the Nation's natural and cultural resources." The President's [U.S. Ocean Action Plan](#), released in 2005, outlines a variety of actions for promoting the responsible use and stewardship of ocean and coastal resources for the benefit of all Americans. These actions, which emphasize greater scientific and programmatic coordination between ocean agencies as well as those taken under the MPA Executive Order, complement one another and will be closely coordinated.

The press release can be viewed at <http://www.publicaffairs.noaa.gov/releases2006/sep06/noaa06-071.html>.

For more information, contact Jonathan Kelsey at mpa.comments@noaa.gov.

The [Marine Protected Areas Federal Advisory Committee](#) is seeking new members to fill approximately 15 vacancies for Fall 2007. The Committee advises the Departments of [Commerce](#) and the [Interior](#) on the development and implementation of a national system of marine protected areas. Nominations for natural and social scientists; state and territorial resource managers; cultural resource experts; and representatives of ocean industry, commercial and recreational fishing, and environmental organizations are sought by November 1.

The Federal Register Notice can be viewed at <http://frwebgate5.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=537559187034+0+0+0&WAIAction=retrieve>.

For more information, contact Lauren Wenzel at Lauren.Wenzel@noaa.gov.

National Marine Sanctuaries Program (DOC/NOAA) [\[Go to TOC\]](#)

The [Public Broadcasting System](#) (PBS) will air a new two-hour documentary “[America’s Underwater Treasures](#),” highlighting the natural and cultural resources of each of the 13 national marine sanctuaries and one marine national monument managed by [NOAA National Marine Sanctuary Program](#). Ocean explorer Jean-Michel Cousteau and his dive team introduce viewers to a variety of marine life, habitats, and historic shipwrecks encompassed by national marine sanctuaries and to the researchers and resource managers who study and protect them. The film was funded in part by the [National Marine Sanctuary Foundation](#). The film will premiere September 20 at 8 p.m. and conclude one week later on September 27 on a PBS station in your area.

For more information contact [Mike Murphy](#) at Michael.T.Murphy@noaa.gov.

Monterey Bay National Marine Sanctuary [\[Go to TOC\]](#)

On September 17, 2006 researchers from [NOAA’s National Marine Sanctuary](#) program and [Monterey Bay Aquarium Research Institute](#) [MBARI] will embark on an expedition off the Big Sur coast to conduct an archaeological investigation at the submerged wreck site of the rigid airship USS [Macon](#), the nation’s largest and last U.S. built rigid lighter-than-air craft. The 785-foot USS *Macon*, an U.S. Navy “dirigible,” and its four Curtiss F9C-2 [Sparrowhawk](#) aircraft were lost on February 12, 1935 during severe weather offshore of Point Sur, Calif., on a routine flight from the Channel Islands to its home base at Moffett airfield. The wreckage of the USS *Macon* provides an opportunity to study the relatively undisturbed archaeological remnants of a unique period of U.S. aviation history. “A key mandate of the National Marine Sanctuary Program is to explore, characterize and protect submerged heritage resources and to share our discoveries with the public,” said Robert Schwemmer, West Coast maritime heritage coordinator for the National Marine Sanctuary Program and co-principal investigator for the expedition. “The USS *Macon* is a top research and stewardship priority in the [Monterey Bay Sanctuary](#) and we encourage the public to join in on the adventure via the sanctuary’s web portal.” During the five-day expedition, researchers working from MBARI’s research vessel *Western Flyer* will deploy the remotely operated vehicle *Tiburón* and systematically record visual wreckage of the airship and aircraft through high-definition videotape and still imagery that will be used to create a photo-mosaic of the debris fields. A secondary objective of the mission is to identify and record in more detail specific features, including newly discovered artifacts, and assess their condition. The expedition will aid in the assessment of the USS *Macon* for eligibility to the [National Register of Historic Places](#). “The deepwater wreck site of the USS *Macon* is a unique time capsule of a bygone era,” said Chris Grech, MBARI deputy director for marine operations and co-principal investigator for the expedition. “Our advanced underwater technology in robotics, vessel design, cameras and computer imaging will allow us to better survey and document this nationally significant archeological site, as well as capture for historians and the public a permanent record in a high resolution photo-mosaic.” Starting September 18, 2006, students and the general public can share the expedition’s discoveries through Monterey Bay Sanctuary’s web site at <http://montereybay.noaa.gov/research/macon/feed.html>. Daily logs, live videos of the expedition and archived video clips will be available on the sanctuary program’s Web site through the OceansLive Web portal. A public lecture series on the USS *Macon* will also be launched this month, beginning with a presentation at the [Monterey Maritime and History Museum](#). Free USS *Macon* memorabilia to commemorate the expedition will be available to those attending the lecture series. More information on lecture times and locations can be found on the Web site. The expedition is a collaborative venture involving NOAA’s National Marine Sanctuary Program; NOAA’s [Office of Ocean Exploration](#); Monterey Bay Aquarium Research Institute; the [University of New Hampshire](#); the [U.S. Navy](#); the State of California; the Monterey Maritime and History Museum and [Moffett Field Historical Society and Museum](#). Noah Dougherty, an educator from Mission College Preparatory High School in San Luis Obispo, Calif., was selected as a NOAA “Teacher-at-Sea” and will participate in the expedition, assisting the crew and gathering information to create high school curriculum. The expedition is designed to build upon information gathered by the U.S. Navy and MBARI who first recorded the aircraft’s remains during expeditions in 1990/91. An initial survey was completed in May 2005 utilizing side-scan sonar deployed from the NOAA research vessel *McArthur II*. The phase I expedition, in partnership with NOAA, MBARI, [U.S. Geological Survey](#) and [Moss Landing Marine Laboratories](#), identified what is believed to be undocumented wreckage that may have been missed during the 1990/1991 surveys and will be investigated during the September expedition. Monterey Bay National Marine Sanctuary stretches along 276 miles of

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.

central California coast and encompasses more than 5,300 square miles of ocean area. Renowned for its scenic beauty and remarkable productivity, the sanctuary supports one of the world's most diverse marine ecosystems, including 33 species of marine mammals, 94 species of seabirds, 345 species of fishes and thousands of marine invertebrates and plants.

For more information, visit <http://www.noaanews.noaa.gov/stories2006/s2708.htm>

NOAA©

<http://www.publicaffairs.noaa.gov/releases2006/sep06/noaa06-r481.html>

NOAA Press Release 2006-R481 (09/07/06)

Pacific Islands Region [\[Go to TOC\]](#)

In September Hans Van Tilburg, maritime heritage coordinator with [NOAA National Marine Sanctuary Program's Pacific Regional office](#), submitted [Maritime Heritage Program](#) web site updates to the program covering seven (yes, seven!) different heritage resource sites. These updates will include text and photographs on the recent collaboration with NOAA's [Office of Ocean Exploration](#) and the State of Alaska, and individual wreck sites in our newest Marine National Monument in the [Northwestern Hawaiian Islands](#) (survey work on the USS *Saginaw* and the USS *Macaw*, the collier *Dunnottar Castle*, whalers *Pearl* and *Parker*, and an unidentified site called the "Oshima" wreck). Each of these projects/resources provide an opportunity to connect the discovery and excitement of shipwreck survey with the broader aims of comprehensive ocean stewardship. And as always, the web material includes links to partnering Sanctuary sites and outside agencies, such as [Alaska's Department of Natural Resources](#), [Naval Historical Center](#), [State of Hawaii's Historic Preservation Division](#), and the [U.S. Fish and Wildlife Service](#). These sites should be up and running in the near future, so be sure to climb on board!

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

On September 29th, [NOAA National Marine Sanctuary Program's Pacific Islands Regional Office](#), along with the [Northwestern Hawaiian Islands Marine National Monument](#), presented "Shipwreck Secrets of Ocean Island," summaries of the ongoing maritime heritage work at distant Kure Atoll (once known as Ocean Island). The public outreach event was sponsored by the [Bishop Museum](#) and held at the [Hawai'i Maritime Center](#). This was one of several opportunities for the public to share in the shipwreck surveys and discoveries made during the recent NOAA ship *Hi'ialakai* cruise in June-July 2006, such as the Navy side wheel steamer USS *Saginaw* lost in 1870, the American New Bedford whaler *Parker* lost in 1842, and the British tall ship *Dunnottar Castle* lost in 1886. NOAA's [Maritime Heritage Program](#) and the National Marine Sanctuary System support heritage preservation efforts even at the farthest reaches of our new Marine National Monument. These underwater archaeological sites are time capsules which speak to us of our past connections to the sea, rare historic resources to be appreciated and preserved as an important part of our ocean stewardship efforts.

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

Gerry E. Studds Stellwagen Bank National Marine Sanctuary [\[Go to TOC\]](#)

[see entry under Massachusetts on the Coastal Cleanup effort]

A team of divers from [NOAA's Stellwagen Bank National Marine Sanctuary](#), NOAA's [National Marine Fisheries Service](#), the [University of Connecticut](#), and NOAA's [Office of Marine and Aviation Operations](#) successfully removed a fishing trawl net and associated gear from the windlass of the historic schooner *Paul Palmer* in September 2006. The shipwreck of the *Paul Palmer* lies in less than 130 feet of water in the Stellwagen Bank National Marine Sanctuary off the Massachusetts coast. The *Paul Palmer* was a five-masted coal schooner, that was labeled a "Hoodoo" ship due to the fact that its last voyage began on Friday the 13th (June) 1913. The coal schooner sank after in caught fire and burned to the waterline off Cape Cod, MA. After two days of in-water training on net disentanglement the divers overcame poor surface and underwater conditions due to a passing hurricane and managed to completely remove approximately 300 pounds of derelict fishing gear. In cutting away the fishing gear, the team removed a potential entanglement threat to divers and marine life, while protecting the integrity of this historic resource. The project was funded by NOAA's [Marine Debris Program](#), and ushered in this year's [International Coastal Cleanup](#).

