

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 3.08, 2006 (August)¹

This newsletter is provided as a service by NOAA's National Marine Protected Areas Center (NMPAC) to share information about marine cultural heritage and historic resources from around the world. We also hope to promote collaboration among individuals and agencies for the preservation of cultural and historic resources for future generations. NMPAC is part of the Office of Ocean and Coastal Resource Management within the National Ocean Service.

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

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

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Legislative Update

The [House Resources Committee](#) on Wednesday [07/23/06] approved legislation to reauthorize the [National Historic Preservation Act](#). The bill ([HR 5861](#)) was approved by voice vote /en bloc /with two other measures. The law, last reauthorized in 2000 ([PL 106-208](#)), established the [Council on Historic Preservation](#) [CHP] and the [Historic Preservation Fund](#). HR 5861 would make a number of changes to the act at the request of the CHP, an independent federal agency that promotes the preservation, enhancement and productive use of historic resources. These changes, present in both the original version of the bill and a substitute offered by bill sponsor Rep. Steve Pearce, R-N.M., are aimed at preventing the use of a historic eligibility designation to impede development on privately owned land, according to the Resources Committee. These changes would require a local government that received funds under the act, and that wished to use eligibility determinations to trigger local regulatory requirements, to provide due process protection to property owners through a hearing process. The bill, as amended, also would make some changes to the makeup and rules of the council, allow the council to contract out financial and administrative services and to enter into cooperative agreements, and allow the council to report to Congress and the president on the effectiveness of its grant program and recommendations about funding levels. The substitute would authorize “such amounts as may be necessary.” As introduced, the bill would have authorized \$5 million annually through fiscal 2008 and then at \$6 million annually through 2015. The substitute also would give a state or tribal historical preservation officer a 30-day deadline to object to a determination that a project would not harm a historic resource. Further, it would clarify that a federal agency does not have the authority to require an applicant for federal assistance, a permit or a license to identify historical resources outside the area of the proposed project. In 2004, a “discussion draft” bill addressing the same issue would have narrowed the eligibility requirements of historical sites, but that approach met with considerable resistance from the conservation community, according to the Resources Committee.

By Jean Chemnick and Leslie Ann Duncan, CQ Staff, [Congressional Quarterly, Inc](#)©

[Note: article sent in an e-mail without referencing a URL]

Federal Agencies

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

U.S. Army Corps of Engineers (Department of the Army)

[see entry under [Maryland](#)]

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

[see entry on Boston Harbor Light under [Massachusetts](#)]

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

Naval Historical Center [\[Go to TOC\]](#)

A search for *Bonhomme Richard*, the flagship of Capt. John Paul Jones, father of the U.S. Navy, kicked off in the waters off Flamborough Head, July 18. The archaeological survey is being conducted by a combined American and British team of archaeologists, educators and surveyors. Led by the [Ocean Technology Foundation](#), a U.S.-based non-profit organization, this research team includes the [U.S. Navy's Naval Historical Center](#) (NHC), and [Osiris Projects](#), a survey company in Wirral, U.K. The team's Yorkshire base of operations is located in Bridlington and the team was invited here by the [Bridlington Regeneration Partnership](#). Team members began arriving from the United States in early July, and operations will continue for another three weeks. The weather has been exceptionally good and the team has been able to survey 100 square kilometers. This is the first year of a multi-year survey project to find the shipwreck.

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.

However, the team has been preparing for this expedition for more than two years. “In order to be fully prepared for this year’s survey, we have conducted intensive historical research, mapped known wrecks and environmental data in an electronic Geographic Information System (GIS), and produced the first computerized drift model dedicated to finding an ancient shipwreck,” said Ryan. “This year’s survey consists of the remote sensing and mapping of hundreds of miles of seafloor with state-of-the-art remote sensing equipment,” said Dr. Robert Neyland, principal archeologist for the search and head of the NHC’s [Underwater Archaeology Branch](#). The principal tools of the team are a side-scan sonar and marine magnetometer. Both tools can detect possible shipwreck targets, identifying them by their shape and magnetism. They are then plotted for later possible underwater investigation. The survey is taking place well out to sea, more than 15 nautical miles from Flamborough Head. Sept. 23, 1779, Jones engaged HMS Serapis in one of the most memorable battles in U.S. naval history. It was during this three-and-a-half-hour fight, most of it taking place at point blank range, that Jones shouted his legendary words, “I have not yet begun to fight!” Ultimately, he emerged victorious and took control of Serapis. *Bonhomme Richard* had served him well; 36 hours later, Jones watched his ship disappear beneath the waters of the North Sea. “The battle was a turning point in the War of American Independence, and showed the world that the young Continental Navy was a force to be reckoned with,” said Historical Researcher Peter Reaveley. It also helped to convince the French to loan the U.S. more resources to keep fighting the war. “John Paul Jones and *Bonhomme Richard* are as important to the U.S. as Adm. Lord Nelson and his ship HMS *Victory* [are to the British],” Reaveley said.

Navy News©

<http://www.military.com/features/0,15240,107834,00.html>

Military.com – USA (07/31/06)

National Oceanic and Atmospheric Administration (Department of Commerce)

National Marine Sanctuaries Program (DOC/NOAA)

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

Channel Islands National Marine Sanctuary

Located offshore of the southern California counties of Ventura and Santa Barbara, the islands of Anacapa, Santa Cruz, Santa Rosa, San Miguel and Santa Barbara, as well as the waters extending out six nautical miles, comprise the overlapping jurisdictions of the [Channel Islands National Marine Sanctuary](#) (CINMS) and [Channel Islands National Park](#) (CHIS). These islands are home to over 140 maritime historical sites, 30 of which have been located, identified and documented to some degree. These submerged, intertidal and beached sites not only reflect the diverse maritime history of the Pacific coast and the development of southern California, but also provide a recreational resource for sport divers from around the world. These cultural resources range from gold rush era sites to military aircraft losses. Wood, iron, steel and aluminum comprise the primary construction materials, and site locations range from the easily accessible *Winfield Scott*, approximately 20 miles from Ventura, to the *Cuba*, 70 miles from the same harbor, at the westerly most end of the chain and exposed to winter storms from both sides of the equator. To better understand the health of these resources, a comprehensive annual assessment was implemented to study the four most significant sites and provide an understanding of the long term affects of human and environmental impact to these nonrenewable resources. This program is a cooperative effort between CINMS, CHIS and [Coastal Maritime Archaeology Resources](#) (CMAR), a non profit organization that has been supporting marine archaeology projects for the sanctuary program and national park service since 1993. The wood construction, gold rush era side wheel steamer *Winfield Scott*; iron construction, bark *Goldenhorn*; steel construction, full rigged ship *Aggi*; and steamship *Cuba*, picked for their historical value and technical diversity, range of surrounding environmental conditions, and recreation diver visitation levels, were the four sites designated for this comprehensive annual assessment. Nonintrusive, easily repeatable measurements have been implemented to provide information on site disturbance; artifact movement, loss or damage; damage to protective incrustation; material corrosion rates and concretion growth rates. This information will provide resource managers with the data they required to properly understand the stability of these sites and make the informed management decisions necessary to preserve and manage the resources.

For more information, contact Mark Norder at MNorder@aol.com.

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Florida Keys National Marine Sanctuary

Beginning this week, July 31st, the [PAST Foundation](#), [\[Go to TOC\]](#) directed by Dr. Sheli Smith held a field school in the Florida Keys. Dr. Smith has been issued a permit, FKNMS-2006-027 to survey and inventory submerged cultural resource in the [Florida Keys National Marine Sanctuary](#) (FKNMS) upper region. This is the second consecutive year that the PAST Foundation has worked in the Florida Keys Sanctuary. The 2006 field school will continue work previously performed by PAST on the late 19th century sailing ship, *Slobodna* which rests off of Molasses Reef. Dr. Smith will provide participants with hands-on experience regarding collections, collection management and public outreach as well as underwater survey techniques and mapping skills. As part of their learning experience, the PAST students will be working in the Upper Region office on Monday, July 31st and Tuesday, August 1st with the FKNMS [Adelaide Baker](#) artifact collection.

For more information, contact Brenda Altmeier at Brenda.Altmeier@noaa.gov.

Monitor National Marine Sanctuary

The [Monitor National Marine Sanctuary](#) will sponsor 3 professional development opportunities for teachers to learn about remotely operated vehicles (ROVs) this fall. ROVs are used to investigate shipwrecks, explore coral reefs and discover parts of the oceans where divers can't go! These hands-on workshops teach how to design and build working ROVs.

If you are interested in the topic but do not live near any of the areas where workshops are being offered please contact Krista.Trono@noaa.gov to see about hosting a workshop in your area.

