

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 3.04, 2006 (April)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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<i>Submerged Cultural Resources Law Enforcement Class will be held at Biscayne National Park, Homestead, Florida from May 15-19, 2006</i>	23
<i>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</i>	23
<i>Iron, Steel & Steam: A Progressive Seminar on developments ‘down under’ will be held in Freemantle, Melbourne, Sydney Australia from June 26 – July 1, 2006</i>	24
<i>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</i>	24
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Federal Agencies

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

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

[see entry under [Louisiana](#)]

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

[see entry under [Washington](#)]

Department of Energy

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

Minerals Management Service (Department of the Interior)

[see entry under [Alaska](#)]

**National Oceanic and Atmospheric Administration (U.S. Department of Commerce)
Center for Coastal Fisheries and Habitat Research (DOC/NOAA)****Kasitsna Bay Laboratory**

The [Center for Coastal Fisheries and Habitat Research Kasitsna Bay Laboratory](#) received a [NOAA Preserve America](#) grant for its proposal: *Preserving Research and Cultural Heritage for NOAA's Kasitsna Bay Laboratory*. The project will collect and archive historical documents and photographs, transcribe oral histories of local Native Alaskan elders, and create a timeline of local NOAA research activities, all to tell the story of the historical presence of the Kasitsna Bay Lab, relating the scientific activities to the local culture. Products will be available for loan and on the World Wide Web.

For more information, contact [Kris Holderied](#) at Kris.Holderied@noaa.gov

Beaufort Laboratory

The [Center for Coastal Fisheries and Habitat Research Beaufort Laboratory](#) received a [NOAA Preserve America](#) grant for its proposal: *Gathering, Preserving, and Sharing Traditional Fisheries Knowledge from*

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.

Down East Communities in North Carolina. The project will document, preserve, and interpret traditional work practices and knowledge in the Down East communities of Carteret County, North Carolina. Products will be heritage tours and interactional educational exhibits that preserve and showcase these heritage assets.

For more information, contact [Gretchen Martin](#) at Gretchen.Bath.Martin@noaa.gov

National Marine Fisheries Service (DOC/NOAA)

Alaska Fisheries Science Center

[The Alaska Fisheries Science Center](#) received a [NOAA Preserve America](#) grant for its proposal: *Digital Preservation of Northern Fur Seal Photos and Historical Documents*. The project will digitize, archive, and produce a database of historic images and documents of the Alaska fur seal industry dating from 1895, documenting early history of the seal population, the sealing industry, and the cultural relation to the Aleut people. Products will be available on the World Wide Web.

For more information, contact [Charles Fowler](#) at Charles.Fowler@noaa.gov

[The Alaska Fisheries Science Center](#) received a [NOAA Preserve America](#) grant for its proposal: *Wet Weather – Using Oral Histories to Preserve the Heritage of NOAA's Marine Weather Forecasting*. The project will capture the history and development of weather forecasting techniques before satellites by recording interviews with early weather researchers, and discovering photographs and documents through these interviews. Print materials will be digitally archived, a timeline will be created of forecasting techniques, and a link to available bibliographies established.

For more information, contact [Tiffany Vance](#) at Tiffany.C.Vance@noaa.gov

Northeast Fisheries Science Center

[The Northeast Fisheries Science Center](#) received a [NOAA Preserve America](#) grant for its proposal: *Preserving America: Picturing 135 Years of Science in Woods Hole*. The project will curate a collection of historic photographs and documents that relate the development of Woods Hole, MA as both a village and a world center for marine science. Results will include a permanent exhibit at [Woods Hole Science Aquarium](#), a hard copy catalog of the collection, an online special collection, and a collection of digital images available for loan to public institutions. A lecture series will accompany the opening of the exhibit.

For more information, contact [George Liles](#) at George.Liles@noaa.gov

Southwest Fisheries Science Center

[The Southwest Fisheries Science Center](#) received a [NOAA Preserve America](#) grant for its proposal: *The 100-Year Sardine Legacy: Preserving NOAA's Success, Promoting NOAA's Future*. This project will fund production of a mural depicting NOAA's history in the past 100 years of the sardine industry, and educational tools that help teach that story.

For more information, contact [Sarah Shoffler](#) at Sarah.Shoffler@noaa.gov

National Marine Sanctuaries Program (DOC/NOAA)

[see entry under [Alaska](#)]

Florida Keys National Marine Sanctuary

Thanks to a maritime heritage team with the [Florida Keys National Marine Sanctuary](#), you might never look at sunken shipwrecks the same way again. The five-member team has been working for more than a week to create never-before-seen pictures of five historic wrecks that make up the sanctuary's shipwreck trail -- the *City of Washington*, *Benwood*, *San Pedro*, *Adelaide Baker* and *North America*. You'll be able to view them in about two months at <http://maritimeheritage.noaa.gov>, and later they might be displayed at Keys dive shops and maritime museums. Team leader Tane Casserley, a marine archaeologist with the [NOAA](#) office in Newport News, Va., and his colleagues are creating photo-mosaics of the sunken ships. Unlike ordinary underwater photographs, which depict a portion of a shipwreck from the shooter's point of view, a photo-mosaic provides an accurate picture of the entire shipwreck site -- how it is laid out and what

lies next to it on the ocean floor. The process involved in creating an underwater photo-mosaic is innovative and fun. Casserley developed a video camera platform consisting of a sled propelled by two underwater scooters. He glides over the wreck at speeds of up to three knots, shooting enough images with each pass to cover the entire site. Twin SONAR devices mounted on the sled alleviate the camera-shake problem, ensuring that it remains at a consistent height over the wreck to produce accurate scaled images. Later, on a computer, Casserley pieces the still images together to create the photo-mosaic. Casserley and his team demonstrated their diver propulsion vehicle/camera platform for reporters Thursday on the wreck of the *Adelaide Baker* in 20 feet of water four miles south-southeast of Duck Key. (For those who would like to visit, the wreck is located at GPS coordinates 24 degrees, 42.175 north; 80 degrees, 53.670 west.) Built in 1863 in Bangor, Maine, it is a 153-foot-long sailing ship whose remains are scattered for about 1,400 feet along the bottom in two main clusters. The most prominent feature is the 77-foot iron main mast surrounded by scattered rigging. Originally named the *F.W. Carver*, it was sold to the British and renamed the *Adelaide Baker*. In January 1889, bound for Savannah, it wrecked on Coffins Patch Reef with a load of timber. On Thursday, Casserley gave reporters and videographers wearing scuba gear demo rides on the sled as it glided over the wreck. Lurking beneath a coral-coated section of rigging was a large green moray eel that flexed its jaws, but made no aggressive moves toward the human visitors. Other remains of the ship were loaded with reef fish and colorful tropicals, and a bulbous porcupinefish inhabited the hollow end of the main mast. Besides yielding archaeological information and a dive map, the photo-mosaic of the *Baker* and other shipwrecks will provide a baseline measurement to gauge the effects of hurricanes. Said Casserley: "The photo-mosaic is a snapshot in time. You can come back next year and see what damage was done to the wreck sites."

By Susan Cocking – The Miami Herald©

<http://www.miami.com/mld/miamiherald/sports/14461545.htm>

The Miami Herald – Miami,FK,USA (04/30/06)

[The National Marine Sanctuary Program](#) received a [NOAA Preserve America](#) grant for its proposal: *Preserving the Florida Keys National Marine Sanctuary's Maritime History: Digitizing and Disseminating Archival Source Material of Cultural Importance*. The project will collect and compile scattered archival materials depicting the maritime history of the Florida Keys. Products will include exhibits, educational programs, reference bibliographies, and web-based archives.

For more information, contact [Catherine Marzin](#) at Catherin.Marzin@noaa.gov

Maritime Heritage Program

On Saturday April 8th, [NOAA's Maritime Heritage Program](#) coordinated the first-annual Mid-Atlantic Regional Remotely Operated Vehicle (ROV) Building Competition. Robot Submarines built by high school teams from Virginia, North Carolina, and Delaware were put to the test in an Old Dominion University swimming pool on Saturday morning. Students were also judged on their communication skills via posters and a technical review. Over 20 students and mentors participated in the event. The winner of the competition was Langley High School from McLean, Virginia who will move on to represent the Mid-Atlantic region at the [Marine Advanced Technology Education \(MATE\) Center's](#) international ROV competition to be held at NASA headquarters in Houston, Texas June 23-25. This event was made possible by the generous support of volunteers from [NASA](#), [Nauticus](#), [Old Dominion University](#) and the Maritime Heritage Program.