For more information, please contact Ben Haskell at Ben.Haskell@noaa.gov.

See the following Stellwagen Bank National Marine Sanctuary webpage for more project information and images: <http://stellwagen.noaa.gov/news/palmernet.html>.

Thunder Bay National Marine Sanctuary and Underwater Preserve

[see entry under [Michigan](#)]

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

From August 20–September 3, a team of archaeologists from [NOAA](#) and [East Carolina University](#) documented the side-wheel steamer *New Orleans* in the [Thunder Bay National Marine Sanctuary](#). Built in Detroit, Michigan in 1844, the vessel ran aground during heavy fog on June 13, 1847. All passengers and crew were removed safely, but heavy winds the next day broke the vessel's back and it sank in 15 feet of water. The location of the wreck remained forgotten until it was located in 1992 during an aerial survey of the area. The *New Orleans* is the oldest shipwreck yet discovered in the sanctuary. The field team photo-documented the shipwreck, mapped it in detail, and created a meticulous site plan. The fieldwork was funded by a [Maritime Heritage Program](#) grant and included archaeologists from four different sanctuary sites including Wayne Lusardi (Thunder Bay NMS), Matt Lawrence and Dede Marx ([Stellwagen Bank NMS](#)), Kelly Gleason ([Pacific Islands Region](#)), and Tane Casserley (Maritime Heritage Program). The project also included East Carolina University's Steve Sellers, Joe Hoyt, and Matthew De Felice, who were an immense help to the project and gave the NOAA archaeologists an opportunity to observe the Inspiration rebreather during a field operation.

For more information, contact [Tane Casserley](mailto:Tane.Casserley@noaa.gov) at Tane.Casserley@noaa.gov.

NOAA Office of Marine and Aviation Operations (DOC/NOAA)

[see entry under [Stellwagen Bank National Marine Sanctuary](#)]

NOAA's Preserve America Initiative (DOC/NOAA)

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

[NOAA](#) to Co-Chair [Preserve America](#) "Protecting Places that Matter" Forum in Baltimore. On May 31, 2006 Mrs. Laura Bush, First Lady of the United States and Honorary Chair of the Preserve America initiative announced the upcoming [Preserve America Summit](#) in New Orleans. The Summit, to be coordinated by the [Advisory Council on Historic Preservation](#), will be held in October 2006 to mark the 40th anniversary of the passage of the [National Historic Preservation Act](#). Preserve America is an initiative that has extensive [White House](#) involvement and attention. The First Lady will attend the Summit in October. The Preserve America Initiative was highlighted during the White House event designating the [NWHI Marine National Monument](#). As a member of the Preserve America Steering Committee, NOAA is supporting the preparation and planning for the upcoming Preserve America Summit. Since June 2006, 11 panels have been reviewing and preparing recommendations regarding 11 separate issues areas that look at numerous aspects of historic preservation. Each panel and issue area is co-chaired by a federal and private partner. Additionally, each panel is meeting in a workshop format prior to the Summit. Final recommendations resulting from each panel will be presented at the Summit in October. NOAA is co-chairing an issue area and panel with [GSA](#) and the [National Trust for Historic Preservation](#) that will look at "Protecting Places that Matter" - *How can historic preservation be better integrated into public planning and the effectiveness of Federal protective mechanisms for historic properties improved?* Panelists have been selected and initial conference calls have taken place. This panel will meet September 27 & 28, 2006 at the Custom House in Baltimore's Inner Harbor. The workshop is open to the public and observers are welcomed.

More information on the Summit can be viewed at <http://www.preserveamerica.gov/06summitfacts.html>.

[Treasures Exhibit](#) Successfully Shipped to Seattle. The Treasures exhibit has just successfully finished a 6 month run at Nauticus, the National Maritime Center in Norfolk and was shipped and delivered to [NOAA's Sand Point facility](#). The exhibit is presently crated and being stored, temporarily, in a warehouse on our NOAA property. This gives both the team here and there time to fully execute a plan (already drafted) for the exhibit preview at the NOAA facility and then open at the [Pacific Science Center](#) - after the Annual [NOAA Heritage Week](#) activities in Silver Spring (and other places) in February 2007. The timing is a "tease" exhibit (small) at the NOAA Sandpoint facility in early January and then soft opening at the Pacific Science Center in downtown Seattle on March 4, 2007 and then a formal opening later that month.

Treasures will be at the Center for 6 months in their traveling exhibit space.

For more information, contact Cheryl Oliver at Cheryl.Oliver@noaa.gov.

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

National Park Service (Department of the Interior)

[National Park Service](#) guidance on permits for archeological investigations available. The first module of the [NPS Archeology Guide, Permits for Archeological Investigations](#) is available on the NPS [Archeology Program](#) website. The Archeology Guide describes operational requirements, activities, standards, and provides guidance on the responsible management of archeological resources under the stewardship of the NPS. The Guide supplements more general directions in [Director's Order #28A](#): Archeology, the NPS CRM Guideline, and Directors' Order 28: Cultural Resource Management. The Permits for Archeological Investigations module provides information for applicants, and NPS archeologists and managers about applying for archeological permits, reviewing such applications, issuing of permits, monitoring of permitted activity, and related activities. The Permits for Archeological Investigations module replaces the Technical Manual for the Issuance of Archeological Permits, which was issued by the NPS Director on 5 October 1984.

The NPS Archeology Guide and Permits for Archeological Investigations can be accessed on the Archeology Program web site at: <http://www.cr.nps.gov/archeology/npsGuide/>.

Contact: Karen Mudar, karen_mudar@nps.gov

National Wildlife Refuge System (Department of the Interior) [\[Go to TOC\]](#)

Activities in States and Territories

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

Alabama

Other State News

A possibly historic segment of a shipwrecked vessel found under a Dauphin Island house after last year's hurricanes has been hauled off to a north Mobile County landfill, according to a businessman who volunteered to preserve the artifact. Looking to recover the wreck is island business owner Doug Ford, who promised in March to conserve it as a tourist attraction inside one of his two Hurricane Katrina-damaged restaurants. "Why would they pay to haul it all the way to this landfill when they could have hauled it half a mile down the road to my restaurant?" Ford said. Ford and a score of local history buffs volunteered to help preserve the 40-foot-long hunk of wood after a Mobile-born marine archaeologist reported finding it in February. The possibly historic wreckage had sat on the roadside on the island's west end, drying out under the hot sun, since the property owner's contractor dragged it there six months ago. Ford said he had hired two different contractors to move the wreckage and repair his restaurants, but each deal fell through. Ford said Tuesday that workers with his current contractor—Ducky Johnson House and Structure Movers of Grand Ridge, Fla.—arrived at the site last week to move the ship fragment to his property only to find it gone. The hulk appeared to have been taken away sometime in the last two weeks, Ford said. Ford said the workers since had determined the fragment was disposed of in a north Mobile County landfill and is still in one piece. He said he had been given no landfill name, and Press-Register efforts to contact Ducky Johnson were unsuccessful. Ford said he hopes the wreckage can be recovered and returned to the island as early as today.

By Russ Henderson – Mobile Press-Register©

<http://www.al.com/news/mobileregister/index.ssf?/base/news/1158139489163870.xml&coll=3>

Mobile Register - Mobile,AL,USA (09/13/06)

Delaware

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

The [Delaware Department of State](#) announces today the resumption of offshore archaeological investigations at the Roosevelt Inlet shipwreck site. The Roosevelt Inlet shipwreck site contains the remains of a 1770's British commercial vessel lost in the lower Delaware Bay. The ship was likely enroute from Europe to the colonial port of Philadelphia. In the fall of 2004, a beach replenishment project for Lewes Beach made an unanticipated discovery of an historic shipwreck. Thousands of artifacts from the shipwreck site were pumped on to Lewes Beach and recovered by local residents, visitors and Department of State archaeologists. To date, nearly 45,000 artifacts have been recovered from the beach. A total of

186 people or families have donated artifacts found on Lewes Beach to the Department's Lewes Maritime Archaeology Project based at the [College of Marine Studies in Lewes](#). A team of underwater archaeologists under contract to the [Army Corps of Engineers](#) located the remains of the shipwreck site in April, 2005. The archaeologists determined that nearly eighty percent of the shipwreck site was unaffected by the dredging and that additional archaeological investigations would result in the discovery of significant information about this commercial ship and the time period in which she sailed. Research by state archaeologists since April 2005 indicates that the site is most likely the final resting place of the ship *Severn*, a 200 ton British commercial vessel lost during the first week of May, 1774. She was enroute from Bristol, England when lost in the Delaware Bay during an unusually severe and cold spring nor'easter. Analysis to date shows that the ship contained commercial cargo from England, Holland, Germany, South Africa and China. The cargo was destined for retail merchants and private buyers in Philadelphia, the colonial capital of Britain's North American colonies. Earlier this month, the Department of State acquired the services of a professional underwater archaeology consultant, [Southeastern Archaeological Research, Inc. \(SEARCH\)](#) of Jonesville, Florida to undertake another phase of offshore investigations of the Roosevelt Inlet shipwreck. Heading the research team for SEARCH, Inc. are Michael Krivor and Jason Burns. During this phase of the investigations, the underwater archaeologists will be on-site for approximately thirty days. The objective of this phase of the investigations is to examine different parts of the shipwreck site near the apparent stern area where the captains quarters would likely have been and the amidships area where crew quarters and the ships galley would most likely have been located. The goal is to characterize the full range of cargo at the site, to seek information about ship board life of a commercial seaman and to provide information for the preservation and management of the shipwreck site. The Department estimates that approximately sixty percent of the shipwreck site will remain after the current investigations. The shipwreck is property of the State of Delaware and access to the site is restricted. For more information, contact Daniel Griffith at (302) 645-6654 or dan.griffith@state.de.us.

