

# MARINE PROTECTED AREAS



## *Marine Cultural and Historic Newsletter*

Monthly compilation of maritime heritage news and information from around the world  
Volume 3.05, 2006 (May)<sup>1</sup>

This newsletter is provided as a service by the National Marine Protected Areas Center to share information about marine cultural heritage and historic resources from around the world. We also hope to promote collaboration among individuals and agencies for the preservation of cultural and historic resources for future generations.

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

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

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

[see entry under NOAA [Office of Ocean Exploration](#)]

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

After 56 years of existence, the former USS *Oriskany* (CV 34) has finally been laid to rest as the 888-foot long, 32,000-ton ship sank to the bottom of the Gulf of Mexico in water approximately 212 feet deep and about 24 miles south of the coast of Pensacola, Fla., May 17. The largest ship ever intentionally sunk as an artificial reef, ex-*Oriskany* started toward the reefing site May 15, towed by several tugboats at a maximum speed of two knots. "I had the honor of patting her on the rear end to get her started, and now, I have the honor of watching her start a new life," said former Gunner's Mate Seaman and *Oriskany* plank owner Mike Hajek. Originally from Cape May, N.J., Hajek served from 1949 to 1954 aboard the warship and is now the chairman of the [Oriskany Reunion Association](#). "As a ship of many firsts, she will be immortalized as the largest manmade reef," Hakek said. "God, she's beautiful." The first charges were detonated at 10:25 a.m., and the ship took 37 minutes to reach the ocean floor. Twenty-four hours after the ship sank, [U.S. Navy](#) divers will check the location and condition of the ship. For personal safety, it was advised that recreational diving wait 48 hours before visiting the ship. For those interested in diving, the sunken ship's coordinates are 30 degrees 20 minutes north latitude and 87 degrees 0 minutes west longitude, according to [U.S. Coast Guard officials](#). The Navy is thrilled that ex-*Oriskany* will continue to serve the United States as a tourist and diving attraction off the coast of Florida," said Glen Clark, deputy program manager of the Navy's Inactive Ships Program Office. Ownership of the vessel transferred to the state of Florida as the ship landed on the ocean floor. A 2004 [Florida State University](#) study estimated Escambia County would see \$92 million a year in economic benefits from an artificial reef. The Navy will offer additional ships as artificial reefs later this year.

By Megan Kohr – Naval Air Station Pensacola Public Affairs

[http://www.news.navy.mil/search/display.asp?story\\_id=23698](http://www.news.navy.mil/search/display.asp?story_id=23698)

The Navy Newstand – United States (05/17/06)

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

[see entries under [U.S. Department of the Navy](#) and [Washington](#)]

**Minerals Management Service (Department of the Interior)**

Members of the [Deep Wrecks Project](#), a collaboration of federal agencies, private companies and universities, were recently honored for their contribution to science at the 63rd [Department of the Interior](#) Honor Awards Convocation. Acting Secretary of the Interior Lynn Scarlett presented the Cooperative Conservation Award to the Deep Wrecks team, which was among 55 other recipients being awarded for their service. The Cooperative Conservation Award recognizes cooperative conservation achievements that involved collaborative activity among a diverse range of entities including federal, state, local and tribal governments, private for-profit and nonprofit institutions, and other nongovernmental entities and individuals. “Today we honor private citizens who heard the call of duty. They embody the concept of cooperative conservation and partnership,” Secretary Scarlett said at the event in the Sidney Yates Auditorium of the Main Interior Building. “Regardless of where or how they serve, all of today’s awardees have inspired us with their service.” The Deep Wrecks Project convened to conduct an investigation of six ships that were sunk by Hitler’s U-boat activities during World War II in the Gulf of Mexico and provide historical, archaeological and biological research. The biological aspect of the study was meant to discover whether or not manmade artifacts function as artificial reefs in deepwater. Although the study is ongoing, preliminary findings show that artificial reefs can serve as a positive habitat and replace hard-bottom areas where they are lacking. The archaeological aspects of the study sought to document and identify the status of six ships sunk during World War II, including the submarine U-166, a process that requires historical research and field investigation. The Deep Wrecks Project has far-reaching ramifications for deepwater oil and gas exploration and production. The results of the biological research serve to prove that deepwater shipwrecks and platforms in the Gulf of Mexico can and do serve as artificial reefs. Archaeologically, the study is one of the most comprehensive deepwater shipwreck investigations ever conducted. Members of the Deep Wreck Projects Team include: [Minerals Management Service](#); [National Oceanic Atmospheric Administration](#); [Montana State University](#); [University of West Florida](#); [The University of Alabama](#); [Texas A&M University at Corpus Christi](#); [Consortium for Oceanographic Research and Education](#); [Partnering Anthropology with Science and Technology Foundation](#); [C&C Technologies, Inc](#); [Droycon Bioconcepts, Inc.](#); and [Sonsub, Inc.](#)

Minerals Management Service – Press Release (05/11/06)

<http://www.gomr.mms.gov/homepg/whatsnew/newsreal/2006/060511a.pdf>

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

[see entry under [Minerals Management Service](#)]

**U.S. Coast and Geodetic Survey (DOC/NOAA)**

[see entry under [Office of Ocean Exploration](#)]

**The National Marine Protected Areas (MPA) Center (DOC/NOAA)**

On May 3, 2006, the [Coastal States Organization](#) (CSO) and the Marine Protected Area State Advisory Group (SAG) formally submitted a report: *Recommendations for State and Territorial Participation in the National System of Marine Protected Areas* to [NOAA](#) and the [Department of the Interior](#) (DOI). This report represents a collaborative effort over the past few years between state and territorial coastal, fisheries and cultural resource agency representatives, CSO, NOAA’s [National Marine Protected Area Center](#), and other public and private stakeholders. The report is intended to assist NOAA and the DOI in recognizing and promoting full state involvement in designating and managing the national system of MPA’s by offering recommendations representing states’ interests and concerns. This report is available at [http://www.mpa.gov/national\\_system/pdf/state-mpa-report042106.pdf](http://www.mpa.gov/national_system/pdf/state-mpa-report042106.pdf).

For further information please contact Paul C. Ticco at (301) 563-1162; [paul.ticco@noaa.gov](mailto:paul.ticco@noaa.gov).

## National Marine Sanctuaries Program (DOC/NOAA)

[see entry under [Office of Ocean Exploration](#)]

### Florida Keys National Marine Sanctuary

Using a custom-made underwater sled fitted with advanced SONAR and video equipment, archaeologists hope to give people the thrill of diving the Florida Keys' oldest shipwrecks without leaving the comfort of their homes. [National Atmospheric and Oceanic Administration](#) researchers planned to wrap up a nine-day [mission](#) to photograph and map five historical shipwrecks on Monday, the Key West Citizen reported. The researchers are producing photo-mosaics of several wrecks in the [Florida Keys National Marine Sanctuary's Shipwreck Trail](#): the *City of Washington*, *Benwood*, *San Pedro*, *Adelaide Baker* and the *North America*. "There is 500 years of shipping along here and each ship tells a story," said Brenda Altmeier, a program assistant with the crew surveying the wrecks. When completed, the photo-mosaics - detailed images pieced together to show an entire wreck - will provide NOAA with supplemental data of the ships' remains and educate the public about the sanctuary's wrecks. Tane Casserley, lead investigator for the mission, started creating photo-mosaics in 2001 to simplify documenting deep-water shipwrecks for NOAA's [Maritime Heritage Program](#). He uses a dual-propulsion underwater sled mounted with a video camera with a bubble-level to keep the camera aimed at the wreck. He wears a depth gauge to maintain a depth. High-tech SONAR equipment is attached to the sled by adjustable arms. "It's a wonderful tool for archaeology," Casserley said. "It's great for people in Iowa and Idaho."

The Associated Press©

[http://www.bradenton.com/mld/bradenton/news/breaking\\_news/14475191.htm](http://www.bradenton.com/mld/bradenton/news/breaking_news/14475191.htm)

Bradenton Herald - FL, United States (05/01/06)

The [Florida Keys National Marine Sanctuary](#) (FKNMS) has posted [underwater interpretive guides](#) for several shipwrecks on the [FKNMS Shipwreck Trail](#). The guides were developed by [Indiana University](#) for [NOAA](#) and they are included on the [National Marine Sanctuaries Maritime Heritage Program](#) web site along with information about a recent [shipwreck trail photo-mosaic project](#).

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

[Florida Keys National Marine Sanctuary's](#) (FKNMS) Brenda Altmeier, State of Florida [Bureau of Archaeological Research](#) staff; Dr. Roger Smith, Debra Shefi, Jeff Moates and [University of West Florida](#) Graduate student Brian Adams mapped a ship known as the "Brick Wreck" off of Vaca Key. The ship's construction and wood samples will be used to date and identify the ship's type. Historical research will be conducted to assist in the identification of the ship. Information gained from this project will be used for future resource management. The project was funded by a mini-grant provided by [NOAA's Maritime Heritage Program](#) (MHP). The project participants greatly appreciated the visit from NOAA's Archaeologist Bruce Terrell, MHP Director, Dr. John Broadwater and FKNMS Chief of Staff Leigh Espy. Cheva Heck arranged another successful press event and Acting Upper Region Manager John Halas and Amy Massey provided vessel support for the press event.

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

### Maritime Heritage Program

[see entries under [Florida Keys National Marine Sanctuary](#) and [Pacific Islands Region](#)]

### Monitor National Marine Sanctuary

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

### Pacific Islands Region

On Friday, May 19th, Faleseu Eliu Paopao, Director of the Samoa Department of Commerce visited with staff of the [Hawaiian Islands Humpback Whale National Marine Sanctuary](#) (HIHWNMS), [Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve](#) (NWHICRER) and [Pacific Islands Region](#) of the [National Marine Sanctuary Program](#). Kelly Gleason spoke on behalf of the Pacific Islands Region of the [Maritime Heritage Program](#) (MHP) and began the maritime heritage presentation with the recently completed

maritime heritage short film, "Exploring a Sunken Past: Maritime History in the Hawaiian Islands." The presentation included an overview of the work that the MHP is currently involved in within the Pacific Islands Region, and concluded with the potential to increase maritime heritage efforts in American Samoa. Faleseu was excited about the potential to interpret and explore maritime heritage resources that lay in the waters off the coast of Samoa. Gleason expressed the MHP's interest in lending its maritime heritage experience and expertise, and Faleseu was eager to pursue maritime heritage as an outreach tool for ocean stewardship in Samoa. Faleseu's visit to the NMSP office in Honolulu was a wonderful opportunity for the Pacific Islands Region of the MHP to share what our program does, and explain the potential for interpretation and protection of these resources in American Samoa. It was rewarding see Faleseu's enthusiasm and interest in what the maritime heritage program is doing, and the potential to broaden these efforts in Samoa.