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

[see entry about the discovery of the 19th-century *Dunotter Castle* under [Hawai'i](#)]

Thunder Bay National Marine Sanctuary and Underwater Preserve

Before my parents' parents' parents were born, a crew of men built a wooden ship a few miles downriver from the city of Detroit. Before my ancestors traveled from Poland to America to make their living mining coal and making steel, that ship sank in Lake Huron. Hauling coal, it caught fire in the night. The cabins where its crew slept burned; the men swam to safety. But the ship's boilers, its engine, its giant iron propeller and its ribs and bones sank to the bottom of Thunder Bay. Born in 1872, the *Monohansett* died eight miles offshore from Alpena in 1907. But last week, almost a century later, I wrestle for the first time in my life into a wetsuit. I pull on flippers, a snorkel and a mask, then slip into the lake for a long look at the beautiful remains of that boat. I am not a swimmer. I've never been in water 20 feet deep before. But the wetsuit keeps me afloat. It keeps me warm enough, too. But the instant I lay face down in the water, chills ripple through me, not of fear but awe. The hull timbers, a foot-and-a-half wide, are cut from Michigan white oak. Holding them together are iron spikes an inch in diameter, as long as my forearm. I stare into the *Monohansett*'s shimmering mossy skeleton as if at the remains of a fish dinner. Men long dead hammered this boat into shape. Men long dead shoveled coal into its boilers, and played cards and drank whiskey and dreamed of their sweethearts and made plans for their futures. Who were they? How did they live? How could timbers so big be shaped into a ship? Who cast that 11-foot propeller? I linger for half an hour over the wreckage, hearing only the Darth Vader rasp of my own breathing. I wish I had the courage to push myself down, as my companions do, to touch it. Those who took me out on the expedition, under cloudless skies, run the [Thunder Bay National Marine Sanctuary](#) on Lake Huron. Run by the [National Oceanic and Atmospheric Administration](#) (NOAA), it is the equivalent of a National Park on water, mandated to protect about 200 shipwrecks near Alpena. In and around Thunder Bay, where storms are strong and fog is common, ships went aground, or even collided. Some were simply abandoned near shore and can now be visited by kayak or canoe. You can stand on some of the wrecks, with your head above water. Most of them are known only from newspaper accounts; efforts are now under way to locate them. Fifty wrecks, though, including the *Monohansett*, are well-documented and well-explored by divers. Several readers told me to visit the sanctuary's new museum in Alpena, opened just last year, where photos and models and artifacts tell the story of 19th-Century shipping on the Great Lakes. But the building, called the [Great Lakes Maritime Heritage Center](#), is only the brain of this operation. Its heartbeat is below water. Each wreck is an underwater museum, full of clues to what life on the lakes was like a century ago or more. Pat Labadie, a 65-year-old marine historian who has loved old ships since his youth in Detroit, stands

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beside me in his wetsuit, ready to dive this wreck yet again, and says: “The surface of the water is such a barrier. But once you put your face in the water, and break that barrier for the first time, it’s like entering another world. You’re weightless, and it’s like time travel.” Jeff Gray, who at 34 directs the sanctuary, adds: “There are no more of these ships left. If you want to see a 19th-Century schooner or steamship, you have to go into that world.” I spend many hours at the sanctuary and on the water, on a 41-foot research vessel called the *Huron Explorer*, which is fueled entirely by biofuels, including canola and Michigan soybean oil. What impresses me most is the energy of its staff, mostly young, strapping and passionate. Jeff, who grew up in Livonia, talks about the underwater treasures with the enthusiasm of a 14-year-old describing a baseball card collection. “These are the best-preserved shipwrecks in the world,” he says. “There’s no salt to degrade the metals. There are no sea creatures to eat the wood and other organic materials. We have intact ship masts, still standing, which you don’t find anyplace else. “These are,” he concludes, with a gleam in his eye, “Disney-quality shipwrecks.” And, it is a *national* marine sanctuary, because the work of these ships on the Great Lakes changed not only the Midwest, but the nation, making possible the building of the West. They hauled lumber, grain, ore, coal and immigrants. Many sank and re-sank before sinking a final time, too deep or too old for their owners to bother reviving.

By Susan Ager – Detroit Free Press©

<http://www.freep.com/apps/pbcs.dll/article?AID=/20060820/FEATURES01/608200493/1122>

Detroit Free Press - United States (08/20/06)

NOAA’s Preserve America Initiative (DOC/NOAA)

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

On September 4, 2006 (Labor Day), the [Treasures of NOAA’s Ark](#) will conclude its highly successful run at [Nauticus](#), The National Maritime Center, located in Norfolk, Virginia. This exhibit features historic artifacts and “NOAA Pioneers” that celebrate NOAA’s 200-year history of science, service and stewardship. It is estimated that over 100,000 people will have experienced the Treasures exhibit at Nauticus during its six month run. We appreciate the strong support for our partner Nauticus, who worked with us to adapt Treasures into a museum-quality exhibit. NOAA@Nauticus is an exciting partnership between NOAA and Nauticus to promote scientific and environmental literacy and to inform the public about NOAA’s programs and activities. The next stop for the Treasures exhibit will be the [Pacific Science Center](#) in Seattle where the exhibit will open in March 2007.

For more information contact Andrew Larkin at Andrew.W.Larkin@noaa.gov or Cheryl Oliver at cheryl.oliver@noaa.gov.

<http://www.thenmc.org/trvlexhib.html>

NOAA Undersea Research Program (DOC/NOAA)

Hawai’i Undersea Research Laboratory (HURL)

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[The Hawai’i Undersea Research Lab](#) (HURL) has done it again. During test dives off the south shore of Oahu, the HURL *Pisces* submersibles located another PK-1 flying boat, part of Patrol Squadron One, Ford Island circa 1930’s. This is the most intact example yet of our very early naval aviation history in the islands. Squadrons of these kind of bi-wing aircraft conducted massive flights among the islands and up the Northwestern atoll chain, gaining experience in long range patrol in the decades before World War II. HURL was established by the [NOAA National Undersea Research Program](#) at the [University of Hawai’i](#). The HURL team discoveries include the Japanese midget sub sunk by the USS *Ward*, US Navy coastal patrol vessels, I-class Japanese aircraft carrier submarines, and numerous navy fighter aircraft resting in deep water surrounding the islands.

National Park Service (Department of the Interior)

[see entries in the [Reference Library](#) about the new edition of Federal Historic Preservation Laws, and [Maryland](#) for assistance with survey equipment.]

Channel Islands National Park

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[see entry about a cultural resources monitoring partnership under [Channel Islands National Marine Sanctuary](#)]

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

The [National Wildlife Refuge System](#) (NWRS) and the [National Fish and Wildlife Foundation](#) announced their Preserve America grant program. [Preserve America](#) is a national initiative that directs Federal agencies to account for the economic and educational value of their historic properties. These properties, which encompass historic buildings, archaeological sites, cultural landscapes, and museum collections are integral parts of the habitats contained within Refuges. Understanding their importance will only enhance the capability of the NWRS to conserve all of its resources. The grants, which range from \$10,000 to \$15,000, are competitive and aimed at funding national wildlife refuge educational and interpretive projects that focus on history and historic sites and collections and how they contribute to our conservation and understanding of natural resources.

Please take a look at the Recent News section of the NWRS historic preservation homepage (<http://historicpreservation.fws.gov>) for more information and a link to the RFP. Contact Eugene Marino for any additional information at Eugene_Marino@fws.gov.

Activities in States and Territories

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

Delaware

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

Dredging for a Lewes beach replenishment project during fall 2004 produced more than sand – it produced artifacts from a shipwreck that archeologists now say dated between 1769 and 1775. “We have approximately 43,000 artifacts from the shipwreck, and of them about 30,000 were given to us by Lewes citizens and guests,” said Lewes Maritime Archeology Project Director Daniel Griffith. “Of those 43,000 artifacts, six gave us the information we needed to date the ship,” he said. Griffith was joined by [Delaware State Museums](#) Curator of Archeology Charles Fithian to present a lecture on “The Roosevelt Inlet Shipwreck: Archeology of an 18th Century British Commercial Vessel” Thursday, Aug. 17. The lecture was part of the [University of Delaware](#)’s College of Marine and Earth Studies ninth annual [Ocean Currents Lecture Series](#). Griffith said that working on the Roosevelt Inlet shipwreck presented an unique opportunity because it is the first isolated commercial vessel shipwreck at an underwater Delaware site that has been scientifically investigated from the start. Artifacts from the shipwreck were donated to the archeological team by 171 families and individuals, with 60 to 70 percent coming from 10 donors – donors like Karen Dey. A pharmacist who lives in Lewes, Dey and her husband, Dean Dey, have donated more than 8,200 pieces to the project so far. “I started finding pieces in mid-May, 2005,” said Dey. “I’ve been in the bay every month since then. I think its exciting,” she said, adding that she gets “the fun part of finding the pieces while the archeologists get the tedious part of matching up the pieces.” A dredge pumped 192,000 cubic yards (approximately 288,000 tons) of material out of the Roosevelt Harbor and onto Lewes Beach, completing its work in the end of October 2004. Then people began discovering artifacts. “It was the details of the work that took us to the year of the ship – one of few British merchant ships of that period that have been investigated,” Fithian said. He led attendees along a path that started with a maker’s mark on a Dutch tobacco pipe that was not registered until 1769 and another artifact that had to have been created before 1775. All available evidence including the artifacts, ships’ logs and additional documentation indicate that the ship was the *Severn*, which wrecked in the Delaware Bay in 1774. Though the ship’s identification has not been fully verified, reports that Captain Hathorn and all her crew were saved are consistent with current site findings. Work at the Roosevelt Inlet shipwreck site is expected to continue with what the archeological team hopes will be a full month of diving starting in late September. Meanwhile, those who discover any artifacts that they would like to share with the archeological team may contact Griffith at 302-645-6654.

By Georgia Leonhart – Cape Gazette©

<http://www.capegazette.com/storiescurrent/200608/leweshipwreck082506.html>

Cape Gazette - Lewes,DE,USA (08/28/06)

Florida

State Agencies' News

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

The announcement this week of donations totalling [sic] \$1.5 million in support of the [Community Maritime Park](#) underscores the kind of private commitment park promoters are counting on to create top-flight public amenities and a state maritime museum. Together, the gifts—which qualify for dollar-for-dollar state matching funds—will bring another \$2 million toward the proposed maritime museum, and \$1 million toward a band shell for outdoor concerts and other events in the waterfront park. Reported pledges and state matching funds for construction of the museum now total over \$8 million. The first gift is \$500,000 from the family of one of modern Pensacola's waterfront pioneers, Capt. S.J. Brown, a tugboat captain who went on to found Brown Marine Service, a well-known shipping and barge transport business. The donation comes from Brown's son, Ted, and daughter-in-law Kathy Horton-Brown. It honors Brown Marine's three generations of maritime commerce on the Pensacola waterfront. The money will go toward building the Admiral John H. Fetterman State of Florida Maritime Museum and Research Center, to be operated by the [University of West Florida](#) [UWF]. The agreement on the Community Maritime Park requires the development group to raise private funds to build the museum. And while park critics recently mailed out brochures that could mislead voters into believing the museum is not in the plan, the promoters are busily raising the needed money. The second gift is \$1 million through UWF for the band shell by businessman, philanthropist and Pensacola Symphony board member Skip Hunter and his wife, Martha Ann. (The matching \$1 million in state money can be used for the museum.) Hunter says he first proposed the band shell to the city five years ago, but there was no suitable place until the Community Maritime Park was proposed. Meanwhile, UWF President John Cavanaugh won authorization from the Legislature to make the maritime museum a state museum, qualifying it to house and display state-owned artifacts, including many from the Pensacola area now stored in Tallahassee. It would include offices and labs for research and restoration of artifacts. The Pensacola Bay system is littered with shipwrecks encompassing the entire span of European exploration of the New World. That starts with a ship from the 1559 Don Tristan de Luna fleet that was battered by a hurricane, found on a sandbar off Bayou Texar. In the future, the bay could be the center of intense maritime archaeology as wrecks are identified and investigated. It would be a major boost to the already well-respected archaeology program at UWF. The fund-raising effort, and the vision Cavanaugh has for the museum, testify to the quality of the entire Community Maritime Park project. To see private citizens backing that concept with their own money is gratifying.