For more information, visit http://sanctuaries.noaa.gov/maritime/odu_competition.html

Monterey Bay National Marine Sanctuary

[Monterey Bay National Marine Sanctuary](#) received a [NOAA Preserve America](#) grant for its proposal: *USS Macon Expedition Education and Outreach Programming – Bringing the Macon "Home"*. This project will provide an outreach component to a scientific project that will link the public to a marine archaeology effort documenting the wreck site and artifacts from the USS *Macon*. Products will be a live broadcast, educational print materials, a website with teacher/student activities, and a lecture series.

For more information, contact [Dawn Hayes](#) at Dawn.Hayes@noaa.gov

Gerry E. Studds Stellwagen Bank National Marine Sanctuary

The wrecks of the coal schooners *Frank A. Palmer* and *Louise B. Crary*, which rest on the [Stellwagen Bank National Marine Sanctuary](#) seafloor, have been listed on the [National Register of Historic Places](#), the nation's official list of cultural resources worthy of preservation, officials from the [National Oceanic and Atmospheric Administration](#) (NOAA) announced today. "The *Frank A. Palmer* and *Louise B. Crary*'s historical, architectural, and archaeological significance makes the vessels the best examples of the great New England coal schooners," said Craig MacDonald, Stellwagen Bank National Marine Sanctuary superintendent. In compliance with President Bush's [Preserve America Executive Order](#), NOAA is stepping up efforts to inventory, preserve and protect historic resources in the agency's care, from shipwrecks to historic buildings.

For more information, see press release at

<http://www.sanctuaries.nos.noaa.gov/news/press/2006/pr042406.html>.

[Stellwagen Bank National Marine Sanctuary](#) received a [NOAA Preserve America](#) grant for its proposal: *Locked in Time: Live Broadcast from the Schooners Frank A. Palmer and Louise B. Crary*. Building on last year's successful project of a live broadcast from the wreck of the steamship *Portland*, this project will produce two live broadcasts from the 1902 wreck of the two coal schooners in the Stellwagen Bank Marine Sanctuary. The feed will provide real-time coverage to the [Gloucester Maritime Heritage Center](#), and will be broadcast via the World Wide Web. It will also be recorded and made available on DVD.

For more information, contact [Deborah Marx](#) at Deborah.Marx@noaa.gov

Thunder Bay National Marine Sanctuary

[Thunder Bay National Marine Sanctuary](#) received a [NOAA Preserve America](#) grant for its proposal: *Digitizing the Thunder Bay Sanctuary Research Collection*. The grant will supplement a current project to digitize a pre-1900 archive of Great Lakes maritime history by providing additional equipment to complete the digitizing and archiving of 65,000 images, 45,000 negatives, 2,000 books and periodicals, 350 ship plans, and 8,000 vessel enrollments. The resulting archive will be available to the public through the [Alpena County Library](#).

For more information, contact [Russ Green](#) at Russ.Green@noaa.gov

Office of Ocean Exploration

[see entry under [Alaska](#)]

NOAA's Preserve America Initiative

With support from NOAA's [Office of Education](#), the second annual round of NOAA's "[Preserve America Initiative](#)" mini-grants has just been announced. NOAA's \$175,000 investment in 10 grants will be leveraged by \$540,000 in external funding from partner institutes of higher education, non-profit organizations and the private sector. The grants will provide real-time and DVD coverage during exploration by a remotely operated vehicle of the wrecks of two coal schooners in the Stellwagen Bank National Marine Sanctuary; help digitize a pre-1900 archive of Great Lakes' maritime history for the Thunder Bay National Sanctuary Research Collection; produce a database of historic images documenting early history of the seal population, the seal industry and the cultural relationship to the Aleut people; and preserve 135 years of science by creating a permanent exhibit at the Woods Hole Science Aquarium. The grants also will capture the history and development of pre-satellite weather forecasting techniques; produce a mural illustrating NOAA's 100-year legacy in the sardine industry; develop and archive oral histories of Native American elders and collect other materials telling the story of NOAA's Kasitsna Bay Lab in Alaska; gather and preserve traditional fisheries knowledge from Down East communities in North Carolina; provide an outreach component to a scientific project linking the public to marine archaeology; and help compile the maritime history of the Florida Keys.

For more information, visit <http://www.preserveamerica.noaa.gov/> and see project descriptions under the [Center for Coastal Fisheries and Habitat Research](#), [National Marine Fisheries Service](#), and [National Marine Sanctuary Program](#)

Activities in States and Territories

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

Alaska

[see entries under [National Marine Fisheries Service](#) and the [Center for Coastal Fisheries and Habitat Research](#)]

State Agencies' News

The [Office of History and Archeology](#) (OHA), Alaska [Department of Natural Resources](#) collaborated with scientists from the [University of Alaska Fairbanks](#), [University of Rhode Island](#), [NOAA National Marine Sanctuary Program](#), and [U.S. Minerals Management Service](#) to collect information on several historic shipwrecks in Southeast Alaska, April 4-12. Funded with a grant from the NOAA [Office of Ocean Exploration](#) to OHA, the research team collected information on the *Princess Kathleen*, *Princess Sophia*, *Clara Nevada*, and *Islander*. Archaeological and historical sites on state lands, including tidelands and submerged lands, are protected under state and federal laws. These laws allow for recreational diving on the wrecks, but not for disturbance or collection unless under state permit. No artifacts were collected from the wrecks as part of the project. During the April project, four divers including archaeologists and marine biologists collected baseline information on the condition of the shipwrecks, to be supplemented through interviews with recreational divers and historians familiar with the wrecks. These "snapshots in time" will allow future studies to better understand changes that are occurring due to natural and cultural processes. The divers also placed small markers near the sites identifying their protected status. One aspect of the study, being undertaken by Drs. John Kelley and Sathy Naidu (UAF School of Fisheries and Ocean Sciences) will focus on trace element analyses of surrounding sediments. This will contribute to understanding coldwater deterioration and effects of the wrecks on the marine environment. Dr. Stephan Jewett, also from UAF, collected data on the marine biotic communities around the wreck sites. Participating archaeologists included Dr. John Jensen (University of Rhode Island / Sea Education Association), Dave McMahan (State Archaeologist, Alaska DNR), and Dr. Hans Van Tilburg (NOAA National Marine Sanctuary Program, Pacific Islands Region, Hawaii). Other participants included Mike Burwell (shipwrecks historian, U.S. Minerals Management Service) and Ed Grossman (former U.S. Fish and Wildlife Service Dive Safety Officer). Work was conducted off the U.S. Fish and Wildlife Service vessel *Curllew*, skippered by Joe McClung. In addition to scientific research, the project had a public component. Public talks in Haines and Juneau addressed topics of recent OHA maritime collaborations, Alaska's coastal dynamics, the steamer *Portland*, submerged resources at Pearl Harbor and the Pacific Islands, and the former Russian American Company steamer *Politkofsy*. The researchers hope to nominate the wrecks to the [National Register of Historic Places](#). This is a small step towards inventorying and documenting Alaska's maritime heritage. Alaska has almost half the nation's coastline and several thousand known shipwrecks, but has no dedicated program for managing maritime heritage sites either in government or academia.

For more information, contact [Dave McMahan](#), Alaska Department of Natural Resources, at dave_mcmahan@dnr.state.ak.us

There are more than 4,000 sunken ships throughout the coastal regions of Alaska. Those historical sites, though shrouded under chilly waters, hold a trove of historical value to the state. Earlier this month, [University of Alaska at Fairbanks](#) scientists joined state researchers in diving to a few of the wreckage sites to evaluate their condition. "There were some spectacular wrecks there," said Professor John Kelley. "But there's been a lot of tragedy as well." Kelley, with the School of Fisheries and Ocean Science at UAF, helped secure a grant from the [National Oceanic and Atmospheric Administration](#) late last year to look at a handful of sunken vessels in Southeast Alaska. He was interested in looking at the degradation and marine biology surrounding wreckages, while state and federal agencies like [Department of Natural Resources](#) and [Minerals Management Service](#) wanted to research the condition of the sites for cultural and archeological documentation. The collaboration was a first among the several agencies for scientific and cultural research. The mission, Kelley said, was to pick a few vessels of historical prominence for the Southeast communities around Juneau and the Lynn Canal leading up to Haines and Skagway. The team collected

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samples of bottom sediments to determine the state of degradation of the wrecks and assess what could be done to preserve them. "We're interested in seeing the rates of deterioration and what needs to be done to document and preserve them," Kelley said. Kelley said one of the major interests in marine archeology is the tie-in with the communities near the wrecks and documenting the wrecks as part of the communities history. In the Southeast, many wrecks happened during the Gold Rush era when marine travel was used to transport seekers to the Klondike and Yukon areas. Judy Bittner is the state historic preservation officer with the Department of Natural Resources [Office of History and Archeology](#). She said this trip was the first time her office worked with the university to combine studies of wrecks. The findings are the first step in trying to preserve the wreckages and protect them through the [Abandon Shipwreck Act](#). The research also allows the state to follow the degradation of wrecks over the years. "The goal is to take sort of snapshot in time so we would know the condition of the wrecks now and be able to characterize them so if we went back in five or 10 years, we would be able to see how they're changing," said state archeologist Dave McMahan. Many of the wreckage sites are also becoming popular recreations dive sites and the state wants to make sure the wreckages are protected from pilfering. McMahan placed a bronze marker on the *Clara Nevada* wreckage to remind divers that the site is state owned and protected under state historical regulations. State and university team members hope it's not the last time they will work together to examine cultural and biological significance of other wreckage sites.

