

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 3.01, 2006 (January)¹

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

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

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

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Federal Agencies

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

U.S. Department of the Army

[see entry under [NOAA](#)]

U.S. Forest Service

[see entry under [California](#)]

U.S. Department of the Navy

Naval Historical Center

Scientists working with the [Naval Historical Center](#) (NHC) to try to solve the mystery of the Confederate submarine [H.L. Hunley](#)'s disappearance in 1864, stumbled onto yet another mystery in December. A view port on the left front side of the submarine is completely missing, possibly a catastrophic result of the [Hunley](#)'s historic battle with the [Housatonic](#). Some have speculated sailors aboard [Housatonic](#) may have shot out the view port, causing the submarine to fill with water. That theory fails to explain why scientists have not found any of the view port's glass inside the submarine. Mysteriously, they have also found no traces of the port itself. There is just a hole where it once was. "This view port has always held the promise of being the smoking gun, but it appears the gun is missing," Hunley Commission Chairman Sen. Glenn McConnell said. "Whether this is just damage the [Hunley](#) suffered from being lost at sea for more than a century, or it's something else, is a question we hope to answer in the coming months. One clue may come when we take off the concretion on the conning tower. We'll be looking closely for the indentation of gunshots in that metal." Scientists recently made an important discovery that may support this theory. While working to remove glass from the [Hunley](#)'s view ports, they found not all the windows of the [Hunley](#) are alike. The deadlights running along the top of the submarine had covers that could be closed to block the glow of candle light from emitting through the glass. The conservation team said it appears the forward conning tower's view ports did not have that capability. The light shining from the forward conning tower's view ports may have helped sailors aboard the [Housatonic](#) detect [Hunley](#)'s presence. Historical records reveal [Hunley](#) was spotted and fired upon moments before she deployed the explosive torpedo that sent [Housatonic](#) to the bottom of the sea. Since the forward conning tower's view ports could not be covered, those shooting at [Hunley](#) may have used the illuminated view ports as their bull's eye target. Ultimately, scientists will use the clue of the missing view port, along with hundreds of others, to piece together the complex mystery of [Hunley](#)'s disappearance.

By Kellen Correia, Naval Historical Center Public Affairs

http://www.news.navy.mil/search/display.asp?story_id=21922

Navy Newsstand – United States (01/12/06)

National Oceanic and Atmospheric Administration (U.S. Department of Commerce)

On January 10, personnel from the [National Marine Sanctuary Program](#), [Office of Coast Survey](#), [Office of Response and Restoration](#), [National Marine Fisheries Service](#), [NOAA Restoration Center](#) and [NOAA Public Affairs](#) met with representatives from the [U.S. Army](#)'s Office of the Deputy Assistant Secretary for Environment, Safety and Occupational Health to discuss chemical munitions in U.S. waters. [NOAA](#) presented general information about its trust resources and scientific expertise. The Army is interested in obtaining historical and current information from nautical charts, the [U.S. Coast Pilot](#), and the [Automated Wreck and Obstruction Information System](#) (AWOIS); data from the Resources and Undersea Threats (RUST) database; recommendations on appropriate oceanographic, bathymetric, and archaeological survey and assessment methods; and general information on the locations of NOAA trust resources and related activities. The Army also expressed interest in participating in a NOAA-sponsored workshop on underwater corrosion, and using NOAA's broad constituent networks to inform the public about how to handle munitions at sea.

For more information, contact [Lisa Symons](#) at Lisa.Symons@noaa.gov.

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

The [MPA Center](#) maritime archaeologist attended and chaired a session at the [Society for Historical Archaeology](#)'s annual [Conference on Historical and Underwater Archaeology](#) in Sacramento, California. The MPA Center chaired a session entitled "On the Edge of Clarity: Understanding and Managing Submerged Cultural Resources" and co-presented a paper with Victor Mastone, Director of [Massachusetts Board of Underwater Archaeological Resources](#), called "Marine Protected Areas: A Tool for Closing the Gap between Cultural and Ocean Resource Management." Other conference presentations focused on submerged resource management in protected areas, with presenters from the public and private sectors. The overall theme of the conference was "life on the edge" and focused attention on the archaeology of the edges of empires, oceans, disasters, technologies, innovations, partnerships, and cultures. For more information, contact [Brian Jordan](#) at Brian.Jordan@noaa.gov.

National Marine Sanctuaries (DOC/NOAA)

Maritime Heritage Program

January 10-14, ten representatives from [NOAA](#)'s [Maritime Heritage Program](#) (MHP) participated in the [Society for Historical Archaeology](#)'s annual [Conference on Historical and Underwater Archaeology](#), held in Sacramento, California. MHP members delivered eight papers, and chaired two symposium sessions during the conference. The Maritime Heritage Program portable display was erected in the Exhibit and Book Room with MHP interpretive brochures, fact sheets, and bookmarks. The MHP had the largest federal archaeological presence at the conference and gave more presentations than any other single organization.

For more information, contact [John Broadwater](#) at John.Broadwater@noaa.gov.

NOAA's Preserve America Initiative (DOC/NOAA)

Join us this February 6-11 as [NOAA](#) dusts off and displays hundreds of seldom-seen artifacts representing nearly 200 years of science, service and stewardship by NOAA and its ancestor agencies. [Treasures of NOAA's Ark](#) will highlight groundbreaking technologies developed by NOAA and its predecessors that have helped save lives, promote commerce, and expand our knowledge of the Earth. This exciting exhibit will also highlight eight pioneers, past and present, who have made significant contributions to our understanding of land, sea, and sky. You won't want to miss this exciting opportunity to: *Learn* about NOAA Pioneers – both people and technology – that carved the future for NOAA's success; *View* some of NOAA's historic maps, charts, photographs, and scientific instruments; *Enjoy* new exhibits and new adventures; *Speak* with conservators to learn tips about caring for precious personal treasures and heirlooms.

For more information, please contact [Cheryl Oliver](#) at Cheryl.Oliver@noaa.gov or visit <http://www.preserveamerica.noaa.gov>

The Smithsonian Institution

[see entry under [Canada](#)]

U.S. Department of State

[see entries under [International Waters](#) and [Canada](#)]

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.

California

Other State News

A globe-spanning fleet of sailing ships, including a clipper with speed to rival the famous *Cutty Sark* and *Flying Cloud*, sprang from the forests and bays of California, Oregon and Washington between 1859 and 1920, and then disappeared from history. Think 19th-century sailing ships, and the mind conjures up the old port cities of Maine, Massachusetts, Connecticut, Rhode Island and Chesapeake Bay. The vessels fitted out in the far West, many maritime historians believed, were mere coastal lumber schooners and other minor craft. But the ghosts of a 65-ship oceangoing fleet -- built under the direction of a ship captain turned gold prospector and then lumberman and shipbuilder, Asa Meade Simpson -- have been resurrected in the form of more than 1,500 glass photographic negatives and 700 documents stashed in attics, garages and trunks from Vancouver to Sacramento. Their discoverer, Steve Priske of Santa Rosa, is a man who has built intricate ship models from his youth and devoted 40 of his 53 years to the study of ships and the sea. "It was like finding another pyramid in the desert," he said of the trove of pictures, plans and documents he has unearthed during the past two years. Priske showed some of his findings to David Hull, principal librarian of the [San Francisco Maritime Park](#), and his staff, and they were "blown away," Priske said. A PowerPoint show of the Simpson fleet drew a capacity crowd of 160 aboard the restored tall ship *Balclutha*. When a newspaper story on that show was published, Priske said, he was contacted by the [Underwater Archaeology Society of Vancouver](#) [British Columbia], who told him they had found the wreck of another ship, the four-masted schooner *Alumna*. That ship, Priske said, was the original "schooner of beer." After Prohibition, the lumber schooner was converted into a floating brewery and anchored off Ketchikan, Alaska, to provide "suds" for thirsty dockyard workers.