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

### **Gerry E. Studds Stellwagen Bank National Marine Sanctuary**

The [National Oceanic and Atmospheric Administration](#) (NOAA) and the [National Undersea Research Center at the University of Connecticut](#) (NURC-UConn) will offer the public a real-time view of a pair of historic New England shipwrecks as researchers explore them on July 15 with a remotely operated vehicle. Video of the wrecks will be broadcast live from a research ship operating off the Massachusetts coast in [Stellwagen Bank National Marine Sanctuary](#). The public can view the ship-to-shore broadcasts through the Internet at [www.nurc.uconn.edu](http://www.nurc.uconn.edu), or at the [Gloucester \(Mass.\) Maritime Heritage Center](#). "New technologies are enabling us to explore our ocean world like never before," said Craig MacDonald, superintendent of Stellwagen Bank National Marine Sanctuary. During the broadcasts, experts from NOAA and NURC-UConn will provide commentary about the history of the ill-fated coal schooners *Frank A. Palmer* and *Louise B. Crary*, the marine life on and around the wrecks, and ongoing research and management efforts to understand and protect these and other maritime heritage resources in the sanctuary. The 30-minute broadcasts are planned for 11:00 a.m. and 2:00 p.m. EDT on Saturday, July 15. The live broadcasts are part of the Fifth Annual Stellwagen Bank National Marine Sanctuary Celebration, to be held at the Gloucester Maritime Heritage Center. The event highlights the natural and historical resources of New England's only national marine sanctuary. A long-running component of the Sanctuary Celebration has been the New England portion of the [Great Annual Fish Count](#), an international program that encourages divers and snorkelers to identify and count fish in local waters. Coordinated by the [Reef Environmental Education Foundation](#), this year's fish count will run throughout the month of July in coastal areas around the world. The *Frank A. Palmer* and *Louise B. Crary* collided in Massachusetts Bay in December 1902 and sank in more than 300 feet of water. Today, the Maine-built schooners sit upright on the seafloor of the sanctuary, still joined at the bow. Scientists from NOAA and NURC-UConn confirmed the ships' location within the sanctuary in 2002 based upon the coordinates supplied by maritime researchers H. Arnold Carr and John P. Fish. Since then, NOAA and NURC-UConn researchers have visited the wrecks annually with a remotely operated vehicle to monitor, study and document their condition. The shipwreck site was recently listed on the National Register of Historic Places.

NOAA – Press release (05/15/06)

For more information, contact [Deborah Marx](#) or [Matthew Lawrence](#) at (781) 545-8026

### **National Weather Service**

Those of a certain age will probably recall Gordon Lightfoot's 1976 hit, *The Wreck of the Edmund Fitzgerald*. The song immortalized the 729-foot lake freighter, *Edmund Fitzgerald*, which went down with 29 crew members during a November 1975 gale on Lake Superior. As reported in this month's cover article of the [Bulletin of the American Meteorological Society](#), and in a recent publication of the Marine Engineers' Beneficial Association, which represents NOAA's marine engineers, NOAA scientists combined meteorological observations from the storm with hindcasts (forecasts run in retrospect) of conditions throughout the storm. The hindcasts indicated the key six-hour window that proved fatal to the ship and crew. Hindcasts help meteorologists better understand historical events, which also may improve forecasts. Although a lack of surface weather observations made it difficult to determine the actual conditions, NOAA scientists used high-resolution numerical computer models to simulate a more complete picture of wind and wave conditions during the storm. One of the models used was the Wind-Wave Model

developed by NOAA's [Great Lakes Environmental Research Laboratory](#) in Ann Arbor. Scientists found that winds exceeded 69 mph, waves topped 25 feet, and there were hurricane-force gusts. This research was conducted by Thomas Hultquist, of the [National Weather Service](#)'s forecast office in Negaunee, Michigan; Michael Dutter, of the Cleveland forecast office; and David Schwab, of the Great Lakes Environmental Research Laboratory.

For more information, visit <http://www.crh.noaa.gov/mqt/fitzgerald/>

## Office of Ocean Exploration

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

Funded by a grant from the [NOAA Office of Ocean Exploration](#), researchers and archaeologists from [Alaska's Office of History and Archaeology](#), NOAA's [National Marine Sanctuary Program](#), and the <http://www.uaf.edu> descended under frigid southeast Alaskan waters between April 4-10, 2006, to collect information on several of Alaska's most famous shipwrecks. The research provided archaeological baseline information at five important sites, including the late-19th century [U.S. Coast and Geodetic Survey](#) vessel named for the agency's first superintendent, Ferdinand Rudolph Hassler. "When Hassler came to the U.S., it was a time when there was little scientific knowledge. Despite the politics and financial burden he faced, he persevered to bring science to a young nation." Operating from the [U.S. Fish and Wildlife Service](#) vessel *Curlew*, the team deployed a high frequency sonar unit to collect baseline information on three submerged wreck sites. After assessing local water conditions, researchers decided to dive on two of the three submerged wreck sites – the *Princess Kathleen* and the *Clara Nevada* which is the former survey vessel, *Hassler*. Working in icy water temperatures ranging from 38 to 41 degrees Fahrenheit, and at depths to 88 feet, four divers, including archaeologists and marine biologists, collected baseline information on the condition of the shipwrecks, including high resolution digital still photos and movie clips.

To read more, visit: [http://www.research.noaa.gov/spotlite/spot\\_hassler.html](http://www.research.noaa.gov/spotlite/spot_hassler.html) (05/01/06)

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

We are proud to announce that the "Aegean and Black Sea 2006" expedition is underway and available on NOAA's [Ocean Explorer](#) website at:

<http://www.oceanexplorer.noaa.gov/explorations/06blacksea/welcome.html>. The Aegean and Black Sea 2006 expedition is the first mission of a multi-year geological and archaeological study in the Sea of Crete, a crossroads of maritime activity in the eastern Mediterranean. An interdisciplinary research team of archaeologists and oceanographers from the [University of Rhode Island](#), the [Institute of Oceanography](#) of the [Hellenic Centre for Marine Research](#) in Greece, and the Ukraine will pursue major mission goals of finding well-preserved marine archaeological sites, studying ancient maritime trade, and exploring the history of the Thera volcano. This exploration includes two survey phases aboard the R/V *Endeavor*. In the first segment, side scan sonar, sub-bottom profiling, and multibeam bathymetric technology were used to survey selected portions of the Aegean, Black, and Eastern Mediterranean Seas. The second segment uses the Institute for Exploration's remotely operated vehicles (ROVs) *Argus* and *Hercules* to photograph and collect high-definition video imagery of promising sites located during the first segment. This area may be one of the best places in the world to look for remains of ancient civilizations because the deep waters of the Black Sea contain almost no oxygen, so the biological organisms that normally attack such relics cannot live in this environment. In addition to archaeological surveys, oceanographers will conduct studies of the seafloor around the Greek island of Thera (Santorini) and inside its flooded caldera. About 1500 to 1600 BC, during the Greek Bronze Age, a huge explosive eruption occurred on Thera. The volcanic deposits from this eruption have yet to be studied in detail. Immersion Presents will feature numerous live broadcasts during this second phase of the expedition. Log on to [www.immersionpresents.org](http://www.immersionpresents.org) and click on "Channel" to view various programs from May 18 through June 15, 2006.

For more information, contact [OceanExplorerEducation@willamette.nos.noaa.gov](mailto:OceanExplorerEducation@willamette.nos.noaa.gov).

With the aid of a grant from the [NOAA Office of Ocean Exploration](#) and support from the [NOAA Rhode Island Sea Grant Program](#), a team from the [Rhode Island Marine Archaeology Project](#), discovered four Revolutionary War shipwreck sites, believed to be part of a fleet of 13 transports and two Royal Navy ships that were intentionally scuttled by the British in 1778 to blockade Newport Harbor. Six of the 13 transports have now been located, narrowing the search for Capt. James Cook's ship *Endeavour*. Through extensive research by RIMAP's Director, Marine Archaeologist Kathy Abbass, it was determined the *Endeavour* had been renamed and re-purposed as a transport when it was among the 13 transports scuttled in the harbor. Another seven Royal Navy ships were sunk to avoid having the ships fall into French hands. "Our group, mainly composed of volunteers, has been working for 15 years to identify Revolutionary War shipwrecks in Rhode Island waters," said Abbass. "With funding support from [NOAA](#), we've located these four new sites and with other sites already known, Rhode Island can now boast the largest fleet of Revolutionary War shipwrecks found in the world," she said. "The discovery of the new sites also means there is almost a 50/50 chance that Captain James Cook's *Endeavour* may be in the Newport fleet," said Abbass. Abbass and Charlotte Taylor, underwater archaeologist at the Rhode Island Historical Preservation and Heritage Commission, led the NOAA-funded project.

For the full press release, visit <http://www.noaaneews.noaa.gov/stories2006/s2631.htm>  
See additional information under the entries for [Rhode Island](#).

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

In [The Spanish Treasure Fleets of 1715 and 1733: Disasters Strike at Sea](#), students learn how Spain established a New World empire based on the collection of precious metals and goods from the Americas. This [National Park Service](#) online lesson plan was made possible by the Spanish Embassy in the United States and the Spain-USA Foundation as a way to increase knowledge of Spanish maritime heritage in North America. This brings the total number of [National Register Teaching with Historic Places](#) online lesson plans to 129.

For more information, visit <http://www.cr.nps.gov/nr/twhp/wwwlps/lessons/129shipwrecks/>

### **Biscayne National Park**

In the distance, Miami's glass towers twinkle faintly, hovering above the opalescent waters of Biscayne Bay. Here, at a closely guarded azimuth, slight waves slap against a 25-foot Boston Whaler. "Look closely," Brenda Lanzendorf says as she points from the bow, her grin spreading wide the crow's feet around her eyes. Sure enough, there they are, just below the surface, hulking shadows undulating with the gentle current: the remnants of the *St. Lucie*, one of Florida's worst maritime disasters. Sun-bleached hair spilling from under her green park service cap, Lanzendorf gazes into the water as occasional clouds form and disappear on the horizon like puffs of smoke from a cap gun. A New Hampshire native and former US Airways flight attendant, Lanzendorf is the sole marine archaeologist for [Biscayne National Park](#)'s 256 square miles of shallows, an area larger than Singapore that stretches from Key Largo to Key Biscayne. The bay and its reefs are believed to hold at least 76 shipwreck sites. For Lanzendorf, the quest to find and study these wrecks — unread pages in an epic history of slavery, piracy, war, commerce, and contraband — is all-consuming. "I will never, ever, ever leave this park," the 47-year-old says. More than three decades after the [National Park Service](#) began documenting underwater sites here, only fourteen percent of the bay has been surveyed. So far this nautical graveyard has revealed 43 shipwreck sites, including an early eighteenth-century treasure galleon from halfway across the world, a late-twentieth-century sailing sloop from up the coast, and the remains of a rum-running ship from who knows where. With help from park rangers and volunteers, Lanzendorf has fully documented seven of these sites while carrying out basic but incomplete studies of another fifteen. Little more than location is known of the remaining 21 identified wrecks. Their secrets buried under sediment and sea grass, dozens of wrecks — some of them possibly dating to the Sixteenth Century — are waiting to be discovered. [To read more, follow the link]

By Rob Jordan – Miami New Times©

[http://www.miaminewtimes.com/Issues/2006-04-27/news/feature\\_full.html](http://www.miaminewtimes.com/Issues/2006-04-27/news/feature_full.html)

Miami New Times – Miami, FL, USA (04/27/06)



## **Activities in States and Territories**

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

### **Alaska**

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

[see entry under [NOAA Office of Ocean Exploration](#)]

### **Florida**

[see entries under [Florida Keys National Marine Sanctuary](#)]