Pensacola News Journal©

<http://www.pensacolanejournal.com/apps/pbcs.dll/article?AID=/20060824/OPINION/608240319/1020>

PensacolaNewsJournal.com – FL (08/24/06)

Other State News

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

“Wreck ashore!” In the past, those words were commonly heard along Florida's shores. Numerous vessels met their fate off the Atlantic and Gulf coasts of Florida, either by weather, war or chance. Tales of local maritime tragedy have frequently emblazoned newspaper headlines since the early 1800s. While shipwrecks often resulted in emotional and economic loss, they also presented an opportunity to some in Florida, spawning an entire industry of those seeking to salvage vessels and cargo in peril. And just as the wrecking fleet in the Florida Keys benefited from a steady stream of unfortunate maritime incidents, fishermen and divers today also reap a shipwreck's bounty. Florida shipwrecks are more than just a productive site to pursue snapper, grouper and amberjack. A shipwreck is a time capsule—history captured in twisted steel, eroded wood and countless artifacts that can reveal important information about a former way of life. With a rich and diverse maritime history stretching back over four centuries, Florida's shipwrecks include Spanish galleons, British warships, schooners, Confederate blockade runners, steamships and German U-boats. While many of Florida's shipwrecks have been found, the vast majority still await discovery. Potentially over 5,000 shipwrecks reside off Florida's 1,200 miles of coastline. In and of itself, the Florida Keys archipelago, consisting of approximately 1,700 islands stretching 200 miles, is littered with the scattered remains of close to 1,000 shipwrecks. In fact, many of the reefs and shoals of the Florida Keys were named after various shipwreck events: the Marquesas Keys were named after the Marqués de Cadereita, commander of the ill-fated 1622 Fleet that included the famed *Nuestra Señora de Atocha*; Looe Key earned its name after the 1744 wrecking of the British frigate H.M.S. *Loo*; Carysfort Reef pays homage to the H.M.S. *Carysfort*, which ran afoul of the reef in 1770; and Alligator Reef, where the schooner U.S.S. *Alligator* met her fate in 1822. With so many shipwrecks lost in Florida waters, you

may wonder why there aren't more shipwrecks available to fishermen and divers. While thousands of ships have sunk off Florida, many have disintegrated beyond recognition or been swallowed by the shifting sands, processes accelerated by the numerous tropical storms that annually pummel the Florida peninsula. It is likely that many of you have been frustrated to find a passing hurricane has replaced your favorite wreck with flat, barren sand. This is especially true of vessels that wrecked in shallow water and near the surf zone. Over the years, wreckage can be strewn across several miles of seafloor. Large portions of a shipwreck can be cast up on the beach and buried under sand dunes, only to be uncovered for brief periods of time by subsequent storms. While shipwrecks are slowly reclaimed by Mother Ocean, new shipwrecks do occur. Technology has helped to prevent many groundings, at-sea collisions and storm-related sinkings. However, attrition, neglect, fire, fraud and, sometimes, simple bad luck continue to claim new shipwreck victims. Many vessels in service well past their prime and held together with duct tape, paper clips and a prayer ply waters between Florida and various Caribbean countries. One such vessel, the Honduran freighter *Mary Star of the Sea*, sank while at anchor off Miami in October 2000 and was eventually abandoned by her owners. She was eventually raised, towed offshore and sunk in deep water to serve as an artificial reef.

By Michael C. Barnette – Florida Sportsman©

http://www.floridasportsman.com/features/florida_shipwrecks_0606/

Florida Sportsman Magazine - FL,USA (June 2006)

Hawai'i

Other State News

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

The ocean has revealed a secret 120 years old on the most remote island in the Hawaiian chain. In July, state workers happened upon the wreck of the full-rigged ship *Dunotter Castle*, vintage Falls of Clyde, in 25 feet of crystal clear water off Kure Atoll, the last island beyond Midway. The wreck made headlines in 1886 after seven survivors sailed 52 days and 1,200 miles in an open boat and were picked up off Kaua'i. A voyage to rescue crew members remaining on Kure set out the next day via the steamer *Wai'ale'ale*. King Kalakaua himself came down to see the *Wai'ale'ale* off. The ship carried an artist, lumber to install a shelter with water catchment for future castaways on Kure, and a flag to claim the island for the kingdom. Today, underwater archaeologist Hans Van Tilburg, who was at Kure with the [National Oceanic and Atmospheric Administration](#), says *Dunotter Castle* is the best-preserved wreck of a 19th-century ship he's ever seen. "Where else would you find a 120-year-old ship on the bottom with so much intact that hasn't been carried off?" said Van Tilburg. "We've dived on 19th century vessels before but we see only portions. Here we see the bowsprit, anchor, hawse pipe, windless, capstan, ladders, hatch combing, rudder and 258 feet of hull. It reminded me of the *Falls of Clyde* sitting on the bottom." One reason so much is left of the wreck is the remoteness of Kure, Van Tilburg said. It's difficult and expensive to reach. Part of why the wreck has not been discovered until now is that 30-foot waves sweep across the area during much of the year. The wreck was found by chance on a calm day when the staff of the state wildlife refuge, headed by Cynthia Vandelpip, was returning across the lagoon in a small boat. Van Tilburg said the team looked down and spotted the wrecked vessel. "They radioed my NOAA team on the other side of the lagoon and said we might be interested in taking a look. They sounded excited," he said. "We were investigating two other wreck sites, the whale ship *Parker* and the USS *Saginaw*. I immediately guessed that they had found the *Dunotter Castle*." He said storms have carried away all the wooden portions of the vessel, including the officers' quarters aft. What remains are the wrought-iron hull, heavy machinery and masts. The hull has fallen open. Tilburg said the wreck is home to huge schools of fish. Octopi hide beneath the ship from ravenous ulua. The *Dunotter Castle* sailed from Sydney for lower California with a crew of 28 and a cargo of coal on June 9, 1886. Because of a faulty chronometer, she struck the reef at Kure on July 15. By noon the next day there was 23 feet of water in the hold. The crew landed what water and provisions they could on shore and set up camp. Kure Atoll was a barren sandpit. The only water was a few brackish pools. The survivors found evidence of past wrecks on the island, the most famous of which was the USS *Saginaw* in 1870. The *Saginaw* had gone to Kure to aid another shipwrecked crew.

By Bob Krauss – The Honolulu Advertiser©

<http://the.honoluluadvertiser.com/article/2006/Aug/20/In/FP608200349.html>

The Honolulu Advertiser – Honolulu, HI, USA (08/20/06)

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

The SS *Republic*, a Civil War-era ship that sank 100 miles off the coast of Savannah, Ga., before being excavated and displayed for French Quarter tourists, is setting sail for another tourism market. Odyssey [Marine Exploration Inc.](#) is pulling its attraction, the [Shipwreck and Treasure Adventure](#), from Jax Brewery in September, citing New Orleans' tourism slump and lack of visitors post-Katrina. The SS Republic's remnants are part of the Shipwreck and Treasure Adventure on the third floor of Jax Brewery. The interactive attraction allows visitors to feel what it is like to steer a ship in 75 mph winds through ocean swells created by a major storm. The attraction originally opened in New Orleans on Aug. 27, 2005, but closed almost immediately because of Hurricane Katrina, which struck two days later. The attraction reopened in early 2006 in hopes of energizing the tourism business, Odyssey officials said. Sandy Shilstone, president and CEO of the New Orleans Tourism Marketing Corp., issued a statement saying the museum's closing "is not indicative of our tourism attractions in New Orleans."

New Orleans City Business©

<http://www.neworleanscitybusiness.com/viewStory.cfm?recID=16381>

New Orleans CityBusiness - New Orleans,LA,USA (08/14/06)

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

Through the generosity of the Georgia [U.S. Army Corps of Engineers](#) and the good offices of the [National Park Service](#) at [Ft. McHenry National Monument and Historic Shrine](#), students, non-profit organizations etc. conducting research in Maryland now have access to a side scan sonar. While the loan for research is free, there may be some attendant costs to replace consumables and for insurance purposes.

For more information, contact Susan Langley, Maryland State Underwater Archaeologist, at (1-800-756-0119 x7662).

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

Joseph Cocking and Nicholas Johnston are repairmen working high above Boston Harbor, fixing the lens of the first lighthouse in North America. Their workspace is a tiny space 89 feet up with dizzying prisms and heat that can reach over 100 degrees. "It's not glorious or glamorous but it's necessary," said Cocking, 53, of Orange Park, Fla. [Boston Light](#) is the only remaining [U.S. Coast Guard](#) lighthouse in the country that employs a full-time staff. But this is the first time in nearly 150 years its lens is undergoing repair. During the two weeks that Cocking and Johnston are spending inside the 12-foot-in-diameter lens room, the two are replacing decaying putty that holds 336 curved prisms in a bronze structure. They had to level the pedestal that supports the 1,500-pound lens, and glue, file, and polish chipped prisms. Many of the prisms have been damaged by years of keepers who once had to carry buckets of kerosene oil or whale oil to light the lighthouse's lamp. Today, the lamp is powered by 1,000-watt quartz light bulbs. From inside the 7-by-6-foot lens, bright light shines through the prisms to create a brilliant, yet dizzying kaleidoscopic view of the Boston Harbor and neighboring islands. When magnified by the prisms, strong sunlight can become dangerously hot. "I'm up there and I'm the ant," jokes Johnston, 44, of China Grove, N.C. Built in 1716, Boston Light became the first lighthouse in North America. In 1859, a lantern room housing a 12-sided, revolving glass lens was installed at the top of the structure. Cocking and Johnston, two of just a half-dozen lighthouse lens restoration specialists in the nation, met each other while working in the Coast Guard and decided in 1990 to try their hand at fixing lighthouse lenses for the first time in St. Augustine, where a teenage boy shot a rifle at the lens four years earlier. They spent over four years researching the ins and outs of lighthouse lenses, and called countless glass manufacturers to find replacement prisms.

