

# MARINE PROTECTED AREAS



## *Marine Cultural and Historic Newsletter*

Monthly compilation of maritime heritage news and information from around the world  
Volume 4.01, 2007 (January)<sup>1</sup>

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

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

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

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### **Federal Agencies**

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

#### **U.S. Department of the Navy (Department of Defense)** [\[Go to TOC\]](#)

##### **Naval Historical Center (DON/DOD)**

An expedition using new software to search for the wreck of a ship commanded by Revolutionary War hero John Paul Jones found some interesting remains on the ocean floor off Britain — but the group isn't ready to declare victory. Search team members hope the prow of one wreck found jutting from the sand in the North Sea off England's east coast are the remains of the *Bon Homme Richard*, the ship Jones used to defeat the British frigate HMS *Serapis* in an epic sea fight on Sept. 23, 1779. "There's one wreck we especially like. It looks the way the *Bon Homme Richard* might look if we saw it on sonar," said Melissa Ryan, the project manager for the expedition. The project is sponsored by the nonprofit [Ocean Technology Foundation](#) in Groton, Conn., and the [U.S. Navy's Naval Historical Center](#) (NHC) in Washington, D.C. The ship was so badly shot up in the engagement that it sank after the battle, prompting Jones to move his crew to the captured British ship. Jones' ship drifted for 36 hours before it slipped under the waves. The battle between the ships took place off a promontory called Flamborough Head and was seen by hundreds of people on shore. The search is drawing scientific interest because it's using special software that creates a drift simulation model. It incorporates tidal, wind and historical data from the day the battle was fought

to pinpoint where the ship lies. Rick Fernandes, a naval graphics expert, says it's the first time such software is being used to search for an 18<sup>th</sup> century shipwreck. The software was developed by privately held [Applied Science Associates](#) of Narragansett, R.I., a marine science consulting firm that develops software for underwater uses. The expedition hired a special research vessel and braved high seas. It lost about 12 days of search time last summer due to bad weather and called off the hunt in late September. While the wreck that just might be the *Bon Homme Richard* actually was found in late summer, the team didn't reveal the finding until last month. The team plans to resume its quest this summer. Ryan says this time, the expedition will send a remotely operated underwater vehicle, or ROV, to probe the site. The ocean is about 175 feet deep at the site.

By Doug Tsuruoka – Investor's Business Daily©

<http://www.investors.com/editorial/IBDArticles.asp?artsec=17&artnum=3&issue=20070112>

Investor's Business Daily (subscription) – USA (01/12/07)

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

### **National Marine Protected Areas Center (DOC/NOAA)**

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

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

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

For more information, contact Jonathan Kelsey at [mpa.comments@noaa.gov](mailto:mpa.comments@noaa.gov).

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

#### **Maritime Heritage Program**

[NOAA](#) was well represented at the [Society for Historical Archaeology's 40<sup>th</sup> Annual Conference on Historical and Underwater Archaeology](#), held during January 10-14 in Williamsburg, VA. NOAA's [National Marine Sanctuary Program](#) conducted three symposia: "Building on a 200-Year Tradition: NOAA's National Marine Sanctuary Program," "New Orders for [USS Monitor](#): A Look at the *Monitor's* Past, Present, and Future;" and "Preservation Through Access: NOAA's [Thunder Bay National Marine Sanctuary](#)." There were 13 presenters from the Sanctuary Program staff, plus five from Sanctuary partners, along with two NOAA staff who presented in other symposia. The [Maritime Heritage Program](#) (MHP) sponsored a 12-foot display booth at the conference, which highlighted archaeological fieldwork from across the sanctuaries, the [Office of Ocean Exploration](#), and the NOAA [200<sup>th</sup> Anniversary celebrations](#). The display was a stunning success and showcased video from Thunder Bay, [Stellwagen Bank](#), and the [North West Hawaiian Islands](#), as well as several MHP outreach products. The Conference was attended by over 1500 people—the largest conference in the Society's 40-year history. On January 9, the Sanctuary

Program's Maritime Heritage Program and the *Monitor* National Marine Sanctuary hosted a reception for members of the [Advisory Council on Underwater Archaeology](#) (ACUA) at the [Maritime Archaeology Center](#) in Newport News, VA. The reception included a behind the scenes tour of the [USS \*Monitor\* Center](#) as well as the NOAA offices. The ACUA serves as an international advisory body on issues relating to underwater archaeology, conservation, and submerged cultural resources management. It works to educate scholars, governments, sport divers, and the general public about underwater archaeology and the preservation of underwater resources.

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

### **Monitor National Marine Sanctuary** [\[Go to TOC\]](#)

On January 30, 1862, a vessel unlike anything the world had ever seen slid down the ways at the Continental Iron Works and into the East River in New York. There were many bystanders that day, most had come to see "Ericsson's Folly" slide to the bottom of the river. John Ericsson stood proudly on the stern of his ship. Small boats were launched to retrieve the few men on board, just in case. To the surprise of most, but not Ericsson, the ship floated, to within 3 inches of his designed water line. One hundred and thirteen years to the day, on the anniversary of the *Monitor's* launching, January 30, 1975, the [National Oceanic and Atmospheric Administration](#) launched its [National Marine Sanctuary Program](#) by declaring the wreck site of the USS *Monitor* as this country's first [National Marine Sanctuary](#) for the purpose of protecting the site and preserving this American treasure.

For more information about the *Monitor* National Marine Sanctuary visit <http://monitor.noaa.gov>; for more about NOAA celebrates 200 years and the beginning of the National Marine Sanctuary Program visit <http://celebrating200years.noaa.gov/events/sanctuaries/welcome.html#beginnings>.