By Margaret Friedenauer – Fairbanks Daily News-Miner©

<http://www.news-miner.com/Stories/0,1413,113%257E7244%257E3291942,00.html>

Fairbanks Daily News-Miner – Fairbanks,AK,USA (04/17/06)

Florida

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

State Agencies' News

Just offshore they wait, hoarding their secrets, some perhaps for centuries. They convey a salty whiff of romance, high adventure and, however exaggerated in popular imagination, a lust for sunken treasure. These are the shipwrecks whose remains lie scattered like busted skeletons on the sea floor off South Florida. In Broward County, officials aim to locate and chart their number, which they say could top 30, but any treasure they tally will be in terms of the wrecks' cultural, historical and recreational value. "You've got a whole cross-section of Florida maritime history out there off the beach," said state underwater archaeologist Roger Smith. "There's anything from colonial shipwrecks all the way to modern vessels." Water-logged calling cards from the past, Broward's shipwrecks include a pre-Civil War slave trader and, reportedly, a World War II Nazi submarine sunk in combat. Writing for the county's Historical Commission, shipwreck researchers James Dean and Steven D. Singer chronicle several old wrecks. There've been accounts of handcuffs found offshore, possibly from a slave ship. One such vessel, the American barque *Thales*, bound for West Africa to collect its cargo of misery, was driven onshore near Hillsboro Inlet in Pompano Beach during a storm in 1858. The crew abandoned ship, caught another boat to Key West, and Seminole Indians ransacked the vessel. One much-discussed wreck, whose existence or location has never been officially confirmed, was a German U-boat said to be caught on the surface by Navy fighter planes in December 1942. The story has the planes sinking the sub in 380 feet several miles off Dania Beach. Smith and local historians have organized a group of about 20 private divers, researchers, history buffs and yes, treasure hunters, to donate time, skill and equipment to the survey this summer. Broward's historic preservation officer, Christopher Eck, last week won initial approval for a \$50,000 state grant to help fund the multi-year project. Another \$100,000 -- half in county money and half in donated labor and equipment from private individuals -- will be channeled to the survey. Only three other areas in the state, St. Augustine, the Keys and Pensacola, have conducted such a shipwreck inventory. Eck plans to hire a fulltime underwater archaeologist to study old newspaper articles and shipping and insurance records, then select sites most likely to contain shipwrecks. Homegrown maritime lore also factors in. Once potential sites are chosen, volunteers will "mow the lawn," or tow a magnetometer across the surface in a tight pattern. The instrument detects magnetic fields of metal. With strong indications of a sunken vessel, divers would descend. Wrecks would be mapped, photographed and charted. The surveyors hope to publish their findings in brochures and government websites. They envision videos, lectures and museum exhibits. The exposure could lure recreational divers to the sites. "We want people to appreciate

the history," Eck said. Shipwrecks can generate tourist dollars. "Historical preservation has been recognized as something that does a lot of good for the state of Florida's economy," Eck said. Locals and tourists already dive on Florida's 10 official "shipwreck preserves" around the state, underwater sites of doomed vessels with bronze plaques and mooring buoys. Three are in South Florida: the SS *Copenhagen*, the *Half Moon* and the *Lofthus*.

By Robert Nolin – South Florida Sun-Central©

<http://www.orlandosentinel.com/news/local/state/sfl-cwreck09apr09,0,6451461.story?coll=orl-news-headlines-state>

South Florida Sun-Central – Orlando,FL,USA (04/09/06)

Other State News

Aided by two years of research and a very detailed journal, shipwreck experts today will begin a search for perhaps the most historically significant sunken ship in the state. Two archaeologists from the Institute for International Maritime Research in North Carolina arrived in Stuart on Monday to prepare for two weeks of surveying seven square miles of Martin County's southern coastline, with the goal of finding the remains of Jonathan Dickinson's ship. The fate of Dickinson's *Reformation*, which sank in 1696 after crashing on a reef, led the Quaker pioneer to write a journal that became the earliest known documentation of the Ais Indians, who once inhabited the area. Dickinson and his family had been traveling from his native Jamaica to Philadelphia, where he planned to open a branch of his merchant business. But with dozens of wrecks along the Treasure Coast over the centuries, it will be difficult to determine if surveyors find Dickinson's ship, volunteer researchers and local historians said. "Our problem will be finding so much that we may not be able to identify it," said Renee Booth, director of development for the [Elliott Museum](#). "There are shipwrecks on top of shipwrecks." If the winds calm this morning, Gordon Watts, the institute's director, and institute archaeologist Raymond Tubby will take their 25-foot boat as close to the coast as possible — between Pecks Lake and the St. Lucie Inlet — and use equipment that will record the location of magnetic objects under the sand. They will also take pictures of the ocean floor to see if a ship hull, cannon or pile of ballast stones is visible. If the winds continue to push the surf above four feet, they will use hand-held equipment along the water's edge. The Martin County Sheriff's Office also plans to patrol the survey site and offer divers if necessary. Tom Fenley, a volunteer researcher from San Antonio who summers in Vero Beach, said they did not expect to find anything beyond historical artifacts or burned sections of hull. But bits of ceramics or a square nail could be enough to identify the ship, although "not much" is known about the *Reformation* — including what was used as ballast or where it was built, Fenley said. The \$40,000 survey, funded by a state grant and scheduled to last two weeks, could create a list of wrecks that might be worth investigating further, Watts said. If the *Reformation* is identified, any artifacts from the wreck would be preserved by state experts and displayed in an exhibit at the Elliott Museum. Plus, the Jonathan Dickinson trail — outlined in detail in his journal — could be marked and preserved as part of local history, Booth added. But on Monday, Watts and the shipwreck experts were just hoping the winds would calm so the difficult work could begin. "If we get a break in the weather, we have the stuff to find it," he said.

By Suzanne Wentley – Scripps Treasure Coast Newspapers©

http://www.tcpalm.com/tcp/local_news/article/0,2545,TCP_16736_4666115.00.html

TCPalm.com – Stuart,FL,USA (05/02/06)

Fresh from a special trip to his bank vault, John Brandon, captain of the *Endeavor*, shows a smidgen of his treasure from sunken Spanish galleons. Gold doubloons and silver coins are clustered with gold bars that cast a mesmerizing glow. Made of bronze but no less magnificent is a rare astrolabe, dated 1602, that was used for navigation to the New World. The 52-year-old Fort Pierce man even has lugged along an 80-pound silver bar that he found in 1985 while diving at the wreck of the *Nuestra Senora de Atocha*, sunk in 1622 in a powerful hurricane off Key West. Total estimated value of this informal show and tell is a stunning \$250,000. "When you see gold laying on the ocean floor, it looks just like this," says Brandon, holding a gleaming bar in his hand. "It's so shiny and beautiful." Is he a millionaire? Brandon won't say, but he flaunts his gold to make a bold statement. An ounce of the precious metal is in a chunky pendant beneath his graying beard. In 1984, he traded a gold brick for a new Cadillac Eldorado. When asked about the wealth of his knowledge as a treasure salvor, Brandon quickly credits the late Mel Fisher. The world-

renowned treasure hunter, who died in 1998, was his boss, mentor and friend. Throughout Brandon's 36-year career, he has been associated with Fisher and his clan's shipwreck salvage operation, which has grabbed world attention for its treasure trove finds. Today, Brandon works as a salvor for 11 Spanish ships that sank in the 1715 hurricane off the coast of Fort Pierce and Vero Beach. Laden with gold bullion and silver coins, the fleet was returning to Spain when strong winds battered its ships against coral reefs. It was here in the 1960s that Fisher made his first major discovery and gave the Treasure Coast its name. "Most treasure off Fort Pierce is in less than 20 feet of water," Brandon says. "The Spaniards were good at building ships and very good sailors, even in a hurricane. If they could stay in deep water, they usually didn't sink. "It was only if they were driven in and hit the reef. Whether you're the *Exxon Valdez* or a Spanish galleon, when you hit the rocks, you're going to sink and come apart. Doesn't matter if you're 21st century or 18th century." As he prepares the *Endeavor* for salvage season from May to September, Brandon says the 1715 fleet is still lucrative, even though it has been excavated for more than 40 years. "We find and record everything they had on the vessels," Brandon says. "Swords, guns, eating utensils, even gold toothpicks." Finding treasure and artifacts is no accident. To the glee of future salvors, Brandon says a lot more shipwrecks and treasure remain to be found and claimed. And he gives this free advice to such salvors: "You want luck to be the least common denominator. You want to rely on methodology, technology and perseverance, and that will usually equal success."