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

Ten underwater archaeological preserves are scattered around Florida's waterways, with an 11th to soon be designated near Stuart. In 1987, Florida began to develop a statewide system of underwater parks featuring shipwrecks and other historic sites. The shipwreck preserves have become popular attractions for skin and scuba diving visitors to witness a part of Florida's history first-hand. Ships, in their day, had many different functions. There were racing yachts, molasses transporters, steamboats, battleships, rum runners and freighters. Many of the ships were resold to individuals and also to different companies once their usefulness was no longer needed. They would then be renamed and sometimes refurbished. And, in some unfortunate cases, they came to rest at the bottom of the ocean. The *Germania*, for example, which was built in 1908, was a sail-powered yacht that later became a floating saloon named *Half Moon* that sank in the 1930s in Biscayne Bay. The SS *Copenhagen* was a steamer that crashed into a reef offshore of Lauderdale-by-the-Sea in 1900. And let's not forget the Spanish Plate fleet brought down by hurricanes in 1715. "These sunken ships are located all over the state's waterways," said Jeff Moates, an underwater archaeologist with the state [Bureau of Archaeological Research](#). Moates was one of the featured speakers at a recent lecture titled "Hidden Treasures," sponsored by the Sebastian Historical Society at the North County Library. There were about 90 attendees of all ages at the lecture. Moates talked about Florida's 10 underwater archaeological preserves, or shipwreck preserves. Once a shipwreck is designated an underwater archaeological preserve, a plaque in concrete is placed at the site itself and a water-proof map is produced so that divers can easily identify them, Moates said. There is an abundance of sea life around the preserves for divers to view including stingrays, sharks and in one case, a very large sea turtle lives in the pillow block of the vessel at the Copenhagen Preserve at Lauderdale-by-the-Sea. Moates explained that USS *Massachusetts*, one of three Indiana class battleships, for example, would be vulnerable to destruction from enemy fire because the fore and aft guns (when shooting in the same direction) would expose the thinner bottom of the boat below the 18-inch thick armor plating. Scuttled outside of Pensacola Pass in 1921 and used for target practice, USS *Massachusetts* is the oldest existing American battleship. The shipwrecks are usually found in shallow water off the coast including Fort Pierce, Panama City Beach, Pompano Beach, Bradenton Beach, the Keys (near Islamorada), Pensacola, Lauderdale-by-the-Sea and Port St. Joe. According to the Florida Heritage Web site (<http://flheritage.com>), Florida developed a statewide system in 1987 of underwater parks featuring shipwrecks and other historic sites. There are currently 10 designated preserves. And, the 11th and latest preserve is actually not far from Sebastian. It is located near Stuart, said Moates, and it will be designated toward the end of this year.

By Nancy Whelan - Scripps Treasure Coast Newspapers©

[http://www.tcpalm.com/tcp/local\\_news/article/0,2545,TCP\\_16736\\_4688771.00.html](http://www.tcpalm.com/tcp/local_news/article/0,2545,TCP_16736_4688771.00.html)

Sebastian Sun (subscription) - Sebastian,FL,USA (05/12/06)

#### **Other State News**

[Odyssey Marine Exploration Inc.](#) lost \$15-million last year, hasn't uncovered a treasure-laden shipwreck since 2003, and can't say when its dry spell will end. But company leaders expressed cautious optimism during their annual meeting Friday at the appropriately named Quorum Hotel in Tampa. Much of the news Friday was of the glass-half-full, glass-half-empty variety: Odyssey officials said the company's bid to recover a high-value shipwreck in the Mediterranean, the HMS *Sussex*, remains tied up in high-level diplomatic negotiations but should be resolved positively; Though not actively recovering any shipwrecks, Odyssey crews continue to search the globe for specific treasures; The company is skeptical about

recovering additional coins from the *SS Republic*, a wreck it found off the Georgia coast in 2003, but may try again with more advanced equipment; Odyssey's New Orleans shipwreck exhibit continues to lose money, but it is drawing feedback that could aid future shows. It's the nature of the business, co-founder and co-chairman John Morris said: Make a big find, get the best equipment and people, and make do until the next one comes about. Some Odyssey investors appear to accept the tradeoff.

By Scott Barancik – St. Petersburg Times©

[http://www.sptimes.com/2006/05/06/Business/Odyssey\\_searches\\_for\\_.shtml](http://www.sptimes.com/2006/05/06/Business/Odyssey_searches_for_.shtml)

St. Petersburg Times – St. Petersburg,FL,USA (05/06/06)

After two weeks of searching for a famous pioneer's shipwreck, archaeologists said on Friday that there was a good chance of finding a historically significant ship in local waters. More than 500 "hits" — areas worth investigating — were discovered during a two-week-long survey of seven square miles off Martin County's southern coastline, said Renee Booth, the director for development of the Historical Society of Martin County's [Elliott Museum](#). The historical society commissioned the work last fall to search for Jonathan Dickinson's *Reformation*, which sank in 1696 after crashing on a reef. The shipwreck led the Quaker pioneer to write a journal that became the earliest known documentation of the Ais Indians, who once inhabited the area. That ship is likely one of hundreds that sank along the Treasure Coast, a region named after the 1715 Spanish treasure fleet. Experts say the *Reformation* was not carrying treasure. Despite diving on some of the areas of interest during the last two weeks, the shipwreck experts from the Institute for International Maritime Research in North Carolina still weren't clear what was buried under the sand. "They haven't found anything they can identify yet," Booth said. "Still, the chances of locating historical shipwrecks here are high." That's because the "hits," which were determined by using magnetic surveys and sonar equipment, were grouped in clusters, perhaps indicating timbers from ships. A preliminary report from the state-funded \$40,000 survey will be available Monday. A more in-depth report, which will include more analysis of the findings and determination of what should be studied further, will take longer, Booth said. If the location of the *Reformation* is discovered, Booth said the historical society would recreate the path Dickinson took through the area and recorded in his journal. Any historical artifacts found would be property of the state, but would likely be displayed at the Elliott Museum, she added. "The survey is the is the easy part," Booth said. "The identification and research that follows is the hard part."

By Suzanne Wentley - Scripps Treasure Coast Newspapers©

[http://www.tcpalm.com/tcp/local\\_news/article/0,2545,TCP\\_16736\\_4712921,00.html](http://www.tcpalm.com/tcp/local_news/article/0,2545,TCP_16736_4712921,00.html)

Fort Pierce Tribune (subscription) - Fort Pierce,FL,USA (05/20/06)

## Michigan

### Other State News

Trained in history and English with a concentration in museum studies, Ron Bloomfield found dry-land archaeology a big part of his education. As curator of collections and research at the Bay County Historical Museum, digging up lost history became part of Bloomfield's career. Now, Bloomfield has been elected president of the [Michigan Underwater Preserves Council](#), a private oversight group made up of representatives from Michigan's 11 underwater preserves. The preserves are areas of Great Lakes bottomlands set aside to preserve the rich maritime history - and the large concentration of shipwrecks - each preserve contains. "I was always interested in shipwrecks as a kid," said Bloomfield, who grew up in and around Bay County. "The maritime stuff I always gravitated to. I just never thought to put the two together. "You read about shipwrecks and stop and think about it - they are still there; you can go see them," the historian said. "I found a way to mold the two together. With underwater archaeology the site is already there. You just have to go down and catalogue it." Recalling his first dive on a Great Lakes shipwreck, Bloomfield talks of the *Sandusky*, a double-masted schooner that went down in a gale late in the summer of 1856. The *Sandusky* has a permanent home in the [Straits of Mackinac Underwater Preserve](#). The vessel sits upright in 110 feet of water, one-half mile west of the Mackinac Bridge. "You could liken it to a pirate ship," said Bloomfield, telling of the elaborately carved ram's head figurehead that graces the vessel's bow. "I've been on 60 different wrecks. I've helped survey a couple of them," he added. Not bad, for someone whose only been diving for about three years. But enthusiasm like Bloomfield's will be good for the preserves, according to fellow diver and videographer Ric Mixer. "It is great news," Mixer said, of

Bloomfield's new post. "I think he'll bring a whole new perspective. He brings a preservation ethic that I think this deserves and needs.

By Jerry Nunn – The Bay City Times©

<http://www.mlive.com/news/bctimes/index.ssf?/base/news-7/1147515335150090.xml&coll=4>

MLive.com - MI,USA (05/13/06)

### **North Carolina**

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

It was a little like working a 3-D jigsaw puzzle. Two pieces of concretion brought up from the *Queen Anne's Revenge* shipwreck site Wednesday seemed to fit together, but no one was really sure what it was. "Some of it's a barrel hoop," said Sarah Watkins-Kenney, lead conservator with the [QAR Project](#). The other part was, well ... "Probably tons of stuff in there," predicted lab assistant Kim Smith, an [East Carolina University](#) graduate student studying historic archaeology. The pieces were like many of the artifacts divers recovered this week in the first three days of what is planned to be a two-week diving expedition at the site believed to be the home of the 18th century pirate Blackbeard's flagship. Some of the concretions contained barrel hoops, lead patches, bar shot — things the divers have been bringing up from the site for several years. Some were just unrecognizable — right now, anyway. "The thing is, you never know what's in there," said Richard Lawrence, head of the [Underwater Archaeology branch](#) of the [N.C. Office of State Archaeology](#). Images of concretions X-rayed earlier this year showed what might be a cuff link, a navigational tool, a shackle and glass beads, Lawrence said. "You'd think glass wouldn't show up in an X-ray, but it's apparently like a leaded glass," Lawrence said. The divers are trying to finish what they started in May 2005, excavating different 5-foot-square units of seafloor from different places across the wreckage to get a representative sample of artifacts from the entire boat, said QAR Project Director Mark Wilde-Ramsing. "We have 11 units that we want to get excavated, and we've probably done four," Wilde-Ramsing said. All four units have been in the area on the east side of the stern, Wilde-Ramsing said. A broken stern post, which was partly uncovered at the end of last year's dive, has stirred much interest among the archaeologists. It's a major component of the vessel, one that could hold many clues about the boat's origin, said David Moore, nautical historian with the [N.C. Maritime Museum](#). There are no plans to recover the piece this spring, but Moore hopes in the days to come, project divers will be able to move the piece enough so that he can video the bottom of it. "It should give us a little better idea of her tonnage, the types of fasteners that were used to hold one of the major components of the ship together," Moore said. Different historical documents give different descriptions of the *Queen Anne's Revenge's* carrying capacity, ranging from 200 tons to 300 tons, Moore said. It was lost in 1718. "This section may get us a little closer to what the actual tonnage was," Moore said. Archaeologists expect to find other, more personal items, as they move to areas of the wreckage where the officers' quarters would have been, Wilde-Ramsing said. The QAR Project also plans to bring up a 6-foot cannon May 17.