### **Pacific Islands Region**

As part of [The Treasures of NOAA's Ark: Journey Through Time](#) exhibit, distinguished marine archaeologist Dr. Hans Van Tilburg of the [NOAA National Marine Sanctuaries Maritime Heritage Program](#) will give a presentation on "Shipwrecks of the [Northwestern Hawaiian Islands Marine National Monument](#)". The talk will take place on Thursday, February 8 at 12 noon in the NOAA Auditorium in Silver Spring, MD.

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

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

[The Treasures of NOAA's Ark: Journey Through Time](#) exhibit will be on display at the NOAA headquarters building in Silver Spring, MD February 5-14, 2007. Come visit the headquarters of the [National Oceanic and Atmospheric Administration](#) (NOAA) in Silver Spring, Maryland, for a free look at the federal agency charged with understanding and predicting changes in the Earth's environment, and managing America's ocean resources. Our "time machine" in the NOAA Science Center will take you on a fun- and fact-filled journey through 200 years of federal science, service and stewardship—from 1807 to the present. We'll take you back to the early days of U.S. coastal and ocean exploration and weather forecasting. Then, we will propel you forward to the NOAA of today!

For more information, visit <http://preserveamerica.noaa.gov/heritageweek.html>.

### **National Park Service (Department of the Interior)** [\[Go to TOC\]](#)

[see entry about Preserve America grant opportunities under [Office of the President](#)]

### **San Francisco Maritime National Historical Park** [\[Go to TOC\]](#)

African Americans and Our Seafaring Heritage: San Francisco Maritime National Historical Park celebrates African American History Month! Learn about the major roles that African Americans have played in maritime history. From the earliest years of our nation to the modern day, African Americans have built, crewed, and captained ships, fought in wars, invented shipboard tools, and developed maritime music. Throughout February, [San Francisco Maritime National Historical Park](#) celebrates African American History Month with programs for the whole family. San Francisco Maritime National Historical

Park is located at the west end of Fisherman's Wharf, in San Francisco. The park includes a magnificent fleet of historic ships, visitor center, maritime museum (closed for renovation), and library. 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>.

### **Office of the President**

#### **Preserve America Initiative**

The National Park Service (NPS) has posted the FY 2007 [Preserve America](#) grant application and guidelines on the NPS/[Historic Preservation Grants Division](#) website, at: <http://www.cr.nps.gov/hps/hpg/PreserveAmerica/index.htm>. The application deadline is February 14, 2007. The Preserve America matching-grant program provides funding to designated Preserve America Communities to support preservation efforts through heritage tourism, education and historic preservation planning. This is an opportunity for programs to better their relationships with local coastal communities and partners! Almost \$5 million in projects were awarded last year – check out the website at <http://www.preserveamerica.gov> to see what kind of projects were funded. Eligible recipients for these matching (50/50) grants include [State Historic Preservation Officers](#), [Tribal Historic Preservation Officers](#), designated *Preserve America* Communities, and Certified Local Governments that are applying for *Preserve America* Community designation. Individual grants would range from \$20,000 to \$150,000. This new program provides funds on a matching basis to assist *Preserve America* communities with marketing, planning, and educational efforts associated with protection and appropriate use of community heritage. The most recent list of designated and pending communities that are eligible for these funds is attached. Encourage the programs you work with to take a look and see where they might partner. Background on the Preserve America Initiative: Preserve America is a White House initiative that was announced by First Lady Laura Bush on March 3, 2003. It was developed in cooperation with a number of federal agency partners to encourage and support community efforts towards the preservation and enjoyment of the country's cultural and natural heritage. Chaired by the [Council on Historic Preservation](#) and the [Department of the Interior](#), the initiative currently includes a Presidential Awards Program, recognition and designation of Preserve America Communities, technical and financial support, and educational outreach. Additionally, a related Executive Order directs federal agencies to take steps to support local preservation and heritage tourism efforts with their programs and with the public lands and property that they manage. NOAA has been an active participant in the Preserve America Initiative.

If you have any questions, please contact Kenneth Walker ([Kenneth.Walker@noaa.gov](mailto:Kenneth.Walker@noaa.gov)) or ([Rosemarie.McKeeby@noaa.gov](mailto:Rosemarie.McKeeby@noaa.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**

##### **Other State News**

The president of the Washington-based [Maritime Archaeological & Historical Society](#) is questioning whether [Delaware Technical & Community College](#) can legally sell historic coins salvaged from the *Nuestra Señora de Atocha* shipwreck. In a letter to the director of Delaware's [Division of Historical and Cultural Affairs](#), Steven Anthony, president of the Maritime organization, urged the state to postpone the auction—set for Sunday and Monday in New York City --- until the matter can be fully investigated. College officials say many of Anthony's concerns are unfounded. Among his questions, Anthony said, is whether the college followed state rules for selling historic objects. But more important, he said, is his concern that a college might sell off historic objects that could one day be used by researchers or to help educate the public. Judi Sciple, assistant to the director of DelTech's Owens Campus in Georgetown, said the college has responded to Anthony but there are no plans to delay the coin sale. Georgetown contractor Melvin Joseph and Frank Perdue, the Salisbury poultry magnate, donated hundreds of coins and other artifacts that were recovered off the Florida Keys from the wrecks of the *Atocha* and her sister ship, the *Santa Margarita*. The vessels were part of a Spanish fleet that wrecked on a reef during a hurricane in September 1622. The ships were headed from Havana, Cuba, to Seville, Spain, and were laden with