By Kevin Howe – Monterey County Herald©

<http://www.montereyherald.com/mld/montereyherald/news/local/13555341.htm>

Monterey County Herald – Monterey,CA,USA (01/05/06)

The bones of an old ship found by workers digging the foundations for a San Francisco high-rise last fall have been identified as the remains of a 188-year-old whaling ship out of the era made famous by Herman Melville's classic novel "Moby-Dick." Maritime archaeologists are sure the ship is the three-masted bark *Candace*, built in Boston in 1818, which had a long career in the sea trades and later in hunting sperm whales in the South Atlantic, the Pacific and the Indian oceans. It also was one of the first American flag merchant ships to trade in the Pacific, years before the Oregon Territory and California became parts of the United States. The *Candace* turned up in San Francisco after an ill-fated whaling voyage to the Arctic, where it was damaged in the pack ice. The ship had been at sea on a whaling voyage for two years, and Capt. Norman Starr decided to head home for New England. But the ship even then was old; leaking badly, and with the crew working the pumps as if their lives depended on it, the *Candace* made the Golden Gate on July 4, 1855. It never sailed again. It was partly dismantled and eventually buried under the growing new city -- forgotten for nearly 150 years. Its discovery is considered significant enough that the nearly intact hull of the old ship will become the centerpiece of the [San Francisco History Museum](#) when it opens in 2008 at the Old Mint in downtown San Francisco. "We consider it a coup," said Gil Castle, executive director of the San Francisco Museum and Historical Society, which is raising money to convert the mint at Fifth and Mission streets into a museum.

By Carl Nolte – San Francisco Chronicle©

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/01/28/MNG1KGV3041.DTL>

San Francisco Chronicle – San Francisco,CA,USA (01/28/06)

The skeleton of a ship unearthed at a construction site belongs to an early 19th-century merchant vessel that sailed out of New London, Conn., and limped through the Golden Gate after its last voyage, maritime archeologists concluded. The three-masted *Candace* was built in Boston in 1818 and sailed the South Atlantic, Pacific, and Indian oceans before it suffered ice damage while on a two-year whaling expedition

in the Arctic. Originally bound for home in New England, the leaking ship was retired in 1855 when the captain concluded it wouldn't make it past San Francisco, according to James Allan, the archeologist who helped identify the *Candace*. Allan and James Delgado, executive director of the [Vancouver Maritime Museum](#) in Canada, figured out that the buried ship was the *Candace* by consulting old San Francisco newspapers, ship logs, maritime museums, and the [Center for Wood Anatomy Research](#) run by the [US Forest Service](#) in Madison, Wis. Built from three kinds of oak and two kinds of pine, the ship was relatively small, at 99 feet, 8 inches long and 26 feet wide.

The Associated Press©

http://www.boston.com/news/local/connecticut/articles/2006/01/30/19th_century_ship_unearthed_in_calif_has_new_england_roots/

The Boston Globe – Boston,MA,USA (01/30/06)

Connecticut

Other State News

The barnacle-encrusted submersible that lies at the bottom of the city's harbor may seem like a forgotten piece of sea wreckage left to the ravages of time and nature. But to those who know better, the century-old vessel is a fascinating relic from the city's past, one that opens a portal into the life of city native and inventor Simon Lake, a pioneer in the field of submarine technology and underwater exploration. "Simon Lake is the true father of the modern submarine," said Jeff Lake, one of the famed inventor's descendants. "There were a lot of people at the time who had the right ingredients for a submarine, but Simon Lake had the right recipe. He was the only one to receive a telegram from Jules Verne in 1898 congratulating him on making his dream become a reality." While some mistakenly believe the submersible in the city's harbor is an early submarine, it is actually a chamber that would be lowered to the ocean floor by a boom on a ship. People could walk to the chamber through a 200-foot-long tube with a staircase that was connected to the structure. "People called it Simon Lake's stairway to the sea," Lake said. "The chamber was used to do salvage work on the ocean floor and explore sunken wrecks. He would also use the chamber to harvest oysters and clams." One of three such chambers built by Lake was used by England in 1907 to salvage the *Lutine*, a treasure-filled ship that sank in the Zuider Zee, a former arm of the North Sea that was later shut off by dikes, according to the inventor's family. Joseph Leary, an author and historian from Fairfield, said that while many people have incorrectly referred to the chamber as a submarine, it is still an important relic built by the Lake Torpedo Boat Co. in Bridgeport. The chamber, more than 20 feet in diameter, can still be seen along Rogers Avenue during low tide.

By Dirk Perrefort – Connecticut Post©

http://www.connpost.com/news/ci_3429486

Connecticut Post - Bridgeport,CT,USA (01/23/06)

Florida

Other State News

A team of divers plans to meet near Stuart as early as April, scouring about 7 miles of ocean floor with high-tech metal detectors and state-of-the-art sonar scans. If they're lucky, they may just find some nails or a pile of wood. The seemingly insignificant finds could help historians finally pinpoint the exact spot of the *Reformation*, the barkentine that wrecked three centuries ago off the coast of Martin County and was made famous in Jonathan Dickinson's journal. "If we can find where it went down, it can put the journal into perspective," said Renee Booth, development director for the [Historical Society of Martin County](#). "We could learn more about where the Ais Indians' settlement was. We could establish a trail that followed where Jonathan Dickinson walked." The group has garnered about \$41,000 in state money, as well as the donated labor and equipment of divers from across the country, for a two-week survey of historical shipwrecks on the Treasure Coast. Though organizers say they'd be happy to find remnants of any ship, the *Reformation* would be, as Booth says, "the icing on the cake." Shortly after the ship ran aground during a storm in September 1696, Ais Indians burned it to the waterline. Dickinson, his family and the ship's crew continued, mostly on foot, on a 230-mile trek to safety at St. Augustine, a journey detailed in Dickinson's journal, *God's Protecting Providence, Man's Surest Help and Defence*. During the more than 300 years

since, no one has found any evidence of the ship. Not yet. On Thursday, a group of divers and shipwreck enthusiasts met at the Elliott Museum in Stuart to hash out logistics of the two-week dive, which probably will take place between April and June. Organizers of the survey still hope to discover those details in historical records, perhaps in Philadelphia, where Dickinson moved after his travels to Florida. Divers at Thursday's meeting were the first to admit how daunting their challenge is, but all are optimistic. "Given the number of shipwrecks in this area, I would be surprised if we don't find anything," said Gordon Watts, founder and president of the Institute for International Maritime Research, based in Washington, N.C. "And what you end up with at the end of it is not always what you were expecting." Whatever the survey turns up, Booth said, the relics will be protected, though not necessarily put on display at the Elliott Museum, which has plans to expand. Rather, the shipwreck sites could be declared underwater preserves.