By Sharon Werlund – Palm Beach Post©

http://www.palmbeachpost.com/localnews/content/local_news/epaper/2006/04/10/m1b_tcbrandon_0410.html

Palm Beach Post – West Palm Beach, FL, USA (04/10/06)

Hawai'i

Other State News

What makes the Hawai'i sampan *Kula Kai* significant is that there is no other remaining boat like it in the world. Its wooden construction; sharp, high prow; long and narrow hull; low stern; and high house amidships mark it as distinctively as a flattop marks an aircraft carrier. Only two vessels are unique to Hawai'i: the Hawaiian canoe that was adapted by ancient Hawaiians to local waters, and the Hawai'i wooden sampan that was adapted by local boat builders to rough local seas. While the number of Hawaiian canoes has grown over the years, the number of Hawai'i wooden sampans has diminished until only the *Kula Kai* remains. The *Kula Kai* represents a robust portion of Hawai'i's maritime history, and a unique method of fishing that began in 1899 when Gorokichi Nakasugi brought the first sampan, and the fishing gear that went with it, from Japan. Local fishermen immediately saw the vessel's value because it could be built locally and was not expensive. The first sampans had no motors. They were small, powered by sail or a scull. The mast could be lowered to provide a ridge pole for a tent by spreading a tarp over the mast. The crew could sleep under the tarp at sea. The sampan sailors were fearless, sailing out of sight of land in their tiny boats. In 1903, Awoki Kamijiro set out on a Saturday. On Monday, his sampan capsized in a squall eight miles off shore. He clung to his overturned sampan for three days and nights before drifting ashore at Pearl Harbor. Hawaiians fed him. He bailed out his sampan and sailed it back to Honolulu. Families noted for sampan building located mostly in the Kewalo area. Within 15 years, sampan builders began putting primitive one-lung and two-lung diesel engines on the boats and the boats became larger. Sampan building spawned colorful traditions and unique techniques. The launching of a new sampan was a gala occasion involving the flying of flags, the shouting of "banzai" and the drinking of sake. Sampan fishermen became a distinct breed, and the builders, owners and captains were highly respected. Sampans powered the fishing industry in Hawai'i, a significant segment of the state's economy, providing tuna for canneries and fresh fish for Honolulu markets. By the 1930s, local sampan builders had designed a vessel to cope with long voyages in boisterous Hawaiian waters. The prow became sharp and high. The boats grew to 80 feet long, capable of voyages of 1,500 miles. The house amidships rose high for spotting fish. This became the classic Hawai'i sampan. World War II dealt a severe blow to sampan fishing because many of the fishermen and boat owners were aliens, citizens of an enemy nation. Boats were confiscated and used for other purposes. Competition from modern fishing vessels and the closing of local canneries further depleted the fleet. By the 1990s, only a handful of Hawai'i sampans remained. The [Hawai'i](#)

[Maritime Center](#) has tried twice to save one but failed due to lack of money and space. The *Kula Kai* is the last Hawai'i wooden sampan.

By Bob Krauss – Honolulu Advertiser©

<http://www.honoluluadvertiser.com/apps/pbcs.dll/article?AID=/20060430/NEWS01/604300340/1001/NEWS>

The Honolulu Advertiser – Honolulu, HI, USA (04/30/06)

See additional story at

<http://www.honoluluadvertiser.com/apps/pbcs.dll/article?AID=/20060430/COLUMNISTS01/604300339/1001/NEWS>

Louisiana

Other State News

The grave site of a steamboat sunken in Shreveport 132 years ago will remain untouched for the most part, officials with the [U.S. Army Corps of Engineers](#) said Thursday. That is disputed by local Civil War historians, however. Officials here have started archaeological studies on the *Kentucky*, which sunk just days after the end of the Civil War here in 1865. It struck an obstruction in the river near what's known now as Eagle Bend in south Shreveport as it carried about 900 Confederate soldiers and their family members — estimates on the number of passengers vary — home from the war. Hundreds died in the shipwreck, according to news accounts at the time. About 30 feet of the 200-foot ship's stern still sits in the water and the rest is buried in earth. Scientists want to chart, examine and remove the stern, re-bury it beside the buried part of the ship and chart where they put the pieces. Divers on site have already begun this work. After that, the corps wants to stabilize the riverbank where the stern now lays, corps archaeologist Erwin Roemer said. Site study supervisor John Seidel said the team doesn't anticipate finding artifacts like passengers' valuables, but they are eager to learn about the boat's construction. Few details exist on how the boat, a "western steamboat," was built, Seidel said. The project should be complete by September at an estimated cost of about \$300,000, said Roger Cockrell, project manager for the Red River Navigation Project. Area historians, however, don't want to see the stern disassembled for fear it contains bodies. Civil War historian and author Gary Joiner of Shreveport said the shipwreck victims could number 700 to 900 people, which, if true, would make it the second-largest loss of life in a shipwreck on inland waters. "If the potential that this is a grave site is there, we ought to not desecrate the graves," Joiner said. Seidel said "there's no question some died," but only the hull of the ship — usually used to hold cargo, not people — sank. The upper floors he believes housed people were above the water when the ship sank, Seidel said. Joiner, referring to news accounts from 1865, asks "Why did the papers not comment on refugee camps or large numbers of refugees at the site?" Historians would like to see the ship brought up and preserved, but that's too costly, Joiner said. A cheap alternative would be to bury the stern with the rest of the boat and push the bank stabilization project deeper into the river. That would keep any bodies in the stern undisturbed, Joiner said. "All we're asking for is 30 to 50 feet of the river because there is the chance that the dead are still inside," Joiner said.

By Jeff Richard – The Shreveport Times©

<http://www.shreveporttimes.com/apps/pbcs.dll/article?AID=200660415003>

The Shreveport Times – Shreveport, LA, USA (04/17/06)

Massachusetts

[see entry under [National Marine Fisheries Service](#)]

State Agencies' News

Town workers unexpectedly dug up the remains of an old ship in Centerville, and now everyone is talking about it. Peaceful and pretty, Craigeville Beach holds many memories for Cape Cod residents. But a mystery about its past has recently unfolded. "I was amazed that it had never been found before," said John Jacobson, of Centerville. While digging drainage pits along the beach, town workers discovered pieces of an old ship wreck. A pile of wood is all that's left of the discovery. The town has hauled the rest away. But the pieces did give some hints as to the ship's past. State archeologists say it was likely a sailing vessel, about 100 years old. Old photos given to the local newspaper show how the wreck once sat on the

shoreline. "I knew immediately it was the old shipwreck that I had played on as a kid," said 92-year-old Laurence Bearse, of Centerville, who remembers how the ship was his personal playground. "I can remember my folks said they had heard the wreck was in the vineyard, and in one of our good storms drifted across and embedded itself in the beach there," he said. The state's underwater archeologist says the wreck does not have any historical or archeological significance. But the discovery has captured everyone's curiosity. "I'd like to find out, it is a mystery people would like to find out," said another person. The state has retrieved samples to answer some of the questions, solving a mystery over how the old ship made it to shore.