treasures from Spain's Central and South American colonial settlements. In an e-mail to Anthony, college President Orlando J. George Jr. explained that Joseph and Perdue donated the coins to the Delaware Technical & Community College Foundation, a private entity under Delaware law. George said the coins have never been a part of the college's [Treasures of the Sea Museum](#) and that the museum remains open for public display and education. It will be unaffected by the auction, he wrote. Joseph and Perdue intended from the start for the unexhibited coins to be sold by the college and, in fact, smaller groups of coins have been sold locally since the museum's inception, he wrote. The two men donated thousands of pieces to the foundation established by the college. Coins were sold to raise money to build the museum. Later, many of the artifacts, including a selection of coins, were put on display at the Treasures of the Sea Museum on the Owens campus in Georgetown. About 2,700 coins not used in the display were housed for safekeeping in safety-deposit boxes. College officials said they had little use for the coins and decided last year, after consulting with Joseph and Perdue family members, to sell off the excess coins and create an endowment in memory of the two benefactors. Because the coins belong to the foundation, Sciple said, college officials feel they are on firm legal ground with the decision to sell them. Anthony said he believes the coins should be kept in the public domain and not sold to private collectors. If the college has no use for them, another state agency such as the Public Archives might, he said. "Let's say it wasn't *Atocha* artifacts. Let's say it was a valuable Indian mound," Anthony said. He argues that under those circumstances, a state agency would have to go through a de-accession process of removing the items from the collection before they could be sold, especially if they involved historic artifacts. Anthony had asked Timothy Slavin, state director of Historical and Cultural Affairs, to block the planned coin sale with an administrative order. Slavin said Thursday that state officials consider the coins to be privately owned because they are held by the foundation. "We don't even have the authority to issue an administrative order," he said. "It's not something we would do for privately held materials."

By Molly Murray – The News Journal©

<http://www.delmarvanow.com/apps/pbcs.dll/article?AID=/20070106/NEWS01/701060303/1002>

Delmarva Daily Times - MD,USA (01/06/07)

## **Florida**

### **Other State News**

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

The search for historical treasures off Martin County's coast could soon resume with some financial help from the state. The [Historical Society of Martin County](#) has applied for a \$50,000 grant to further survey the area's shipwrecks and restart the search for Quaker pioneer Jonathan Dickinson's ship *Reformation*. The grant requires the historical society and the Institute for International Maritime Research to contribute a matching \$50,000 for the project. The grant would fund a "search and identify" operation that would more closely inspect the most promising of the almost 800 shipwreck sites found off the southern Martin County coastline in May by the North Carolina-based institute. Divers from the institute would have at least four weeks to search the sites for historically significant shipwrecks, including the *Reformation*. Little likely remains of Dickinson's ship, which was burned in 1696 by Ais Indians after wrecking in what is now southern Martin County, said Robin Hicks-Connors, historical society president. But the pieces of the ship that are left would have regional and even national historical significance if they could be found, she said. "Those artifacts help tell the story and help create a visual for people who might be interested in learning more about the history of the area," Hicks-Connors said. The historical society could know more about whether the grant will come through when it appears before the [Division of Historical Resources](#) in March. The state agency ranked the grant that funded the May expedition as a high priority the year it was approved, Hicks-Connors said. State Rep. William Snyder, R-Martin County, has written a letter to the agency supporting the grant and plans to push for it during the Legislature's budgeting process. If found, the *Reformation* would provide an important connection back to the Treasure Coast's early history, Snyder said. "Finding that shipwreck puts the finishing touches on the chapter," he said. "We know that boat's out there, and I would just love to see us find it." Quaker pioneer Jonathan Dickinson was traveling from Jamaica to Philadelphia in 1696 when his ship, the *Reformation*, was caught in a storm and crashed on a reef off Jupiter Island. Indians captured Dickinson, his family and his crew before eventually taking them up the coast to St. Augustine. Dickinson later wrote a journal that became the earliest written history of the Treasure Coast and provided details about where the *Reformation* met its end.

By Jeremy Ashton – Scripps Treasure Coast Newspapers©

[http://www.tcpalm.com/tcp/local\\_news/article/0,2545,TCP\\_16736\\_5252287,00.html](http://www.tcpalm.com/tcp/local_news/article/0,2545,TCP_16736_5252287,00.html)

TCPalm.com – Fort Pierce,FL,USA (01/03/07)

At first glance, you might think the *Polly L* is a four-story oil rig when it's perched in the Atlantic, just a few miles off Melbourne Beach. Like those operations, this ship is involved in digging for treasure. Yet the booty it seeks is not black gold but the shiny, metal variety. Doug Pope, the 58-year-old who helped design the \$2.3 million ship five years ago, has yet another description: "I call it my movable condo on stilts." There are only 300 like it, and Pope's is believed to be the only one used for "underwater archaeology"—a fancy term for hunting treasure on submerged wrecks. Pope and his crew are trying to determine what's on a site that Pope thinks contains the remnants of two of the ships from the 1715 Plate Fleet that sank in a storm. The ships were returning to Spain with treasure that included gold bars, gold and silver coins, jewelry, china and other treasures. Three legs with pads for stabilization stretch down to the ocean floor and lift his boat up as high as 68 feet. That allows him to utilize equipment on the ship that might be affected by the choppy water. And because his boat can stay out in most weather, that theoretically means more diving days per season. "It's unusual for someone in exploration and salvage to use this type of boat," said Ryan Wheeler, state archaeologist. He said the Melbourne Beach site where Pope has his ship has been contracted for exploration for years but hasn't actually been explored much until now. "It can be hard to get there," Wheeler said. Pope had the ship built in January 2001 by Keith Marine in Palatka, and it's primarily used on an Amelia Island site 27 miles west of the Keys for his company, Amelia Research. But Pope decided to bring the *Polly L* to Brevard County to work the site he subcontracts with Mel Fisher Treasures. "We can work in water as shallow as three or four feet deep and stay on a site for three months," he said.