By Patricia Smith – Jacksonville Daily News©

<http://www.jdnews.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=41574&Section=News>

Jacksonville Daily News - Jacksonville,NC,USA (05/11/06)

#### **Other State News**

Another underwater archaeology firm has gotten a permit from the state to search for a gold-and-silver-laden treasure ship believed to be sunk off the North Carolina coast. Aqua Gems of the Treasure Coast has been granted a permit to search for the *El Salvador* in the Cape Lookout area and collect artifact samples. But the search isn't simple. Other companies have been looking for it, so far in vain. "Nobody's found a coin yet," said Phil Masters, president of [Intersal](#), another company looking for the ship that sank in a 1750 hurricane with an estimated \$124 million in gold and silver. His company is looking in the area off Beaufort Inlet near what is believed to be the wreck of the *Queen Anne's Revenge*, which was the pirate Blackbeard's flag ship. Intersal found the Blackbeard ship's wreckage in 1996. The *El Salvador* would be one of the richest shipwrecks found along the U.S. coast, said Masters. The ship was in a fleet of Spanish merchant vessels sailing between Colombia and Spain when a storm pushed it into the coast between Maryland and North Carolina. Richard Lawrence, head of the [Underwater Archaeology Branch](#) of the [N.C. Division of Archives and History](#), said the area is rich with sunken ships. "To say that they have found *El*

*Salvador*, it's too soon to say that," Lawrence said, adding that the state requires that 25 percent of the value of artifacts discovered be given to the state. Aqua Gems owners Rik Luytjes said he plans to begin excavation of the site in the spring, if the weather is calm. Luytjes also said sample of pottery and woods from the wrecks he has found date to the right historical period.

The Associated Press©

<http://www.myrtlebeachonline.com/mld/myrtlebeachonline/news/local/14529730.htm>

Myrtle Beach Sun News - Myrtle Beach,SC,USA (05/08/06)

All in all, it was quite a backdrop. There were two sand tiger sharks — each 8 feet long. Nearby, some sandbar sharks swam with several hundred other varieties of fish. All had room to roam in the 306,000-gallon ocean tank that houses the signature exhibit now almost ready for this weekend's opening of the newly expanded [N.C. \[North Carolina Aquarium\]](#) at Pine Knoll Shores. They call it the Living Shipwreck tank ... the results of a \$25 million expansion that tripled the size of the aquarium. And the 65-foot-long Living Shipwreck exhibit far surpasses the 12,000-gallon tank that was the former facility's largest. The exhibit includes a three-quarter-size replica of a sunken World War II submarine and duplicates the marine community typical of an offshore shipwreck. On Wednesday, divers were among those making final preparations this week at the aquarium, performing maintenance tasks within the tank and taking time out to demonstrate the underwater microphone that will allow them to communicate with visitors during daily programs at the exhibit. After the long effort to complete the expansion and get the aquarium ready, the staff is anxious to greet visitors and introduce them to the nearly 40 exhibits.

By Jannette Pippin - Freedom ENC Communications©

<http://www.kinston.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=36422&Section=Local>

Kinston Free Press - Kinston,NC,USA (05/18/06)

### **Rhode Island**

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

[see entry under [NOAA Office of Ocean Exploration](#)]

Edward F. Sanderson, Director of the [Rhode Island Historical Preservation and Heritage Commission](#), in partnership with Dr. Kathy Abbass, of the [Rhode Island Marine Archaeology Project](#) (RIMAP) and Dr. I. Roderick Mather of the [University of Rhode Island](#) (URI), met with Governor Carcieri at the Colony House in Newport on Tuesday to brief him on the discovery of four Revolutionary War era shipwrecks discovered off Newport last summer. Rhode Island now has more known Revolutionary War shipwrecks than any other state. The 2005 fieldwork was funded by a grant of \$20,000 from [NOAA](#) to locate transport vessels from a British fleet that had been sunk to blockade Newport's harbor during the Revolutionary War. Dr. I. Roderick Mather of URI conducted an intensive remote sensing survey of the area where the transport fleet was sunk, and identified likely shipwreck targets that were investigated by RIMAP divers. Four 18<sup>th</sup> century shipwrecks, which appear to be transports, and one 19<sup>th</sup> century anchor were found. The shipwreck sites still await detailed survey. Each site appeared to the divers to have been stripped of portable, easily visible artifacts, but one of the sites had at least four cannons on it. One of these cannons had a piece of new line deliberately attached to its cascabel, probably from an aborted attempt to illegally bring it to the surface. The Rhode Island Historical Preservation Commission hopes to work with other state agencies to protect the sites from further vandalism. The Rhode Island Historical Preservation and Heritage Commission is the state agency charged with protecting the state's historic resources, including shipwrecks. All historic shipwrecks in Rhode Island's waters are the property and responsibility of the state. The Commission has designated Dr. Abbass as its agent in the ongoing archaeological investigations of the Revolutionary War fleet. The larger research objectives of this work are threefold. Our first research interest is to understand further the technical and socioeconomic differences between the Royal Navy and the privately owned transport fleet of ships hired by the British during the American Revolution. It is known that in the 18th century many Naval vessels were later used in private commerce, that privately owned vessels were taken into the Royal Navy, and that shipyards might build both types of ships; this is also the case today. Comparisons (especially in the area of ships' uses and crew support) can be made between these two types of historic vessels--how, for instance, was life for a sailor on board a transport

different from on board a Royal Navy vessel? Comparisons can also be made to modern naval vessels and those in commercial service today. Study of the Newport transport fleet will help to define further the technical variations of that 18th century ship-building tradition, including how the ships were used throughout their careers, until their loss in 1778. In addition, the British used two of the transports as prison ships. Anchored in the harbor, they served as holding places for American patriots, including some of Newport's most prominent citizens. If we are able to locate these particular vessels, an interesting data set about conditions on board these floating prisons might be obtained. A final research goal is to locate the *Lord Sandwich*, formerly *HMB Endeavour*.

Press release (05/16/06), also see entry under [NOAA Office of Ocean Exploration](#).

For more information, contact Charlotte Taylor at 222-4140; [ctaylor@preservation.ri.gov](mailto:ctaylor@preservation.ri.gov)

Captain James Cook's *Endeavour*, the 18th Century ship he sailed on his epic voyage to Australia, may be one of the four shipwrecks found off the coast of the US. The ship is among four from a British fleet used during the US Revolutionary War found off Rhode Island. Researchers with the [Rhode Island Marine Archaeology Project](#) say they believe the ships, and two others previously discovered, are part of a 13-vessel transport fleet. The fleet was intentionally sunk by the British in Newport Harbor in 1778 to keep French ships from landing to aid the Americans' drive for independence. The archaeologists say one of the 13 ships in the sunken British fleet was the *Lord Sandwich*, which records show was once the *Endeavour*. Captain Cook used the *Endeavour* to sail the Pacific Ocean, map New Zealand and survey the eastern coast of Australia in 1768-1771. Archaeologists say it is unclear which ship could be the *Endeavour*. Seven of the ships in the British fleet have not been found but the archaeologists say the latest find raises the chances that one of the discovered ships is the *Endeavour*. "There is a 47 per cent chance that we have our hands on the *Endeavour*," DK Abbass, executive director of the Rhode Island Marine Archaeology Project, said. She adds it is unlikely anything on the ships would provide a direct link to Captain Cook. "Quite frankly, we could be working on her right now and never be able to prove it," Ms Abbass said. Ms Abbass says it may take years to fully investigate the shipwrecks found so far. Using historical materials and sonar, the archaeologists discovered the ships in Narragansett Bay, about about a kilometre off Newport. They also found at least one cannon, an anchor with a five-metre shank and a cream-coloured fragment of an 18th century British ceramic teapot. Historically, the finding is significant because it helps tell the story of the siege of Newport, marking France's first attempt to aid the American insurrection against the British. Though the effort failed, leaders from each side - George Washington representing the Americans and Comte de Rochambeau for America's French allies - met in Newport two years later, to formalise their cooperation for subsequent battles. The French ultimately helped the Americans entrap British forces on a peninsula at Yorktown, Virginia.

ABC News©

<http://www.abc.net.au/news/newsitems/200605/s1640502.htm>

ABC Online - Australia (05/17/06)

## Washington

### **State Agencies' News**

The remains of the shipwrecked steamer *Catala* could easily have stayed buried forever and forgotten beneath the surf of this coastal fishing town. But shifting sands have brought the 229-foot ship back into view, and its emergence has renewed interest in the ship's past -- and future. The recent discovery of oil inside the ship has complicated the issue. As local historians try to piece together the steamer's epic journey from Scotland to the Pacific Northwest, government officials are scrambling to make sure that the estimated 2,500 gallons of oil don't spill onto the pristine coastline. Visitors to the beach can see the ship's rusting hull sticking out of the sand just off [Damon Point State Park](#). It is a chance for many to view a curiosity and a piece of local history. For others, it is a relic from their own past. "I was all over that ship as a kid," said Carol Noel, 37, a Seattle resident who remembers visiting the site with her parents in the mid-1970s. That was before local officials decided to bury the ship's remains to protect the public. The S.S. *Catala* was launched in Glasgow in 1925, and soon after became the "queen" of the Union Steamship Co.'s fleet in Vancouver, Canada. The steamer transported tourists, loggers, miners, and cargo from Vancouver to Alaska. Catala Passage, near Price Island, halfway up the British Columbia coast, was named after the ship, which, according to historical records, was the first European vessel to officially

undertake the passage. In mid-April, some beachcombers reported oil at the site. It was just visible through a hole in the ship's deck. The Washington state [Department of Ecology](#) and the [Coast Guard](#) confirmed the finding. Schmidt said there were about 2,500 gallons of oil. "We're still doing our assessment," said Sandy Howard, Ecology Department spokeswoman. "Right now, we think we may have anywhere from a few hundred to 2,000 gallons of oil on board." Howard described the oil as "very thick, like asphalt on top and molasses below that." The department doesn't know whether it is fuel or bunker oil. Either way, said Howard, it will have to be removed. A plan is being drawn up to do that, she said. The Coast Guard sealed off the hole and the state Parks Commission plans to put up signs warning people away from the wreck.

By Lynn Marshall – Los Angeles Times©

[http://www.boston.com/news/nation/articles/2006/05/21/once\\_buried\\_shipwreck\\_resurfaces/](http://www.boston.com/news/nation/articles/2006/05/21/once_buried_shipwreck_resurfaces/)

Boston Globe - United States (05/21/06)

## **Wisconsin**

### **Other State News**

The *Gunilda* was a luxury yacht owned by William Harkness, the president of Standard Oil and one of the richest men in the world at the turn of the 20th century. Launched in 1897, it sank in Lake Superior in 1911 in 265 feet of water, with no lives lost. Fascination with the ship continues nearly a century after it foundered. Local dive shop owner Greg Such's photos clearly show an electric fan and a clock still on the mantel of the salon. A grand piano still is intact, as are many other features of the former flagship of the New York Yacht Club. Cold, fresh water preserves the integrity of many ships deep below the surface. The *Gunilda* is just one of many "technical" dive adventures led by Such, a Chicago native who has lived in Two Rivers the past three years. "If you can find it, you can dive it. The key is to find it," said Such, 34, who opened his [Shipwreck Adventures](#) — Scuba, Diving and Snorkeling Center storefront on Washington Street earlier this month. He talks excitedly about the various known shipwrecks on the Great Lakes, including some 300 in Lake Michigan that have been discovered, with coordinates available to pinpoint their location. Not all shipwrecks require the advanced training and special equipment necessary for technical dives, which are those involving descent to a depth of 130 feet or more. Such also leads shallower "recreational" trips, including some as close to the surface as the *Continental*, submerged in 8 to 10 feet of water off Point Beach State Forest, and the *Hinton*, which is in 12 feet of water in Maritime Bay, off the shore from the Dairy Queen on Memorial Drive. The dive season is from April 1 to October 3, with Such trailering his 27-foot Sportcraft, "Little Alexandria," anywhere in the Great Lakes, as well as to a few Canadian locales. It can accommodate six adventurers.