By Sera Congi – CBS Corporation©

http://cbs4boston.com/local/local_story_103185611.html

CBS4boston.com – Boston,MA,USA (04/13/06)

When he first saw them last winter, Victor Mastone, the state's chief underwater archaeologist, didn't think much of the rotting timbers found just beneath the sand at Craigville Beach. "I was very dismissive," he said yesterday at the beach, where town workers found numerous fragments of a still unidentified heavy-timbered structure while digging drainage pits last December. But closer scrutiny of the physical evidence, and testimony from local old-timers who remembered playing on a wooden wreck at Craigville as children, have convinced Mastone the timbers belong to a ship. Now, the big question is, "What ship?" "Until we put a name to it," he said, "we'll still be curious." So far, the massive timbers, which show signs of fire, have been stingy with clues. None contains any letters or numbers, much less a name or home port. No human artifacts found nearby seem related in any way, according to Mastone. "We're getting bits and pieces," he said. The current evidence is consistent with a three- or four-masted sailing ship measuring 200 to 300 feet long and built in the mid- to late-19th century, according to Mastone. He thinks the timbers found at Craigville - thicker than telephone poles and fastened with long, rusty spikes - probably washed ashore long ago, the detritus of a ship that wrecked elsewhere. Mastone shaped his theory with help from photographs published in *The Barnstable Patriot*, a local weekly newspaper that has closely followed the story of the mysterious timbers, he said. A Hyannis woman, Priscilla Houston, supplied the paper with at least one picture that purports to show her parents on a piece of a wreck at Craigville sometime before 1911. Mastone, director of the state [board of underwater archaeological resources](#), said he'll keep studying the remains of the wreck, but only as time allows. The timbers are more a curiosity than a potential source of new knowledge about maritime history, he said, calling them archaeologically unimportant. "I can't use (the remains) to describe the vessel in any more detail," he said.

By Eric Gershorn – Cape Cod Times©

<http://www.capecodonline.com/cctimes/mysteryin13.htm>

Cape Cod Times - Hyannis,MA,USA (04/13/06)

Michigan

Other State News

The Boblo boat *Ste. Claire* has worn out its welcome in River Rouge. One winter of having the old steamer tied to the Belanger Park dock was enough for fishermen, who have complained they can't toss their lines in the water because the *Ste. Claire* blocks their way, Clerk Susan Joseph said Wednesday. City officials have been promised the boat will be moved by next Wednesday, Joseph said. It's beloved by metro Detroiters because it once carried so many of them to and from the Boblo Island amusement park in the Detroit River. Last year, *Ste. Claire* owner Diane Evon, a Dearborn native who lives in Westlake, Ohio, cut a deal with the city in which she decorated the boat's decks and ballroom with mock skeletons and goblins and utilized the boat as a haunted house. Evon took the proceeds from the ticket sales and the city kept the parking fees, Joseph said. But on March 28, city commissioners ended that relationship. They split 3-3, meaning the motion failed to renew the contract. The pact expired April 1. Now Evon is trying to find a tugboat to haul the boat away, said City Commissioner Anthony Laginess. "She knew it was coming," said Joseph. "It takes a lot of the park. Citizens were complaining that it takes up too much space and the owner didn't want to pay docking fees." Evon and her ex-husband, John Belko of Cleveland, bought the 197-foot-long *Ste. Claire* in 2001 for \$20,000 and since then, the owners have spent roughly \$500,000 on repairs and renovations. Within three months, they had sunk \$100,000 -- maybe more -- into

fixing its steel hull. "They didn't want to pay the money, and we decided we'll take our park back," Joseph said. "That's the only riverfront we have here. Now it's fishing season." Laginess said Evon is "trying to make arrangements to move the boat till she decides what she's going to do. "The boat needs to stay in Michigan," Laginess said. Evon had used the boat as a haunted house in Ohio, but "she didn't get the draws it got here because to them it's an old boat, where to us up here it's the Boblo boat."

By Joel Thurtell – Detroit Free Press©

<http://www.freep.com/apps/pbcs.dll/article?AID=2006604060624>

Detroit Free Press – Detroit,MI,USA (04/06/06)

There is a new exhibit this year at the [Great Lakes Shipwreck Museum](#). A 26-foot surfboat was built for the museum in Whitefish Point in the eastern Upper Peninsula. The replica of a Beebe-McClellan surfboat was built by master boatbuilder David Dean. The museum opens for the season today. It will open every day through October 31st.

Freedom Broadcasting of Michigan©

http://wwmt.com/engine.pl?station=wwmt&id=25947&template=breakout_state.html

WWMT.com – Kalamazoo,MI,USA (05/01/06)

North Carolina

[see entry under [Center for Coastal Fisheries and Habitat Research](#)]

State Agencies' News

State archaeologists don't know why there are nine cannons in a cluster in the main ballast area at the center of the shipwreck believed to be Blackbeard's *Queen Anne's Revenge*. It is not normally where one would expect to find armament on a pirate ship, said [OAR Project](#) Director Mark Wilde-Ramsing. "Something pushed all these things together," Wilde-Ramsing said. It may be that the cannons were not part of the armament, but were in storage, Wilde-Ramsing said. It could be they were being moved when the ship went down, he said. Or they may have simply fallen to the heap from another part of the ship sometime in the nearly 300 years they've been underwater. The archaeologists hope to get clues to the answer during a diving expedition planned for the site this month. "We're going to bring up one of the cannons sort of out on the edge of the pile," Wilde-Ramsing said. They want to see if the gun is loaded like the others that have been recovered from the site, he said. It will be part of a 2 1/2-week diving expedition planned for May 8-20, Wilde-Ramsing said.

By Patricia Smith – Freedom ENC Communications©

<http://www.newbernsj.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=27585&Section=Local>

New Bern Sun Journal – New Bern,NC,USA (05/01/06)

Other State News

If the 15th-century sailing ship *Santa Clara* doesn't ring any bells, how about *Niña*? As in the *Niña*, the *Pinta* and the *Santa Maria* — that famous trio of sailing vessels that "sailed the ocean blue in 1492." A replica of the *Niña*, Columbus' favorite ship on which he logged more than 25,000 miles, will sail into port at Wilmington, N.C., on Tuesday. Tours will be offered Wednesday through May 7. Hand-built in Brazil by the British Virgin Islands-based [Columbus Foundation](#), the wooden ship will be docked at the Conlon Dock along the Cape Fear River. The ship — called "the most historically correct Columbus replica ever built" by *Archaeology* magazine — was featured in the 1992 Ridley Scott-directed film "1492" starring Gérard Depardieu. Since then, it has visited more than 300 ports as a sailing museum. Following the plans devised by American engineer and maritime historian John Patrick Sarsfield, master shipbuilders in Bahia, Brazil, used adzes, axes, hand saws and chisels — in addition to naturally shaped timbers from the local forests. No power tools were used. When it was completed, it made a 4,000-mile maiden voyage to Costa Rica to take part in the filming of "1492." According to the *Niña* Web site (<http://www.thenina.com>), the original *Niña* "made the entire First Voyage, bringing Columbus safely home. She accompanied the grand fleet of the Second Voyage to Hispaniola and Columbus selected her out of 17 ships for his flagship on an exploratory voyage to Cuba, and purchased a half share in her. "She was the only vessel in West Indian waters to survive the hurricane of 1495, and then brought back the

Admiral and 120 passengers to Spain in 1496," the Web site says. "She was then chartered for an unauthorized voyage to Rome, and was captured by a corsair when leaving the port of Cagliari, and brought to an anchor at Cape Pula, Sardinia, where she was stripped of her arms and crew. The Captain, Alonso Medel, escaped with a few men, stole a boat, rowed back to *Niña*, cut her cables and made sail. She returned to Cadiz in time to sail for Hispaniola early in 1498, as advance guard of Columbus' Third Voyage. She was lying in Santo Domingo in 1500, and we last heard of her making a trading voyage to the Pearl Coast in 1501."

By Paula Crouch Thrasher – The Atlanta Journal-Constitution©

http://www.ajc.com/news/content/travel/southeast/nc_stories/043006nina.html

The Atlanta Journal-Constitution – Atlanta,GA,USA (04/30/06)

Ohio

Other State News

While the hardy robots Spirit and Opportunity are busily exploring the surface of Mars, other robots have been investigating another frontier — the bottom of the sea. The [Woods Hole Oceanographic Institution](#) announced last month that a team of Greek and American scientists had completed a study of a fourth-century B.C. shipwreck off the Greek island of Chios. They had the help of a remarkable robot called SeaBED. Equipped with a digital camera and specialized sonar, SeaBED photographed and mapped the wreck. "By using this technology, diving archaeologists will be freed from routine measuring and sketching tasks, and instead can concentrate on the things people do better than robots: excavation and data interpretation," Hanumant Singh, the engineer who designed SeaBED, said in a statement. These researchers hope to unlock the historical secrets of Homer's "winedark sea" and shed light on Bronze Age travel and trade. According to the Cleveland-based [Maritime Archaeological Survey Team](#), or MAST, Lake Erie has its share of historical secrets. There are more than 1,400 shipwrecks in Lake Erie, and less than a third of these have been located. Although robots such as SeaBED have yet to be tested here, researchers are using high-tech sonar to find wrecks on the lake bottom. In November, the Cleveland Underwater Explorers announced the discovery of the *Cortland*, a three-mast sailing vessel that sank in 1863 after colliding with another ship. Carrie Sowden, of the [Peachman Lake Erie Shipwreck Research Center](#), recently said in The Plain Dealer that the *Cortland* was one of Ohio's "Holy Grails." Cleveland Underwater Explorers discovered the wreck in 60 feet of water near Lorain using sidescan sonar. The ship was not identified, however, until divers found the ship's bell and figurehead. Sowden is applying for a salvage permit to recover these items, which would be conserved and eventually displayed at the [Great Lakes Historical Society](#) in Vermilion. In the Woods Hole press release, archaeologist Brendan Foley said, "Our technologies allow us to learn about the past in ways that we couldn't achieve otherwise. We're looking to write new chapters, and are convinced that in 10 to 15 years using these methods, we will have changed history." Finding the *Cortland* doesn't change Ohio history, but documenting its location brings us one step closer to comprehending the human tragedy that unfolded here on the lake nearly a century and a half ago. For more information about Ohio's underwater archaeology, see the MAST Web site:

<http://www.ohiomast.org>.