By Ling Liu – The Associated Press©

<http://abcnews.go.com/US/wireStory?id=2318093>

ABC News – United States (08/16/06)

Michigan[\[Go to TOC\]](#)[see entry under Michigan Underwater Tourism Summit in [Upcoming Events](#)]**State Agencies' News**

An amateur underwater explorer who believes he has found the Holy Grail of Great Lakes shipwrecks has enlisted a Michigan maritime research group to plan the next phase of his exploration efforts -- despite a stern warning from state officials. Steve Libert, who thinks he found the 17th-Century wreck of the *Griffon* in Lake Michigan, has recruited the St. Johns-based [Center for Maritime and Underwater Resource Management](#) (CMURM). "We don't know if it is the *Griffon* or not," said Ken Vrana, president of the nonprofit group, who is to unveil a research plan for the site at a news conference today in Charlevoix. "The main thing is, we're putting together the highly trained professionals and resources needed for a first step in this process." The *Griffon*, which sank in 1679 on its maiden voyage in northern Lake Michigan, was loaded with furs sent by French explorer Rene-Robert Cavelier, Sieur de La Salle. It's historically important because it was the first sailing ship to sink on the upper Great Lakes, and it is a time capsule of the period. Both the State of Michigan and Libert agree that if the wreckage is indeed the *Griffon*, it should be preserved. And they agree that additional research should be done to determine whether it is in fact La Salle's famous ship. But that's where the agreements end. The two are locked in a federal court battle, each claiming rights to study the wreckage. Even so, Vrana of CMURM said the group will start raising money to pay for additional research on the site. The state notified CMURM last month that it was not legally registered to raise money to explore the site, and that it would have to apply for a permit. The group was asked to respond to the state's notification by Friday. CMURM did not meet the deadline, said Nate Bailey, spokesman for the state Attorney General's Office. Bailey wouldn't say what would happen if the group tried to register to legally raise money later. "The state will do whatever is necessary to protect the historical value of what may or may not be the *Griffon*," Bailey said. Vrana, however, said CMURM has worked with the state in the past and expects to be able to do so in this case. He said the first step would be to do more research this winter into both the history of the *Griffon* and the work Libert has done. From there, his group will develop a plan for more research. A less famous boat probably wouldn't generate the same level of controversy, Vrana said. "The title to the shipwreck is kind of a sideshow to the real issue -- is this or is this not the *Griffon*?" Vrana said.

By Peggy Walsh-Sarnecki – Detroit Free Press©

<http://www.freep.com/apps/pbcs.dll/article?AID=/20060814/NEWS06/608140377/1008/NEWS>

Detroit Free Press - United States (08/14/06)

A nonprofit marine heritage group is throwing its support behind an entrepreneur who believes he has located the Great Lakes' oldest shipwreck but is battling with the state over rights to oversee it. The [Center for Maritime and Underwater Resource Management](#) wants to help Steve Libert determine whether the wreckage he found in 2001 is the *Griffon*, the 17th century ship built by the French explorer La Salle. "Government alone should not be writing our maritime history," Ken Vrana, president of the center, said Monday. "We should all be involved." The *Griffon* disappeared on its maiden voyage in 1679 after setting sail from an island near Green Bay, Wis., with a crew of six and a cargo of furs and other goods. It's believed to have sunk in northern Lake Michigan. Libert's company, [Great Lakes Exploration Group LLC](#), and marine archaeologists issued a report last month with findings from their examinations of what they believe may be the *Griffon*'s bowsprit. Carbon testing of wood slivers shows they could date to the period when the *Griffon* was built, Vrana said at a news conference. Historical research also shows the area where the wreckage was found is consistent with where the ship likely foundered, he said. Magnetic and acoustic testing of the wreckage suggests a "wood hull vessel of an early build," he said. "Does this mean that this site is *Griffon*? No, this is not conclusive evidence at this point," Vrana said. The next step is closer examination in hopes of positively identifying the wreckage, Vrana said. His organization will help by crafting a plan describing things such as methods and technologies to be used, costs, and a schedule. Libert refuses to disclose the exact site of the wreckage, saying he doesn't want to tip off looters and sport divers who might damage it. He wants a promise from the state that he can stay involved as the wreckage is studied and take part in decisions about what to do with it. "I want to work together, but you have to give credit where credit's due," Libert said. "I've been working on this for nearly 30 years."

By John Flesher – The Associated Press©

<http://abcnews.go.com/Technology/wireStory?id=2317189>

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

ABC News – United States (08/15/06)

[Department of Natural Resources](#) [DNR] law enforcement officials today announced a \$500 reward is being offered for information leading to the arrest and conviction of the person or persons responsible for the removal of the ship's bell from the *City of Detroit* shipwreck located in Lake Huron. On July 30, local divers informed Conservation Officer Scott Brown that they had returned from diving on the shipwreck *City of Detroit* and wanted to report the bell missing. Built in 1866, the wooden steamship worked the Great Lakes for only seven years, hauling mostly flour and wheat from Wisconsin to Ontario. In December 1873, a late-season storm sent the *City of Detroit* to the bottom of Lake Huron near Saginaw Bay. After resting on the bottom unknown for 125 years, the shipwreck was discovered in June 1999 by David Trotter and his crew aboard the *Obsession II*. Since then, the *City of Detroit* has been a popular recreational dive site. Clearly visible on one side of her bell is the name, "NOVELTY WORKS," and the other side states "NEW YORK 1844." Taking of artifacts from the bottomlands of the state without permit is a violation of state law. [Under the Aboriginal Records and Antiquities Part 761](#), punishment of up to \$2,000 or imprisonment of one year can be ordered by the courts. The bell has enormous historical value and shipwreck antiquity thefts are difficult criminal cases to develop and prosecute, and most begin with tips from the public.

Anyone with information about this case is urged to contact the DNR's Report All Poaching hotline at (800) 292-7800 or Sgt. Jann E. Gallagher at the Law Enforcement Bay City District Office at (989) 684-9141. The DNR is committed to the conservation, protection, management, use and enjoyment of the state's natural resources for current and future generations.

A steam-driven excursion boat, believed to have sunk more than 90 years ago, has been discovered on the bottom of Big Glen Lake in more than 100 feet of water. Divers visited the county last week in another effort to locate the remains of boater David Schmid, who is missing and presumed to have drowned about this time last year. Instead of recovering human remains, State Police divers uncovered wreckage believed to be the *Rescue*, which last cruised the waters of Big Glen in the early 1900s. Sgt. Lawrence Schloegel, commander of dive operations for the Michigan State Police, said a 4-member team returned to the dive site Tuesday to videotape the 32-foot long vessel, discovered using side sonar technology. "It's about 32-foot long with a 10-foot beam and a boiler in the middle," Schloegel said of the find on Big Glen Lake. "There's a wooden canopy over most of it and its steering wheel is off to the port side, not in the center." The boat, which likely belonged to Ralph Dorsey, is the subject of Glen Arbor folklore with the reasons for its demise the source of much speculation. So high was the interest that a team of scientists from the University of Michigan visited the lake in May 2003 in hopes of locating the wreck using the M-ROVER (Michigan's Remote Operated Vehicles for Educational Research). Their search, which yielded nothing, and the stories surrounding the boat, are the subject of a documentary produced by students from The Leelanau School and Glen Lake Community School. "It was an excursion boat," said Barbara Siepker, local history buff and owner of the Cottage Book Shop in Glen Arbor. "(Dorsey) was on his way to take people from Dr. Fralick's home (on the northeast shore of Big Glen) when (the passengers watching from shore) saw the boat disappear." The incident, from which Dorsey survived, is believed to have taken place about 1914. However, a search of Enterprise archives as well as those from the Traverse City daily yielded no independent confirmation, Siepker said. Adding to the mystery is the only known photo of the *Rescue*, which appears in the 1977 book, *Beautiful Glen Arbor*, by Robert Rader. It shows the passenger steamer going down in Big Glen (with Alligator Hill in the background), with a man rowing away from the vessel. Among the storied "reasons" for the wreck cited by those in the student-produced documentary were: Business was bad, and the frustration of cruising around the lake only to find no one at the dock to ferry got to Dorsey; Nightmares of drowning children haunted Dorsey, so he sank his boat before tragedy could strike; Dorsey lost the boat in a card game and rather than turning the mahogany-lined, oak steamer over to the victor, he decided to sink it. The side sonar used by the State Police shows the vessel lying "flat" in the center of the lake. Schloegel declined to give the exact coordinates for the wreck, but confirmed it was located in more than 100 feet of water. The depth of the water and significant sediment on the lake bottom made it difficult for divers to capture high quality video of the wreckage. Regardless, the film will be sent to the state [Department of History, Arts and Libraries](#), which will determine whether the discovery should

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.

be considered an “archeological site.” Efforts to contact state archeologist John Halsey were unsuccessful Wednesday morning. However, Schloegel said state authorities would decide the fate of the wreckage and any artifacts recovered. One option would be to assign authority over the site to the Glen Lake Association, Schloegel said. “We’ll let the powers that be decide what — if anything — should be done about it,” said Empire resident Dave Taghon, president of the Empire Area Heritage Group. “Normally, if anything is brought out of the water it rots much faster and may not stay intact long. We’ll see how it plays out.”