By Rachel Simonsen – Palm Beach Post©

http://www.palmbeachpost.com/localnews/content/local_news/epaper/2005/12/30/m1c_mcship_1230.html

(no longer available: article may be found in the archives and then purchased at

<http://www.palmbeachpost.com/archives/content/archives/index.html>)

Palm Beach Post – Palm Beach,FL,USA (12/30/06)

Hawai'i

State Agencies' News

(courtesy of Hans Van Tilburg, NOAA National Marine Sanctuary Program)

The [State of Hawaii](#) took action to preserve an underwater heritage resource. Thanks to [NOAA's Maritime Heritage Program](#), State officials became aware of an illegal boat mooring attached to a submerged navy aircraft, a World War II era F4U-1 Corsair. The mooring chain around the prop shaft had done a considerable amount of damage to the airframe and engine cowling. Such attachments and damage are in violation of the State's Historic Preservation Program laws and the [Sunken Military Craft Act of 2004](#), a federal statute. State divers from the [Division of Aquatic Resources](#), along with the help of NOAA divers, today removed the entangled mooring chain, leaving the historic aircraft unencumbered, again resting undisturbed on the bottom, as it has been for 61 years. Follow-up will include information being sent to Oahu dive shops regarding heritage preservation and appropriate protocols. (01/18/06)

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

Indiana

Other State News

Workers building a boat ramp at southeastern Indiana's [Charlestown State Park](#) have uncovered the apparent remains of a 4,000-year-old "kitchen" ancient American Indians tribes may have used to prepare their winter food supply. The discovery of the site in eastern Clark County prompted the state to temporarily halt work on the Ohio River boat ramp project. Bob McCullough, who heads an archaeological survey team from [Indiana University-Purdue University Fort Wayne](#) [IPFW], said the low-lying area was probably used by nomadic tribes of hunters and gatherers. He said they appear to have collected hickory nuts, used large slabs of rock to crush them and then made fires to boil them and extract fatty oils. Tribes often stored such high-energy nut oils for use during the lean winter months, McCullough said. The IPFW team has made two trips to the site and plans a third study of the area. The archaeological work is required under federal and state historic preservation laws. No human remains or bones have been found at the site. McCullough said he was surprised by how well-preserved the cooking area site was, but he said it was protected over the centuries by layers of silt deposited by floodwaters. Michael Strezewski, the lead archaeologist from IPFW on the first two visits to the park last fall, estimated the site dates from about 2000 B.C. He said it contains large amounts of Laurel chert, a stone from which stone tools can be created. Other artifacts included stone slabs used for grinding and cracking nuts, the remains of fire pits and some charred bits of plant material. The area being studied is part of a 2,700-acre expansion at the park closed to the public. Over the years, several archaeological sites have been found in the park area. Larry Gray, the park's property manager, said the \$3 million project to install a five-lane boat ramp, a picnic area, parking lot and riverfront walking trail would probably be delayed until late this year or next year.

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 Associated Press©

<http://abcnews.go.com/Technology/wireStory?id=1511937>

ABC News – United States (01/16/06)

Louisiana

Other State News

[Odyssey Marine Exploration Inc.](#)'s New Orleans attraction Shipwreck & Treasure Adventure will re-open Feb. 15. The attraction opened for a few hours on Aug. 27, 2005 while Hurricane Katrina was bearing down on New Orleans. The museum has been closed since. New Orleans played a significant role in the history of the SS *Republic*, Odyssey's first major deep-ocean archaeological recovery, and the city's tourism market will be an important customer base and learning model for future attractions, the company said in a release. The attraction reveals the stories behind some of the world's most famous shipwrecks, their treasure and historical artifacts, and it allows visitors to interactively experience the adventure and excitement of deep-ocean shipwreck exploration through multiple hands-on exhibits, the company said.

Tampa Bay Business Journal©

http://tampabay.bizjournals.com/tampabay/stories/2006/01/16/daily30.html?jst=b_In_hl

Tampa Bay Business Journal – Tampa Bay,FL,USA (01/16/06)

Maryland

State Agencies' News

Susan Langley has the necessary credentials to lead “A Tour of the Submerged History of the Potomac River.” She is Maryland’s official underwater archaeologist and [she spoke] at 2 p.m. Sunday at The Willows at Meadow Branch, Winchester. Historic resources of the Potomac River [were] explored from Cumberland to its headwaters on the Chesapeake Bay. Only nine states in the union have official underwater archeologists, and Langley is the only woman. Her talk [was] sponsored by the [Winchester-Frederick County Historical Society](#). “We’ll work our way down the river,” Langley said, from the turning basin for the Chesapeake and Ohio Canal in Cumberland, past forts and shipyards, mills and wharves, to the “Ghost Fleet” at Mallows Bay and beyond. She [also] discuss[ed] [Maryland’s Historic Shipwreck Preserve](#), focusing on the German submarine U-1105, which was her first project for the state. A certified scuba instructor and a Maryland Dive Safety Officer, Langley credits a National Geographic magazine cover with sparking her interest in underwater archaeology. Her first job was with the [Canadian National Park Service](#), diving on a wreck in icy North Atlantic waters. In graduate school, Langley specialized in heritage legislation, pertaining to submerged historical sites. In addition to her work with the Maryland’s underwater historical assets, she also advises both the FBI and local law enforcement on the legal aspects of thefts from underwater sites. Langley also trains divers who wish to volunteer to work with the state in tracking underwater sites. “It keeps my skills up and helps me find good volunteers,” she said. Volunteers are necessary, Langley said, because, “I have a staff of two, besides myself.” The volunteers are trained and sign contracts not to collect any artifacts from the sites they work. Taking items from underwater historical sites is theft, Langley pointed out, not archaeology. However, she said, the dark, cold waters of the Potomac are less attractive to recreational divers than the clear, blue waters of the Caribbean, and, luckily, the Spanish with their treasure fleets, didn’t frequent Maryland waters. “It’s zero visibility — archaeology by braille,” Langley explained. “You just hope what’s bumping you is your buddy and not something undesirable.” That cold water is also the archaeologist’s friend, when it comes to preservation. The wet mud with little oxygen helps protect historic sites and shipwrecks. Unless there is some imminent threat to the site, like a new bridge or a dam, Langley said the best thing to do to preserve this history is to leave it alone. “We don’t want to raise everything,” she said. “We want to inventory what we have.” When it comes to underwater archaeology, the War of 1812 is Maryland’s biggest claim to fame. The state, which is 25 percent water, Langley pointed out, was the site of the biggest naval battle of the War of 1812, outside of the Great Lakes. Maryland is also home to the [Ghost Fleet](#), the remaining hulks of a huge fleet of wooden steamships, built to supply American troops in World War I. Constructed too late for the war effort, they were eventually collected in Mallows Bay, where various efforts to collect scrap or reuse the ships came to nought. After almost 100 years, the hulks have become part of the environment, a habitat

for birds and aquatic life. With the bicentennial of the War of 1812 approaching, one of Langley's aims is to work on projects to bring that war alive to the public through interpretive kiosks. The British came ashore in southern Maryland, burned the capital in Washington, D.C. and laid siege to Fort McHenry. That naval bombardment sparked Francis Scott Key to write "The Star Spangled Banner." "We want to make public access as easy as possible, to the site associated with the time period," Langley said, "even for people who aren't interested in getting wet."