By Bradley T. Lepper – The Columbus Dispatch©

<http://www.columbusdispatch.com/science/science.php?story=dispatch/2006/04/11/20060411-C9-02.html>

Columbus Dispatch – Columbus,OH,USA (04/11/06)

Oklahoma

State Agencies' News

The mystery was buried for 148 years in a southern Oklahoma cow pasture. It took an act of God and a half-decade of painstaking excavation and old-fashioned sleuthing to unravel it. Now, Oklahoma historians and [Texas A&M](#) researchers are in a race against time to preserve what they view as a treasure of America's westward expansion and Texas independence: the oldest steamboat ever recovered in this country. Archaeologists are set to return this summer to a remote Red River site about 100 miles northeast of Dallas for what could be the final quest to salvage as much as possible of the 140-foot-long *Heroine* before funding is exhausted and some artifacts are lost forever to time and weather. "I think we have a

short window of opportunity to save parts of it," said Bob Blackburn, executive director of the [Oklahoma Historical Society](#). "We have critical decisions to make this summer." The discovery, experts say, not only affords historians and researchers their finest glimpse to date of 19th-century river travel - a key to settling the American West - but also important new details of Lone Star history. As Texas A&M professor Kevin Crisman discovered, the *Heroine* carried freedom fighters and supplies to frontier Texas, bolstering the fledgling republic in the weeks after Santa Anna's defeat. "It's like panning for gold," said Crisman of A&M's [Institute of Nautical Archaeology](#), describing the river excavation and detective work that helped unravel the riverboat's history. "You search through a lot of material to get a few nuggets." The *Heroine* struck a submerged log in 1838 and sank in the Red River between what would become the states of Texas and Oklahoma. It was carrying a year's supplies to Fort Towson, the frontier garrison that first guarded the U.S.-Mexico border and later served as a processing center as tribes were relocated from the Southeast to Indian Territory. Five years later, a flood rerouted the river channel, leaving the boat buried - and forgotten - in a sandy cow pasture. It wasn't until a second flood - this one in 1990 - that the river's route changed again, its currents eventually exposing portions of the wreckage that were first spotted by a nearby landowner. Remnants of the circa 1832 riverboat already are on display in the new [Oklahoma History Center](#), near the state Capitol in Oklahoma City. Other pieces - including the oak rudder - are being preserved and strengthened at Texas A&M's laboratories. More artifacts and a scale-model of the *Heroine* will be housed in a new, 2,000-square-foot visitors center and museum to be constructed near the Red River at the Fort Towson Historic Site, a project of Oklahoma's 2007 centennial celebration. "It's more than just Oklahoma history," said Blackburn. "It's regional and national history."

By Arnold Hamilton – The Dallas Morning News©

<http://www.grandforks.com/mld/grandforks/news/nation/14259477.htm>

GrandForksHerald.com – Grand Forks,ND,USA (04/04/06)

South Carolina

Other State News

A team of scientists from Tennessee, including experts from the [Oak Ridge National Laboratory](#), are looking at the mystery of the sinking of the Confederate submarine *H.L. Hunley*, the first sub in history to sink an enemy warship. The group, which also includes scientists from the [University of Tennessee](#) and the [Y12 National Security Complex](#), was here Monday examining the sub. The visit is the result of the university's relationship with best-selling crime author Patricia Cornwell who in February announced she would donate at least \$500,000 to the *Hunley* project. The scientists, who were to remain through Tuesday, will be looking at ways to remove the encrustation from the hull of the hand-cranked sub. "This is a crime scene and you are doing an autopsy on that submarine," Cornwell told The Associated Press last February. Cornwell has been a supporter of the university and the [National Forensics Academy](#), said Mike Sullivan, director of the [Law Enforcement Innovation Center](#), part of the university's Institute for Public Service. Sullivan said Cornwell recently contacted him to see if scientists from the university and the federal facilities might be able to help with the *Hunley*. Cornwell and Maria Jacobsen, an archaeologist leading the *Hunley* excavation, also recently visited Knoxville to talk with scientists from the three institutions. The scientists from Tennessee have expertise in metals and metallurgy. Scientists think the hull may provide clues what caused the *Hunley* to sink in 1864. The eight-man sub used a spar to attach a black powder charge to the Union blockade ship *Housatonic* off Charleston. The *Housatonic* sank but the *Hunley* sank as well. The wreck of the sub was found off Charleston 11 years ago and raised in 2000. There are generally two theories about the *Hunley* sinking. One is that the glass port in the conning tower was shot out during the attack, allowing water to rush into the iron vessel. The other is that the crew ran out of air as they tried to crank the sub back to shore.

The Associated Press©

<http://www.centredaily.com/mld/centredaily/news/14419641.htm>

Centre Daily Times – State College,PA,USA (04/24/06)

Tennessee

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

Utah

Other State News

A team of Utah scuba divers is training in Lake Powell this week to prepare for a treasure hunt in the Atlantic. The divers hope their quest leads them to a Spanish ship that was carrying gold, silver and jewelry when it sank in 1750. Six divers are at the lake practicing in low visibility conditions for their trip to the wreck site next week. Deep Blue Marine Inc. of Midvale said the ship may have been part of two Spanish fleets that went down in a hurricane. "I'm living my dream," said Wilf Blum, president of Deep Blue Marine. "This is what I've wanted to do for years. And we're doing it. It's exciting." Blum, 53, said a ship's manifest indicates there may be up to \$500 million worth of treasure to be found in the wreckage. The company was incorporated in November and is looking for investors. A promotional video for the venture features actor James Brolin. Blum, 53, said his team includes Utah marine salvage expert Jim Cross as well as people experienced in diving, history and archaeology. The company said it is using a proprietary technology to find sunken ships along Florida's Atlantic coast. "We've been able to identify more wrecks than, uh, if I told you the number you'd think I was an idiot. So let's just say we found a lot," said Blum, an investment adviser and longtime recreational diver. The ship they will try to salvage was found by another company, Aqua Gems, which brought Deep Blue in as a salvage partner. It will be Deep Blue's first salvage attempt and the companies will share what they find. According to Blum, Aqua Gems recovered a piece of the ship's hull and had numerous "hits" with magnetic detection technology. He said there is evidence it's the wreck of the Spanish ship *El Salvador*, which was part of two fleets devastated by a hurricane in August 1750. Blum said if the hull is intact, his team will attempt to bring it to the surface in one piece. Otherwise, they intend to use dredging equipment to sift the muddy ocean floor for treasures. Blum said the wreck appears to be buried in mud and sand about 70 feet below the surface. Activity around the site is expected to stir up so much mud that divers will have to work without being able to see. The company hopes to complete the salvage operation before this year's hurricane season. The companies are keeping the exact location secret. Blum said he will use at least 10 percent of his profits from the treasure hunts to build hospitals and schools in regions of South America plundered by early Spanish explorers. "There's a lot of blood on that gold," Blum said. "My feeling is that, as we harvest that, a portion of it should go back to the descendants of the people that lost their lives mining it.