By Linda Jump – Florida Today©

<http://www.floridatoday.com/apps/pbcs.dll/article?AID=/20070104/NEWS01/701040348>

Florida Today - Melbourne,FL,USA (01/04/07)

## Louisiana

State Agencies' News

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

A sunken ship that wrecked nearly 140 years ago was unearthed last year during a site excavation by New Iberia architect Paul Allain. The vessel was buried below 4 feet of mud under the bed of Bayou Teche. Maria Tio with the [Louisiana Division of Archaeology](#) said that since the ship's discovery in late 2005, only a preliminary report had been completed by the private archaeology company hired to research the findings. "[Coastal Environments Inc.](#), the company that conducted the archaeological investigation, believes that the ship was a sidewheel steamboat named the *Teche*," Tio said. The draft report provided to the archaeology division by Coastal Environments Inc. concluded that the vessel measures approximately 95 feet long and 20 feet wide and was originally named the Tom Sugg. It is said to have been used by the confederates during the Civil War, captured by Union forces in 1863 and then used by the U.S. Navy under the name USS *Tensas*. In 1865 records show that the USS *Tensas* was sold to Captain Trinidad of New Iberia by auction who later renamed the boat the *Teche*. Other owners of the *Teche* include Alfred Duperior of St. Martin Parish in 1866 followed by the Attakapas Mail Transportation Company in 1867. "Since the remains of the ship lie across both state property and private land, Mr. Allain owns that portion of the wreck on his property," Tio said. The state owns the rest. If any artifacts recovered from the land owned by the state, Tio said, will be curated at the Division of Archaeology Curation Facility located in downtown Baton Rouge. "We will be happy to loan those items to the New Iberia museum, and may be able to create additional museum exhibits from recovered artifacts," she said. David Kelley, director of the archaeology department at Coastal Environments Inc. said that they are awaiting comments that will be sent back on the draft report submitted to the division of archaeology. Kelley said that the bulk of the report is final with the exception of minor revisions that will need to be made. "Our research suggests that enough of the wreck is intact which makes it eligible for the [National Registry of Historic Places](#)," said Kelley. "With the exception of a few pieces that were pulled up before they knew what it was, it will remain intact beneath the water."

By Alicia Duplessis – The Daily Iberian©

<http://www.iberianet.com/articles/2007/01/13/news/news/news58.txt>

Daily Iberian - New Iberia,LA,USA (01/13/07)

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

## Maryland

### **Other State News**

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

[see entry under [Salisbury University](#) about a shipwreck survey project on the Wicomico River]

## Ohio

### **State Agencies' News**

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

Using side-scan sonar and Global Positioning System technologies, the Lake Erie Geology Group of ODNR's [\[Ohio Department of Natural Resources\]](#) Division of Geological Survey was able to more accurately locate and map known shipwrecks. The [one-year study](#) was undertaken to test whether side-scan sonar can help fulfill ODNR's obligation to inventory, evaluate and protect shipwrecks. It also allowed scientists to develop methods of searching for previously unidentified shipwrecks in areas known to be treacherous for sailors. Side-scan sonar produces an image like an aerial photograph, but at an oblique angle. Shipwrecks located and mapped during the study include the *George Dunbar*, *Amaretta Mosher*, and *F.H. Prince*. Four wrecks were located on the west and southwest side of Kelleys Island; the ships are assumed to be the *Oak Valley*, *L.B. Crocker*, *C.H. Plummer*, and the tugboat *Relief*, but it is unclear which ship corresponds to each location without a subsequent study. Scientists also used the side-scan sonar to study the Gull Island Shoal, known to be the most treacherous reef in Lake Erie. Although as many as five wrecks are believed to have occurred in the vicinity of this reef, no shipwrecks were positively identified there. "Locating and identifying Lake Erie's cultural resources helps us preserve our maritime heritage," said Constance Livchak, supervisor of the Lake Erie Geology Group. "We'd like to eventually expand the project to include other locations where shipwrecks might be located." According to acting State Geologist Larry Wickstrom, the new report will be helpful to scientists, archeologists, historians, recreational divers, and the general public. "Data collected also is used to understand the nature of Lake Erie's bottom sediments, which helps characterize the lake's current condition."

Report of Investigations No. 148, Archeological search for shipwrecks in the vicinity of Kelleys Island, Lake Erie: A pilot study, August 2003 is available at a cost of \$10 plus tax and shipping from the Division of Geological Survey's Geologic Records Center (2045 Morse Road, Bldg. C, Columbus, Ohio 43229-6693; 614-265-6576) or the Lake Erie Geological Survey field office in Sandusky (1634 Sycamore Line Road, Sandusky, Ohio 44870-4132; 419-626-4296).

## From the Halls of Academia

### Salisbury University

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At low-tide, the skeletons of sunken ships protrude from the Wicomico River, creating a perfect playground for a local underwater archeologist and undergraduate student. For months, [Salisbury University](#) instructor Stephen Bilicki and archaeology major Jennifer Gardner have been surveying the Wicomico River, searching for old vessels and artifacts that may tell a tale of how life on the river once was. The project began in 2005 to locate and date underwater vessels and to learn why they line the river's shores. The first ship was discovered in Dec. 2005 but since Gardner joined the adventure in Oct. 2006, eight more have been found in a two-mile stretch. The oldest one, located near Patrick's Landing, dates back to the Revolutionary War era, Bilicki said. Every time the pair visits the ship's remains, they find clues that reveal the boat is older than they previously thought. After months of field work, Bilicki now estimates the vessel was constructed around 1777. "To most, this just looks like junk, but it's a glimpse into our maritime past," Bilicki said Tuesday. "Archaeology is like a jigsaw puzzle and we're just trying to put the pieces together." This semester, Bilicki and Gardner have spent about 30 hours on the river, taking measurements and underwater images. "We see all this developing going on and we are either covering up or pulling out wrecks that provide an idea of how our country developed," he said. "We're losing our maritime past." Because most of the boats he's discovered are located near the shoreline, he believes the majority of them were abandoned, not wrecked. It is possible, however, that some were deemed navigational hazards and moved from their original locations. Flat-bottom barges, World War II landing craft and log canoes are among their findings. Because moving the boats is costly and time consuming, Bilicki said it's likely the vessels will remain underwater. "I find it all so fascinating," Gardner said. "This is all about history. Everyone wants to know where they came from." Following her December