By Van Val Meter – The Winchester Star©

http://www.winchesterstar.com/TheWinchesterStar/060124/Life_underwater.asp

The Winchester Star (subscription) – Winchester,VA,USA (01/24/06)

Massachusetts

[see entry under [California](#)]

Michigan

Other State News

The mystery of the sailing ship *Griffon* has tantalized adventurers and historians ever since the vessel, loaded with furs, disappeared in 1679 on its maiden voyage in northern Lake Michigan. It's the oldest and most elusive of Great Lakes shipwrecks. And Steven Libert, an amateur underwater explorer who says he has been hunting the *Griffon* most of his adult life, thinks he may have found the wreckage. But for about a year, he has been locked in a legal battle with the [State of Michigan](#) over salvage rights to what's left of a ship he discovered while diving in 2001 near Poverty Island. The sides have forged a delicate truce, however, that apparently will enable Libert to continue work next spring toward unlocking the mystery of his find. If it really is the *Griffon*, it may be the grand prize of his shipwrecks. But it's not a prize that will bring him riches. The *Griffon* wasn't carrying treasure, and its cargo of furs is long gone. Its value is historic and, for Libert, intrinsic rather than monetary. "It's the hunt for it, knowing that obviously you do something better than someone else. It's competition," said Libert, 51, a Virginia resident who also owns a home in Charlevoix. Michigan claims all shipwrecks within its waters. But Libert says he should be able to maintain salvage rights to his discovery, and he doesn't give up easily. The *Griffon* sailed under the French flag, and Libert persuaded the French government about a year ago to make a claim and give him the rights to salvage the ship. Melissa Christianson, a spokeswoman for the [Michigan Attorney General's Office](#), said there is still no agreement on salvage rights. "We are currently exploring with the other side whether or not we can find cooperations," she said. Though the rights to the wreckage are likely to be decided in federal court, it appears as if the two sides may have put aside their differences long enough to decide whether the shipwreck is indeed the *Griffon*. "Right now it can't be distinguished from a simple timber," Christianson said. "There's no evidence to believe that it is the *Griffon*."

By Peggy Walsh-Sarnecki – Detroit Free Press©

<http://www.freep.com/apps/pbcs.dll/article?AID=/20051231/NEWS06/512310356/1008/NEWS>

Detroit Free Press – Detroit,MI,USA (12/31/06)

Oregon

Other State News

Another archaeological site on the Southern Oregon coast has been determined to be about 10,000 years old, making it the second-oldest known site in the state, according to [Oregon State University](#) researchers. The site on a bluff just south of Bandon included a large number of stone flakes, charcoal pieces and fire-cracked rock, according to Roberta Hall, professor emeritus of anthropology at Oregon State and principal investigator in the study. There also is evidence of a stone hearth, Hall added. "There are a lot of rock outcrops nearby that would make good sources for tools," she said. "And it appears that tool-making is one of the activities the site may have been used for. So there is potential to find much more there." The site was discovered after researchers analyzed a site in 2002 at [Boardman State Park](#) north of Brookings, which eventually was dated at nearly 12,000 years old, making it the oldest coastal archaeological site in Oregon. Both sites are unusual, not only because of their age but in how they were discovered, Hall said. The

Oregon State research team developed a model using geologic features, soil type and radiocarbon dating to pinpoint locations most likely to include the oldest sediments. Their theory was that the older sediments hold the greatest potential for finding sites from the late Pleistocene epoch sites older than about 11,000 years or sites from the early Holocene epoch, the scientific name given to the period covering the last 10,000 years. The researchers hope the methods they have developed to locate and date the ancient sites will lead to the discovery of more and older sites. Humans may have come to Oregon earlier than 12,000 years ago, the researchers say, but finding evidence of their habitation is extremely difficult. In addition, the ocean was much lower in those ancient periods, Hall said, "meaning that any site that was on the coast during the late Pleistocene is now under water." Results of their most recent study were published in the journal *Radiocarbon*. The research team included Hall, geoarchaeologist and field work supervisor Loren Davis, graduate student Samuel Willis, and soil scientist Matthew Fillmore.

The Associated Press©

<http://abcnews.go.com/Technology/wireStory?id=1558787>

ABC News – United States (01/30/06)

From the Halls of Academia

Indiana University-Purdue University Fort Wayne

[see entry under [Indiana](#)]

Oregon State University

[see entry under [Oregon](#)]

University of Oxford

[see entry under [Egypt](#)]

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

A simmering row over an expedition to recover treasure worth millions of pounds from the wreck of a 17th-century British galleon erupted into a full-scale diplomatic confrontation yesterday. HMS *Sussex* sank in a storm in 1694 off Gibraltar, carrying ten tons of gold and a hundred silver ingots, valued today at up to £279 million. But the Spanish Government yesterday demanded that an American company trying to recover the bullion must halt operations immediately. The 80-gun *Sussex*, which led a fleet of 12 ships, was carrying the treasure to persuade the Duke of Savoy to side with England, Spain, the Netherlands, Sweden and the Holy Roman Empire against the French in what was known as the War of the League of Augsburg. It was a day out of Gibraltar when it foundered. Only two of the 500 crew survived and the body of its commander, Admiral Francis Wheeler, still in his nightshirt, was washed ashore several days later. Under international law, the remains of sunken ships belong to the nation under which they sailed. But after offshore surveys, [Odyssey Marine Explorations](#), based in Florida, claimed to have identified the wreck in 1998. In 2002, the British Government gave it permission to search for the treasure for its "archaeological value". The regional government of Andalusia has also staked its claim to part of the treasure, arguing that the remains include archaeological riches belonging to the region. It set strict conditions for the search. In a letter to Eduardo Aguirre, the US Ambassador in Madrid, the Spanish Foreign Ministry said that the company had breached those conditions. If Odyssey finds the missing gold and silver, it would mean a huge payout for the company and Britain. Some archaeologists say it could be the greatest underwater fortune found. Odyssey would get half of anything it found between £25million and £279 million, less if the value was greater. [Ecologists In Action](#), a Spanish group, called Odyssey "treasure hunters" with no interest in archaeological artefacts. Odyssey says that it respects international law and that the project is based on communications between the relevant governments and transmitted to

the company. The US Embassy declined to comment. [The Ministry of Defence](#) in London said the matter was "between the United States and Spain".

By Graham Keeley – The Times©

<http://www.timesonline.co.uk/article/0,,13509-2011798,00.html>

Times Online – United Kingdom (01/27/06)

What is probably the world's richest sunken treasure — the *Sussex*, a British warship that went to the bottom of the Mediterranean in 1694 with a cargo of coins now worth up to \$4 billion — has become embroiled in a bitter diplomatic dispute that pits Spain against Britain, the United States and an American company that wants to salvage the wreck. The conflict turns on arcane and often disputed aspects of international law that govern sovereign waters and the rights of shipwreck owners and finders. Spain claims the waters, off the coast of Gibraltar. Britain claims the ship, says its decomposing hull rests in the high seas, and has struck a deal with the American company, [Odyssey Marine Exploration Inc.](#) of Tampa, Fla., to split the recovery's proceeds. Last month, the company had its 250-foot ship lower a seven-ton robot with lights, cameras and flexible arms to begin an archaeological survey, the first step in recovery of the wreckage of the ship, which lies in waters a half-mile deep. The goal is to positively identify the wreck and look for the lost coins, which the company says are most likely gold, nine tons of it. Spain, which approved the project in July 2005, has now reversed itself. That, company officials say, has started a diplomatic tussle and created dangerous conditions at sea as, because of the Spanish vilification of the project, flotillas of small ships have pulled close in protest. In a statement issued yesterday, the company said it had started work on the *Sussex* "in good faith" after the Spanish government assured it that the failure of Andalusia to appoint an expert to join the expedition would not be considered a failure of Odyssey to comply with the cooperative agreement. "In addition," the company said, "assurances were provided to Odyssey through diplomatic channels as recently as Jan. 13, 2006, that there would be no interference with operations relating to the *Sussex*." But on Thursday, Spain asked the company to back down, which it had already done, having moved its ship earlier in the week away from the site. Odyssey says it is awaiting guidance from the [State Department](#) and British authorities before deciding its next move.