The Associated Press©

http://kutv.com/topstories/local_story_094185135.html

kutv.com –Salt Lake City,Utah,USA (04/04/06)

Virginia

Other State News

High School students from mid-Atlantic compete in robot sub building competition at [Old Dominion University](#) (ODU). On Saturday, April 8th NOAA's [Maritime Heritage Program](#) coordinated the first-annual Mid-Atlantic Regional Remotely Operated Vehicle (ROV) Building Competition in Norfolk, Virginia. Robotic Submarines built by high school teams from Virginia, North Carolina, and Delaware were put to the test in an Old Dominion University swimming pool on Saturday morning. Students were also judged on their communication skills via posters and a technical review. Over 20 students and mentors participated in the event. Langley High School from McLean, Virginia are the winners. They will move on to represent the Mid-Atlantic region at the [Marine Advanced Technology Education \(MATE\) Center](#)'s international ROV competition to be held at NASA headquarters in Houston, Texas June 23-25. This event was made possible by the generous support of volunteers from [NASA](#), [Nauticus](#) and ODU. For more information and photos online, visit www.marinetech.org, www.maritimeheritage.noaa.gov.

Washington

State Agencies' News

The rusty and once-renowned *Kalakala*, an art deco ferry moored in Tacoma's Hylebos Waterway, has been placed on the [National Register of Historic Places](#), a Washington historic preservation official said. In

a letter dated April 6, [state historic preservation officer](#) Allyson Brooks writes that the ship “is historically significant as a unique, a one of a kind, a ‘concept’ vessel created in 1935. Its distinctive characteristics of the Art Deco period captured the imagination of a Depression-weary public.” The designation means the *Kalakala*, which moved 100 million passengers between Seattle and Bremerton from 1935 to 1967, is eligible for federal grants. The ship’s owner, Steve Rodrigues, bought the 276-foot vessel at auction in 2003 and has docked it in Tacoma since September 2004. “The *Kalakala* may now endure into another generation, and her awesome and significant history is now honored forever,” Rodrigues said in a press release. He’s transferred ownership of the vessel to [The Kalakala Alliance Foundation](#), a nonprofit corporation that will oversee the ship’s restoration, according to the statement. Rodrigues has said he hopes the ferry will one day serve as a teaching tool and a venue for weddings and other events. Restoration of the ship would cost \$15 million, he has said. Last fall, Rodrigues lobbied [Tacoma’s Landmarks Preservation Commission](#) to sponsor his application to have the boat placed on the state historic register. At that time, he told The News Tribune “Tacoma is the right community” for the *Kalakala*, and that “Tacoma has what Seattle does not.” In January, the city’s preservation commission recommended his application and state historic preservation officials voted to place the ferry on its list of historic places. However, the *Kalakala* might face an uncertain future in Tacoma. Rodrigues recently sent an e-mail to several preservation groups in Seattle asking their leaders to support bringing the *Kalakala* back to the city’s Colman Dock Pier 50 in the next three years. In response to a question Monday night about the ferry’s future in Tacoma, Rodrigues wrote: “We are home, and we have invested a lot of time master planning it. We will reveal the plans very soon. But we are focusing on the shipyard and painting her beauty first.”

By Paul Sand – The News Tribune©

<http://www.thenewstribune.com/news/local/story/5653393p-5072537c.html>

The News Tribune – Tacoma, WA, USA (04/11/06)

The [Coast Guard](#) has patched a hole in the shipwreck *Catala* at Ocean Shores to prevent oil discovered inside the hulk from being disturbed. The state [Department of Ecology](#) says the patch will give experts time to figure out the best way to remove the oil without disturbing the area’s numerous nesting and migrating birds. The *Catala* went aground decades ago, but ocean erosion has recently washed away sand and caused it to come back into view at [Damon Point State Park](#). The department says the situation is stable, but the oil poses a threat to the environment. It’s not immediately known how many gallons of oil are involved. The old, sticky oil is not highly flammable, but could smother sea life if released. State parks officials are posting signs asking people to stay away from the shipwreck and the bushes and grasses where sensitive shorebirds are nesting.

The Associated Press©

<http://www.komotv.com/stories/42937.htm>

KomoTV.com – Seattle, WA, USA (04/13/06)

[The Lewis and Clark Interpretive Center](#) at [Cape Disappointment State Park](#) is featuring a new temporary exhibit titled: “The Graveyard of the Pacific.” As one could guess from this title, the focus of the exhibit will be on local shipwrecks. Donella Lucero, Parks Interpretive Specialist for [Washington State Parks](#), has been assembling an impressive collection of not just shipwreck photos, but many salvaged artifacts from the ships as well. This is one of the finest assortments of shipwrecked materials that have ever been assembled in an exhibit in our area. Over the years, Washington State Parks has received many items in the form of loans or gifts from generous families and this is our opportunity to share them with the public. What better place to peruse a collection of shipwreck artifacts than at the interpretive center with the greatest view of the mouth of the Columbia River. Many of the shipwrecks covered in the exhibit would have been visible from the interpretive center’s viewing room had it been here one hundred years ago. This special exhibit is only temporary and will be on display until July 23.

By Jon Schmidt – Chinook Observer©

<http://www.chinookobserver.info/main.asp?SectionID=12&SubSectionID=30&ArticleID=13894&TM=26763.17>

The Chinook Observer – Long Beach, WA, USA (04/26/06)

Wisconsin

Other State News

[SS Meteor](#): The world's last existing whaleback is getting some much-needed attention. Metal clanged against metal as Benjamin Nobel knelt over a hatch in the engine room of the SS *Meteor* on Saturday. Using a combination of the ship's historic tools and a contemporary hammer and pliers, Nobel set out to open a ballast hatch on the old whaleback ship that hadn't been opened in decades. A rush of air would indicate water leaking into the tanks, said Joe Lombardi, a marine engineer from Massachusetts commissioned to perform a structural analysis of the ship. The one-of-a-kind ship berthed at Superior's Barker's Island was getting needed attention Saturday with the help of volunteers from the [Wisconsin Underwater Archaeology Association](#) and the [Great Lakes Shipwreck Preservation Society](#). Nobel and Karsten Nelson of the Twin Cities area were just two of 15 volunteers lending a hand to spruce up the ship before it reopens next month for the tourist season. For the past three years, the groups have helped out by cleaning, scraping and painting to improve the appearance of the ship. Some of the volunteers ended up pitching in with a longer-term plan to restore the 1896 whaleback, the last of its kind. "I came up with a few extra goodies for them to do," Lombardi said. His analysis of the ship's structure will be included in a report that could help earn it recognition as a national historic place, guide the ship's restoration and garner grants for the work. "It's going to take a big effort," Lombardi said. "Even if she stays exactly where she is buried in the sand, she needs help. She needs ongoing maintenance as any steel vessel would need ... She needs a commitment, funding, marketing, awareness." Bracing against brisk winds, volunteers started digging into the soil surrounding the last of the ships designed by Capt. Alexander McDougal -- and built in the Twin Ports -- to expose sections of the hull. Lombardi could then use ultrasound to check the thickness of the metal. "I think this ship is a treasure, and I think it's kind of an unappreciated one," said Randy Beebe of Duluth, a member of the Duluth Chapter of the Great Lakes Shipwreck Preservation Society.

By Shelley Nelson – Duluth News Tribune©

<http://www.duluthsuperior.com/mld/duluthsuperior/news/local/14465927.htm>

Duluth News Tribune – Duluth, MN, USA (04/30/06)

From the Halls of Academia

Old Dominion University

[see entries under [Maritime Heritage Program](#) and [Virginia](#)]

Texas A&M University

[see entry under [Oklahoma](#)]

University of Alaska Fairbanks

[see entry under [Alaska](#)]

University of Rhode Island

[see entry under [Alaska](#)]

University of Tennessee

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

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.

Australia

An ancient shipwreck north of Airforce Beach, near Evans Head, has been exposed for the first time in a decade, after a month of dredging seas. The bones of the timber hull were just visible at low tide yesterday,

and may provide a clue as to the ship's origins. According to local historian Marge Henderson, now deceased, this ship was built with wooden pegs, or trunnels (a contorted form of 'treenails'), a fact which hints at its ancient origin. However, trunnels were used in Australian shipbuilding as late as the mid-1850s. Trunnels held timber together extraordinarily well, failed to rust, and lasted an eternity in a salt-laden environment. Another local historian, Ron Scully, said he identified an iron bolt amongst the wrecked timbers, which suggests a ship of much later build. Local Greg Davis, 67, recalls as a boy seeing most of the ribs arching out of the sand. But he never saw a bolt. Some say the ship belonged to a community of wrecked Christian monks, who settled in these parts after the event. Ancient shipwrecks have teased historians over the years, many of whom are convinced that Captain Cook was not the first to explore Australia's east coast. The so-called 'Mahogany ship', buried under dunes in Warrnambool, Victoria, is just one example, with enthusiasts citing the type of timber in that hull as evidence that other nations plied our waters. Were they Portuguese, Spanish, Indian, Chinese? Until the timber is analysed, no one can begin to know. The popular historical tome '1422' charts Chinese exploration of the entire world during the early 1400s, and states that a huge fleet of massive junks — of Chinese and Indian origin — approached our coast from the east, with great potential that some ships wrecked along our shores. The book states that there is evidence buried under the sands of South Stradbroke and Fraser Island. Is the Airforce Beach wreck one of this fabled fleet? Chances are this ship was one of many coastal traders, delivering essential goods to North Coast pioneers and bringing back valuable cedar to Sydney town. But the romantic historians amongst us hold out hope this wreck could be something more. Do you know anything about the Evans Head wreck?