By Charlie Matthews – Herald Times Reporter©

<http://www.htrnews.com/apps/pbcs.dll/article?AID=/20060528/MAN03/605280479/1397/MANbusiness>

Herald Times Reporter - Manitowoc, WI, USA (05/28/06)

## **From the Halls of Academia**

### **East Carolina University**

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

### **Florida State University**

[see entry under the [Department of the Navy](#)]

### **Montana State University**

A [Montana State University](#) film professor is among a group honored by the [Interior Department](#), for their research on ships sunk during World War II off the Gulf of Mexico. Dennis Aig is a member of the [Deep Wrecks Project](#). He and other members received the Cooperative Conservation Award for their work. Two years ago, Aig supervised three M-S-U film students who used a Remote Operated Vehicle to film the discovery of ships lost off the coast to Hitler's U-boats more than 60 years ago. U-boats sank more than 50 boats in the Gulf, mostly in 1942. The crew's work will result in several podcasts and a three-hour-long documentary. It's helping scientists study life created by the artificial reef of wrecks, as well as catalog sunken ships in the area.

The Associated Press©

<http://www.kxlf.com/Global/story.asp?S=4955269>

KXLF-TV - Butte, MT, USA (05/11/06)

For more information, see entry under [Minerals Management Service](#).

### **Texas A&M University**

A [Texas A&M University](#) professor has received a special commendation from the Texas Legislature for his "pioneering work in shipwreck excavation." James Arnold III of the [Institute of Nautical Archaeology](#), based at Texas A&M University, received the commendation earlier this month. The resolution said that Arnold "has been at the forefront of efforts to research, discover and preserve the archaeological heritage of Texas," and that he should be recognized for "his efforts to preserve our state's past for future generations." Arnold has been the Texas State Marine Archaeologist for 22 years and has participated in finding several shipwrecks in the Gulf of Mexico. He also helped pass the [Abandoned Shipwreck Act of 1987](#), which gives states the right to title of abandoned shipwrecks in their coastal waters.

Bryan College Station Eagle©

[http://www.theeagle.com/stories/052406/am\\_20060524031.php](http://www.theeagle.com/stories/052406/am_20060524031.php)

Bryan College Station Eagle - TX, United States (05/24/06)

### **Texas A&M University Corpus Christi**

[see entry under [Minerals Management Service](#)]

### **University of Alabama**

[see entry under [Minerals Management Service](#)]

### **University of Connecticut**

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

### **University of Rhode Island**

[see entries under [NOAA Office of Ocean Exploration](#), [Rhode Island](#), and [Upcoming Events](#)]

### **University of West Florida**

[see entries under [Minerals Management Service](#) and [Florida Keys National Marine Sanctuary](#)]

### **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**

The days of treasure hunts may be over, but it has not deterred a London-based company from seeking £20 million to help to fund its search for shipwrecks. Deep6 has a database containing the locations of 234 wrecks, mainly in the Atlantic and dating from the Second World War, which it wants to pursue for their metal cargoes. The company is in the process of refitting *Deepworker*, its salvage vessel, with which it claims to be able to lift cargo from wrecks in water depths of up to 6,000 metres. Deep6's main target is copper and tin contained within the wrecks. The company's remote-controlled grab system, which will be on *Deepworker*, will allow it to cut into the wreck and detach the targeted metals without having to lift the vessel from the seabed. Deep6's chief executive is Graham Jessop, son of Keith Jessop, who found *HMS Edinburgh* in the Arctic Ocean in 1981 and raised the gold that sank with her. Graham Jessop participated in recoveries from the *Titanic* and the *Carpathia*.

By Peter Klinger – The Times©

<http://business.timesonline.co.uk/article/0,,8209-2160710,00.html>

Times Online – United Kingdom (05/02/06)

On a summer day in 1964, the 60-foot trawler *Ferruccio Ferri* pushed off from this port before dawn. It motored southeast, cutting through the Adriatic Sea toward a submerged outcropping where fish gathered, 32 nautical miles out. By dusk, the *Ferri* had reached the spot. The seven men in the crew cast their nets and fished all night, dozing in shifts. Early the next morning, the nets caught on a snag. The boat's engine whined. With a jolt, the nets came free. Crewman Igli Rosato watched as a barnacle-encrusted figure emerged from the sea. The fishermen dragged the clunky object to the front of the boat and returned to their chores. The *Ferri's* crew occasionally pulled up Roman urns in their nets but had never seen anything quite like this. The life-size figure had one hand raised to its head. It had black holes for eyes. Given the thickness of its encrustations, it looked as if it had been on the ocean floor for centuries. It might be worth something. The crew made a quick decision: Rather than turn the statue over to authorities, as required by Italian law, they would sell it and divvy up the profit. After the *Ferri* docked in the predawn darkness at Fano, the crew took the statue ashore on a fish cart, hidden under a pile of nets. The bronze spent a few days in the house of the trawler's owner, but rumors of its existence started to spread through town, Rosato recalled. Worried that a jealous neighbor would tell Italy's financial police, the owner's son took the 280-pound statue to a farming village three kilometers inland, where it was buried in a cabbage field. With the statue safely hidden, the fishermen contacted the Barbetti brothers, Giacomo and Fabio, whose family owned a cement factory in nearby Gubbio. They were antiquarians who occasionally bought ancient objects turned up by farmers or fishermen and sold them to wealthy foreigners. When Giacomo Barbetti saw the statue in the cabbage field, he suspected it was a major find. Touching the figure's nose, he thought it might even be the work of Lysippos, one of the greatest sculptors of ancient Greece. The Barbettis bought it for 4 million lire, about \$5,600 at the time and about \$36,000 today. The amount was divided among the two dozen or so people who by then had become involved in the statue's journey. "Three to four million lire, it was a huge amount," Rosato recalled. "People started sweating when they heard that amount." The sale to the Barbettis began the modern odyssey of one of the greatest bronze statues to survive from ancient Greece. It is a journey like that taken by thousands of ancient objects, spirited across borders and through an often-obscure trail of owners before reaching a new home. In the case of the statue, that would be a humidity-controlled room at the newly reopened [Getty Villa in Pacific Palisades](#). The bronze proved more slippery than most as it passed through a net of international laws intended to govern the trade in ancient artifacts. Because it was found in international waters, Italy does not have the same ownership claim as it would over a vase or statue found in Italian soil. Nevertheless, Italians say, the statue was illegally exported and should be returned. The dispute, now playing out in negotiations between the Getty and Italian officials, brings to the surface some of the deeper issues in the debate about who should be the rightful owner of objects from cultures long dead. After all, to whom does a statue made in ancient Greece, stolen by Romans and found by Italian fishermen 2,000 years later, rightfully belong? International law generally recognizes as owner the country where an antiquity is discovered in modern times, not where it was created. Greece has not claimed the object, and Italian officials say cultural justice demands repatriation to the country whose citizens found it and brought it home. Critics of such claims — American museums and private collectors among them — cite their own sense of justice, saying that objects of such importance and rarity should belong to humanity, not one nation. Who will prevail, and whether there will be one more stop in the bronze's long journey, will probably be decided in the coming months.

By Jason Felch – Los Angeles Times©

<http://www.calendarlive.com/galleriesandmuseums/cl-me-bronze11may11,0,6853986.story?coll=cl-art>  
calendarlive.com - Los Angeles,CA,USA (05/11/06)

### Canada

On a foul night in late November 1814, a sleek man-of-war ran into serious trouble as it sailed to the British naval base at Halifax, Nova Scotia. Straying into shallow waters some 20 miles southwest of the port, HMS *Fantome* hit a rocky reef and sank in a matter of hours, as did two ships in the convoy she was escorting. Such maritime disasters along Nova Scotia's jagged, foggy coast were sadly common, but local residents took a particular interest in *Fantome*. The warship reputedly carried a unique cargo--plunder that British forces had taken before burning the White House on August 24, 1814. Now, nearly 200 years later, *Fantome* lies at the center of an international controversy. To the dismay of many prominent nautical archaeologists, Nova Scotia has licensed a private treasure-hunting company to salvage what it believes to



be *Fantome* and its convoy. Under this license, LeChateau Explorations Limited is free to sell for profit 90 percent of all the valuables it recovers, sparking fears that White House treasures may one day be auctioned on eBay to private collectors around the world. It's a prospect that disturbs U.S. government officials. "We'd like these artifacts returned," says State Department spokesperson Noel Clay. More troubling still is the light this controversy sheds on the mercenary practices of a small group of professional archaeologists. Treasure hunting on marine archaeological sites is shockingly widespread in North America. Only Nova Scotia permits this practice in Canada, but all American states, except Texas and Maine, allow some degree of commercial exploitation. To obtain the necessary government licenses, some treasure hunters hire underwater archaeologists to help them in the search for valuables. In these cases, says Willis Stevens, a nautical archaeologist at Parks Canada, "you have an archaeologist who is working for a treasure hunter and who is quite willing to accept the fact that his material will be sold for profit. In the professional archaeological community, that is immoral." Certainly, it's a situation that infuriates Paul Johnston, curator of maritime history at the Smithsonian. Underwater sites, he explains, are "like the Wild West in the nineteenth century--an open frontier for those who want to exploit them." One vocal critic, Halifax diver and documentary filmmaker John Wesley Chisholm, says that what is clearly needed, adds Chisholm, is stricter legislation to protect underwater sites from corporate bottom lines, as well as resources to hire provincial and state nautical archaeologists to enforce the regulations. Until then, concludes the filmmaker sadly, it's "come all ye pirates."

By Heather Pringle – Archaeological Institute of America©

<http://www.archaeology.org/curiss/news/specialreport.html>

Pringle, Heather. 2006. Special Report: The Fantome Controversy. *Archaeology Magazine* Vol. 59(3).

### **Egypt**

The lost world of Cleopatra's palaces has been dug out of the muddy Mediterranean sea bed by a man dubbed the Underwater Indiana Jones. The results of Franck Goddio's excavations, comprising 500 priceless finds that shed light on 1,500 years of ancient history, will be put on public view today for the first time. President Mubarak of Egypt will open the exhibition in Berlin, and it will later transfer to Paris and London and eventually to a specially prepared site in Egypt. "It was an astonishing feeling to find and handle beautiful objects that have been touched by Cleopatra," said M Goddio, a 58-year-old Frenchman who abandoned a career as a financial consultant to pursue his passion for maritime archaeology. For the past 12 years he has been excavating the sunken harbour of Alexandria, the legendary lost city of Heracleion and the religious centre of Canopus. Floods, earthquakes and erosion swallowed up these once-vibrant communities. Although some of the recovered fragments have been shown, they have never been put together in a single comprehensive collection. The Goddio team discovered 5.4m (18ft) red granite statues of an Egyptian king, queen and the fertility god Hapi, as well as thousands of smaller statues of gods and rulers, masks of pharaohs, gold and stone jewellery, and an intact black slab pronouncing import duties on Greek products. One of the most significant discoveries was the fragment of a shrine, the Naos of the Decades, which made it possible for M Goddio to reconstruct the first astrological calendar in the world. Among the treasures is a sphinx bearing the face of Ptolemy XII, the father of Cleopatra, a reminder that parts of the royal quarter with its temples, palaces and gardens were in Alexandria's eastern harbour, where Julius Caesar, Mark Antony and Cleopatra stayed.