By Amy Hubbell – Leelanau Enterprise©

<http://www.leelanaunews.com/editorial.php?id=2414>

Leelanau Enterprise - Leland,MI,USA (08/24/06)

Other State News

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

Archeologists do it in the dirt. Here in Michigan, they do it in the mud, too. In a shady city park in Niles, along the St. Joseph River, students and professionals have worked on their hands and knees this summer in a soggy spot where normally fish swim. An elaborate, expensive and relentlessly noisy de-watering system has run 24/7 for weeks, allowing archeologists access to one of the most interesting 18th-Century sites in the state. It is Fort St. Joseph, a French mission and trading post founded a decade before Detroit. Put simply, it was a burg of about 60 men, women and children that thrived, on and off, from 1691 to 1781. The French founded it, but relied on local Native Americans for fur pelts, summer produce, advice—and wives. Michael Nassaney, the [Western Michigan University](#) professor who has led the digs for a handful of summers, told me: “The French and their native allies in the 18th Century actually lived and worked very amicably, dependent on each other, and intermarrying. It’s a model for a multicultural community.” When the St. Joseph River was dammed in 1860, water submerged the fort site. During his first explorations in 1998, Nassaney poked around a higher spot until a local guy with a metal detector showed him a shoebox of stuff he’d collected right on the soggy shore. Most archeologists stop when they hit water. But Nassaney hired a company that drains land for builders. Its machines pump 800 gallons a minute up from the soil and into the river, faster than the river can replace it. Since then, in digs in 2002, 2004 and this summer, crews have excavated only 3% of the half-acre area they’ve outlined. Nassaney, who is 51, tells me, “This is probably a site I can finish my career on.”

By Susan Ager – Detroit Free Press©

<http://www.freep.com/apps/pbcs.dll/article?AID=/20060810/FEATURES01/608100324/1026>

Detroit Free Press - United States (08/10/06)

Visiting archeologists drew a full house Sunday at the [Michigan Iron Industry Museum](#) in Negaunee. A panel of local and state archaeologists lectured on some fascinating archaeological finds in the Upper Peninsula. They discussed Michilimackinac and stories from 17th century Jesuit missionaries who traveled across the Great Lakes. They also talked about a 19th century shipwreck near Mackinac that provided evidence to early maritime trade on the Great Lakes. The speakers on hand said they enjoyed interacting with the public and sharing Michigan’s interesting archaeology. Archeologist John Halsey said, “The most important thing is that people realize that archaeology is everywhere in this state. It’s in isolated places along the Lake Michigan shoreline, it’s in places like here at the Iron Industry Museum where the iron industry began in Michigan.” More than 100 people attended the lecture to hear archeologists speak. WLUC-TV©

<http://www.wluctv6.com/Global/story.asp?S=5276737&nav=81AX>

WLUC-TV - Negaunee,MI,USA (08/14/06)

A group dedicated to finding and documenting shipwrecks in Michigan’s waters says it has found the well-preserved remains of the historic vessel *Hennepin* and two other ships at the bottom of Lake Michigan. The 208-foot-long *Hennepin* was a steamer built in Milwaukee in 1888. It was later transformed into the Great Lakes’ first self-unloader, a transport ship with an A-shaped crane and a series of conveyors that make it faster and easier to unload cargo. “This is the prototype for about all of the Great Lakes freighters in use today,” Bob Vande Vusse, a member of [Michigan Shipwreck Research Associates](#), said Friday. After being in service for nearly 40 years, the *Hennepin* was in poor condition and being used as a tow barge when, during a trip from Chicago to Grand Haven, it sank during a storm on Aug. 18, 1927. The captain and his 13-member crew worked for about four hours to save the vessel but ended up having to

abandon ship and board the tugboat that had been towing it. Everyone safely escaped the *Hennepin*. Members of the Holland-based shipwreck group said they located the ship upright in 230 feet of water off South Haven earlier this year. Before it was found, the vessel had been on the group's "most wanted" list of its six most-sought-after shipwrecks. The group also found a modern barge in 200 feet of water off Port Sheldon in Ottawa County and an unidentified, intact, wooden schooner in more than 250 feet of water off Saugatuck. Co-founder Valerie van Heest said her group will try to get the *Hennepin* shipwreck added to the [National Register of Historic Places](#). Only 10 of the many known wrecks in Michigan waters now have that distinction, she said. Even though it has a wooden hull, the *Hennepin* is in "pristine condition," said group member Craig Rich. The cold, fresh water of the Great Lakes helps preserve shipwrecks much longer than wrecks found in warm and salty ocean water. The all-volunteer group uses research materials to select the most likely locations for wrecks, then employs sonar equipment to scan the lake bottom. Divers confirm the finds. To date, the organization, which was founded in 2001, has covered about 230 square miles of Lake Michigan looking for evidence of wrecks. Other discoveries include the luxury passenger steamer *H.C. Akeley*.

The Associated Press©

<http://www.chicagotribune.com/news/local/chicago/chi-0608200293aug20,1,3769968.story?coll=chicagotribune-localchicago-hed&ctrack=1&cset=true>

Chicago Tribune - United States (08/20/06)

New York

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

State Agencies' News

Beneath the clear waters of Lake George lie secrets, known intimately only to divers brave enough to plumb the cold depths. Shipwrecks litter the lake floor, time capsules preserved by cold and largely untouched by the march of history. Because not everyone can see the shipwrecks on the lake's floor firsthand, archaeologist Joe Zarzynski from Wilton helped produce a DVD this year, "[The Lost Radeau](#)," which tells the story of the *Land Tortoise*, a warship that was sunk in 1758 during the French and Indian War. In French, radeau means warship. "First we got permits and collected data, then we analyzed, and the last phase is the interpretation and the DVD is part of that," said Zarzynski in an interview aboard the *Tuff Boat*, the no-frills aluminum boat Zarzynski's nonprofit Bateaux Below uses as a diving platform. The *Land Tortoise* story is an introduction to the more than 200 shipwrecks identified so far in Lake George. Zarzynski, 56, is a retired Saratoga Springs teacher called Zar by his friends. His career in underwater archaeology began with a search for Champ, the mythical Lake Champlain water creature. He is also working with state officials to establish a statewide underwater Blueway Trail. The idea is to promote diving and the state's submerged historical artifacts. For Zarzynski, the work is a labor of love, done on a volunteer basis. In 2004, Gov. George Pataki promised \$200,000 to kick off the Blueway Trail, but the money hasn't yet come through. Zarzynski and Dave Decker, director of the [Lake George Watershed Conference](#) and the trail's local coordinator, are pushing ahead anyway. In 1990, Zarzynski and a team of divers found the warship intact in 107 feet of water. The radeau was named to the [National Register of Historic Places](#) in 1995 and to the list of [National Historic Landmarks](#) in 1998. Seven other sunken boats from the same era, known as the Wiawaka Bateaux Cluster, are also on the historic places list. The *Land Tortoise* is now marked as a diving park and the third site in Lake George's [Submerged Heritage Preserves](#). This week, Zarzynski and Steve Resler, the deputy bureau chief of the [Coastal Management Program](#) for the state [Department of State](#) and a Bateaux Below volunteer, dove the *Forward*, a 1906 gasoline-powered launch that Bateaux Below uses as one part of an underwater classroom. The men replaced signs to make the site more accessible to divers and caution them not to touch the artifacts because even air bubbles can cause damage. Twenty years of diving has stoked Zarzynski's enthusiasm and turned him into a lake steward as well as an archaeologist. In addition to studying artifacts, he picks up trash and monitors the zebra mussel population. "(Mayor) Bob Blais is very supportive of us. But every time we're at an event and I think he's going to announce me as this accomplished archaeologist, he says, 'and this is the guy who picks up the underwater trash!'" Zarzynski said.

By Leigh Hornbeck – Albany Times Union©

<http://timesunion.com/AspStories/story.asp?storyID=509668&category=REGIONOTHER&BCCode=&newsdate=8/19/2006>

Albany Times Union - Albany,NY,USA (08/19/06)

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

The last time the bell aboard the *Cortland* was rung was 1868. A crewman was trying to warn an approaching ship that they were on a collision course. His efforts failed and 38 people perished off Lorain. On Tuesday, divers retrieved that lost bell in 60 feet of water, at the shipwreck site discovered just a year ago. “The wow for me is that this bell figures into the collision,” said Kevin Magee, standing in a wet suit by the crusty black iron bell, aboard a 30-foot boat. As Magee talked, another diver dipped towels in the lake and wrapped them around the bell. “Once it hits air, it starts to rust,” said Carrie Sowden, archaeological director of the [Peachman Lake Erie Shipwreck Research Center](#) in Vermilion and holder of the state permit to retrieve the bell. Retrieving artifacts from a shipwreck is a violation of state and federal laws without such a permit. Considering that the bell has been sitting on the bottom of Lake Erie for nearly 140 years, the one-day operation went smoothly. The bell was not attached to anything on the wreck, and after two descents, the divers brought the bell up in a specially designed bag. The bell weighs less than 100 pounds. “We had all these contingency plans. Today couldn’t have been better,” Sowden said. The 173-foot, three-masted bark is one of the most coveted shipwrecks in Lake Erie. The *Cortland* was carrying iron ore when it collided with the passenger steamer *Morning Star* on a dark, drizzly night in the summer of 1868. The accident was news for weeks as bodies washed ashore. The wrecked *Morning Star* was eventually recovered. Magee, David VanZandt and Jim Paskert, members of an informal dive team called [Cleveland Underwater Explorers](#) or CLUE, discovered the *Cortland* last summer, then went to Sowden to find out how to protect the site from bounty hunters and preserve it for divers. Much of the midships section is missing, and they found no valuable artifacts except the bell and scrollhead from the bow of the boat. Although they did not find a name on the wreck, they are almost certain it is the *Cortland* based on research about the ship and the accident.

By Molly Kavanaugh – The Plain Dealer©

<http://www.cleveland.com/news/plaindealer/index.ssf?base/news/1156322327285430.xml&coll=2>

The Plain Dealer – Cleveland,OH,USA (08/23/06)

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

Archeologists say a prehistoric skeleton and campsite discovered on the muddy shore of Lake Travis could be between 700 and two-thousand years old. A crew yesterday excavated the nearly intact skeleton so that it can be donated to the [University of Texas](#) for further study. Andy Malof, an archaeologist with the [Lower Colorado River Authority](#), says the skeleton could provide a better understanding of how prehistoric people of the region lived. David Houston, of Austin, came across the skeleton earlier this month when he pulled his personal watercraft onto the shore and saw a jawbone, teeth and a forearm in the clay soil. Members of the archaeology team that unearthed the skeleton said they also found flat rocks that could have been used to grind food. The camp had been submerged by the lake, which was created in 1941, but declining lake levels revealed the site.