It was a three-mast vessel with 249 immigrants aboard, bound for Philadelphia from Ireland. Just off the Delaware coast on a stormy September night in 1785, its captain lost navigational bearing, and the *Faithful Steward* ran aground on the shoals just north of the Indian River Inlet. There, the raging surf pounded its timbers into wreckage and took all but 68 lives. At morning's light, survivors found they had been only 100 yards from shore. The *Faithful Steward* is among thousands of ships over the centuries that sailed to their fate along Delaware's coast. Hundreds of shipwreck sites are known, few have been explored, and far fewer have been examined and researched by archaeologists. "It takes a mandate and it takes staff and it takes resources," said Brent Rudmann, former director of the [Zwaanendael Museum](#) in Lewes and now an educator for the [National Ocean and Atmospheric Administration](#) in Norfolk, Va. For the 200 known shipwrecks off its coast, Delaware has no program dedicated to archaeology and preservation. The state has stepped in only twice to excavate, collect artifacts and preserve sites—in 1985, when treasure hunters began to plunder the HM Brig *DeBraak*, and in 2004, when the [U.S. Army's Corps of Engineers](#)' dredging project in the Delaware Bay's Roosevelt Inlet accidentally smashed into a shipwreck dating to 1774. It's not clear why coastal Delaware has no maritime archaeology program, though it needs one, said state archaeologist Charles Fithian. He noted that neighboring Maryland has an underwater program that works well. Creating a program would require "carefully crafted legislation and legislative backing," Fithian said. "A good program would certainly be a valuable asset for preservation," he said. Archaeologists, historians and divers agree shipwrecks and the artifacts they give up are critical to our understanding of the past. In maritime circles, "time capsule" is the often-used analogy to describe what a shipwreck is to history. "They give you a window to the time period of when they sank," said J. Lee Cox, an underwater archaeologist with [Dolan Research Inc.](#), based in Newtown Square, Pa. At the Roosevelt Inlet shipwreck, where researchers believe the name of the vessel is the *Severn*, uncovered artifacts are revealing much about the period of 1774, said Dan Griffith, state director of the Lewes Maritime Archaeological Project. "The ship itself is an artifact," he said "It reflects the maritime technologies of that period." He said the wreck's cargo has told them about the geopolitics of the age, when the American Colonies were starting to fight for independence from England. The pipe stems, earthenware, woolen blankets and other artifacts are from three towns in Holland. "We're seeing maybe an avoidance of British commodities," Griffith said. In an archaeological sense, shipwrecks offer the truest picture of the past because unlike on land, where several different time periods and cultures are often mixed on one site, a shipwreck stands alone in its watery grave.

By Peter Daurantine – The News Journal©

<http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20060922/LIFE/609220329/-1/NEWS01>

The News Journal - Wilmington,DE,USA (n.d.)

Florida

State Agencies' News

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[see entry under the [Reference Library](#)]

Illinois

Other State News

The rusty, 3-foot-long steam whistle Harry Zych cradles in his arms screamed in alarm as the stately USM *Lady Elgin* foundered and sank just north of Chicago 146 years ago—one of the 19th century's worst maritime disasters. A schooner had just sliced into the paddle-wheeled luxury steamer, breaching the hull and spilling the more than 500 passengers into Lake Michigan. All but about 100 would die within hours in the cold, storm-driven waters. While its demise on Sept. 8, 1860, once captured the attention of Americans in the 19th century in much the way the sinking of the Titanic would in the 20th, the Queen of the Lakes—as the *Lady Elgin* also was called—is now largely forgotten. Not, however, by Zych, who poured more than \$200,000 and 20 years into locating the vessel, fought the state of Illinois over the artifacts and now finds himself in another battle: to win over museums that aren't interested in a ship unless it is named Titanic. “This ship was the Holy Grail for shipwreck hunters around the Great Lakes,” says the grizzled, hard-talking Zych. Zych said he's contacted about a dozen museums around Chicago about the artifacts. He blames their disinterest in part on what he calls a misplaced emphasis on flashy, entertainment-oriented exhibits. “They don't want the hard artifacts anymore,” he said. “They want the kind of display where kids can push buttons and then move on to the next entertainment.” Greg Borzo, an official at Chicago's [Field Museum](#), said museums do face tough choices about what artifacts to exhibit. Less than one half of 1 percent of the 23 million artifacts housed at the Field Museum is on public display, he said. Borzo was unaware of any contact between the museum and Zych. “There's little room to put things on display,” Borzo said. “You'd always have to bump something else out. And that all costs money.” But Baillod said museums could be especially wary of *Lady Elgin* artifacts because of legal action begun in 1989 in which Illinois accused Zych of stealing artifacts. A later lawsuit sought state ownership of the ship's wreckage. The Illinois Supreme Court sided with Zych in 1999, saying he was the rightful owner of the wreck. “There's still a lot of baggage associated with the *Lady Elgin* because of the vilification by the state of Harry during the lawsuit,” Baillod said. “The vilification wasn't justified. But some museums would deny him entry because of it.” Zych said he never saw the *Lady Elgin* as a potential money maker and simply wants to preserve the memory of the ship. He hopes, for instance, to restore the whistle to sound at schools as he tells the *Lady Elgin*'s story. “The sunken treasure was the history of this wreck, and the history of the people on it,” he said. “For me, it was always purely a labor of love.”

By Michael Tarm – The Associated Press©

<http://www.newsobserver.com/105/story/490219.html>

News & Observer - Raleigh,NC,USA (09/24/06)

Hawai'i

Other State News

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Bob Krauss, the irrepressible optimist who for nearly 55 years has been one of the enduring voices of The Honolulu Advertiser, died yesterday from complications of triple bypass heart surgery. Krauss, who joined The Advertiser in 1951, greeted each day as a new adventure and carried his readers along with him. He faced life with enthusiasm and high spirits — from the battlefields of Vietnam, to the surf-swept decks of the *Hokule'a*, and most recently an operating room at Kaiser Moanalua Medical Center. Home-grown escapades in his early days included launching a raft — Kon-Tiki style — down the Ala Wai in 1954. He tromped the lava fields of the Big Island, tracing the steps of missionaries. He explored Pacific culture through the work of archaeologist Yoshi Sinoto and Micronesian master navigator Mau Piailug. Working with Krauss was like getting to know a “mythic character,” said Brown, who had read Krauss columns all his life before his association with the columnist began about a decade ago. The two collaborated on several projects, such as Krauss' book on the *Falls of Clyde*, the last book Krauss saw published. Krauss

had a special passion for the four-masted square-rigger and campaigned to keep it from being sunk as a breakwater off Vancouver Island in 1963. From writing about it to devoting thousands of dollars to its restoration, his energy kept the old sailing ship alive as a museum anchored in Honolulu Harbor. Blair Collis, vice president for public operations for the Bishop Museum, who oversees the Maritime Center for the museum, said the community has lost a great friend. “We’re deeply saddened by his passing,” said Collis, speaking for staff at the museum and the center. “He was such a great friend to the museum, the [Hawai’i Maritime Center](#) and the *Falls of Clyde*, having championed bringing the *Falls of Clyde* back to Hawai’i, and having put a lot of his blood, sweat and tears into bringing that ship — the last four-masted, steel-hulled ship in the world — back to life.” The Hawai’i Maritime Center, which offers educational, historical and cultural exhibits and programs and oversees the *Falls of Clyde*, was able to hold a mortgage-burning ceremony in 2005 to mark the end of a campaign to eliminate the center’s \$1.4 million debt thanks in large part to Krauss’ \$100,000 donation.