By William J. Broad – New York Times©

http://www.nytimes.com/2006/01/28/international/europe/28wreck.html?_r=2&emc=eta1&oref=login&oref=slogin

New York Times – New York, NY, USA (01/28/06)

Canada

A U.S. treasure hunter's [[Sovereign Exploration Associates International, Inc.](#) (see below)] bid to scavenge a famed War of 1812-era shipwreck off the coast of Nova Scotia has met a storm of protest from underwater experts, who say the province's rich maritime history is being pillaged by modern-day pirates. HMS *Fantome* was laden with loot believed to have been stolen from Washington -- including from the White House and Capitol building -- when it ran aground on a treacherous shoal south of Halifax in November, 1814. The crew of the British naval vessel survived, but its cargo was lost to the stormy sea. Now, a Pennsylvania-based treasure hunter has obtained a licence from the Nova Scotia government to excavate what is believed to be the wreck site, a move that has angered divers and underwater archeologists who say the ship's bounty could include priceless historical artifacts, which should not be sold for profit. "If these international treasure hunters, in co-operation or under the auspices of the Nova Scotia government, started coming up with silverware from the White House and selling it . . . I would think we would have an international incident on our hands," said Halifax filmmaker John Wesley Chisholm, who is leading a campaign to repeal [Nova Scotia's Treasure Trove Act](#), which allows for underwater treasure hunting. Nova Scotia is the only province that permits the private sector to mine sunken ships for their potential treasures. Around the world, there is a growing movement to halt treasure hunting, said Mr. Chisholm, who intends to film a documentary about the site. Critics say sunken shipwrecks should be treated with the same care as above-ground archeological sites, such as Greek and Roman ruins. "We would want to work with both Canada and the U.K. to see those artifacts returned to us," said a [State Department](#) spokesman, who asked not to be identified. He said the U.S. government was drafting a letter to Ottawa saying the *Fantome's* contents shouldn't be mined by private interests. Paul Johnston, curator of maritime history at the [Smithsonian Institution](#), agreed. "Obviously the historical value would be immeasurable," Mr. Johnston said. "We certainly did not give up title to those objects that were removed

by the British fleet." A number of European countries and the United States forbid the salvaging of sunken warships without the consent of the country for which the ship sailed. So far, there's no proof that the site Mr. Sprouse's team is excavating is where the *Fantome* broke apart. The waters there, dubbed by locals as the Fantome Fangs, contain house-sized boulders that have smashed the ship to bits. Nor is there any proof that the stolen White House treasures were loaded onto the *Fantome*. The plunder was put aboard a convoy of British ships, which many believe set sail for Halifax. However, some historians said the *Fantome* was in Maine at the time.

By Jane Armstrong - Globe and Mail©

[http://www.theglobeandmail.com/servlet/ArticleNews/freeheadlines/LAC/20060102/SHIPWRECK02/national/NationalGlobeandMail.com\(subscription\) - Toronto,ON,Canada \(01/02/06](http://www.theglobeandmail.com/servlet/ArticleNews/freeheadlines/LAC/20060102/SHIPWRECK02/national/NationalGlobeandMail.com(subscription) - Toronto,ON,Canada (01/02/06)

A dive team and a documentary film crew will scour the depths looking for the remains of HMS *Tilbury* this summer. The ship went down in a hurricane in September 1757 off the coast of St. Esprit, Richmond Co. It was on its way to help the British attack the French fortress of Louisburg. There were 500,000 Spanish pillar coins onboard that are worth about \$58 each today. James Cavan is a vice-president with [Sovereign Exploration Associates International, Inc.](#), the American-based company that recently got the licence for the *Tilbury* site. They hold other shipwreck licences around Nova Scotia, including HMS *Fantome*. He said if they were able to recover all the coins, the haul from the *Tilbury* would be worth almost \$30 million. "It was like they were going to the moon," said Cavan. "They left and they didn't know what they were going to encounter. So they carried significant coinage and equipment for surviving whatever they encountered. It wasn't like they could wire funds back." But the coins on board aren't the only treasure. The company is joining forces with an American documentary filmmaker to record the history of the ship. Cavan said they will announce the details of the relationship this week, but mentioned the filmmaker was nominated for a couple of Emmy awards and an Academy award.

By Jennifer Taplin – The Daily News (Halifax)

The article can be viewed at http://www.sea-int.com/Tilbury_Halifax_Daily_News_1-9-06.pdf [FIETTYPE/PDF].

The Daily News – Halifax,Nova Scotia,Canada (01/09/06)

China

An 800-year-old ship from China's "Marine Silk Road" is being salvaged in a rare operation - encasing the entire ship, its relics and silt - and raising them in a box. The excavation will take place in a water-filled, glassed-in museum on land, and visitors can watch - a first for marine archeology. Called Nanhai No. 1, meaning South Sea, it is considered one of the most precious ancient ships found thus far in the world's oceans. The sunken ship, which dates to the early Southern Song Dynasty (1127-1279), was the first ancient vessel discovered on the "Marine Silk Road" of the South China Sea, hence the name, Nanhai No. 1. The total salvage cost will be over 100 million yuan (US\$12.3), according to a Beijing Morning Post report. Chinese experts will make a huge steel box to salvage the ship along with its silt. Usually, archeologists would excavate the relics on the sunken boat first and then salvage the craft. Experts have spent three years developing the salvage plan, an unprecedented approach worldwide, said Zhang Bai, deputy director of the State Administration of Cultural Heritage. Zhang said the ship, together with its relics and the silt that covers the craft will be removed altogether to a specially built museum for meticulous excavation. The ship, over 25 meters long, is the largest cargo ship discovered from the Song Dynasty so far. Green glazed porcelain plates, tin pots, blue porcelains and other antiques were found during initial exploration. Archeologists estimate there are 50,000 to 70,000 relics onboard. Two meters of silt have helped protect the treasures and the ship for 800 years, but are also creating excavation difficulties. Xinhua News Agency©

<http://english.eastday.com/eastday/englishedition/nation/userobject1ai1774001.html>

English.eastday.com – Shangai,China (01/07/06)

The controversial yet tantalizing theory that Chinese explorers may have discovered America 70 years before Christopher Columbus gained credence yesterday with a new map unveiled in Beijing. The map is fairly small, only 60cm by 41cm, the oceans faded blue and the continents crammed full of inscriptions and descriptions. In the bottom corner is a couplet which says: "This chart is drawn by Mo Yi Tong, a subject of the Qing Dynasty, in the year of Qianlong (1763), by imitating a world chart of 1418 (Ming Dynasty)."

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.

China is in the centre and dominates, but the shape and scale of Africa and North America are impressive. California is mistaken as an island, Australia is out of place and far too small, but other than that there are few significant improvements in the European maps which immediately followed it. The map is owned by Chinese lawyer and collector Liu Gang. Liu purchased it in 2001, but only realized the potential importance when he read "1421: The Year China Discovered The World," a divisive work by Gavin Menzies, a retired British naval officer with a passion for maritime history, published in 2003. In his work, Menzies claims that Chinese explorers led by Zheng He (1371-1433) discovered Australia, parts of Africa, the Americas, and even sailed close to the Arctic. Historians from around the globe are studying the maps and evidence provided by Menzies and Liu, but the map unveiled yesterday in the presence of virtually the entire foreign press corps in Beijing including journalists from CNN, the New York Times and the Financial Times certainly appears to be the most convincing so far. However, the fact that this map is only a reproduction of an early work, the whereabouts of which is unknown, means the authenticity is unlikely to ever be fully proved or disproved. Aware that the map would likely come under immense scrutiny and questioning, Liu said he strongly believed there were other similar maps out there, and he hopes his decision to go public would help "wake up these maps."