graduation, Gardner said she will pursue her master's degree at Salisbury University. She plans to continue studying the oldest wreck to determine when the ship was constructed and how it ended up at its current location. That could be a challenging task as tidal changes and wakes created by passing boats cause the vessel to shift. In three days, the sunken ship that Gardner plans to study has moved about 10 feet. Bilicki said he will be Gardner's mentor as she continues to study the vessel and in his spare time, he plans to explore other waterways. "I don't think a lot of people look at Salisbury as a maritime town," he said. "But it's amazing there is still a great presence here."

By Laren Hughes Hall – The Daily Times©

<http://www.delmarvanow.com/apps/pbcs.dll/article?AID=/20070124/NEWS01/701240306/1002>

Delmarva Daily Times - MD,USA (01/24/07)

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

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[see entry under [University of Haifa](#) for information on an Islamic period shipwreck excavation]

### **University of Haifa**

An 8<sup>th</sup> century shipwreck was discovered off Dor Beach and excavated by researchers from the [Leon Recanati Institute for Maritime Studies](#) of the [University of Haifa](#). It is believed to be the only boat from this period discovered in the entire Mediterranean region. "We do not have any other historical or archaeological evidence of the economic activity and commerce of this period at Dor. The shipwreck will serve as a source of information about the social and economic activities in this area," said Dr. Ya'acov Kahanov from the Leon Recanati Institute for Maritime Studies and the [Department of Maritime Civilizations](#) at the University of Haifa. The wreck itself was found almost a decade ago during a joint survey of the area conducted by an expedition of the Institute for Maritime Archaeology [sic: probably means the [Institute for Nautical Archaeology](#)] from the [University of Texas A & M](#) and the Recanati Institute for Maritime Studies at the University of Haifa. Using carbon dating techniques, the wreck was dated as from the early 8<sup>th</sup> century. Only now, after the completion of the latest excavation season, are the details of the 1,300 year old shipwreck becoming clearer. The small boat, 15 meters long and 5 meters wide, was involved in local commerce and sailed along the Lavant coast between the ports on the Mediterranean Sea. It was found in a lagoon off Dor Beach, 0.75 meters beneath the surface of the water. Dr. Kahanov explained that this ship is a rare find given the amount of wood that has remained intact and in a good state of preservation. In addition to the wooden hull of the boat, many of the boat's contents have also been preserved. Among them are 30 vessels of pottery of different sizes and designs containing fish bones, ropes, mats, a bone needle, a wooden spoon, wood carvings and food remains, mainly carobs and olives. Dr. Kahanov stressed the importance of this find owing to the fact that there are so few archaeological finds from the ancient Islamic Period in this area.

University of Haifa©

<http://www.physorg.com/news88775135.html>

PhysOrg.com - Evergreen,VA,USA (01/23/07)

### **University of Texas**

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Schoolchildren can recite the story of the first Americans. About 12,000 years ago, prehistoric humans walked out of Siberia, trekked across the Bering land bridge and down an ice-free corridor into inner North America, where they hunted Ice Age elephants and peopled the new world. But mounting evidence is slowly turning that story to fiction, said Michael Collins, an archaeologist with the [Texas Archaeological Research Laboratory](#) at the [University of Texas](#) at Austin. For more than 20 years, Collins and other scientists have been digging up artifacts from Chile to Texas that convince them the first Americans didn't walk here at all, but came by boat, and arrived much earlier than previously thought. "This has been hotly debated," Collins said. "That theory has held sway for 70 years or so. But a few of us for the last 25 years have come to seriously doubt that theory." Collins is in San Antonio today to talk about the shifting debate over the first Americans. Collins and archaeologist Robert Ricklis, who excavated a 7,000-year-old cemetery near Victoria, will speak at a [Southern Texas Archaeological Association](#) meeting at the University of the Incarnate Word. The meeting is open to the public. For decades, the first Americans were thought to be the Clovis people, named after a site in Clovis, N.M., where 11,000-year-old fluted points were found in the 1930s. Since then, Collins said, other sites in Pennsylvania, Chile and Virginia

have yielded older finds. Collins first became convinced of “pre-Clovis” ancestors in 1967, after discovering burned mammal bones with butcher marks at a site called Cueva Quebrada in Val Verde County. Carbon dating of charcoal put the bones at 14,000 years old. To this day, most other scientists have ignored those findings, Collins said. In the 1970s, Collins worked on a site in southern Chile called Monte Verde, which contained artifacts at least 1,000 years older than those at the Clovis sites. At first, many scientists attacked the validity of the evidence and clung to the theory that the Clovis people arrived first, Collins said. Over time, they began to accept the site and the tide of opinion turned, he said. “I spent 20 years of my life being beat up over that project, as did everyone else,” Collins said. “It has finally, begrudgingly, earned the support of a significant majority of archaeologists.” But if the Clovis people were not here first, who were the first Americans? “It’s really a case of stay tuned,” Collins said. Theories have been proffered, but none universally accepted, he said. Collins himself believes America was likely peopled on two fronts. Coastal communities in both Asia and Europe likely made their way to the New World on boats, sticking close to ice shelves to fish and hunt sea mammals. Though no ancient boats have been found, Collins points to evidence that Asians traveled to Australia 50,000 years ago, presumably in boats, since the island continent has never been connected to a land mass. Collins also points to evidence from Japan that suggests prehistoric humans 30,000 years ago ate deep-sea fish and possessed obsidian found only on distant Japanese islands, which also suggests the use of boats.