The Associated Press©

<http://www.kltv.com/Global/story.asp?S=5332909&nav=1TjD>

KLTV - Tyler,TX,USA (n.d.)

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

The [Mariners’ Museum](#)’s Board of Trustees is pleased to announce Timothy J. Sullivan will join “America’s National Maritime Museum” as President and CEO on November 1, 2006, just four months before the new \$30 million, 63,500-square-foot USS *Monitor* Center opens to the public on March 9, 2007. John B. Hightower, current Museum President and CEO, will retire on December 1, 2006, after a month of transition with Sullivan. “The Museum could not possibly have secured the services of anyone better than Tim Sullivan. His appointment provides no small amount of pride for me in bringing the Museum onto the national stage where he can make it flourish,” Hightower stated. In announcing Sullivan’s appointment, The Mariners’ Museum Board of Trustees Chairman, Alan Diamonstein said, “The Board of Trustees is excited about the future of The Mariners’ Museum with the caliber of a professional like Tim Sullivan at the helm. He is an outstanding leader, one that is respected internationally and that will ensure the

Museum's future as one of the leading maritime history museums in the world." During his thirteen-year tenure as President of the College of William and Mary, Sullivan successfully fostered closer faculty and student relations, a strong sense of campus community and rigorous educational standards and curricula, bringing the College to the top ranking among small public universities. "John Hightower has transformed this Museum during his 13-year tenure into an international treasure," Diamonstein added. "Through groundbreaking exhibitions, aggressive educational initiatives, national partnerships and successful fundraising campaigns, John's leadership placed this institution as one of the most prestigious." An Ohio native, Sullivan graduated from the College of William and Mary after receiving his bachelor's degree in 1966. Sullivan earned a law degree from Harvard University and served in the U. S. Army Signal Corps in Vietnam. He returned to his alma mater in 1972 as assistant professor of the William and Mary School of Law and later served the institution as dean of the school of law, and from 1992 to 2005 as President of the College.

The Mariners' Museum©

http://www.marinersmuseum.org/visitorinfo/releases/pr_08102006.php

Mariners' Museum – Newport News, VA, USA (08/10/06)

The sadly derelict N.S. *Savannah*, now an almost forgotten landmark in maritime history, is being rescued from the government's Ghost Fleet and being turned over to a Virginia shipyard for restoration. Indeed, the pioneering ship is worth preserving. The *Savannah*, optimistically named for the first steam-powered vessel to cross the Atlantic, was conceived as part of President Eisenhower's Atoms for Peace program, which now sounds as quaint as it does improbable. The *Savannah* was to demonstrate the feasibility of nuclear-powered merchant ships, and it was duly launched in Camden, N.J., in 1962. The finished product was a graceful, white painted vessel often compared to a yacht. But her looks were about the best thing about the *Savannah*. The hybrid cargo/passenger ship carried 9,400 tons of cargo and 60 passengers, not enough of either to be profitable. And the maritime industry was already heading in a different direction from what was really a glorified tramp steamer. At 596 feet, the *Savannah* would indeed look like a yacht compared to today's hulking container ships and huge cruise liners. Although the nuclear power plant required special personnel and shore facilities, it was clean, extremely powerful and could circle the globe 14 times at 20 knots without refueling. Some nuclear sentimentalist calculated that with today's soaring prices of fuel oil the *Savannah* could now be profitable despite its limitations, which seems doubtful but shows that the dream is still alive. When nuclear power fell out of favor, Congress tired of subsidizing the *Savannah* and it was decommissioned in 1972 and towed to the James River to join the Ghost Fleet, the dumping ground for U.S. government vessels awaiting the breaker's yard. Congress finally relented and last year approved a \$5 million down payment on its rehabilitation. Eventually, around 2010 or 2011, the *Savannah* will find a second life as a maritime museum. With oil prices soaring, supplies being dicey and government and industry taking a hard second look at nuclear power, the *Savannah* may start looking less like a historical and technological curiosity and more like a ship that was simply ahead of its time.

By Dale McFeatters – Scripps Howard News Service©

<http://www.modbee.com/24hour/opinions/story/3355234p-12350869c.html>

Modesto Bee - Modesto, CA, USA (08/21/06)

Washington

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

After two weeks of work, more than 13,000 gallons of fuel oil has been pumped from the S.S. *Catala*, a ship that ran aground on a beach at [Damon Point State Park](#) in 1965. As much as 47,000 gallons could still be inside the three remaining fuel tanks, which are harder to reach, state [Ecology Department](#) officials said Wednesday. An 18-member work team is removing the old oil because of the potential environmental threat. Agency officials hope to complete the project by the beginning of September. The wreck, washed ashore in a storm, was largely covered by sand for decades until waves exposed the rusting hulk, and a beachcomber discovered oil earlier this year. Though none of the oil is leaking now, containment booms have been installed around the site as a precaution. The park is an important habitat for several species of birds and is one of the few remaining nesting sites for the snowy plover and streaked horned lark. The recovered oil is being trucked to a treatment and storage operation in Kent for processing and reblending into usable petroleum products. The \$1 million cost is covered by the state's Oil Spill Response Account, which in turn is funded by a tax on oil refined in the state.

The Associated Press©

http://seattlepi.nwsourc.com/local/6420AP_WA_Emerging_Shipwreck.html

Seattle Post Intelligencer – USA (08/18/06)

From the Halls of Academia

Indiana University-Bloomington [\[Go to TOC\]](#)

U.S. archaeologists say they might be closer to finding some of the lost ships of Christopher Columbus. [Indiana University-Bloomington](#) [IUB] scientists say they not only believe they will find the ships, but also answer the 500-year-old mystery of what was on those ships. 'The discovery of a Columbus shipwreck, let alone the finding of the flagship *Mariagalante*, would be a tremendous contribution to maritime archaeology,' said Charles Beeker, director of the university's [academic diving and underwater science programs](#). 'Perhaps more important would be the cargo,' he added. 'Such a find would shed new light on the nature of the contact period between the Old and the New Worlds.' Earlier this summer, Beeker and Geoffrey Conrad, director of IUB's [Mathers Museum of World Cultures](#), took a team to the Dominican Republic's La Isabela Bay to explore magnetometer anomalies the IU researchers had discovered 10 years ago. The readings suggest large objects buried under silt and mud, much as how a shipwreck, or several for that matter, would appear. Beeker said several ships sank in La Isabela Bay during a hurricane in 1495 and one might be Columbus' flagship on his second voyage to the New World.

United Press International©

http://science.monstersandcritics.com/news/article_1185761.php/Scientists_still_hunt_for_Columbus_ships

Monsters and Critics.com - Glasgow,UK)8/01/06)

Additional information about this project can be found at:

http://research.iu.edu/news/stories/0076_columbus.html.

Seoul National University [\[Go to TOC\]](#)

[see entry about the discovery of 14th-century boats under [China](#)]

University of Hawai'i

[see entry under [Hawai'i Undersea Research Laboratory](#) for news about the discovery of a PK-1 flying boat]

University of West Florida [\[Go to TOC\]](#)

[see entry about the funding of a new maritime museum and research center under [Florida](#)]

Western Michigan University

[see entry about the excavation of an 18th-century settlement in a wetlands under [Michigan](#)]

Global Perspectives

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

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

In Tilman Walterfang's eyes, the seabed of Southeast Asian waters is a bonanza. After discovering three treasure-laden shipwrecks in Indonesian waters between 1997 and 1998, including the famous Tang Treasure that was sold to Singapore in 2004 for \$32 million, the German treasure hunter is returning to the region for more. After discovering three treasure-laden shipwrecks in Indonesian waters between 1997 and 1998, including the famous Tang Treasure that was sold to Singapore in 2004 for \$32 million, the German treasure hunter is returning to the region for more. After discovering three treasure-laden shipwrecks in Indonesian waters between 1997 and 1998, including the famous Tang Treasure that was sold to Singapore in 2004 for \$32 million, the German treasure hunter is returning to the region for more. He believes there are more shipwrecks resting on seabeds across Southeast Asia, especially in the Strait of Malacca, one of the world's busiest shipping lanes and dubbed by some as a graveyard of ships for its treacherous reefs.

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.

“The Malacca Strait is full of rocks, reefs and small islands. Nobody knows exactly how many shipwrecks are there, but we would find out,” the 49-year-old former engineer told Reuters in a recent interview. He is working with investors on a \$50 million plan to salvage wrecks in Indonesia and Vietnam under national licenses akin to production-sharing contracts for oil. The plan also calls for the construction of museums and archeological conservation centers in Vietnam and Bali. The potential of more discoveries in the Strait of Malacca has lured many treasure hunters. Walterfang is one of them, and perhaps the most successful, so far. His latest find, in 1998, was a blockbuster. It was the wreck of an Arab ship laden with more than 60,000 ceramic pieces and gold and silver artifacts from China’s Tang dynasty (618-907), possibly bound for a grand wedding in Arabia. He believes there are more shipwrecks resting on seabeds across Southeast Asia, especially in the Strait of Malacca, one of the world’s busiest shipping lanes and dubbed by some as a graveyard of ships for its treacherous reefs. “The Malacca Strait is full of rocks, reefs and small islands. Nobody knows exactly how many shipwrecks are there, but we would find out,” the 49-year-old former engineer told Reuters in a recent interview. He is working with investors on a \$50 million plan to salvage wrecks in Indonesia and Vietnam under national licenses akin to production-sharing contracts for oil. The plan also calls for the construction of museums and archeological conservation centers in Vietnam and Bali. The potential of more discoveries in the Strait of Malacca has lured many treasure hunters. Walterfang is one of them, and perhaps the most successful, so far. His latest find, in 1998, was a blockbuster. It was the wreck of an Arab ship laden with more than 60,000 ceramic pieces and gold and silver artifacts from China’s Tang dynasty (618-907), possibly bound for a grand wedding in Arabia.