By Charlie Gidney – China Daily©

http://www.chinadaily.com.cn/english/doc/2006-01/17/content_512871.htm

China Daily – Beijing, China (01/17/06)

Egypt

Egyptian treasures from the Pharaohs' port of Herakleion, recovered after lying under the sea for centuries, will go on public show for the first time in the German capital in May, it was announced on Friday. The exhibition, titled [Egypt's Sunken Treasures](#), will open at the [Martin-Gropius-Bau museum](#) in Berlin on May 13 for a four-month run. French explorer Franck Goddio and his team began operations to raise the remains of ships and statues from the seabed at the present-day Abu Qir bay in Alexandria in the mid-1990s. The artefacts come from the lost city of Herakleion and parts of the city of Canopus. The discoveries have helped to shed new light on the extent to which the Egyptian people, who were long ruled by foreign conquerors, were in contact with people and ideas from Mesopotamia, Greece and Rome. The approximately 500 exhibits are from 1 200 to 2 700 years old and most have never been on public display. The [Centre for Maritime Archaeology](#) at [Oxford University](#) is taking part in the research work and will hold a scientific symposium in Berlin while the exhibition is showing.

Independent Online©

http://www.int.iol.co.za/index.php?set_id=1&click_id=588&art_id=qw1136565540160A153

Independent Online - Cape Town, South Africa (01/06/06)

Lebanon

A network of sediment cores have been sunk into the cities' coastal deposits and studied using high-resolution geoscience techniques to elucidate how, where, and when Tyre and Sidon's harbors evolved since their Bronze Age foundations. In effect, ancient port basins are rich geological archives replete with information on human impacts, occupation histories, Holocene coastal evolution, and natural catastrophes. Dateable archeological and organic remains provide a chronology for this 8000-year-old story. Analyses identify various stages of harbor evolution from natural sheltered coves during the Bronze Age to human modified environments from the Phoenician period through Hellenistic, Roman, and Byzantine times. After the sixth and tenth centuries A.D., tectonic collapse, tsunamogenic impacts, and relative commercial decline meant that the harbors were no longer properly maintained, gradually buried beneath thick tracts of coastal sediment and lost until now. These findings have far-reaching implications for our understanding of Phoenician maritime archaeology and call for the protection of these unique cultural heritages.

By Nick Marriner, *et. al.* - [Geological Society of America](#)©

<http://www.physorg.com/news9599.html>

PhysOrg.com - Evergreen, VA, USA (ND)

For a complete look at the article, visit: <http://www.gsjournals.org/pdfserv/10.1130%2FG21875.1>

[FILETYPE/PDF].

Spain

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

United Kingdom

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

The underwater site, off Bouldnor, is the only one yet discovered in Britain and dates from when the sea level was 12 metres lower than today, when the IW would have been much larger and The Solent was a dry coastal valley. It remains because it was covered in silt and protected from erosion as the sea rose above it. Most Stone Age sites on land have lost all associated organic remains, having been exposed to weathering. However, underwater, the oxygen-free mud can preserve delicate objects for thousands of years. Unfortunately, this is being eroded by the currents and is likely to be gone within two to three years. Radiocarbon dating has underlined the international significance of the ancient drowned landscape and given archaeologists further tantalising evidence of human occupation. Tests have revealed material, thought to be the remains of a wooden structure, are around 300 years younger than the surrounding ancient oak trees, which have been dated from around 8,400 years ago. Garry Momber, director of the [Hampshire and Wight Trust for Maritime Archaeology](#) (HWTMA), said the irregular nature of the timbers would suggest the remains were not those of a large tree. "We know that because by this period the larger trees in the area were being killed by rising sea levels," he said. "The remains are on an elevated piece of land with water either side of it. It's possible the area was developed because it was next to water with plentiful food nearby. "The dates have been very interesting because they demonstrate the timber structure is not contemporary with the oak forest, which remains on the floor of The Solent. "If it is the remains of an occupation site, the structure would have been sturdier and more substantial than a wind break or tent-like shelter, as there are some sizeable timbers remaining." Mr Momber said the evidence also showed how quickly sea levels can rise, in this case coming at the end of an ice age, when sea levels were rising much quicker than today. The structure is also next to a pit filled with burnt flint that is believed to be an oven or hearth and archaeologists now hope the two can be linked with further tests. But the rapid rate of erosion of the Bouldnor site means it is a race against time before it is gone forever.

By Martin Neville – Isle of Wight County Press©

<http://www.iwcp.co.uk/ViewArticle2.aspx?SectionID=1252&ArticleID=1310963>

Isle of Wight County Press - Newport, England, UK (01/12/06)

Petty Officer James Varndell was one of 21 men killed when the SS *Storaa*, a merchant navy ship, was torpedoed during the Second World War. At the High Court this week, Rosemary Fogg and sister Valerie Ledgard, who last saw their dad in 1943, argued their father was on 'active military service' when his ship was sunk by Germans in November that year. PO Varndell was 44 at the time. Presiding judge Mr Justice Newman heard that because the SS *Storaa* was armed and being protected by HMS *Whitshead*, and PO Varndell was a member of the Royal Navy, the wreck should be preserved under the [Protection of Military Remains Act 1986](#). The sisters' judicial review challenge was fought by the [Ministry of Defence](#) (MOD) and John Short, who was sold the diving rights to the SS *Storaa* in 1985 and is a member of the Hastings Sub Aqua Association. Mr Justice Newman, who found in favour of the sisters, said: "The *Storaa* was obliged to travel into one of the most dangerous sea passages off the coast of England to face the known risk of being attacked by the enemy. If threatened with attack, by reason of being armed, it was required to engage in combat with the enemy for its own protection and for the benefit of the convoy." Last year the MOD declined to declare the wreck of the *Storaa* a war grave. Rosemary Fogg and Valerie Ledgard said they were delighted with the ruling - but added their father would probably have taken the decision in his stride. "It's been a very long fight but the law does take a long time and we have got there in the end," said Mrs Ledgard. "Our father was a fairly withdrawn man who would have found it amazing that we could come to the High Court all these years later and have the *Storaa* declared a war grave. "He was a very loyal man and a very brave man who thought nothing of doing his duty."

[Editor's note: This ruling is being appealed by the MOD]

By Hastings Today

<http://www.hastingstoday.co.uk/ViewArticle2.aspx?SectionID=479&ArticleID=1289939>

Hastings Today – East Sussex, England, UK (12/18/05)

[Editor's note: The actual court ruling for the SS *Storaa* can be viewed at: <http://www.richardbuxton.co.uk/reference/print.php?table=transcripts&id=149&flag=name>. A synopsis of the ruling will follow]

R (oao Rosemary Fogg and Valerie Ledgard) v Secretary of State for Defence & John Short

The Protection of Military Remains Act, 1986 ("the Act") is, according to its title, "An Act to secure the protection from unauthorised interference of the remains of military aircraft and vessels that have crashed, sunk or been stranded and of associated human remains; ..."