By Roger Boyes – The Times Newspapers©

<http://www.timesonline.co.uk/article/0,,3-2174545,00.html>

TimesOnline – United Kingdom (05/11/06)

The Egyptian authorities have given the go ahead for the underwater exploration of what appears to be a Roman city submerged in the Mediterranean, Egypt's top archaeologist said on Monday. Zahi Hawass said in a statement that an excavation team had found the ruins of the Roman city 35 km (20 miles) east of the Suez Canal on Egypt's north coast. Archaeologists had found buildings, bathrooms, ruins of a Roman fortress, ancient coins, bronze vases and pieces of pottery that all date back to the Roman era, the statement said. Egypt's Roman era lasted from 30 BC to 337 AD. The excavation team also found four bridges that belonged to a submerged castle, part of which had been discovered on the Mediterranean coastline in 1910. The statement said evidence indicated that part of the site was on the coast and part of it submerged in the sea. The area marked Egypt's eastern border during the Roman era.

Reuters©

[http://today.reuters.com/news/newsarticle.aspx?type=scienceNews&storyid=2006-05-22T153024Z\\_01\\_L22614130\\_RTRUKOC\\_0\\_US-EGYPT-EXCAVATION.xml&src=rss&rpc=22](http://today.reuters.com/news/newsarticle.aspx?type=scienceNews&storyid=2006-05-22T153024Z_01_L22614130_RTRUKOC_0_US-EGYPT-EXCAVATION.xml&src=rss&rpc=22)

Reuters (05/22/06)

## **Greece**

[see entry under NOAA Office of Ocean Exploration]

Shipbuilders with handmade tools and methods used long ago are re-creating the Argo, the legendary vessel of Jason and the Argonauts. "It's extremely laborious work," said builder Stelios Kalafatidis in the small port of Volos. "We don't have large, proper, modern tools, only our hands and wooden mallets and chisels." In one of the most popular tales of Greek mythology, Jason and his handpicked crew of Argonauts sailed from Volos, named Iolcos in ancient times, to retrieve the Golden Fleece from the ancient city of Colchis, in modern Georgia. Aided by heroes such as Herakles and Orpheus, Jason overcame monsters and hostile kings to snatch the fleece of the sacred golden ram from the dragon guarding it. The Naudomos Institute, a group of shipbuilders and historians heading the project, is using ancient Greek tools and techniques to build the new Argo. Once the ship is ready, they plan to retrace the mythical journey. The team had to ignore everything they knew about modern boatbuilding and use the same wood and tools used by Jason's warriors more than 3000 years ago. In Greek myth, 50 Argonauts built the Argo in three months with the aid of the goddess Athena, who placed a magical piece of timber in the prow, which could speak and prophesy. The three modern-day builders say they could use some divine help in recreating the 14th-century BC vessel. In 15 months of hard work, they have built only a quarter of the 28-metre ship. Wooden pegs and wedges hold together the frame and planks. In ancient times the gaps between the planks were caulked with resin, but the modern builders have mixed the resin with glue to preserve the ship for future generations. Whole trees were used to build the hull, said project director Apostolos Kourtis, who searched for days in the same forests as Jason's men to find long, straight trees for the purpose. "They used whole trees that were bent into shape," he said. "We don't do that today. Ships were without frames. There was no metal." The team's veteran shipbuilder, Yannis Perros, said he had doubts when he first saw the plans. "We were saying, 'how are we going to build it with entire trees?'" he said. "But it's a durable structure, it will float and travel miles." For the design, the new builders pieced together images from ancient vase paintings, frescoes and references to ships from around the same period, gathered from museums and libraries worldwide.

By Deborah Kyvrikosaios – Reuters©

<http://www.theage.com.au/news/world/centuries-after-jason-myth-the-boat-another-team-has-a-go/2006/04/23/1145730810254.html>

TheAge.com – Australia (04/24/06)

A Greek fisherman has netted the remains of a bronze horseman and an amphora, treasures from ancient Greece preserved for two millennia in the Aegean Sea, officials said on Monday. The haul, which the man discovered in his nets off the island of Kalymnos last Tuesday, was delivered to police who then handed it over to archaeology service officials, the culture ministry said in a statement. Greece, as part of a programme to recuperate and preserve ancient artifacts, offers treasure finders a reward worth 10 percent of the object's value to return it to state authorities. The Kalymnos find includes the fully intact amphora and several fragments of a bronze statue, the largest of which is a 95cm bust of the rider which is heavily covered in marine organisms, the ministry said. Another Kalymnos fisherman made a priceless haul in 1994 when he unfurled his nets to discover a bronze statue now known as the "Lady from Kalymnos". The piece, now found in the [National Archaeological Museum](#) in Athens, dates from ancient Greece's Hellenistic period, which began roughly with the reign of Alexander the Great in the fourth century BC and ended some three centuries later.

Independent Online©

[http://www.iol.co.za/index.php?set\\_id=1&click\\_id=31&art\\_id=qw1147107605847G626](http://www.iol.co.za/index.php?set_id=1&click_id=31&art_id=qw1147107605847G626)

Independent Online - Cape Town, South Africa (05/08/06)

### India

The marine archaeologists of [National Institute of Oceanography](#) (NIO), Goa, will conduct research on the French ship which sunk 131 years ago in the sea near Hukitola Island, said marine scientist S Lokanath Dora of the institute. The scientist along with others visited the shipwreck site in the sea last week. According to the scientist, the ship is 250 feet long and 50 feet wide and the measurements match with the description mentioned in the autobiography written by then collector of Cuttack, John Beames - 'Memories of a Bengal Civilian'. Beames who served as collector and district magistrate in Balasore from 1869 to 1873 and in Cuttack from 1875 to 1878 vividly describes the sunken French ship 'Veleda' in his autobiography. According to Beames, 'Veleda' sunk in a severe cyclone in 1875 near Hukitola. The ship was carrying foodgrains, sugar, liquor, wine and other goods from Paris to India. Some crewmembers also drowned and their bodies were buried in a cemetery near the lighthouse. The local authorities drew the attention of the scientists after the upper portion of the ship started acting as an impediment to the movement of fishing boats. "The upper portion of the ship can be seen during low tide period but during high tide the ship is not visible due to which the boats dash with it and get damaged," said Tusharkanta Sardar, president, District Fishermen's Association. The study of shipwrecks is called Nautical Archaeology, said the scientist. Collector Jyotiprakash Das said the chairman of Paradip Port Trust has been informed and the port officials will seek the help of the Dredging Corporation of India to bring out the shipwreck. *Valeda* sunk in 1875 near Hukitola

Newindpress©

<http://www.newindpress.com/NewsItems.asp?ID=IEQ20060503015625&Topic=-375&Title=ORISSA&Page=Q>

Newindpress (subscription) - Chennai,India (05/03/06)

### Italy

A museum entirely under-water on the sounding of the sea between 16 and 18 metres of depth was born. It is the archaeological under-water museum made near the Scopello's cliffs in Castellammare del Golfo (Trapani). Among the findings on the sounding, which have a label with indications with a description and their date, there are a trapezoidal anchor made of stone and three holes, a millstone probably used as a ballast on the ships, pieces of amphora (necks and points) hidden by poseidonian algae but also Greek, African, Spanish and Punic ceramics. The itinerary is indicated by a rope. The museum is among the initiatives of the 'week on the route of the Phoenicians', linked to the Euromediterranean dialog that took place in Marsala last week financed by the regional tourism councillorship. Castellamare del Golfo, which was a Phoenician port, is part of the association 'route of the Phoenicians' with the municipalities of Marsala, Erice, Castelvetro, Pantelleria and Favignana. Santa Flavia (Palermo) joins to the association too. The under-water museum adds to the already existing museum in Pantelleria and Egadi islands and was designed by "Cetaria Mare Turismo Ambiente" with the supervision of the sea superintendent's office. Agenzia Giornalistica Italia©

<http://www.agi.it/english/news.pl?doc=200605121257-1073-RT1-CRO-0-NF51&page=0&id=agionline-eng.arab>

Agenzia Giornalistica Italia – Italy (05/12/06)

### The Netherlands

[see entry under The Reference Library]

### Turkey

It's been called the project of the century: a mission to connect two continents with a \$2.6bn rail-tunnel running deep beneath the Bosphorus Straits. The idea of linking the two sides of Istanbul underwater was first dreamt of by Sultan Abdul Mecit 150 years ago. Now that Ottoman dream is finally being realised. But the modern version of that vision has hit a historical stumbling block. Istanbul archaeologists have uncovered a 4th-Century port at the site where engineers plan to build a 21st-Century railway hub. The Marmaray project cannot even begin work in the area until excavations are complete. Out in the middle of the Straits, marine engineers are now working day and night to compensate in advance for any delays. Boring beneath the waves, they are preparing the ground for the deepest tunnel of its kind. "We are strengthening the soil by injecting concrete into the seabed so we can place the tubes easily and take

measures to counter earthquakes in the area," an engineer explains, shouting above the din of an enormous drill working non-stop behind him. Yenikapi on the European side of the city was selected to house a state-of-the-art train station. But when shanty homes were cleared from the site, archaeologists uncovered treasures beneath of a kind never before discovered here. Just a few metres below ground, they found an ancient port of Constantinople - named in historical records as the Eleutherios harbour, one of the busiest of Byzantium. "We've found 43m of the pier so far," chief archaeologist Metin Gokcay explains, pointing to a line of wooden stakes emerging from a green pool of water. He says the Marmaray site has yielded the most exciting finds of his long career. "We believe there used to be a platform on those sticks - down there is where the horses were unloaded."

By Sarah Rainsford – BBC News©

<http://news.bbc.co.uk/2/hi/europe/4949862.stm>

BBC News – United Kingdom (05/02/06)

Workers digging a railway tunnel under the Bosphorus Strait have uncovered the remains of a major Byzantine harbor that archaeologists say is a trove of relics dating back to Roman Emperor Constantine the Great. The tunnel, when it's finished, will end in a shining new railway station, the largest in Turkey -- a train and subway link surrounded by a 21st-century shopping center. Modern Turkish planners, though, weren't the first people in history to imagine the spot as a transport hub. The \$4 billion tunnel project has uncovered a fourth-century harbor under the slums of Yenikapi, on the European side of Istanbul, and archaeologists excavating the area say it's a trove of relics dating back as far as Constantine the Great. Chief archaeologist Metin Gokcay and his team have found preserved leather sandals, hairbrushes, candle holders, mosaics, massive anchors, eight ships and the remains of a pier and stone harbor jetties. "We've found lots of things that tell us about the daily life of the city in the fourth century," Gokcay told the BBC. "I've done many digs in Istanbul, but there are many things here I've never seen before." The Roman emperor Constantine moved his capital from Rome to Byzantium in 330 AD and renamed the city Constantinople. (Later it became Istanbul.) It grew into the busiest trading center in the eastern Mediterranean. "The ships from here carried the wine in jars and amphorae from the Sea of Marmara," a nautical archaeology expert named Cemal Pulak told the London *Guardian*. "The cargoes of grain came in from Alexandria. This was the harbor that allowed the city to be." This paradise for archaeologists has been hell for engineers who want to finish the tunnel by 2010. The modern vision is to ease boat, bridge, and street traffic in Istanbul, which has a population of 12 million, by linking the European and Asian sides of the city with a rail service that can move over a million passengers a day under the Bosphorus Strait. The Marmaray tunnel will be the deepest underwater tunnel in the world, built to withstand earthquakes up to 9.0 on the Richter scale. So far the project has been on schedule. But the Yenikapi site will be its focal point, and the archaeologists can't say when they'll be finished.