By Charlie Zhu – The Boston Globe©

http://www.boston.com/news/world/asia/articles/2006/08/09/treasure_hunter_seeks_more_shipwreck_riches_in_asia/

Boston Globe - United States (08/09/06)

Canada

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A pair of amateur divers from Dalhousie found scattered chunks of old wood that could be the remnants of a wharf or a shipwreck, according to archaeologists. Last summer Mario Carrier and Serge Robichaud took up scuba diving and snorkelling. They were swimming near the mouth of the Bathurst harbour when they spotted some wood in the sand. When the men cleared away the sand, they found wood timbers in an area 30 metres long. They told the province about their find last year. Provincial officials visited the site once but it was too covered in sand. The men cleared more away, and provincial archaeologist Brent Suttie is now trying to determine what the wood structure was. “At this point we know nothing about it, other than the fact that it’s either a wharf structure or a shipwreck,” he said. “What we’ve been doing is looking at old maps to try to pinpoint what could possibly be in that area.” Suttie said he’ll know for sure when he and a team of divers take a closer look at the site in the next few weeks. In the meantime, he’s researching the history of shipwrecks in the area.

CBC News©

<http://www.cbc.ca/canada/new-brunswick/story/2006/08/02/nb-shipwreck.html>

CBC New Brunswick - New Brunswick, Canada (08/02/06)

Somewhere along the rocky coastline of Prospect, near Halifax, is an enduring mystery. The wreck of HMS *Fantome*—a British naval ship that ran aground in 1814 -- is said to hold within its watery grave a treasure believed to be worth a billion dollars: artifacts stolen from the White House after the British burning of Washington during the War of 1812. Nearly 200 years later, a team of U.S. treasure hunters is intensifying a search that’s been going on for years—a hunt that’s drawing as much controversy as it is intrigue, as critics raises concerns over potential damage to Nova Scotia’s marine history. “It’s an American company who is in the business of extracting artifacts from shipwrecks for profit,” said John W. Chisholm, a documentary film-maker who is lobbying the Nova Scotia government to ban for-profit treasure hunting. “I don’t think it’s the way to go.” Others wonder if a billion-dollar treasure really exists. “Personally, I’ve never seen anything that tells me there’s a billion dollars worth of treasure out there,” said Greg Cochkanoff, a shipwreck diver who several trips to the *Fantome*’s debris field. He doubts that a big pay-day is at the bottom of the sea-bed, waiting to be discovered—but at the same time—defends the right of treasure hunters to explore. The investment company that is bank-rolling the treasure hunt says its team is currently surveying the ocean floor, and notes that “the site contains ships predating 1814, and will

contribute to responsible, high-quality archeology and the eventual recovery of this historically significant project.”

Global National©

<http://www.canada.com/globaltv/national/story.html?id=1e2fb507-5704-45d5-a997-f4015c772e7c>

Global National - Burnaby,BC,Canada (08/21/06)

China

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Two of the three ships found near an ancient harbor in Penglai City, China, last year proved to be from the Koryo Kingdom (918-1392 A.D.) on the Korean Peninsula, experts in Seoul said yesterday. It is the first time that Koryo's flat-bottom ships, which were thought to have had difficulty sailing in the deep sea, were found overseas. It is important material on the history of maritime exchanges between Korea and China at that time, experts said. "It provides evidence that flat-bottom ships could sail as far as Shandong Province. Flat-bottom is a unique feature of ancient Korean ships unlike Chinese ships that had relatively pointy-shaped bottoms," Choi Hang-soon, professor at the [Department of Naval Architecture and Ocean Engineering](#) at [Seoul National University](#), told The Korea Times. "It seems the Koryo ships arrived in the Chinese port, and had some big repairs there," said Choi, who participated in the international academic conference on the ancient ships last week in Penglai. The Chinese authorities uncovered these two Koryo ships, which are estimated to date back to the late 14th century, along with a Chinese warship from the Yuan Dynasty (1271-1368) in the ancient Dengzhou Harbor site in Penglai, east China's Shandong Province during July-November last year. Along with another warship found in Penglai in 1984, they were all numbered according to the order they were found. In the No. 3 ship, relics such as Koryo Chongja, or bluish green earthenware, were found. The No. 4 ship was severely destroyed, but its similar structure to the No. 3 ship makes it highly likely that the ship was also from Koryo, according to the experts. The Chinese authorities asked South Korean experts to cooperate in the investigation to identify the ships. The Korean National Maritime Museum officials and professors went to the site in December last year and May this year. As a result, an international conference was held Aug. 22-24 to discuss the findings in Penglai.

By Seo Dong-shin – The Korea Times©

<http://times.hankooki.com/lpage/culture/200608/kt2006082817254511690.htm>

Korea Times - South Korea (08/28/06)

Dominican Republic

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[see entry under [Indiana University-Bloomington](#) for story on the search for Columbus's lost ship]

Villager Bob Petrucelli is at home 15 feet under the ocean's surface. So at home, he says, he's surprised he hasn't sprouted gills during a lifetime of diving for buried artifacts. "I've been diving since the '60s," Petrucelli said. "I love working underwater." Lately, Petrucelli has been helping an archaeologist and his team in an excavation off the coast of the Dominican Republic, trying to find artifacts from a British ship that was sunk between 1652 and 1659. The team determined the artifacts originated in the 17th century "based on silver coins down there," Petrucelli said. The wreck is in shallow water and is referred to as the [Monte Cristi Shipwreck Project](#). The project has been featured in the September 2002 issue of "Scuba Diving," when the now-clean-shaven Petrucelli had a beard and mustache. He's known Jerome Lynn Hall, the lead archaeologist on the project, since 1991. "He's quite a character," Petrucelli said. Petrucelli's most recent diving expedition started July 8 and was finished at the end of that month. "I have gone for two to three months," he said. "I've done a ton of wrecks off the East Coast." Petrucelli, who is certified as a rescue diver, a deep-sea diver and an aquarium diver, has been looking for artifacts since 1991, when the ship off Hispaniola was first excavated. "We don't know the name of (the ship), but we're getting close," Petrucelli said. "You get an answer, and then you get 20 more questions." Judging by the amount of charred wood on the English oak of the ship, Petrucelli and the team are thinking it may be burned before it sank, but they still are not sure why it went down. They also have found lead musket balls that were lodged in the ship's wood. For Petrucelli, helping in the excavation is a hobby. It is much different than the other field he explored before retirement. "I'm a retired air traffic controller," he said. Petrucelli worked with the Federal Aviation Administration for 30 years and was a Navy air traffic controller. He had diver friends in the Underwater Demolition Team, the precursor to the Navy SEALs. They got him involved in diving. Petrucelli helps clean and log artifacts while using a dredge system to free artifacts

from the wreck off the island. On his many trips to the wreck, Petrucelli has found thousands of smoking pipes, silver coins, glassware and lead musket balls. In the '90s, the team helped bring up a cannon. In 2006, the team found ceramics, Venetian glass, salt holders and more musket balls. Petrucelli said he was amazed that a piece of Venetian glass, with intricate carvings, had survived centuries without being destroyed. Petrucelli has found thousands of clay smoking pipes in the wreck, including bulbous and elbow pipes. Some of the pipes were engraved with the initials "EB" for Edward Bird, a Dutch pipemaker. The artifacts belong to the people of the Dominican Republic. The team keeps the pictures they take and the research. Petrucelli and the team have clearance from the country to do that.

By Sean Maxfield – The Village's Daily Sun©

<http://www.thevillagesdailysun.com/articles/2006/08/19/news/news01.txt>

Villages Daily Sun - The Villages,FL,USA (nd)

Indonesia

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[see entry in [International Waters](#) about treasure hunting ventures]

Iran

A robotic vehicle is to be sent deep into the Persian Gulf to excavate the area under the waters, searching for the parts of the Siraf Port drowned over time as the water advanced to the shoreline. For the first time in Iran, an Iranian researcher invented a robot, capable of searching under the waters. It was first taken to the Takht-e Soleiman Lake to be tested. "Since we did not know what to expect under the lake, we sent an alternative robot as we were afraid it might get stuck in the mud and large objects hidden there and therefore not be able to come out," said Abdolali Saberi, the inventor of the robot. This robot excavated an area about 60 meters in size below the surface of the Lake and took some pictures. "The uneven sediments shown in the pictures indicate the possible existence of a hill under the Lake. However, more studies are still needed to verify the case," added Saberi. This was the first step to move into a larger body of water, the Persian Gulf, for further excavations. The first target is the ancient Siraf Port, located 250 kilometers southeast of Bushehr in Hormozgan province, parts of which have been submerged in water. The port was once a booming trade center in the 10th century AD. Saberi said that considering the depth of the Persian Gulf, using this robot is the best way to gain access to some valuable information about the wealth of resources that exist under the Persian Gulf. According to him, this robot can also be used for oil exploration proposes under the waters. Although the use of robots in underwater archeology is now commonly practiced, this is the first time that the Iranian archeologists have applied such tool for their research. Thus the invention of this robot can be considered a turning point in moving to more systematic archeological studies in Iran.

Persian Journal©

http://www.iranian.ws/iran_news/publish/article_17206.shtml

Persian Journal – Iran (08/12/06)

Morocco

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"Archaeology under the sea: techniques and research" is the theme of an exhibition currently being organised in Essaouira from Aug. 3-30, MAP news agency reported. The exhibition is set up in the Bab Marrakech bastion (handicrafts complex). It aims to make the public aware of the need to protect the maritime cultural heritage, indicated the organisers. The event marks an important stage in the management of the Moroccan heritage, which endeavours to underline the development of underwater archaeology, according to the same source. Previous to its opening in Essaouira, the exhibition had been shown in El Jadida in July. On that occasion a booklet distributed at the exhibition pointed out that Morocco is at the crossroads of Mediterranean and Atlantic maritime routes, and an unavoidable transit for sailors since the earliest times. Underwater research, carried out since 1999 off the Atlantic and Mediterranean coasts of the country, has consequently revealed traces of Morocco's distant past.