The claimants in this application for judicial review are the daughters of Petty Officer James Varndell RN, deceased. He died on war service on 3rd November 1943 when the vessel in which he was serving was sunk by enemy action some 8-10 miles off the coast from Hastings, Sussex. The vessel, the SS *Storaa* ("the STORAA"), was torpedoed when it, along with the convoy in which it was travelling, was attacked by German E-boats. The convoy, headed by HMS *Whitshead*, comprised (including the STORAA) some nineteen other merchant ships. A total of three merchant ships were sunk. The STORAA was armed. Petty Officer James Varndell was serving as a gunner. There were four Royal Naval gunners and three Army gunners on board, manning one 12-pounder gun, four Oerlikons, one Strip Lewis gun and two P.A.C. rockets. The remainder of the crew comprised officers and men of the Merchant Navy and the pilot, who had been picked up at Dover. Out of a total complement of thirty six, twenty two (including the pilot) died. All of the merchant officers and seamen were "serving King and Country". Each of the Royal Naval and Army gunners was on war service, a member of the armed services and thus on military service, but, unless the STORAA was in "military service", protection for their remains will not be available in accordance with the Act. The claimants seek to protect their father's remains and have requested the Secretary of State for Defence to designate and protect the wreck of the STORAA, but he has refused to do so on the ground that the vessel does not qualify for designation. He has asserted that it does not appear to him that it sunk "while in military service" (section 1(2)(a)). The Act contains an interpretative provision. By section 9(2): "... an aircraft or vessel shall be regarded as having been in military service at a particular time if at that time it was – (a) in service with, or being used for the purposes of, any of the armed forces of the United Kingdom or any other country or territory...." but he has concluded, after consideration of the meaning which should be attributed to section 9(2)(a), that it does not appear to him that the STORAA was "in military service".

[O]n the true meaning of the expression. It appears to me that the first question which can be asked is a broad one: why was the vessel situated where it was when it sank? In the instant case, the STORAA was not, when it sank, simply carrying cargo. It was voyaging under compulsion in dangerous waters, laden with cargo, in a convoy under the protection of a naval vessel, and was armed so as to be able to engage in conflict with the enemy. It was also carrying Royal Naval personnel, namely members of the armed forces having the duty to protect the vessel and the convoy. It was following a route which had been determined by the armed forces (the Admiralty) and "in all matters relating to the navigation or security of the convoy" the Master of the STORAA was obliged to obey all directions given by the Admiralty. It can be noted that the directions which had to be obeyed were not limited to the protection of the STORAA but extended to "all matters relating to the navigation or security of the convoy". It follows that the assertion ... that the master of the STORAA was not "subject to military jurisdiction" is plainly wrong (see section 31 of the 1866 Act) and at the relevant time "the use and disposition" of the vessel was controlled by the Admiralty. On analysis, the suggestion ... that there was no or no sufficient "degree of control exercised by any of the armed forces over the use and disposition of the vessel" appears to concentrate on the "use and disposition" of the STORAA judged only by reference to its owners and it being laden with cargo, rather than by reference to the particular activity in which it was engaged at the "particular time" (section 9(2)) it sank.

The MOD's claim that, "This arrangement was standard for Merchant Navy Coastal convoys and thus does not assist the Claimants in establishing that the STORAA was in military service or being used for military purposes". The observation is flawed for it moves upon the fallacy that the test to be applied is whether the STORAA can be distinguished from other merchant vessels. The reasoning carries no assessment of the degree of control exercised by the Admiralty and no assessment of the proximity which existed between the activity of the protection vessel and the activity of the STORAA to which the voyage in convoy gave rise.

It does not address the armed combat in which the STORAA was engaged prior to being sunk and at the time it was struck by a torpedo. The extent of the combat with the enemy can be assessed from the evidence of Mr Knudsen, including that part of his account to the effect that, after being sunk with the STORAA, he was picked up by a coaster from the convoy and it, whilst en route to Newhaven, was also attacked by an E-boat which fired a torpedo at the coaster.

In my judgment it seems likely that the Secretary of State's interpretation of "in service with" has been influenced by attention being paid to the phrase "in military service", whereas the exclusive meaning of that expression has been provided for in section 9(2) of the Act. Whether or not a vessel was "in service with the armed forces" at the time it sank will depend upon what it was doing (its function or activity) at the relevant time and whether, on the facts, it was engaging in that activity or performing that function jointly with any of the armed forces. If one commences with the characterisation of the activities of the vessel then, if the coincidence of function and proximity of the activity of the naval vessel and the merchant vessel are so close as to appear to be actions taken in unity, the merchant vessel will be "in service with" the naval vessel. Whether the respective naval and merchant vessels were acting together to perform a function or to engage in an activity will not necessarily depend upon each being required to do the same thing, because vessels acting under directions, for example, from separate organs of government, could be engaged together under one command in an activity, but each have different individual functions to perform to further that activity. As a member of a convoy, the STORAA and her cargo required armed protection. HMS *Whitshead* was obliged by law to give armed protection to the STORAA and its cargo. The STORAA was obliged by law to protect itself, its cargo and the convoy by use of armaments. Each provided armed protection for the cargo and the convoy. If, as a consequence of being in convoy, a vessel sinks with loss of life, it will be necessary to consider whether it is possible to detach the activity of the vessel from the activity of the protecting naval vessel to any degree that could mean the vessels were not in service with each other. Where the merchant vessel has engaged in belligerent action against the enemy and is subsequently sunk under belligerent action from the enemy this will be a factor to be considered. In my judgment the reach of the inquiry which the Act requires cannot stop at the stage when it appears that the vessel in question was a merchant vessel, not taken up by the Admiralty or within the definition in section 132(1) of the 1957 Naval Discipline Act. It can be said in this instance that the Secretary of State went further. He was correct to suggest ... that a "degree of control by the armed forces" would have to be shown, but, in my judgment, he has not considered all the facts relevant to the proper application of that criterion and, in particular, the facts and the law in connection with convoys and the facts and circumstances of the particular convoy in which the STORAA was required to travel. I observed in the course of argument that no attention appeared to have been paid by the Secretary of State to the function and purpose which the STORAA was performing, examined by reference to the statutory powers and functions of the Ministry of War Transport (MOWT) and the particular facts which had caused the STORAA to be in convoy. The fact that MOWT, a civilian Ministry, owned the STORAA did not meet the range of necessary inquiry. It is clear from the material provided to the court (and not considered by the Secretary of State) that the MOWT was required, in the discharge of its functions, to act, at times, with the Admiralty and for the purposes of the Admiralty (see in particular and without need for repetition paragraph 67 above).

To these significant features which arise on the facts, the response of the Secretary of State has been that: (1) voyages in convoy were common to many merchant vessels and arming them was a general feature of coastal convoys; (2) if the Act is interpreted so as to include merchant vessels, sunk whilst travelling in convoy, there will be an administrative burden upon the Secretary of State which Parliament intended to avoid. I am unimpressed by these points. If merchant vessels sank with loss of life in "military service" then the vessels and the remains of those who died are capable of being protected by designation. There is nothing in the Act which supports the class of vessels which qualify being interpreted narrowly so as not to cause an administrative burden to the State. Indeed, having regard to the aim and object of the Act and the importance of its purpose, namely according respect to the dead and protecting the sanctity of human remains, being considerations at the forefront of the values of a civilised society, such a qualification, unless clearly expressed, can have no place.

Order (subject to any representations of the parties to the contrary). This application for judicial review succeeds for the reasons given above. I propose, subject to any representations, to order that the Secretary of State's decision (contained in the decision letters) is quashed and that the Secretary of State should reconsider his decision on designation of the STORAA in accordance with this judgment on the proper interpretation of section 9(2) of the Act.