By Beverly Creamer and Will Hoover – The Honolulu Advertiser©

<http://www.honoluluadvertiser.com/apps/pbcs.dll/article?AID=/20060911/NEWS01/609110353/1001/NEWS>

Honolulu Advertiser - Honolulu, HI, USA (09/11/06)

[Louisiana](#)

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State Agencies’ News

The expanding shoreline of the drought-stricken Toledo Bend Reservoir is raising more than just the ire of recreational users frustrated with the limited access and hazardous conditions. It’s also elevating the concerns of state archaeologists who have learned the exposed lake bottom has become a drawing card for curiosity seekers in search of archeological treasures hidden underneath the water’s surface for the past 40 years. Many people don’t realize it is illegal to excavate or remove items from state-owned lands, including exposed riverbeds and lakebeds, said Jeff Girard, regional archaeologist on staff at [Northwestern State University](#) in Natchitoches. “It tends to get worse when there is easy public access such as what you find now on Toledo Bend. But we’re trying to educate the public as much as we can,” Girard said. His main worry is the potential of losing a significant part of this region’s history. Readily discovered in the past two weeks near Converse Bay is a cluster of sites providing evidence of the Caddo Nation Indian tribes living on what once was high bluffs along the Sabine River. It’s not a surprise, given that the Caddo are an integral part of the state’s history. But little is known about the Caddo Nation in relation to the Sabine River basin, especially in more prehistoric times, which makes Girard’s archaeological finds “” and those that might be in the hands of unsuspecting looters “” all the more important. “A lot of the early history on the Sabine River has not been documented,” Girard said. Part of the reason can be blamed on the creation of Toledo Bend Reservoir. An idea borne out of a 1958 feasibility study, the 186,000-acre lake “” the fifth largest in the nation “” was once 150,000 acres of standing timber straddling the meandering Sabine River. Land acquisition began in 1963, with construction of the earthen dam, spillway and power plant following in 1964. Impoundment of water began in 1966. During the construction phase, at least one Caddo Indian burial site was discovered and hundreds of remains were exhumed. “It was a site dated to the 16th century,” Girard said. The burial ground unknowingly was located behind Earline and Robert Bison’s home, south of Converse, that once sat close to the Sabine River. The Bisons moved to higher ground before the lake swallowed up their family home, and Earline Bison recalls watching the University of Texas and Southern Methodist University college students painstakingly remove the Native Americans’ remains. “My husband had dug up pottery during the years when he was gardening, but we had no idea that was behind our home,” Earline Bison said. Girard is concerned that former burial site might be exposed again as Toledo Bend continues to drop to levels not witnessed since its creation. Friday, the lake measured 161.97 feet. Until earlier this month, the reservoir had never dropped below 162.5 feet. The bottom of the power pool is 162.2 feet and the top is 172 feet. The opportunity to collect and record artifacts from Toledo Bend’s lakebed is only temporary, said Phillip G. Rivet, archaeologist with the [Louisiana Department of Culture, Recreation and Tourism’s Division of Archaeology](#). “The lake will be coming back so now is a great opportunity to collect representative samples, get them cleaned and recorded.”

By Vickie Welborn – The Shreveport Times©

<http://www.shreveporttimes.com/apps/pbcs.dll/article?AID=/20060918/NEWS01/609180307/1002>

Shreveport Times - Shreveport, LA, USA (09/18/06)

Massachusetts[\[Go to TOC\]](#)**State Agencies' News**[see entry under [Stellwagen National Marine Sanctuary](#) on the clean up of the *Paul Palmer*]

Where in Massachusetts can you find shotgun shells, fish nets, plastic cigar tips, batteries, diapers, syringes, car parts and a whole lot more? No, not a lousy yard sale. The unfortunate answer: in and around the ocean. Just take a walk on the beach or strap on some diving gear and you've got a fair chance to find something foul. That rather depressing truth is the motivating factor behind [Coastsweep](#), the state's annual beach and waterway cleanup, sponsored by the Massachusetts [Office of Coastal Zone Management](#) and the [Urban Harbors Institute](#) of the [University of Massachusetts at Boston](#). This year's event kicks off officially tomorrow. More than 3,000 volunteers are expected to bend down, pick up or dive after the castoff bits that end up near or in the Atlantic Ocean, at more than 70 sites over the next few weeks. That will include several beaches on Cape Cod. Goopy, stinky cigarette butts are the number No. 1 item removed by volunteers, according to Coastsweep outreach coordinator Kristin Mallek. "We need to let people know that the beach is not an ash tray," she said. More than half of the trash gathered over the nearly 20 years of the Coastsweep program is junk left behind by beachgoers, said Mallek. "I don't want to call it laziness, but their inability to get the trash into the trash can does have an impact, especially on the marine life around the beaches," she said. Martha Stone of Chatham and a cadre of volunteers will be cleaning up the beaches around Chatham Harbor tomorrow morning. "If our beaches get fouled up, and our waterways get overloaded with nitrogen, then we're kind of shooting ourselves in the foot," said Stone. "We can do better than that." The cleanup gang plans to work from 9 a.m. to noon, then gather to share pizza and take a photo of the most unusual object found on the beach. "That could be just about anything," she said, with a laugh. In the underwater tidying department, [Stellwagen National Marine Sanctuary](#) officials will celebrate Coastsweep by removing "ghost nets" snagged on the wreck of the *Paul Palmer*, several miles off Provincetown. "They're called ghost nets because they continue to catch fish, but no one is tending them," said Smrcina. "They can be a real hazard for divers and marine animals." The *Paul Palmer*, a five-masted coal schooner, burned to the waterline and sank on June 15, 1913, within sight of Highland Light in Truro. The crew was rescued. The vessel was considered a "hoodoo" or cursed ship by sailors, because it departed for what turned out to be its final voyage on Friday, April 13, 1913. Other Coastsweep events are scheduled throughout September, at Cape beaches in communities including Harwich, Orleans, Mashpee, Provincetown and Wellfleet.

By Eric Williams – Cape Cod Times©

<http://www.capecodonline.com/cctimes/volunteersset15.htm>

Cape Cod Times – MA, USA (09/15/06)

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

Midland Republican Rep. Dave Camp is trying to get Congress to authorize a \$500,000 tourism and protection study of Michigan's lighthouses, historic ships, maritime museums and marine sanctuaries. He was scheduled to testify today at a House subcommittee hearing on his bill, H.R. 3532, which nine other lawmakers from Michigan are cosponsoring. Also scheduled to testify is Kirk Lindquist, president of the [Michigan Lighthouse Fund](#). Lindquist's prepared testimony said the bill would help economic growth of coastal communities. Michigan is home to 120 lighthouses—more than any other state—and the country's only freshwater marine sanctuary, the [Thunder Bay National Marine Sanctuary](#), which contains hundreds of shipwrecks, Camp said in his prepared testimony. Sandra Clark, director of the [Michigan Historic Center](#), told the subcommittee in a written statement that Michigan "could be one of the nation's premier maritime heritage destinations." She added that 16 offshore lighthouses have no prospective stewards, and that the steamer *Columbia*, a [National Historic Landmark](#), recently left Michigan permanently after all options for its preservation in-state were exhausted. The 10 a.m. hearing was being held by the House Resource Committee's [Subcommittee on National Parks](#). A companion bill was introduced in the Senate by Sen. Debbie Stabenow, D-Lansing, and is cosponsored by Sen. Carl Levin, D-Detroit.

By Stuart Frohm – Midland Daily News©

<http://www.ourmidland.com/site/news.cfm?newsid=17163786>

Midland Daily News – Midland,MI,USA (09/07/06)

Great Lakes Exploration Group LLC (Plaintiff), v. The Unidentified, Wrecked and (For Salvage-Right Purposes), Abandoned Sailing Vessel, Etc, (Defendant), v. [State of Michigan Department of History, Arts, and Libraries](#), et.al. (Intervenors). Plaintiff failed to demonstrate good cause for its failure to comply with the court's prior order directing it to provide the precise location of the defendant-ship. The ship was believed to be "the Griffin," the French explorer La Salle's ship, considered to be the first European vessel to navigate the Great Lakes. Based upon the applicable statutes, the State has a clear interest in exploratory activities taking place on the state-owned bottomlands of Lake Michigan, particularly where the target of the exploration is believed to be a sailing vessel of significant historical value. Moreover, based on the applicable provisions, the State may have a superior claim of ownership to the ship. In order to determine any rights it may have or wish to assert in this matter, the State must be given basic information, such as the precise location of the ship, so it can investigate its claim under the ASA [Abandoned Shipwreck Act] and other law to determine such basic issues as whether defendant is a ship, whether, assuming it is, it has historical value, and whether it is embedded. Without viewing the ship in its present condition in its precise location, the State can only speculate as to its rights. Accordingly, it is absolutely necessary the State be given the ship's precise location. Although repeatedly ordered to do so, plaintiff failed to provide the precise location of the ship to the State. The identification of the three circles encompassing about 2.3 square miles did not allow the State to investigate. Rather, it forced the State into "a fishing expedition." This did not comply with the court's order. Plaintiff was given 10 days to provide the State with the precise location of defendant. If plaintiff fails to comply, an order will be entered dismissing the complaint without prejudice.

United States District Court For the Western District of Michigan, Southern Division: Case 1:04-cv-00375-RHB

<http://www.michbar.org/e-journal/090606.html#1>

State Bar of Michigan E-Journal – Michigan,USA (09/06/06) Full opinion can be downloaded at <http://www.michbar.org/opinions/district/2006/082106/33001.pdf> (PDF).