Morocco Times©

<http://www.moroccotimes.com/News/article.asp?id=16454>

Morocco Times - Casablanca,Morocco (08/07/06)

South Africa

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The [South African Heritage Resources Agency](#) and the [South African Maritime Museum](#) (SAMM) are currently planning the development of historical wrecks routes in South Africa, and have decided to establish, as the pilot project, the Cape Peninsula Shipwreck Route. The substantial and significant underwater cultural heritage to be found along this section of our coast, and the nature of the Cape Peninsula with its scenic coastal drives, naturally lend themselves to the concept of a shipwreck route, and a trip along this magnificent and dangerous coast is also a journey back in time to experience the drama of the multitude of shipping disasters that have played themselves out on these shores. A wreck route consists of a series of information signboards or story boards erected at important or interesting historical wreck sites along a stretch of coastline. Individual wreck routes are usually fairly localised, but can be incorporated into a larger, provincial or national network of routes. An underwater component to wreck routes has also been successfully introduced in Australia, and consists of concrete plinths deposited underwater on or near the wreck, carrying information targeting divers visiting the site. Additional literature in the form of pamphlets or books can also be produced to accompany the route. The success of these routes is founded on the massive public appeal of shipwrecks, and on the new facet they add to the traditional coastal tourist itinerary of an area. From a heritage management perspective, routes such as this also serve the very important role of providing a means of presenting an educational message to visitors about the archaeological and historical importance of underwater cultural heritage, and of the need to conserve and protect this resource, which in the South African instance is a resource under threat. The Cape Peninsula Wreck Route, as envisaged, will consist of a broad cross-section of thirty wrecks, which have been selected for inclusion for a variety of reasons - some for their association with historical events, some because they are interesting examples of aspects of historical shipbuilding or maritime technology, others are good dive sites, and yet others because their remains are visible on beaches and in the surf. The route will ultimately comprise land-based story boards erected in areas of both general shipwreck interest, and at individual shipwreck sites, which will provide visitors with information about the history of the wreck or wrecks. They will contain graphic information and, where available, give details of archaeological work carried out the sites. In some cases, the signage will be supplemented by the fact that portions of the wreck in question are still visible. Information relating to the route is currently available from SAHRA, Cape Metropolitan Council Tourism, or on the OpenAfrica website: www.openafrica.org. Some suitable sites will also be included in a scuba and snorkeling trail, which will give those wishing to do so the opportunity to dive on a shipwreck site. This underwater signage, in the form of concrete plinths, will provide details of the history of the vessel and it's loss, a site plan to orientate divers and indicate points of interest on the wreck, and will also include a list of shipwreck do's and don'ts and a statement about the legal protection these sites enjoy. The mould required to manufacture these plinths has been produced for SAHRA, and it is planned that the deployment of the initial plinth, on the wreck of the Maori near Llandudno, will take place shortly. If successful, it is envisaged that the Wreck Route concept will be expanded to include routes along other parts of the South African coast, such as the Cape Agulhas area, Mossel Bay, Knysna, Port Elizabeth, East London and Durban.

By John Gribble – South Africa Cape Overberg©

http://www.overberginfo.com/the_news/travel/the_cape_peninsula_historical_shipwreck_route_2005072944.html

Overberginfo.com - Hermanus, Western Cape, South Africa (n.d.)

United Kingdom

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The [Alderney Maritime Trust](#) is raising the profile of the wreck nationally, aiming for a three-year budget that would include £80,000 for next season's work alone. The ship was discovered in April 1977 and the trust was set up in 1996 to oversee security, excavation, conservation, display and publicity. The most recent dive revealed that artefacts were being damaged and lost in the strong currents. 'Until this summer, mainly for security reasons but also because we did not want the pressure that comes from a lot of people peering over your shoulder, we have deliberately kept our discoveries quiet,' said President of Alderney States and trust chairman Sir Norman Browne. 'But now we require major funding for equipment and conservation, so have been forced to go public. Excavation director Mensun Bound said that every year there were applications to film the wreck. 'But really there was nothing in it for the project. It would have been detrimental because you have to give over a whole season – the archaeology comes first,' he said.

‘We have now embarked on a new conservation programme, which is quite hefty, with new exhibition and storage space and conservation areas. Much of the conservation is managed by the York Archaeological Trust and it’s only going to become more as we get further advanced on the site.’ The trust is currently working on the expected budget ahead of the fund-raising appeal. ‘We’re planning for a three-year budget. We need new boats – the ones we have got have taken a battering – and new engines and compressors as well as money for conservation,’ said Mr Bound. ‘This is not a user-friendly site – there are dangers, so it’s not just a question of having the best divers but also the best equipment to back them up.’ The trust aims to get the fund-raising initiative rolling by Christmas and if the money is not forthcoming, the programme will need to be adjusted. During the latest season the team embarked on a four-year conservation programme on the cannon that punctuate the sandbank where the wreck lies.

By Nick Mann – The Guernsey Press and Star©

<http://www.thisisguernsey.com/code/showarchive.pl?ArticleID=000994&year=2006&category=news>

Guernsey Weekly Press - Vale, Guernsey, UK (08/12/06)

Wales

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Archaeologists working on a gas pipeline near Milford Haven in Pembrokeshire have unearthed what they believe to be a 3,400-year-old canoe. Work has stopped on a section of the pipeline near St Botolphs to allow the Bronze Age oak relic to be recovered. It is the first such discovery in Wales and only 150 exist across Europe. Senior archaeologist Neil Fairburn said: “You could never have expected to find anything like this in this small wetland area, it’s just awesome.” The team has also found evidence of a small settlement, a small amount of property and other items, such as polished stone rings. Mr Fairburn, who works for the National Grid, said: “Everybody here is excited and it’s unlikely they’ll ever work on anything like this again.” It was found six weeks ago less than a metre below the surface in a marshy area of land, but archaeologists have only just had it confirmed what the find was. Work was stopped immediately. A fragment was sent to experts in Miami, who radio carbon dated it to 1,420 BC. The canoe is carved from a single trunk of oak, and measures 4.5m x 0.9m (15ft x 3ft). It is being kept continuously wet to prevent it from rotting. Mr Fairburn added: “The wet conditions have provided beautiful preservation conditions for the wood.

BBC News©

http://news.bbc.co.uk/1/hi/wales/south_west/5282874.stm

BBC News – United Kingdom (08/24/06)

Vietnam

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

[see entry in [International Waters](#) about treasure hunting ventures]

An exhibition featuring 400 ancient relics salvaged from five shipwrecks off the Viet Nam coast opened at the Can Tho Museum on Tuesday. Most of them are porcelain and pottery made in China, Thailand, and Viet Nam between the 15th and 18th centuries and are part of more than 500,000 items found aboard ancient vessels which had sunk off the Cham Island (Quang Nam Province), Dam Island (Kien Giang Province), Cau Island (Ba Ria-Vung Tau Province), Binh Thuan and Ca Mau provinces. They were salvaged during the decade between 1991 and 2000. The antique exhibition, jointly organised by the Can Tho Museum and the Viet Nam Museum (in Ha Noi), is set to run until the end of September.

Viet Nam News Agency©

<http://vietnamnews.vnagency.com.vn/showarticle.php?num=01ANT240806>

Viet Nam News - Hanoi, Vietnam (08/28/06)

The Reference Library

Federal Historic Preservation Laws (2006) by The National Park Service

Softcover, 212 pages, 8.9 x 6.0 x 0.6 in., ISBN 0160755956

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The latest version of Federal Historic Preservation Laws is now available. Containing 24 Federal laws and portions of laws that pertain to the preservation of the nation’s cultural heritage, Federal Historic Preservation Laws is an invaluable resource for all in the field of preservation. The 2006 edition has been updated to include: Added – Index to book; Sunken Military Craft Act; Section on light stations originally

conveyed under other authority in Section 308 of the National Historic Preservation Act of 1966 – Revised – Federal Property and Administrative Services Act to reflect most recent amendment; American Battlefield Protection Act to address battlefield acquisition grant program in most recent amendment. To order this book, please visit [U.S. Government Bookstore](#).

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

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

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

Michigan's First Underwater Tourism Summit takes place in Grand Traverse Bay between September 8-9, 2006 [\[Go to TOC\]](#)

Michigan's first Underwater Tourism Summit at the Waterfront Conference Center will include John Chatterton and Richie Kohler of the Deep Sea Detectives. Help direct the future of Maritime Heritage Tourism in the Great Lakes. You can expect a wonderful gathering of diver and non-diver enthusiasts who have a deep appreciation for Great Lakes Maritime Heritage. All proceeds from the summit will benefit the Grand Traverse Bay Underwater Preserve Fund and its mission to establish itself as the 12th Michigan underwater preserve.

For more information, visit the Grand Traverse Bay Underwater Preserve web site at <http://www.gtbusp.org/>.

Festival of the Sea 2006 takes place at the San Francisco Maritime National Historical Park on September 9th, 2006 [\[Go to TOC\]](#)

Maritime history will come splendidly to life at this one-day event featuring music and culture from the age of sail. [San Francisco Maritime National Historical Park](#) visitors will be transported back to the days of square-rigged ships, gold seekers, and harrowing Cape Horn passages. The festival will feature live theater, kids' maritime crafts and programs, boat building and racing contests, living history shipboard demonstrations, blacksmithing, rope making, knot tying, exhibits, and the rich and varied tradition of music of the sea. Some of the finest singers and instrumentalists from the Bay Area will perform centuries-old sea chanteys, mournful ballads, and raucous drinking songs from the days when hard work and strong

canvas ruled the waves. Join in on some of the songs as the park honors maritime history and the 25th anniversary of the park's monthly sea chantey sing-along. Admission to Festival of the Sea 2006 is free (suggested \$5 donation appreciated) and includes entrance to the National Historic Landmark vessels berthed at Hyde Street Pier. This year's festival takes place on Saturday, September 9, from 10am-5pm, at Hyde Street Pier, at the corner of Hyde and Jefferson Streets. San Francisco Maritime National Historical Park includes a magnificent fleet of historic ships, visitor center, maritime museum and library. The park offers both regular programs and special events.

For more information about the park, or its public programs, please call 415-447-5000 or visit the park's website at <http://www.nps.gov/safr>.

Managing the Marine Cultural Heritage II: Significance Conference will be held in Portsmouth, U.K. from September 27-28, 2006 [\[Go to TOC\]](#)

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/>.