Spiegel Online©

<http://service.spiegel.de/cache/international/0,1518,415463,00.html>

Spiegel Online – Germany (05/10/06)

## **Ukraine**

[see entry under NOAA Office of Ocean Exploration]

## **United Kingdom**

[see entry under The Reference Library]

Divers have the opportunity to dive the protected wreck of the Holland V submarine this year as part of a [Nautical Archaeology Society](#) (NAS) project led by submarine aficionado Innes McCartney. The Holland V submarine lies at 30m off Brighton. 'The Holland V was the first submarine to be accepted for service by the Royal Navy,' said McCartney. 'Its status as a protected site reflects its national importance.' To take part in survey work on the submarine, entrants are encouraged to join a two-day submarine research course in Portsmouth on August 21 and 22. Divers wishing to dive the wreck from charter boat *Spartacat* can do so on August 19.

Dive Magazine©

<http://www.divemagazine.co.uk/news/article.asp?UAN=2773&v=2&sp=332185698658330710478>

Dive Magazine - Surrey, UK (05/05/06)

It was the world's first iron ocean-going ship, transporting thousands to new lives in Australia and troops to the war in Crimea. But when Isambard Kingdom Brunel's SS *Great Britain* was hauled back to its home port of Bristol from the Falkland Islands in 1970, it was a corroded wreck. A restoration project in the three-and-a-half decades since has brought the ship back to its former glory. The project was honoured last night with the Gulbenkian Prize.

By Louise Jury – The Independent©

[http://news.independent.co.uk/uk/this\\_britain/article601323.ece](http://news.independent.co.uk/uk/this_britain/article601323.ece)

ndependent - London,England,UK (05/26/06)

Teams from both sides of the Atlantic to search for wreck of John Paul Jones's frigate off Yorkshire coast  
Every US schoolchild knows that John Paul Jones, their country's first naval hero, rejected a call to surrender with the immortal words: "I have not yet begun to fight." What is less well known is that he was within sight of the Yorkshire coast when he uttered them. Whether Jones ever said what was attributed to him is not certain. But it is true that one of the bloodiest naval battles of the American Revolution was fought in the North Sea on 23 September 1779, and that the American commander, despite having to abandon his sinking flagship, won the day. He captured the British warship attacking him and sailed off into legend.

By David Keys and Martin Hodgson - The Independent©

<http://news.independent.co.uk/world/americas/article620705.ece>

ndependent - London,England,UK (05/28/06)

Martin Stevens, of Medway Maritime Trust, bought the *John H Amos*, which was recently added to the UK's core collection of historic ships, in 1976. Preparations to move the tug, built in 1931, along the River Medway were getting under way on Monday. The work would be an education in old ship-building skills, Mr Stevens said. Railway tracks were welded to the sides of the 300-ton vessel before it could be moved by floating crane from the banks of the river at Chatham to a pontoon. Mr Stevens said the welding was so that the crane did not cut into the hull and distort it. He said: "There is no restoration being done at the moment. "We are saving it from this rather watery grave and lifting it bodily, flying it down river on a floating crane, and putting it on to a pontoon, which will become a restoration platform. "It's the last paddle tug in the country and a very good example of what maritime history is all about. "We feel it's going to be a great educational enterprise, both in the restoration of the vessel, where old skills will be relearned and afterwards when it's working and we will be able to teach people what it was like in the old days." He bought the vessel 30 years ago when he was restoring steam tugs. "We knew that this one was in trouble so we bought it knowing it was special, but only recently has it been listed as one of the very special boats on the British register," he added. [The National Historic Ships Committee](#) (NHSC) core collection lists 60 vessels and places the paddle tug alongside the *Cutty Sark* in Greenwich and HMS *Victory* which is at the Historic Dockyard Chatham. The NHSC website states that the *John H Amos* is the last paddle tug built in Britain for civilian owners, and is also the last surviving one.

BBC©

[http://news.bbc.co.uk/2/hi/uk\\_news/england/kent/5026724.stm](http://news.bbc.co.uk/2/hi/uk_news/england/kent/5026724.stm)

BBC News – United Kingdom (05/29/06)

The wreck of a warship that has lain on the seabed for more than 200 years is being protected, the Culture Minister said today. The wreck, which was recently discovered by divers in Pevensy Bay, off the East Sussex coast, is believed to be that of the 70-gun *Resolution* which sank during the Great Storm in 1703. If the well-preserved remains are those of the 17th Century vessel, they have the potential to provide a wealth of information about the maritime and military history of the period, David Lammy said. The wreck, which includes a cluster of at least 45 iron guns lying on top of ballast material along with a timber hull structure and other artefacts, has been "designated" under the [Protection of Wrecks Act 1973](#) following a recommendation from [English Heritage](#). This makes it a criminal offence for a person to interfere with the site unless they have a licence. Local divers discovered the wreck last spring while attempting to free a lobster pot. An archaeologist examined the site and identified the remains as those of a large warship dating between 1600 and 1800. An initial interpretation was that it is likely to be the wreck of the *Resolution* which was built in Harwich between 1665 and 1667 - one of only three third-rate vessels made

by noted maritime architect Sir Anthony Deane. In 1669, the Resolution was the flagship of an expedition against the Barbary Corsairs and took part in the unsuccessful attack on the Dutch Smyrna convoy, which resulted in the Third Dutch War. It sank during the Great Storm on November 26 1703. The Great Storm is the subject of novelist Daniel Defoe's work "The Storm: An Essay", written the following year.

Substantial sections of the hull of the wreck exist beneath a mound of ballast. Such in situ preservation of shipwreck material dating from the 17th and 18th centuries is uncommon. Mr Lammy said: "Shipwrecks and their sites are a vital - and mysterious - part of our heritage. It is right that this valuable wreck site, which has remained preserved and intact on the seabed for at least 200 years, gets this protection. Further investigation of the wreck is expected to be carried out by local divers under licence.

By Keith Hall – Press Association©

<http://www.24dash.com/content/news/viewNews.php?navID=7&newsID=6246>

24dash.com - Hereford,Herefordshire,UK (05/29/06)

## Scotland

In order to catch a glimpse of the clipper ship the SV *Carrick*, you must first take a train to the Ayrshire town of Irvine and then make the five-minute walk down to the harbour. It is there, rearing up on a slipway beside the [Scottish Maritime Museum](#), that you will find one of the most important seafaring vessels of the modern age slowly and quietly rotting away. It seems an ignominious end for a ship that set the record for the fastest sailing time between Britain and Australia - a record which still stands - and is the oldest clipper in the world. But this, it seems, is not quite the end for the 142-year-old *Carrick*, more properly known by its original name, *The City of Adelaide*. For yesterday, the Scottish Maritime Museum submitted an application to North Ayrshire Council for the ship to be scrapped, or rather "deconstructed" - broken up into pieces, and separated for good. The application is unlikely to be heard until after the summer, and will involve consultation with [Historic Scotland](#). A similar application was made by the Scottish Maritime Museum in 2001 and refused, because Historic Scotland deemed the ship to be of such historic significance that it designated it as a listed building, the only ship in Scotland to have been given such a distinction. But that was five years ago. Since then, left open to the elements and ageing by the day, the *Carrick's* deterioration has visibly accelerated. Maritime expert Martyn Heighton, head of [National Historic Ships](#) - which lists the *Carrick* as one of the most important vessels in the country - visited the ship back in February and says he was taken aback by what he saw. The *Carrick's* recent history is well documented. In 1991, after nearly 50 years moored at Custom House Quay in Glasgow, she sank. Raised from the Clyde, she was then towed to Irvine and the Scottish Maritime Museum, where she has been docked ever since. But the Maritime Museum's problem is, inevitably, money. Lacking the serious funds to revitalise the ship - as Heighton points out, ships are "incredibly expensive things to look after" - the museum was unable to maintain her adequately. "After local government reorganisation the museum lost two public funders," says Jim Tildesley, a former director of the Scottish Maritime Museum. "The only options to save the ship became either recorded deconstruction or private funding." Heighton, whose organisation campaigns for the preservation of historic vessels such as the *Carrick*, says he doesn't hold the museum responsible. "They've done their best. It's very frustrating but, sadly, the ship has a long history of a lack of funding." Indeed, in 2003 Lord Maclay, Chairman of the Scottish Maritime Museum Trustees, said that, while Historic Scotland's decision to reject the application "may have saved the ship, it almost closed the Maritime Museum, which was left with the storage and preservation costs but with no income being derived". That same year however, following a worldwide campaign to prevent the clipper's destruction which ranged as far as Australia, where there is even a Save the Clipper Ship City of Adelaide Action Group, salvation seemed possible through the actions of a businessman from the Midlands called Mike Edwards. He launched a feasibility study to see if the ship "could again become a seaworthy passenger vessel", saying that, if it could, he would buy it. In February this year the study concluded that no, it could not. Any restoration would, according to Tritech Marine Consultants, the firm that carried out the study, "be little more than a reproduction". "That is not what we have been seeking to achieve," Edwards said at the time. "I have no regrets about trying to restore one of our historic ships and we certainly gave it our best shot."

By Emma Cowing – The Scotsman©

<http://news.scotsman.com/scotland.cfm?id=698552006>

Scotsman - United Kingdom (05/10/06)

## **The Reference Library**

### **Underwater Cultural Heritage at Risk: Managing Natural and Human Impacts**

***(2006) edited by Robert Grenier, David Nutley and Ian Cochran***

International Council on Museums and Sites, *Heritage at Risk* – Special Edition

<http://www.international.icomos.org/risk/2006/fulldocan.pdf> (PDF/5.35 MB)

The ICOMOS International Scientific Committee on the Underwater Cultural Heritage (ICUCH) was involved from the very beginning in the tough four-year battle which took place at UNESCO, in five week-long sessions from 1998 to 2001, to draft the text of a convention for the protection of this cultural heritage. From the outset of these confrontations, which pitted the key maritime stakeholders against each other, ICUCH realised that the major challenge went beyond reconciling these interests, often underlying and not articulated. The challenge lay in dealing with the profound ignorance of what constitutes the underwater cultural heritage, the threats it faces and the solutions available to protect it, as well as the measures that could be taken to ensure an appropriate legal framework to facilitate the work of those countries and stakeholders wishing to put in place such systems of protection. The discussion had to be freed from the stereotypes linked to concepts and practices on dry land and from the romantic clichés fostered by comic strips, literature or cinema which has nurtured us with archetypes as extravagant as the *Titanic* or even the image of Red Rackham's treasure, in the *Tintin series*. First and foremost, it was necessary to gain acceptance of the idea that the underwater cultural heritage is part of the universal heritage of humanity, just as significant and deserving the same protection as the cultural heritage found on dry land, and that it was necessary to liberate this heritage from the age-old tradition of "first-come, first-served" salvaging practice. Historic wrecks had to cease being viewed as sources of "supply" for the coastal populations and, over the last few decades, for divers and enterprises equipped to harvest these collections of cultural objects available to anybody on the marine floors. We had to transform the idea that this heritage has to be saved from the destructive effects of time and the elements, which may be true occasionally, by raising awareness of the fact that mankind is the real enemy, with our diving, dredging and powerful construction equipment, motivated by financial gain, the most powerful opponent of cultural heritage. Mankind is the true threat to underwater cultural heritage, but, equipped with the 2001 Convention and its Annex, we can also be its protector and saviour. We are now able to protect and to save this common heritage of humanity from ourselves and sometimes from nature.