By Melissa Ludwig – The Express News©

[http://www.mysanantonio.com/news/metro/stories/MYSA011307.04B.FIRST\\_AMERICANS.2e6a138.htm](http://www.mysanantonio.com/news/metro/stories/MYSA011307.04B.FIRST_AMERICANS.2e6a138.htm)

MySanAntonio.com – San Antonio, TX, USA (01/12/07)

## **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.*

### **Canada**

#### **Ontario**

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There may be snow on the ground and a cold wind in the air but organizers are getting ready to start a major new phase of work on the [Southampton Beach shipwrecks](#). Project Director Ken Cassavoy says this April and May the new work will involve the excavation and lifting of the 19<sup>th</sup> century barge which lies partially over the buried hull of the *General Hunter* Royal navy warship. Cassavoy says the plan is to lift the barge and then place it underwater inside the old harbour refuge beside the long docks where it could become a potential dive site, pending the necessary permission from the Ministry of Culture. He says once the barge is lifted they can then focus their efforts on the recovery of the *General Hunter*. A feasibility study is underway now on the funding of later phases which would lead to the recovery, conservation and display of the 1806 warship. All of the work planned could take another seven years to complete at a cost of three million dollars. The two vessels were discovered on the beach, between Morpeth and Palmerston Streets in Southampton about five years ago.

By John Divinski – Bayshore Broadcasting Corp.©

<http://www.radioowensound.com/news.php?id=2968>

Bayshore Broadcasting Corp. – Owen Sound, Ontario, Canada (01/24/07)

### **China**

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China plans to salvage a ship that sank more than a thousand years ago in the South China Sea. Song Jiahui, director of the salvage department for the [Ministry of Communications](#), told a news conference the ship will be lifted from the sea as a whole. Song says it would be the MOC’s largest salvage operation. The sunken ship, named the South China Sea-I, dates back to the Northern Song Dynasty (960-1127 A.D.). It was discovered in 1986 and divers have been exploring the wreck since then. The salvage operation will be launched in the first half of this year by the city of Guangzhou’s salvage bureau. A ship capable of hoisting 4,000 tons will be used to lift the wreck. However, Song neither explained how the ship has remained intact after a millennium underwater nor provided the ship’s general location, how much water it is under or how large it is.

Xinhua©

[http://english.peopledaily.com.cn/200701/16/eng20070116\\_341793.html](http://english.peopledaily.com.cn/200701/16/eng20070116_341793.html)

People's Daily Online – China (01/16/07)

### **Israel**

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[see entry under [University of Haifa](#) for information on an Islamic period shipwreck excavation]

### **Japan**

The *Ertuğrul*, which sank in 1890 off the coast of Japan, will be floated on the 116<sup>th</sup> anniversary of its demise. A project will be carried out in Japan to find the ruins of the vessel and revive the memories of 550 sailors who lost their lives in the tragic accident. Excavation and documentary work to find the ruins of the frigate *Ertuğrul*, which sank off the coast of Japan in 1890 in a severe typhoon, will start this month, the Doğan News Agency reported. A press conference was held to promote the work to float the *Ertuğrul*, which set sail from Istanbul in 1889 but sank with its crew in the rocks of Kashinozaki off the coast of Ooshima Island. The project will begin with contributions from the [Institute of Nautical Archaeology](#) in Bodrum (INA), Yapı Kredi Retirement Partnership and the Turkish Foundation of Nautical Archaeology. At the meeting, INA official Tufan Turanlı and Yapı Kredi Retirement Deputy General Manager Dr. Bülent Eriş provided information about the project being carried out in remembrance of the 550 Turkish sailors who died in the disaster. Turanlı stated that the aim of the project was to revive the memories of 550 Turkish martyrs and 69 survivors both in Turkey and Japan as well as to find the ruins of the frigate and float it to the surface. The first stage of research will be carried out by a team including the most important names of nautical archaeology from Turkey and the world between Jan. 8 and Jan. 27. The *Ertuğrul* and her sailors have been forgotten over time and have gone down in history. The aim of the *Ertuğrul* project is to commemorate these heroic sailors whose bodies are 10,000 kilometers from their country, and at the same time to serve as a tool for the improvement of the friendship of both countries that started during this disaster. During this project, a survey and inventory of the area where the frigate sank will be conducted for the first time and a detailed map will be prepared. In the second stage of the excavation, the frigate will be completely floated to the surface and exhibited in the museum next to the *Ertuğrul* Monument' built on the coast. Telling the tragic story of the *Ertuğrul*, Turanlı said: The most important stage of this project is the Web site [www.ertugrul.jp](http://www.ertugrul.jp), which has recently been created. All details about the project and the tragic story of the frigate can be reached through this site, adding that the research to be carried out Jan. 8-27 in Japan would be broadcast every day on the TRT 2 TV station during the news at 5:00 p.m. Turanlı, who will manage the archaeological excavations with Cemal Pulak, stated that U.S. and Japanese archaeologists and historians would join the excavation team. In the documentary film there will be information to be provided by the relatives of martyrs and survivors. This is why the crew list of the *Ertuğrul* is shown on the Web site. We call on everyone who has information about martyrs and survivors to reach INA in Bodrum via the Web site or the phone number. Yapı Kredi Retirement Deputy General Manager Eriş said the primary goal was to find the *Ertuğrul* and float it to the surface. But it will be made clear after the dives and evaluations of the nautical team. This work will revive the memories of 550 sailors who became martyrs many years ago and will hand down their memories to future generations with a documentary and a book. We can define this project as a meeting of Turkish people with history.

Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=63262>

Turkish Daily News (subscription) - Ankara, Turkey (01/06/07)

### **Malta**

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A man has raised doubts about the location where St Paul's boat was actually wrecked. Bob Cornuke, an ex-police investigator turned biblical archaeologist, thinks St. Paul's boat was wrecked off a reef along the southern shore of Malta, rather than in a bay on the northern shore. 55-year-old Cornuke was drawn into archaeology by Apollo 15 astronaut Jim Irwin who asked him to join his High Flight Foundation and the search for Noah's Ark. "I learned I had a skill – researching and collecting little scraps of evidence," The Orlando Sentinel reports him saying, "God just gave me this ability. It was a gift." The Bible-believing archaeologist who "proves" the truth of the Bible and searches for biblical sites, has attracted many. Author Tim LaHaye has launched a successful new series with a fictional character, called Babylon Rising.

Cornuke, himself the author of half a dozen books chronicling his adventures, has sparked controversy because his conclusions are often at odds with those of traditional archaeologists. Among other doubts that Cornuck has raised are that rather than the Sinai peninsula, he thinks the sacred peak of the Exodus is in Saudi Arabia. Noah's Ark, he thinks, came to rest on a mountain in Iran, rather than on Mount Ararat in Turkey. And he thinks the Ark of the Covenant does exist and might be in the Ethiopian highlands. *The Orlando Sentinel* reported author James Hoffmeier saying that Cornuke is a dilettante, "he wraps himself in the banner of taking the Bible literally when it's convenient to his theory, and in other places he does not take it literally." Cornuke is planning to move his ministry, the Base Archaeology Search and Exploration Institute from Colorado to Orlando, where he will be a "minister-at-large" with the Holy Land. Ironically, Cornuke who never went to church until he was 12, was transformed by a spiritual experience during his search for Mount Sinai in Saudi Arabia in 1988, *The Orlando Sentinel* reported. It also brought Cornuke into the spotlight. He and Montana millionaire Larry Williams had slipped into the country using forged documents, claiming a connection with the Saudi royal family. When they were captured and imprisoned by soldiers, who suspected them of being Israeli spies, Cornuke pretended to be a doctor.

By Mark I. Pinsky – The Orlando Sentinel©

[http://www.maltamedia.com/artman2/publish/out\\_about/article\\_279.shtml](http://www.maltamedia.com/artman2/publish/out_about/article_279.shtml)

Maltamedia Daily News - Valletta, Malta (01/21/07)

### **New Zealand**

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The untold story of the World's greatest exploration – The dramatic story of the world's greatest human migration is told for the first time in a major exhibition, on view 8 December 2006 to 8 April 2007 at the [Auckland War Memorial Museum](#). Incorporating the most recent scientific research in fields as diverse as genetics, linguistics and computer modelling, the landmark [Vaka Moana exhibition](#) tells the extraordinary story of the exploration and peopling of the vast Pacific Ocean. In developing the world-class exhibition, Auckland Museum has drawn on its unsurpassed Maori and Pacific collections, as well as the expertise of in-house curators and academic specialists from New Zealand and the Pacific Rim. Some 200 objects from Auckland Museum's collection and other New Zealand and international collections, including rare carvings and a full-size inter-island voyaging canoe, are on display, supported by specially commissioned multi-media installations, interactive displays and a lavish, authoritative tie-in book. After its Auckland debut, Vaka Moana will tour internationally, opening at the National Museum of Ethnology (Osaka, Japan), September — December 2007; the National Museum of Natural Science (Taichung, Taiwan), June — August 2008; the National Museum of Australia (Canberra, Australia), October 2008 — February 2009; and the Tropenmuseum (Amsterdam, Netherlands), December 2009 — February 2010. The exhibition the exhibition is also slated to travel to France, the United States and Canada, before returning to New Zealand in 2011.

HULIQ.com©

<http://www.huliq.com/4597/vaka-moana-exhibition-at-auckland-museum>

HULIQ - Hickory, NC, USA (01/04/07)

### **Turkey**

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[see entry under [Japan](#) about the excavation of the 116-year old Turkish frigate]

Turkey's most popular diving town, Kaş, now has an underwater archeological park. The [Kaş Underwater Historical Research Association](#) (DETAD), created the park, by sinking a ship, *Uluburun-III*, and then planting imitation artifacts around it. The project was realized with the assistance of many volunteers and took roughly a year to complete. The project began with an open-sea voyage by *Uluburun-III*, captained by Osman Erkut. The vessel was built by the 360° Research Group, based on the design of the original *Uluburun*, an ancient shipwrecked ship off the coast of Kaş. In August 2005 another *Uluburun*, *Uluburun-II*, sailed to Cyprus, following the same route the original ship did 3,300 years ago. Upon the return of the ship from Cyprus, then Kaş Governor Nurullah Çakır proposed that the boat remain in the coastal waters where its precursor had been discovered. In the following days the idea of a harbor reflecting the life of the Bronze Age, in which *Uluburun-II* could be exhibited, came up. From this sprang the concept of an underwater archeological park. The Society for Naval History (DETAD) was formed by the 360° Research Group, Underwater Research Association and volunteers from Kaş in order to realize these two projects. In September 2006 DETAD constructed the *Uluburun-III*, destined to be sunk for the archeological park. The

ship was submerged on Oct. 27, 2006 in the Bay of Hidayet, home to the park. *Uluburun-III* is not the only artifact in the park. Imitations of the original ship's load of copper and bronze bullion, earthenware pots and Kenan amphorae have also been planted on the wreck, according to the plan of where the originals were found when the shipwreck was discovered in 1982. The shipwreck and its environs, termed *in situ*, is divided into a grid just as in real underwater excavations. Talks are underway with the British Nautical Archeological Society (NAS) over using the Kaş Underwater archeological park for educational purposes, as well as recreational diving.