New York

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

Other State News

The prospect of scuba diving in the Northeast may not conjure visions of crystal clear water, pristine reefs or pretty fish. But for those who routinely splash in the region's chill waters, there is an equally enticing siren of underwater adventure: shipwrecks. With a long history of commerce, wars, storms and just plain bad navigating, the bottoms of lakes, rivers and the North Atlantic are the last resting places of countless warships, submarines, wooden sailing vessels, pleasure craft and cargo haulers from every era. The East Coast is also blessed with a continental shelf that extends into the Atlantic some 200 miles, affording accessible depths for the sport diver. On the West Coast, depths plummet to thousands of fathoms within a few miles of land, or well beyond the parameters of recreation. [The article features diving in Lake George, Long Island Sound, and Thousand Islands Region]

By Kevin F. McMurray – New York Times©

<http://www.nytimes.com/2006/09/23/sports/othersports/23outdoors.html>

New York Times - United States (09/23/06)

South Carolina

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

State Agencies' News

A shipwreck that could be the remains of a lost Confederate blockade runner, or possibly a vessel that predates the Civil War, was found Thursday near the entrance to Winyah Bay, researchers said. Divers from the [Maritime Research Division](#) of the [S.C. Institute of Archaeology and Anthropology](#) dove in about 13 feet of water and discovered a vessel that is about 90 feet long, with a wooden hull and a possible copper coating. The wreck could be the *Sir Robert Peel*, a blockade runner that was used by Confederate soldiers to get supplies to Georgetown during the Civil War, said state underwater archaeologist Christopher Amer. Meanwhile, a search is continuing for the *Chorruca*, a Spanish galleon that was lost in 1526 during a Spanish expedition to Georgetown. "It's not the 16th-century vessel, but it is exciting," Amer said. "By looking at the magnetic signature of the vessel, we knew it was large." The shipwreck research team combed the water for the past week, struggling against bad weather and equipment problems. Their

search focused on the hunt for the Spanish galleon, but researchers were aware that other shipwrecks are nearby. The team did not find the *Queen of the Waves*, a blockade runner thought to be in the mouth of the Santee River. No boats were known to go down in the area where the wreck was found, two and a half miles south of the jetties in Winyah Bay, Amer said. The research team will record the coordinates of the shipwreck and come back during another expedition, Amer said. Some small bits of wood and copper were brought to the surface Thursday afternoon. "It's possible that the wreck came from the 18th century," Amer said. "The best way to tell is to find artifacts." Blockade runners, which were built for speed, were used to get supplies to Southerners during the Civil War - then take cotton and textiles back to England and Bermuda, Amer said. According to historians, the *Chorruca* cargo ship was once part of an expedition led by Spanish explorer Lucas Vazquez de Ayllon. De Ayllon led a group that included men, women and children who wanted to settle one of the first colonies in North America. De Ayllon's journey to the Georgetown area was short-lived, however, as the settlement did not thrive. The members of the expedition stayed a short while but were thought to have moved south, Amer said. The *Chorruca* would have carried tools and implements needed for settlers. The search for the *Chorruca* and other shipwrecks is part of a long-term project to map about 11,000 miles of inland water and more than 187 miles of coastline in South Carolina to determine where shipwrecks from all eras are located.

By Kelly Marshall Fuller – The Myrtle Beach Sun News©

<http://www.myrtlebeachonline.com/mld/myrtlebeachonline/15524288.htm>

Myrtle Beach Sun News - Myrtle Beach, SC, USA (09/15/06)

Other State News

The [U.S. Navy](#) has approved plans to conserve the hand-cranked Confederate submarine [H.L. Hunley](#) by soaking the sub in high pH water to remove corrosive salts from the iron vessel. State Sen. Glenn McConnell, who chairs the South Carolina [Hunley Commission](#), said Monday he expects the *Hunley* could be conserved by 2013 with the sub going into the pH bath in about two years. The *Hunley* sank the Union blockade ship *Housatonic* in 1864, becoming the first sub in history to sink an enemy warship. But it never returned with its crew of eight. The wreck was located 11 years ago off Charleston, raised in 2000 and has since been in a conservation lab in North Charleston. The current plans call for soaking the submarine in high pH solutions such as sodium hydroxide or sodium bicarbonate to remove salts from the iron. Innovative research using subcritical fluids could shorten the conservation time, but "this new process is not far enough along at this time to benefit the conservation," retired Rear Adm. P.E. Tobin, director of [Naval History](#) for the Navy, wrote McConnell earlier this month. The Navy had to approve the conservation plan because, under an agreement signed a decade ago, the federal government retains title to the sub while South Carolina has permanent custody. [Clemson](#) researchers have been experimenting to see if the subcritical method holds promise for project. In such technology, fluids take on the characteristics of both a gas and a liquid under intense heat and pressure and have unique dissolving characteristics. "We're going to continue the research because the way the conservation plan has been outlined, it is not incompatible with using subcritical at some point," said Michael Drews, the materials scientist heading the Clemson University research team helping with the conservation. Electrolysis, another more traditional method used on large marine artifacts in which a slight electric current is passed through the water to remove the salts, has been ruled out. Drews said that in some applications the current doesn't always penetrate places where metals are joined. One objective of the conservation plan is that the sub be conserved without having to take it apart. "There have been cases on complex artifacts where it (electrolysis) has not worked particularly well," Drews said. Tobin's letter said that exhibition requirements should not shorten the timeline for completion of conservation, but the submarine's response to the extraction of chlorides and stabilization must be the deciding factor. Drews said only scientific monitoring will determine when the process is done. "We have only one chance and that is to do it right," McConnell added.

The Associated Press©

http://www.nytimes.com/aponline/us/AP-Hunley.html?_r=1&oref=slogin

New York Times – New York, USA (09/25/06)

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

In shallow water near Port Aransas, a mystery has shown itself, just barely. And not enough to know what it is. Which is why a team of divers and a state archaeologist hit the water Monday to check out what appears to be a previously unknown sunken ship. Steve Hoyt, the state's marine archaeologist with the [Texas Historical Commission](#), led the team. After five hours of investigation in about 20 feet of water near San Jose Island, Hoyt has some answers but many more questions. "What I know so far," Hoyt said, "It's a lot older than I thought it would be." Hoyt said the vessel could date as far back as the late 1800s or early 1900s but Monday's mission was purely reconnaissance. The team made eight dives on the wreck Monday and determined that it had a wooden hull and was steam-driven. "We found the boiler, we found the fire bricks," Hoyt said. "If we had some more visibility we could get a lot more information." They also found a lot of metal. Metal rods, metal turnbuckles and metal pins. Hoyt said the next step would be to determine the vessel's age. If the wreck is older than 1900, it automatically will become a state archaeological landmark, according to the historical antiquities code of Texas. If the vessel is post-1900, it still could become a landmark, but that is decided on a case-by-case basis. Craig Hlavinka of Matagorda is a volunteer archaeological steward through a program with the Texas Historical Commission. Hlavinka drove about three hours to dive with Hoyt and two others. "The thrill of discovery," Hlavinka said grinning, "It's exciting." After his first dive on the wreck Monday afternoon, Hlavinka still was smiling. "Well, it's a big, rusty mess." Hlavinka said. "It's always how they look at first." Dee Wallace of Port Aransas was one of the first to dive on the wreck after a friend spotted something unusual in the channel while parasailing in June. Wallace dived down to look at it a few times and said he thinks it's an old steam barge, but he has no information about its history or how it got to the bottom of the channel.

[Editor's Note: [The Southwest Underwater Archaeological Society](#) helped in this project]

By Michel Le Christenson and Beth Wilson – Corpus Christi Caller-Times©

http://www.caller.com/ccct/local_news/article/0,1641,CCCT_811_4953371,00.html

Corpus Christi Caller Times - Corpus Christi, TX, USA (08/29/06)

A brick among the wreckage of a mystery ship recently discovered off the waters of Port Aransas may help pinpoint the ship's date. Divers with the [Texas Historical Commission](#) led by Steve Hoyt, the state's marine archaeologist, checked out the site of a shipwreck two weeks ago and have since discovered the origins of the brick and a clue to the ship's sink date. That brick, stamped with the name of manufacturer A.P. Green, tells researchers the vessel could not have sunk before 1915, the year the company began making bricks. But that doesn't give much indication to how old the ship is, Hoyt said. It could have been an older ship carrying new bricks in 1915 or a younger ship carrying 1915 bricks several decades later. "All it tells us is the earliest possible sinking date," he said. "It doesn't really tell us when it was built or when it sank." In determining the historical significance of a shipwreck, it's the age of the ship - not the date of the wreck - that's important, he said. If the ship is older than 1900, it automatically will become a state archaeological landmark and be protected. If the vessel is post-1900, it still could become a landmark, which is decided on a case-by-case basis. Hoyt said he has considerably more research to do into this wreck, although his Aug. 28 dive revealed some facts: The vessel has a wooden hull and appears to be steam-driven. In addition to the bricks, which would be used in a fire to create steam, divers found remnants of a boiler. Hoyt said the crew didn't identify a steam engine or propulsion system, but the boiler clearly points to steam. Hoyt said the brick discovery gives the investigation a starting point.

By Beth Wilson - Corpus Christi Caller-Times©

http://www.caller.com/ccct/local_news/article/0,1641,CCCT_811_5002229,00.html

Corpus Christi Caller Times - Corpus Christi, TX, USA (09/18/06)

From the Halls of Academia**Australian National University**[\[Go to TOC\]](#)

The Polynesians had trouble reaching remote South Pacific islands, according to a new study that dents their reputation as great seafarers. An archaeological study shows they settled Rapa, an island southeast of Tahiti, more recently than anyone thought. Professor Atholl Anderson, of the [Australian National University](#), and international colleagues publish their research in the current issue of the journal [Antiquity](#).