This book can be downloaded at: <http://www.international.icomos.org/risk/2006/index.html>

### **The Voyages of the Vizcaína: The Mystery of Christopher Columbus's Last Ship**

***(2006) by Klaus Brinkbäumer and Clemens Höges***

Translated from the German by Annette Streck; Hardcover; 336 pg; ISBN: 0151011869

Lying in only twenty-five feet of water in a small gulf off the coast of Panama, a shipwrecked vessel managed to escape detection for centuries before it was discovered in the mid-1990s. In 2002, Klaus Brinkbäumer and Clemens Höges, journalists with the German newsmagazine *Der Spiegel* and also amateur divers, were the first to assemble a team of experts to analyze the remains. They determined that it was not only the oldest wreck ever found in the Western Hemisphere, but also very likely the remains of the *Vizcaína*, one of the ships Christopher Columbus took on his last trip to the New World. The Voyage of the *Vizcaína* ... combines investigative journalism, archaeology, and historical re-creation to give us the fascinating story-and startling truths-behind Columbus's final attempt to reach the East by going west.

For more information about this book, visit [Harcourt, Inc](http://www.harcourtbooks.com/bookcatalogs/bookpages/0151011869.asp) at

<http://www.harcourtbooks.com/bookcatalogs/bookpages/0151011869.asp>

**The Renaissance Shipwrecks from Christianshavn. An archaeological and architectural study of large carvel vessels in Danish waters, 1580-1640 (2006) by Christian Lemée**

*Ships and Boats of the North* 6. Roskilde, 271 pages. ISBN 8785180343

The present volume 6 in the series [Ships and Boats of the North](#) comprises an archaeological and architectural study of north-west European shipbuilding between 1580 and 1640. The main aim of the research leading up to the book has been to discover the specific carvel shipbuilding methods used in north-west Europe in the Renaissance period. The study is based on the analysis of a group of shipfinds excavated under the direction of the author in Copenhagen in 1996 and 1997. A total of eight wrecks were discovered and recorded on the former premises of the Burmeister & Wain (B&W) ship engine factory in the Christianshavn quarter of Copenhagen. The excavation revealed that some of these shipwrecks had been secondarily used in the 17th and 18th century as foundations for the construction of a harbour named Grønnegaards Havn. Five of them were the remains of large carvel-built vessels dating within the reigns of the two Danish kings Frederik II (1559-1588) and Christian IV (1588-1648) and thus representing a unique collection of Renaissance ship-types used in Danish waters. Most of the large ships were Dutch-built. The analysis of these finds combines the detailed recording of sections of four of the ships with their physical reconstruction in the shape of scale models. These steps result in a sound understanding of how flush-planked ships were designed and built according to the shell-based concept.

For more information about this series, visit

<http://www.vikingskibsmuseet.dk/page.asp?objectid=221&zcs=402>

**Dutch Ministry of Finance Violates Agreement on Submerged Cultural Heritage, (2006) by Wendy van Duivenvoorde**

*The INA Quarterly*, Vol. 33(1): 15-16.

The Dutch Ministry of Finance has amazed and disappointed the archaeological world once again by making a deal with a commercial salvage company to split the bounty of a Dutch shipwreck and ignoring agreements made with the Dutch Ministry of Education, Culture and Science. They officially received their spoils, part of the silver cargo of a Dutch East-Indiaman, named *Rooswijk*, on the 12<sup>th</sup> of December 2005. By doing so, the Dutch government has openly given support to commercial salvaging of archaeological heritage, which goes against national – and international – policy regarding submerged cultural inheritance. The National Agency of Archaeological Research (ROB) of the Dutch Ministry of Education, Culture, and Science is shocked; their archaeologists were not informed. Moreover, they are not allowed to voice their opinion as are British archaeologists who regret this state of affairs. Not only are Dutch archaeologists stunned, but so is the archaeological community worldwide. The *Rooswijk* affair is not just an unfortunate incident. [to read the complete article, see information at the following link]

For more information about *The INA Quarterly*, visit <http://ina.tamu.edu/>.

**Nautical Soundings (2006) by Daniel Lenihan: a review of Beneath the Seven Seas, George F. Bass, editor**

*Archaeology Magazine*, Vol. 59(3), 2006

Unlike most coffee-table books, *Beneath the Seven Seas* deserves to be read, not just thumbed through. More than two dozen researchers from the [Institute of Nautical Archaeology](#) (INA) tell the story of the institute's 30-plus years of underwater archaeological research--not "warts and all" but close enough for an academic work. Over the decades they have helped bring respectability to the protection of our submerged cultural heritage. That's no small thing in a world where noteworthy historical shipwrecks are often found by treasure hunters who sell themselves as preservationists and their artifacts at Christie's auction house. George Bass, one of INA's founders and the book's editor, obviously encouraged INA members to tell their adventures in a manner accessible to nonarchaeologists, making the book more engaging than most.

The review can be read at <http://www.archaeology.org/0605/reviews/sevenseas.html>



## Upcoming Events

### **Treasures of NOAA' Ark traveling exhibit will be at Nauticus, the National Maritime Center, in Norfolk, Virginia from March 4 – September 4, 2006.**

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

For more information check out [www.preserveamerica.noaa.gov](http://www.preserveamerica.noaa.gov) or contact [cheryl.oliver@noaa.gov](mailto:cheryl.oliver@noaa.gov) or [andrew.w.larkin@noaa.gov](mailto:andrew.w.larkin@noaa.gov).

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

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

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

### **The Iberian Discoveries and Nautical Archeology conference series will be held this summer in Lagos, Portugal at the Biblioteca Municipal Dr. Júlio Danatas from June 2-30, 2006**

June 2nd – 21.00H-22.30H, Opening Session - The Discoveries and the Role of Lagos | Rui Manuel Loureiro and Looking for the Missing Link: Survey Plans for the Lagos Area | Tiago Fraga

June 9th – 21.00H-22.30H, The Story of Iberian Vessels: Caravels What About Them? | George Schwarz and The Story of Iberian Vessels: The Pepper Wreck | Bryana DuBard

June 16th – 21.00H-22.30H, The Story of Iberian Vessels: The Big Picture | Luís Filipe Castro and Iberian Timber During the Age of Discoveries | Pearce Creasman

June 23th – 21.00H-22.30H, Iberian Treatises, Nautical Archaeology Digital Library and the Dick Steffy Database | Samuel Koepnick and 'Photomodelor:' Its Use and Application in Archaeology | Alexis Catsambis

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

June 30th– 21.00H-22.30H, Património e Turismo | Tiago Fraga; Os itinerários subaquáticos | P. Caleja; Mesa redonda | Round table; Encerramento | Closing Session  
For more information, contact Tiago Fraga by Email at [tmfraga@NEO.TAMU.EDU](mailto:tmfraga@NEO.TAMU.EDU)

***Europae Archaeologiae Consilium (EAC) Underwater Heritage Management Working Group will hold an International workshop on Verifiable Links in European Underwater Sites and Monuments at the British Academy, London, UK on June 19th, 2006***

EAC Underwater Heritage Management Working Group Specialist Seminars – a series of three meetings, to be held over the next two years, examining the most significant issues in European underwater heritage management - 1 verifiable links addressing heritage interests across borders, 2 promoting access to underwater heritage, 3 drowned landscapes and settlement sites. The seminars will develop forwardlooking policy statements on each of these issues prior to enabling wider public discussion of them at the 3<sup>rd</sup> International Congress on Underwater Archaeology (IKUWA 3) scheduled for the UK in 2008.

If you want to participate in the June 19th workshop, please send an e-mail message stating your name, organization and contact details to [ian.oxley@english-heritage.org.uk](mailto:ian.oxley@english-heritage.org.uk).

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

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

For more information, contact Michael McCarthy by Email at [Michael.McCarthy@museum.wa.gov.au](mailto:Michael.McCarthy@museum.wa.gov.au)

***The USS Monitor Shipwreck Expedition Educator Workshop will be held at Nauticus, the National Maritime Center, in Norfolk, VA on July 21, 2006***

Join educators, historians, and ocean explorers in this one-time specially developed workshop for teachers related to exploration of the USS *Monitor* shipwreck site off the Virginia Capes. The Civil War ironclad USS *Monitor*, one of the greatest American technological innovations of the 19th century, occupies a special place in the history of naval warfare. The vessel's historic battle with the Confederate warship CSS *Virginia* is often seen as causing a revolution in the nature of conflict at sea. In July, 2006, [the University of Rhode Island's Institute for Archaeological Oceanography](#) and NOAA's [Monitor National Marine Sanctuary](#) will utilize remotely operated vehicles to conduct acoustic and optical imaging surveys of the USS *Monitor* shipwreck site. The images will then be used to generate a digital photographic mosaic of the ship's hull and surrounding wreckage. The research vessel used for this expedition, the *Endeavor*, will be in port in Norfolk on July 21, following the conclusion of the *Monitor* expedition. Teachers participating in this workshop will receive a private guided tour of the equipment used during this expedition and a tour of relevant exhibits at [Nauticus](#) and the [Hampton Naval Roads Museum](#). In addition, teachers will participate in hands-on social studies and science activities related to the Battle of Hampton Roads, the *Monitor* shipwreck, remotely-operated vehicles used in deep-sea exploration, and metal degradation as it relates to marine archaeology. These activities will be led by educators from the [National Marine Sanctuary](#), NOAA's [Office of Ocean Exploration](#), the Hampton Roads Naval Museum, and Nauticus, The National Maritime Center. Pre-registration is required and space is limited. Registration deadline is July 3, 2006. To register, send the attached registration form to [Brent Rudmann](#) at [brent.rudmann@noaa.gov](mailto:brent.rudmann@noaa.gov), or 757-627-3823

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

Following the major success of our first conference held during August 2004 the [Centre for Portuguese Nautical Studies](#) (CPNS) is proud to announce the second CPNS Maritime Archaeology & History Conference organized in co-operation with the Dias Museum, to be held in Mossel Bay, Southern Cape

Province, South Africa, from 6-8 August 2006. We invite all interested parties to indicate their interest, to attend and/or to present a paper at this major international event. Experts from across the world will join us in discussions on various aspects relating to Portuguese Maritime History during the *Carreira da India* period. Persons interested in presenting topics at the conference are asked to contact us as soon as possible and provide us with a suggested topic/s. You will be under no obligation to attend or speak but we need some input to start planning the program. Final commitments only needed by end February 2006. You are welcome to suggest any topic relevant to Portuguese Maritime History during the period and also to suggest additional workshops you would be interested in attending or presenting.

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

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

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