Vietnam

Seven hundred years after Viet Nam's historic victory against the Yuan-Mongols at Bach Dang, archaeologists continue to find remnants of the famous spears hidden underwater to snag enemy vessels, which provide a tangible link to one of the country's most fascinating periods. Looking out over a vast field of water with carefully built embankments for fish farming called Van Muoi in Nam Hoa Village of Quang Ninh Province, everything looked normal. However, when the tide recedes, remnants of a vast field of spears protrude—what archaeologists have decided were used to help the Dai Viet army destroy the Yuan-Mongol troops invading from the north in the 13th century. Paddling around the pond in a small boat, Ngo Dong Son, head of Yen Hung District's culture department, pointed at the defensive weapons lurking under the surface. According to the Viet Nam Archaeology Institute's latest excavation, General Tran Hung Dao in the 13th century sent troops to drive the spears into the riverbed of the Bach Dang River at a 45-degree angle to mangle the enemy's wooden boats as they came down the river. In a drained field about one kilometre in the same district is a previously excavated field from an earlier search of Yen Giang Village. A large hole in the ground revealed some one hundred logs pointing skyward. It looks like a burnt forest. The 20-33cm in diameter spears were meant to stick out of the water about 40-50cm, and, according to historians, had iron tips, none of which survived the nearly 700 years since they were placed in the river. The Van Muoi field in Nam Hoa Village today was reportedly the primary field of spears that defended against the powerful ships of the Yuan-Mongols.

By Nguyen Minh Huong – Vietnam News Service©

<http://vietnamnews.vnagency.com.vn/showarticle.php?num=04SUN220106>

Viet Nam News - Hanoi, Vietnam (01/22/06)

The Reference Library

Papers from the UNESCO Underwater Cultural Heritage Seminar hosted by the Society of Antiquaries are now on-line

The [Society of Antiquaries](#) played host on 28 October 2005 to a gathering of over one hundred delegates from UK Government departments, national heritage agencies and key voluntary bodies who met to discuss ways of raising awareness of the 2001 [UNESCO Underwater Heritage Convention](#), which the UK Government has so far declined to adopt. The Convention sets rigorous standards for the protection and management of underwater cultural heritage in the vast expanses of the sea that lie beyond territorial limits. Expert speakers from around the world gave an international perspective to the seminar; you can read or download the text of some of the key papers at <http://www.sal.org.uk/>.

Secrets of a Civil War Submarine: Solving the Mysteries of the H.L. Hunley (2005) by Sally M. Walker

9.2 x 11.0 x 0.4 inches; 112 pages; ISBN: 1575058308

Winner of the 2006 Robert F. Sibert Informational Book Award and of the USABookNews.com Best Books 2005 Awards for the young adult non-fiction category. On February 17, 1864, the *H.L. Hunley* made history as the first submarine to sink a ship in battle. Soldiers on the shore waited patiently after seeing the submarine's return signal. But after several days, the ship had failed to return. What had gone wrong? In 1995, after over 130 years of searching, the *H.L. Hunley* was finally found buried off the coast of South Carolina. Follow author, Sally M. Walker on a fascinating journey through the workings of the famous submarine, its voyages, and the difficult obstacles that were overcome to recover, excavate and conserve the ship.

For more information, visit: <http://www.lernerbooks.com/cgi-bin/books.sh/lernerpublishing.p?navaction=isbnetail.w&navvalue=0x00fb9143>.

Upcoming Events

24th International Shipwreck Conference will be held in Plymouth, U.K. from February 4-5, 2006

The University of Plymouth is hosting the [24th International Shipwreck Conference: Shipwrecks, Diving, and Marine Archaeology](#), February 4-5, 2006. Invited speakers include: Robert Stenuit, "GRASP and the wreck of the *Girona*"; Innes McCartney "The Holland 5 Submarine"; Mike o'Meara "Gold from HMS *Edinburgh*"; Jim Tyson "3000 Years of shipwrecks in Salcombe"; Brian Clargo "Touching *Titanic*"; Stilijan Stanimirov "Shipwrecks along the Western Black Sea Coast"; Richard Larn "UK Shipwreck Index update - www.shipwrecks.uk.com"; Brendon Rowe "CISMAS Projects"; Kimberly Monk "University of Bristol Fieldwork 2006".

For more information, visit <http://www.threeh.demon.co.uk/conference/>.

2006 NOAA Heritage Week: *Treasures of NOAA's Ark - Pioneers* exhibit will be held in Silver Spring, MD from February 6-11, 2006

NOAA has a proud legacy of service and a wealth of artifacts that pioneered much of today's current technology! Artifacts such as 19th century maps and charts to early scientific instruments recall [NOAA's heritage](#). Join us this winter as we dust off a variety of these rare treasures and place them on display! See entry under NOAA's Preserve America Initiative for more information.

International Log Boat Symposium will be held in Beaufort, North Carolina from April 6-8, 2006

The [North Carolina Maritime Museum](#) in Beaufort, North Carolina, is hosting the first International Log Boat Symposium, April 6-8, 2006. Attendees will hear papers discussing logboats, their construction, and their cultural contexts around the world, explore a working boatshop and carefully preserved eighteenth century buildings, and enjoy sailing traditional watercraft, including several logboats, all within the context of a seaport whose downtown is on the National Register.

For more information, contact [Paul Fontenoy](#), at paul.fontenoy@ncmail.net.

58th Annual Meeting of the Florida Anthropological Society will be held in Stuart, Florida from May 12-14, 2006

The [Southeast Florida Archaeological Society](#) (SEFAS) extends a warm welcome from the Treasure Coast as we celebrate the [Florida Anthropological Society](#) (FAS) 58th Annual Meeting and the 10th Anniversary of SEFAS. Plans are underway for the FAS meetings, which will be held May 12-14, 2006 at the Wolf High Technology Center, Indian River Community College, Chastain Campus in Stuart, FL.

<http://www.fasweb.org/meeting.htm>

For more information, contact [Pat La Susa](#), 2006 FAS Conference Chairman, at la_susa@msn.com.

A Heritage Harbour Revitalization course will be held in Victoria, British Columbia, Canada from May 8-13, 2006-01-04

The [Cultural Resource Management Program](#) at the [University of Victoria](#) is pleased to offer the following 6-day immersion course "Heritage Harbour Revitalization" for professionals in museums, heritage associations, and maritime organizations. This exciting course is scheduled from May 8 to 13, 2006 in beautiful Victoria, British Columbia, Canada. Enrolment options allow you to choose to take courses either to enhance professional development or to build academic credit.

Individual course descriptions and registration forms are available by contacting us at crmp@uvcs.uvic.ca or by visiting our web site at <http://www.uvcs.uvic.ca/crmp/courses/ha489a.aspx>

The North American Society for Oceanic History (NASOH) and the Canadian Nautical Research Society conference on "Charting the Inland Seas: Recent Studies

in Great Lakes Maritime Research” will be held in Manitowoc, Wisconsin from June 1-4, 2006-01-04

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

For more information, please visit <http://www.ecu.edu/nasoh/> or <http://www.marmus.ca/CNRS/cnrse000.htm> or contact **Victor Mastone**, Director of Massachusetts Board of Underwater Archaeological Resources, at victor.mastone@state.ma.us.

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

Following the major success of our first conference held during August 2004 the [Centre for Portuguese Nautical Studies](#) (CPNS) is proud to announce the second CPNS Maritime Archaeology & History Conference organized in co-operation with the [Dias Museum](#), to be held in Mossel Bay, Southern Cape Province, South Africa, from 6-8 August 2006. We invite all interested parties to indicate their interest, to attend and/or to present a paper at this major international event. Experts from across the world will join us in discussions on various aspects relating to Portuguese Maritime History during the *Carreira da India* period. Persons interested in presenting topics at the conference are asked to contact us as soon as possible, and provide us with a suggested topic/s. You will be under no obligation to attend or speak but we need some input to start planning the program. Final commitments only needed by end February 2006. You are welcome to suggest any topic relevant to Portuguese Maritime History during the period and also to suggest additional workshops you would be interested in attending or presenting.

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

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

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

For more information, visit: <http://www.magconference.org/>.