Dating of charcoal from archaeological sites on the 20 square kilometre island suggests the first settlers arrived at Rapa as late as around 1200 AD, Anderson says. The findings come after dates for the settlement of nearby Easter Island were recently revised to around the same time. "What these pieces of archaeological research show is that the more isolated islands were reached very late in the history of the settlement of the Pacific, indicating that probably the seafaring technology was not as good as we once thought," Anderson says. "The Polynesians were once regarded as almost superhuman seafarers who could go anywhere that they wanted. But now it doesn't look like that at all. "It looks like they actually had great difficulty finding these remote and isolated places." Anderson says the Polynesians are believed to have radiated out from islands like Fiji, Tonga and Samoa to more remote islands like Rapa after a 1500 year migratory lull, driven further afield by population pressure and food shortages.

By Judy Skatssoon – ABC Science Online©

<http://www.abc.net.au/science/news/stories/s1726137.htm>

Australian Broadcasting Corporation – Australia (08/30/06)

Clemson University

[see entry under [South Carolina](#) on the *H.L. Hunley* conservation project]

East Carolina University

[see entry under Thunder Bay National Marine Sanctuary about the *New Orleans* project]

[East Carolina University](#)'s [Program in Maritime Studies](#) agreed with us [[Museum of Underwater Archaeology](#) (MUA)] that public outreach is an important element in working with submerged cultural resources and decided to provide a view into how they train future underwater archaeologists. Dr. David Stewart is directing the 2006 fall field school that is currently underway in North Carolina. His graduate students are working in the Pamlico River at this time. Each day a different graduate student is responsible for writing their impressions of the project and submits them to the MUA for posting in an online project journal. We invite you to check in daily and read their informal entries to see how things are progressing, what they are learning, how they are trained, what tasks go well, and what problems they encounter. While this is not the first time ECU has posted their field school entries online it is the first time this particular group of students has had the chance to share their personal experiences in the field via the Internet on a daily basis. We hope you enjoy reading their entries.

http://www.uri.edu/artsci/his/mua/project_journals/pj.html

Texas A&M University

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

Jim Delgado remembers sitting in a dark, cold and cramped Russian submersible on his way to explore the *Titanic* shipwreck in 2000. The 2 ½-mile descent into the northern Atlantic Ocean took more than two hours, giving Delgado plenty of time to collect his thoughts before viewing the famous shipwreck. But once the submersible's lights illuminated the massive hull, Delgado said he was in awe. "Suddenly it's there," with orange, red and brown rust oozing down the side next to the enormous anchors, he said. "Nothing prepares you for what you see. The *Titanic* is like a ghost town. It's like walking into an empty room with empty chairs, but you know what was said and done." Delgado has countless stories about diving and exploring shipwrecks. And as a former host of the [National Geographic](#) show [Sea Hunters](#), he tells those stories with vivid imagery. Now he wants to share them on a local and national stage. Delgado, 54, is the new executive director of the [Institute of Nautical Archaeology](#) [INA], a nonprofit organization headquartered at [Texas A&M University](#). Delgado, interviewed on campus last week during his first visit since joining the INA, officially started in July and will work primarily from his offices in Vancouver, Canada. The main component of his job will be outreach and fund-raising, so his storytelling and warm personality will come in handy. "I had my eye on him for years," said George Bass, one of the institute's founders and head of the INA Foundation. "He's one of the best public speakers I've ever heard. His enthusiasm is infectious. I've already seen him talk to some of our current sponsors, and the connection is already there." The institute, founded in 1973, is considered the world's leading scientific and education organization dedicated to understanding the historical interaction between humans and the sea. Much of its current work centers around shipwrecks near Bodrum, Turkey, that date back 3,500 years to the Bronze Age. Delgado's archaeology and anthropology experience includes exploring the USS *Arizona* in Pearl Harbor, sunken ships at Bikini Atoll, and Mongolian ships from Kublai Kahn's fleet during a 1281 invasion

of Japan. He remembers the shipwrecks in detail. For instance, near one of those 13th century Mongolian ships was the skeleton of a soldier, probably 20 years old when he died. In the murky waters of the Imari Gulf, Delgado described how he hovered above the remains and found a rice bowl with the name “Wang” in Chinese script. “I remember thinking, ‘Are you Wang?’ Did you think it would come to this?’ Perhaps he didn’t have a clue because he was young, full of life and thought he was invincible, not realizing he’d end up face down in the mud for 700 years. As an anthropologist, I have a great deal of interest in the people stories. “But as an archaeologist and scientist, I’m trained to be objective and thinking about what you can learn from this.” Bass said Delgado’s extensive knowledge of maritime archaeology as well as contacts around the world make him a perfect fit as the organization’s executive director. Part of his outreach efforts, Delgado said, will include increasing the Institute of Nautical Archaeology’s visibility. As a former host of Sea Hunters, he said he has a good grasp on how to present the institution’s stories. “To be an archaeologist who also spent a fair amount of time in the media gives me a different perspective. I understand the need and importance to share these stories when people will ask, ‘What is this? Why should I be interested?’”

By Greg Okuhara – Bryan-College Station Eagle©

http://www.theeagle.com/stories/090306/lifestyles_20060903042.php

Bryan College Station Eagle - TX, United States (09/03/06)

University of Massachusetts at Boston [\[Go to TOC\]](#)

[see entry under [Massachusetts](#) on the Coastal Cleanup]

University of Connecticut

[see entry under [Stellwagen Bank National Marine Sanctuary](#) on the cleanup of *Paul Palmer*]

Northwestern State University

[see entry under [Louisiana](#) on the reservoir 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.

Outer Continental Shelf and International Waters [\[Go to TOC\]](#)

[see entry under [Canada](#) about the HMS *Fantome*]

European Union

In July of this year the [European Commission](#) has awarded a grant to a three year project that aims to improve the management of the Underwater Cultural Heritage. The project has been named MACHU, meaning Managing Archaeological Cultural Heritage Underwater. Participating countries are Belgium, England, Germany, Poland, Portugal and Sweden. The Netherlands are lead partner of the project. Main goal of the project will be collecting, generating and managing information relating to the management of our common underwater cultural heritage. For this purpose a GIS based Decision Support System will be developed that will simultaneously act as a database for research and as management-decision tool. A web-based interface will be created to allow access of the data to the general public. On a broad European scale the condition of sites on the seabed and information about research and project development will become available. By tackling the heritage management issues through a trans-national approach MACHU will inherently promote greater mobility of both data and researchers working in the field of common underwater cultural heritage. The project will therefore also contribute to a cultural dialogue between the countries involved and mutual knowledge of their culture and history. The project has had its start-up meeting at 4 to 7 October.

Further information can be obtained with [Martijn Manders](#), project leader, at M.Manders@archis.nl.

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

[Heritage Watch](#) [HW] has joined forces with the [National Sea Grant Law Center](#), founded in 2002 to research marine laws and policies, to better understand how best to protect Cambodia's underwater cultural heritage. The importance of the country's marine archaeological resources was highlighted earlier this year, when an ancient shipwreck was discovered off the coast. This wooden ship, located 30 meters below the water's surface, contained hundreds of ancient pots and jugs. Unfortunately, while most countries have strict legislation protecting cultural resources on land, laws for those same resources underwater are still being created and perfected. The Sea Grant Law Center is based at the [University of Mississippi](#), and provides legal research and advisory services to non-governmental and governmental groups. It has graciously donated its services to undertake preliminary research on underwater cultural heritage laws in Cambodia and other countries in the region. HW will in turn use this data to advocate for better legislation in Cambodia.

Heritage Watch©

<http://www.heritagewatch.org/hnews.php?theId=7>

Heritage Watch (09/12/06)

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

A stash of loot possibly stolen from the White House in the early 1800s is at the centre of an international dispute over who owns the bounty that now rests in a watery grave off the Nova Scotia coast. An American exploration company has laid claim to the bounty on what it suspects is the HMS *Fantome*, a navy brig that was loaded with goods British and Canadian soldiers made off with after ransacking the White House and Capitol buildings during the War of 1812. The company, [Sovereign Exploration Associates International Inc.](#), has conducted dives on the site off Prospect, N.S., and planned to recover some of the thousands of coins and other historic artifacts it has seen on the ocean floor. But the pursuit of the plunder was stalled recently when the British government claimed that it owns the famed naval vessel that went down in a fierce storm in November 1814. "These two particular warships are under international law, considered property of the British government," Elizabeth Whiting, a spokeswoman with the [British High Commission](#), said Thursday in reference to the *Fantome* and HMS *Tilbury*, another wreck off Cape Breton. "Anything on the ship would be British." The British are arguing that the [United Nations Convention on the Law of the Sea](#) gives them title to the Royal Navy warships and that the Nova Scotia government cannot hand out licences to companies hoping to dive on the sites. Curtis Sprouse of Sovereign said his company is rejecting the claim that international law gives ownership to the British. "We've been advised by our attorneys that there's very little substance to their position and our attorneys are very confident that our rights to the vessel will be upheld," Sprouse said from his office in Wakefield, Mass. "We expected that this might happen." The company had applied for a special permit that would allow it to recover material from the site of the *Fantome* shipwreck, but it was rejected by the province when the British filed their objection. The province issues the permits and licences under the [Treasure Trove Act](#), a unique piece of legislation that allows people to dive on and recover material taken from historic shipwrecks. Wendy Barnable, a spokeswoman with the provincial [Department of Tourism, Culture and Heritage](#), said the company's bid to obtain a permit was turned down because of Britain's opposition to the project. Barnable said it's now up to Sovereign Exploration to consult with British officials to resolve the matter, adding that she wasn't aware of this happening in the province before. Barnable said the company still holds a licence that allows it to dive on the site, but that it can't recover anything from it.