Turkish Daily News©

<http://www.turkishdailynews.com.tr/article.php?enewsid=63837>

Turkish Daily News (subscription) - Ankara, Turkey (01/15/07)

## **Vietnam**

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Next week in Amsterdam, Sotheby's will begin selling 76,000 pieces of Chinese Export porcelain recovered from a circa 1725 shipwreck off the coast of present-day Vietnam. Because it was bound for the western market, the cargo reveals the era's fads and fashions in Europe, and precise details about the arduous journey made by goods in demand. The tale of the Cau Mau shipwreck involves connoisseurship, a treasure-hunting adventure suitable for television, and the legendary East India Trading Company. Today, we'd be short on shoes, hair dryers and electronics without massive container shipments from Asia. What's surprising is that while the journey 250 years ago was infinitely more dangerous, huge cargoes made it through to English and Dutch retailers. "In the 18<sup>th</sup> century, if it took two years to get something, it was still worthwhile doing," says Marcus Linell, Sotheby's Export-porcelain expert in London. "There was this incredible passion in Europe, and America as well, for tea and for coffee – stimulating drinks that were not alcoholic. And if you want to drink a hot drink, unless you have porcelain to drink out of, it's something of a problem." Along the Eastern seaboard, the social life of well-to-do families revolved around entertaining, and eating, drinking and being merry in proper fashion required the latest porcelain. George Washington, for one, wrote his London agent about an expected shipment of a "Compleat sett fine Image china." The goods – Chinese Export with figural decoration – finally arrived in March 1758 and became the best "china," a term that derives from its origin in Ching-te Chen. Pieces from the original service are on display in the new Museum at Mount Vernon; even closer is the superb Hodroff Collection of Chinese porcelain on display at Winterthur. In addition to tea and coffee wares, Chinese factories produced punch bowls (Washington had several), serving platters, tureens for soups, decorative urns, and figurines. In many cases, the decoration and forms were designed to appeal to European taste, or even custom-made to order. The cargo to be sold at Sotheby's Monday through Wednesday includes thousands of tea bowls, teapots, jugs, mantel vases and figural pieces, such as a rare ewer in the form of a monkey. Though many pieces were recoverable in good condition, the sale also includes lots of fascinating "sea sculptures" – nested porcelain pieces welded together by encrustations. The sale is being held in Amsterdam because the wreck took place on the trading route of the Dutch East India Company, as the loaded junk made its way from Canton to the trading center at Batavia (modern-day Jakarta). "Inevitably in the days of sail, shipping porcelain was a risky venture," Linell says. "The cargo was an accidental find by Vietnamese fishermen. They pulled up their nets, and there was porcelain in them. They quickly discovered that the porcelain was valuable, and they went out day after day trawling for porcelain. In fact, they brought up 35,000 pieces." When news of the find reached the Vietnamese press in 1998, Linell says: "The government jumped in, mounted an official salvage operation, and forced the fishermen to return what they had found." Eventually, 130,000 pieces were recovered from one ship, an indication of the huge amounts that were exported each year.

By Karla Klein Albertson – The Philadelphia Inquirer©

<http://www.philly.com/mld/inquirer/living/home/design/16548204.htm>

Philadelphia Inquirer - Philadelphia, PA, USA (01/26/06)

## **The Reference Library**      [\[Go to TOC\]](#)

### **The Frolic Archaeological Survey (2006) by Sheli O. Smith, PhD**

Published by the [PAST Foundation](#); available either as electronic download or hard copy format.

The archaeological survey of the *Frolic* shipwreck took place over two seasons in 2003 and 2004. The goals of the survey were to create baseline artifact and biota collections to assist the Department of California Parks and Recreation in future management of the newly formed marine protected area surrounding the shipwreck. In addition, the survey sought to examine the wrecking of *Frolic* and the configuration of the brig. This was accomplished in part by thoroughly examining the various artifact collections that were recovered over the years from the site and then returned to people of California. The artifact collection encompasses over three thousand items representing the cargo, hull, gear and personal belongings of the crew.

For information about this publication, visit <http://www.lulu.com/PASTFoundation>

### **The Low-Tech Archaeological Survey Manual (2006) by Sheli O. Smith, PhD**

Published by the [PAST Foundation](#); available either as electronic download or hard copy format.

*The Low-Tech Archaeological Survey Manual* is a clear, easy-to-read guide to doing archaeological fieldwork. Although focusing on underwater survey techniques, the methods and guidelines presented here are equally adaptable to land sites. *The Low-Tech Archaeological Survey Manual* will be a welcome addition to the field kit of any student or professional archaeologist.

For information about this publication, visit <http://www.lulu.com/PASTFoundation>

### **Saving shipwrecks: Electrochemical and spectroscopic methods help conserve historic metal artifacts (2007) by Celia Henry Arnaud**

*Chemical & Engineering News*, Vol 85(2): January 8, 2007. ISSN: 0009-2347

The oceans are the world's biggest electrolyte solution. They are dangerous, corrosive places for ships that have sunk. When the ship is of historical significance—say, the U.S.S. *Monitor*, a Civil War-era ironclad, or the C.S.S. *Hunley*, a Civil War submarine—historians and archaeologists want to save it. And there are scientists who want to help them. The electrochemistry of oxygen—in the form of oxidation of metals—is a main cause of damage to shipwrecks. It's only fitting, therefore, that electrochemical reduction should be one of conservators' main tools to reverse that damage. The standard way to treat marine artifacts is to soak them or to perform electrolytic reduction on them in high-pH solutions.

For the full article, visit [http://pubs.acs.org/subscribe/journals/cen/85/i02/toc/toc\\_i02.html](http://pubs.acs.org/subscribe/journals/cen/85/i02/toc/toc_i02.html) (subscription-based).

## **Upcoming Events**      [\[Go to TOC\]](#)

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

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

atmosphere, to learn more about new developments in computer applications and quantitative methods, and to meet and talk with international colleagues.

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

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

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