By Alison Auld – Canoe Network©

<http://cnews.canoe.ca/CNEWS/Science/2006/09/21/1873677-cp.html>

Canoe.ca – Canada (09/21/06)

An additional story can be viewed here

<http://www.canada.com/ottawacitizen/news/story.html?id=f4592d1a-4a04-4f72-b236-203d3de039bf&k=13774>.

Denmark

[see entry under the [Reference Library](#) for information on a new Maritime Archaeology Newsletter]

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

The [marine branch](#) of the [Archaeological Survey of India](#) (ASI) has discovered Roman artefacts dating back to the 5th and 6th centuries from the inter-tidal zone (the area between the high-tide and low-tide lines) of Elephanta Island. The find, made last winter, includes artefacts like wine amphorae (vases), pot sheds, storage devices, and stone anchors. The discovery shows that trade between Rome and India continued much later than previously thought. Historians believed that the trade, which was conducted via Arabia in the early period of the Roman Empire, declined by the turn of the first millennium. The discovery indicates that contacts between India and Rome flourished well into the late Roman era. Alok Tripathi, ASI's head of underwater archaeology, said, "The entire Maharashtra coast has evidence of Roman contact on a large scale. We are particularly interested in Elephanta, Sindhudurg, Malvan, and Vijaydurg. The Roman artefacts that we have found in Elephanta include some that have survived in excellent condition. The find points to robust trading contact in the late Roman period. This is a first-of-its-kind find on the West Coast." The ASI underwater unit plans to carry out fresh excavations in November with the navy. The joint effort will look at sites in Gujarat and Mahabalipuram, besides Elephanta. Come winter and the Indian seas could yield more surprises.

By Ninad D. Sheth – Daily News & Analysis©

<http://www.dnaindia.com/report.asp?NewsID=1053100>

Daily News & Analysis - Mumbai, India (09/15/06)

The vast cultural heritage of our nation is being destroyed at an alarming rate due to galloping industrialisation and urbanisation, besides our ignorance, C. Subramaniam, Vice-Chancellor of [Tamil University](#), said here on Friday. Presiding over the national seminars on 'Recent discoveries and their impact on South Indian History' and 'Marine Archaeology and Maritime History of India' held here, Subramaniam requested historians and archaeologists to take efforts on a war-footing to arrest the situation. The limited explorations and excavations conducted in different parts of the country might not be sufficient to overcome the alarming situation, the Vice-Chancellor said, adding that the limited financial resource in the universities and inadequate human resource in the government departments curtailed the tempo. Advocating better utilisation of human resource, Subramaniam appealed to the [Archaeological Survey of India](#), State Archaeology Departments and universities to come together and chart out a comprehensive programme to accelerate the research activities before "our cultural heritage was removed from our landscape." He also claimed that Tamil University was the only university in India to realise the importance of underwater archaeology and establish a separate department. "Recently, we signed a memorandum of understanding with the National Institute of Ocean Technology (NIOT)," he said. The long coastline of India, for its maritime history, is yet to be documented. "Some of the shipwrecks, the time capsule of history, are sleeping on the seabed of our motherland," he said. He also suggested that the nation initiate integrating the Indian Ocean rim states. "The study of maritime history in view of the dying traditional boat technology and nautical aspects would help to understand our cultural interaction with neighbouring countries," he added.

NewindPress©

<http://www.newindpress.com/NewsItems.asp?ID=IET20060923140819&Topic=0&Title=Southern%20News%20-%20Tamil%20Nadu&Page=T>

Newindpress (subscription) - Chennai, India (09/24/06)

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

With the discovery of the remains of an ancient shipwreck under the waters of the Persian Gulf which most probably belongs to either the Parthian or Sassanid dynastic eras, Iran's Cultural Heritage and Tourism Organization (ICHTO) and Archeology Research Center have started some negotiations with South Pars Gas Company and were able to reach to an agreement, according to which the company has accepted to provide the necessary finance to cover the project expenses. "Considering that the newly discovered ship is far from the seashore and is sunken at a depth of 70 meters from the sea level, some special facilities are needed for underwater archeology excavation of the shipwreck. Participation of industrial and non-governmental sectors and their investments in this project in particular and in the field of underwater archeology in general could facilitate the trend of underwater excavations," said Hassan Tofighian, head of underwater archeology team of Archeology Research Center. According to Tofighian, underwater

archeology is still at the beginning of the road in Iran and is not developed enough to be able to undertake such a difficult excavation due to the special position of the shipwreck. “Scientifically, the Archeology Research Center has the capability for starting the excavations in the Persian Gulf, provided that the necessary equipments as well as the financial support is available,” added Tofighian. He also said that the required equipments for excavation of the discovered ship will probably be bought from the UAE. The sunken ship was recently discovered 70 kilometers from the historical port of Siraf in Boushehr province at a depth of 70 meters in the Persian Gulf waters. The discovery was made by local fishermen and undertaken by Darya-Kav-e Jonub (Southern Sea Investigation Co.), on behalf of ICHTO with the supervision of experts from the Underwater Archeology Research Center. Archeologists believe that the discovered ship must have been a merchant ship belonging to either the Parthian (248 BC- 224 AD) or Sassanid (224-651 AD) dynasties.

By Soudabeh Sadigh – Payvand©

<http://www.payvand.com/news/06/sep/1186.html>

Payvand – Iran (09/17/06)

Archeologists specialized in underwater excavations will be called in from across the world to cooperate in studying the remains of a shipwreck found recently in the Persian Gulf, provided that the Iranian cultural heritage authorities issue the permission. Initial studies on the ship which was discovered near the port of Siraf revealed that it was a merchant ship belonging to either the Parthian (248 BC - 224 AD) or Sassanid (224-651 AD) periods. Announcing this news, Hossein Tofighian, director of the Underwater Archeology Research Center of Iran’s Cultural Heritage and Tourism Organization (ICHTO) said: “Iranian underwater archeologists have the knowledge and capability to carry on with the excavations; however, it would be very helpful to use the experiences of other countries in this field.” Considering that the shipwreck has been discovered far from the seashore and is sunken at a depth of 70 meters from the sea level and taking into account that underwater archeology in Iran has been limited to studies at relatively shallow depths, Tofighian emphasized that making use of the experiences and facilities of other countries could lead into considerably better and more useful results. He also announced the establishment of an underwater archeology center in the historic port of Siraf in a near future, provided that excavations of the newly discovered shipwreck turn out to be successful. Tofighian said that the best time for excavation under the waters of the Persian Gulf is the second half of the (solar) year and added that the Archeology Research Center will try to provide the facilities for the excavations before wintertime.

Cultural Heritage News Agency©

<http://www.chnpres.com/news/?section=2&id=6687>

Cultural Heritage News Agency- Iran (09/27/06)

Rapa (South Pacific Islands) [Go to TOC]

[see entry under [Australian National University](#) on the settling of Rapa by Polynesians]

Russia

Russian divers say they have found the wreck of a Soviet ship which sank attempting a historic journey along the Arctic coast in 1934. The *Chelyuskin* was trapped in ice as it tried to complete a voyage from Murmansk in north-western Russia to Vladivostok in the Pacific Ocean. It was supposed to show that a normal vessel - rather than an icebreaker - could complete the journey. More than 100 of the crew were rescued by pilots who were hailed as heroes. The *Chelyuskin* was supposed to make history. It did, but not for the reason that Soviet propagandists had had in mind. Russia’s north coast is free of ice for only a few months in the summer. It makes delivering vital supplies to Arctic communities a huge challenge. As the *Chelyuskin* neared the end of its journey in December 1933, it became trapped in ice. It sank in February 1934. But a failure became a triumph after the rescue operation. After an unsuccessful attempt to find the *Chelyuskin* two years ago, divers say they have now located it. Artefacts from the wreck are to be sent to Denmark, where the ship was built, to confirm its identity.

By James Rodgers – BBC News©

<http://news.bbc.co.uk/1/hi/world/europe/5368448.stm>

BBC News – UK (09/21/06)

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

A group of scientists has built an exact replica of a Lydian trade ship found near Kas, in Antalya, and will sink it to establish the first archeology park in the world. The original ship, which sank 3,300 years ago near Uluburun, is the oldest ship found to date. The 360 Degrees Historical Research Study Group, the Kas, administrative office and the Kas, Municipality jointly built the replica. Project Coordinator Osman Erkurt said the idea had come from Kas, administrative official Nurullah Çakır. It took us 40 days to build it, he said, noting that Ankara University, Israel's Haifa University and Texas University had helped them. [Editor's Note: This may be Texas A&M University] The ship, 14 meters long and five meters wide, has attracted a significant amount of attention, he said. A replica we made for the 'The Uluburun Shipwreck and 3,000 Years of World Commerce' exhibit in German was visited by 500,000 people during a nine-month run. Although the project cost only YTL 110,000, we found it difficult to find the money, but the local municipality and governor's office helped us, and we are near to completing it. As part of Oct. 29, Republic Day, celebrations we will sink the ship 18 meters under water, and it will be used as a school to train underwater archeologists. Çakır said foreign academics were closely following the developments, noting that similar projects would be initiated elsewhere around the world once the results of their efforts were published. There is also the commercial side of the project due to the huge tourism interest it will generate. Thousands will come here to watch how underwater archeologists operate. He said they would also be placing replicas of the artifacts found in and around the shipwreck to make it as authentic as possible. The original Uluburun shipwreck is currently on display at Bodrum Museum.

Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=53169>

Turkish Daily News (subscription) - Ankara, Turkey (09/04/06)

United Kingdom[\[Go to TOC\]](#)[see entry under Canada about the HMS *Fantome*]

There are still two weeks left to contribute to the [WreckMap Britain 2006](#) scheme run by the [Nautical Archaeology Society](#) (NAS). The project aims to get UK divers to collect and report basic archaeological and biological information about a wreck site that they have dived on between 1 April and 2 October 2006. Divers simply need to record on a slate what they see on a wreck site and report it back to the NAS. The society is asking divers to record basic, but specific, information about what they see and to make a simple, 'swim-over' or profile sketch of the dive. The best reports are in with a chance of winning one of several prizes including: a SeaLife DC500 camera including strobe and underwater housing provided by Dive Master Insurance; a torch and BC or computer from The Dive Connection, Portsmouth; and the Shipwreck Index of the British Isles by Richard & Bridget Larn provided by the NAS.

For more information and to find a recording form, see the website www.nasportsmouth.org.uk<http://www.divemagazine.co.uk/news/article.asp?UAN=3164&v=2&sp=332229698624330520676>

Culture Minister David Lammy has announced the re-designation of the wreck site of the *St Anthony*, located off Gunwalloe Fishing Cove, Cornwall. This will ensure that the whole of the *St Anthony* wreck site will now be protected under the [Protection of Wrecks Act 1973](#). The *St Anthony* was a Portuguese merchant vessel and sailed as the flagship of a fleet bound from Flanders. She sank in 1527 in a storm described, in contemporary evidence, as a great and urgent tempest of winds and weather. She went down with a mixed cargo including copper and silver ingots and, it is believed, the dowry of Princess Katherine, bride of King John of Portugal and sister of Charles V, the Holy Roman Emperor. The cargo manifest still survives. Violent disagreements between survivors and local people over salvage from the wreck are extremely well documented, which adds to the historical context of the site. The *St Anthony* wreck site was discovered in 1981 and designated the following year. However [DCMS](#)' archaeological contractor reported in May 2005 that wreck material lay beyond the current designated area and that archaeological objects associated with the site remain vulnerable to interference. Consequently, [English Heritage](#) has recommended on the basis of available information that the restricted area surrounding the site be altered to ensure protection of the entire site. Culture Minister, David Lammy said: "Shipwrecks from this era are extremely rare, and are wonderful examples of our - and the world's - maritime heritage. It is absolutely right that we make every effort to treasure and preserve them. I am pleased that the wreck of the *St*

Anthony will continue to be protected and the remaining artefacts preserved for the benefit of future generations.”

United Kingdom Press Release

<http://www.bymnews.com/new/content/view/35641/82/>

BYM News (press release) - Gibraltar, Spain (09/25/06)

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

A [Ministry of Defence](#) [MoD] team is due to restart work on removing oil from the wreck of the Royal Oak in Orkney. The experts hope to be able to extract oil from two inner tanks which have lain untouched for decades. There could still be a substantial amount of fuel still in the wreck in Scapa Flow. The navy increased efforts to reduce the flow since the amount of oil leaking from the ship soared some 10 years ago. This week the team will concentrate on previously inaccessible inner tanks which they think still contains a substantial amount of oil. They developed the hot tapping system which allowed them to attach valves to the tanks. The work is dangerous as there is still live ammunition on board but a sonar survey of the vessel shows the wreck is very stable and sturdy considering her age. They will also remove oil from two well known areas where it has leaked from for several years. The work is expected to take about two weeks but the MoD says that it is committed to carrying on the work for the foreseeable future.

BBC©

http://news.bbc.co.uk/2/hi/uk_news/scotland/highlands_and_islands/5312046.stm

BBC News – UK (09/04/06)

The Reference Library

Florida’s Mystery Wreck (2006) by Jennifer F. McKinnon and Della A. Scott-Iretton [\[Go to TOC\]](#)

The International Journal of Nautical Archaeology (2006) 35.2: 187–194; ISSN 1057-2414

During the summer of 2005 the [Florida Bureau of Archaeological Research](#) and the [Florida Keys National Marine Sanctuary](#) investigated an unusual shipwreck in 6 m (20 ft) of water off Marathon in the Florida Keys. Known locally as the ‘Mystery Wreck’ it remained relatively undisturbed for over two decades until State of Florida and Sanctuary archaeologists conducted a research project to learn more about this fascinating early shipwreck. This paper presents a summary of field investigations and a preliminary interpretation of the shipwreck.

<http://www.blackwell-synergy.com/toc/ijna/35/2>

Maritime Archaeology Newsletter from Denmark (2006)

During the years 1993 to 2003 the Centre for Maritime Archaeology in Roskilde produced a full-color newsletter. It was issued twice a year. Its blue cover adorned many a maritime archaeologist’s desk and back issues have become treasured collector’s items. The new program of maritime archaeology at the University of Southern Denmark [SDU] has taken up the challenge to revitalize the Newsletter. In collaboration with the museums and other institutions involved in maritime archaeology in Denmark it will inform colleagues of what is happening by relatively short, edited papers, twice a year. The first (or rather the 21st) issue was produced on the eve of the ISBSA [symposium in Mainz. It features an introduction in which the former editor, *Ole Crumlin-Pedersen* and the new editor, *Thijs Maarleveld*, jointly comment on the present state of maritime archaeology in Denmark, on continuity and a new beginning. *Flemming Rieck* celebrates the career of Jørgen Skaarup, who is retiring after a long stint at the tiller of Langelands Museum. In that capacity he directed many important underwater excavations, such as at the submerged Stone Age site of Møllegabet and at a range of wreck-sites. *David Gregory* describes the research that the National Museum of Denmark undertakes in order to inform the *in situ* management of waterlogged archaeological sites, both on land and under water. *Bjørn Lovén* introduces the reader to the extensive project that he directs in Greece in close cooperation with two Greek ephorates: the Zea Harbour Project. It addresses the maritime infrastructure of ancient Piraeus and does so by extensive surveys and excavations at Zea and Mounychia. The recent discovery of a medieval wreck site on the Danish west coast is commented upon by *Søren Byskov* of the Fisheries and Maritime Museum. *Poul Jensen* and *Christiane*

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.

Stratkvern present recent research and improvements in the conservation of waterlogged wood and finally *Otto Uldum* breaks a lance for the historical archaeology of war, the second Danish-Prussian war in this case, also known as the invasion of Schleswig and Jutland by Prussia in 1864. A patrol vessel involved in the defense was recently located. The content of the illustrated newsletter is obviously diverse and it exposes the width of maritime archaeology in Denmark. It illustrates the diversity of maritime archaeological subjects and research projects in which future students at the maritime archaeology program are invited to take part. The newsletter is in English and will be distributed free of charge. To subscribe please contact The Maritime Archaeology Program, SDU at the Centre for Maritime and Regional Studies, Niels Bohrsvej 9, Dk-6700 Esbjerg, Denmark, Thijs J. Maarleveld (www.archaeology.sdu.dk ; www.cmrs.dk ; hkraun@hist.sdu.dk)

Shipwrecks of the Outer Banks: An Illustrated Guide (2006) by Kevin P. Duffus

Large format, 176 color pages, maps, over 250 photographs, and GPS coordinates to dozens of shipwreck locations; ISBN 1888285222

Once, the remains of shipwrecks covered nearly every mile of [North Carolina's Outer Banks] shoreline. Today, most have vanished—either salvaged, burned, buried, stolen or vandalized—but not all. Hundreds of rare and remarkable photographs have also survived. Researcher, writer and filmmaker, Kevin Duffus, has roamed the beaches and searched the faded files of archives to create this photographic companion to historian David Stick's definitive, "Graveyard of the Atlantic." Duffus' new book is a visual record of shipwrecks and their legacy—lifesaving, salvage, rumors of wreckers, and the hundreds of forgotten shipwreck victims buried among the dunes. Duffus explains the various causes of shipwrecks and why there is a Graveyard of the Atlantic in the first place, what it was like for passengers and crews when ships crashed into the breakers along the banks, and the true stories of some of the most incredible rescues. Duffus shares the memories of the Outer Banks' last living lighthouse keeper, the descendants of lifesavers, residents who played on shipwrecks as children, and one well-known historian who used to dance on the deck of a wrecked vessel.

For more information, visit: <http://thelostlight.com/books.html>

Upcoming Events

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

Eighth Cultural & Heritage Tourism National Conference will be held in Atlanta, Georgia from November 9-10, 2006.

For conference information, contact [Samantha Wallace](mailto:swallace@atlanta.net), Coordinator, Cultural & Heritage Marketing, at swallace@atlanta.net or visit <http://www.chtalliance.com/conference.html#conferenceInfo>.

Eighth Maritime Heritage Conference will be held in San Diego, California from October 9-12, 2007

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.