By Jamie Brown – The Northern Star©

<http://www.northernstar.com.au/localnews/storydisplay.cfm?storyid=3682642&thesection=localnews&thesubsection=&thesecondsubsection=>

The Northern Star – Australia (05/02/06)

Indonesia

A French and German diver accused of stealing treasures from shipwrecks in Indonesian waters and held by authorities here for more than a month have been released pending further investigation. Frenchman Jean-Paul Blancan and German Fred Dobberphul were arrested on March 8, accused of illegally salvaging thousands of treasures from a 10th-century wreck in the Java Sea over the past year. Their detention had caused diplomatic ructions, with Paris summoning Indonesia's envoy and accusing Jakarta of arbitrarily holding the two men. After his release, Blancan, 53, maintained his innocence. "Being held, knowing that you're completely innocent, that's what I couldn't stand," he told AFP shortly after his release late Wednesday. "The two embassies did an amazing job. Tomorrow I will hug everyone," he said, sporting a wide grin. "If you know you are 100 percent innocent and you are treated like a criminal, it's hard," added his co-diver Dobberphul. While the two have been released, they remain under investigation, accused of illegally salvaging a cargo including 250,000 pieces of china, thousands of semi-precious stones and bronze and gold objects bought from Arab traders. Dobberphul said the two had been ordered to check in with police twice a week and not leave Jakarta. Under Indonesian law, police could take months to complete the investigation before submitting their files to prosecutors, the pair's lawyer Yudhistira Setiawan said earlier. They face up to 10 years in jail if found guilty. The French government demanded last week that Jakarta immediately release Blancan, summoning the Indonesian ambassador in Paris to voice its protest over the detention, which it described as arbitrary. The Belgian head of the archaeology project, started two years ago in a venture with an Indonesian partner company, has said he believes a rival company — wanting to get its hands on the bounty — was behind the arrests.

By Marianne Kearney – AFP©

<http://www.cdnnews.com/news/industry/i060412.html>

Cyber Diver News Network – New Zealand (04/12/06)

Israel

Israel has launched the world's first underwater museum from the remains of what was once the most impressive port in the Roman Empire. Divers can now don their wet suits and tour the sign-posted remains of the magnificent harbour of Caesarea along the Mediterranean coast of Israel built by King Herod to honour his Roman patron Caesar Augustus. The visitors get to see some 36 different sign-posted sites

along four marked trails in the sunken harbour covering an area of 87,000 square yards. A water-proof map, in Hebrew and English, provided to them describes in detail each of the numbered sites along the way. One trail is also accessible to snorkelers, while the others, ranging from 7 to 29 feet below the surface, close to the beach, are accessible for any diver just beginning to learn the skill. The museum showcases an abrogated history of this once prominent port town from its entrance at sea, about 350 feet from the current shoreline, to the Roman shipwreck that signalled the demise of the port. Researchers believe that it happened probably due to an earthquake about a century after its construction. The site has been excavated over the last three decades by a team led by the late Professor Avner Raban of the [University of Haifa's Recanati Institute for Maritime Studies](#).

Press Trust of India©

http://www.hindustantimes.com/news/181_1688383.00040009.htm

HindustanTimes.com – India (05/02/06)

United Kingdom

Culture minister David Lammy said a new order making it a criminal offence for anyone to interfere with the wreck without a licence will be put in place. The vessel, the *Bartholomew Ledges*, is a 16th Century armed ship which carried medieval bronze bell fragments. It is thought to have sunk in the late 1500s. The site of the wreck, which was found in the 70s, was originally designated as a protected wreck site in 1980. Recent archaeological reports have shown that the wreck has shifted on the seabed probably because of natural disturbance. As a result it has been re-designated to maintain its protection. Mr Lammy said: "It is vital that we provide the opportunity for current and future generations to have access to these significant examples of maritime heritage." The Isles of Scilly have been the site of many shipwrecks over the years, there are more than 500 registered wrecks around the archipelago.

BBC©

<http://news.bbc.co.uk/1/hi/england/cornwall/4948890.stm>

BBC News – United Kingdom (04/26/06)

They set sail full of hope, carrying supplies to war-ravaged Britain. Sadly, many never reached their destination, taking their cargo into the depths, where many believed they would lie forever. A Yorkshire salvage expert plans to find wrecked ships from the First and Second World Wars, and recover and sell the commodity-grade metals trapped inside them. Graham Jessop, from Keighley in West Yorkshire, is chief executive of marine salvage company Deep6. The company specialises in recovering non-ferrous metals from deepwater wrecks that can't be found by normal commercial divers. Deep6 has bought one of the largest archives of 20th century shipping losses, including records of 234 shipwrecks and their cargoes. Mr Jessop said he hoped to trace and excavate a large number of these wrecks. He stressed that he was no treasure hunter; all the wrecks would be searched with sensitivity. The company's ship – *Deepworker* – is moored in Hull, where it is being converted into a specialised salvage vessel. The group's three-year programme will focus on the salvaging of seven shipwrecks. For reasons of commercial confidentiality, Mr Jessop won't name any of the wrecks. However, he confirmed that they contain high-value metal cargoes, such as copper and tin. The group intends to mount its first recovery operation during the third quarter of 2006. Deep6 has studied video recordings from the seven wrecks, and taken cargo samples. Cross checks have been made with historical sources. Based on this research, the directors calculate that these wrecks contain more than 18,000 tonnes of metal cargo. The company's archive is based on the EXMAR Database, which was developed by bosses at Risdon Beasley Marine, the dominant company in the marine salvage industry after the Second World War, which closed down in the 1980s.

By Greg Wright – Yorkshire Post©

<http://www.yorkshireday.co.uk/ViewArticle2.aspx?SectionID=1299&ArticleID=1476393>

Yorkshire Post – Leeds, UK (05/02/06)

Vietnam

Of the 34,000 Ming Dynasty porcelain pieces recovered from a ship found by fisherman in Binh Thuan province in 2001-02, half were retained for museums in Vietnam. The remaining 17,000 pieces were auctioned in March 2004, by Christies in Melbourne, Australia – where bidding was strong. The ship, dating back to 1573-1620, transported chinaware made in Guangdong and Fukien provinces and was the

first dedicated shipment of Zhangzhou porcelain ever to be found. The 400-year-old shipwreck antiques were shown to the public for the first time at the Vietnam History Museum in Hanoi in September 2003. The exhibition, which began in the southern province Tuesday at the Vung Tau Youth Cultural House features more than 1,000 artifacts in total from the salvages. Half of the shipwrecks were recovered in coastal waters off Ba Ria-Vung Tau alone and the remainders in central Quang Nam and Binh Thuan provinces, and Ca Mau and Kien Giang in the south.

By Ha Dinh Nguyen; Translated by Thu Thuy – Thanhnien News.com©

<http://www.thanhniennews.com/entertainments/?catid=6&newsid=14435>

Thanhniennews.com – Vietnam (04/13/06)

The Reference Library

The Protection of the Underwater Cultural Heritage: National Perspectives in Light of the UNESCO Convention 2001, Second Edition (2006) edited by Sarah Dromgoole

Hardback, 450 pp.; ISBN: 90 04 15273 3

The legal protection of the underwater cultural heritage is a field in which there is growing international interest. Shipwrecks and other underwater cultural remains in every maritime zone are threatened both by activities ‘directed at’ them, such as treasure hunting, and by activities ‘incidentally affecting’ them, such as mineral exploration and exploitation, pipeline and cable-laying, dredging, and fishing. Since the first edition of this collection (published in 1999), the urgent need for an international legal framework to regulate these activities has been formally recognised by the adoption in 2001 of the UNESCO Convention on the Protection of the Underwater Cultural Heritage. While the prospects for this Convention remain uncertain, it will undoubtedly have a profound influence on national laws and practice in this field. This second collection of essays examines the present state of law, policy and practice in sixteen different jurisdictions around the world in light of the 2001 Convention. Among other things, the viewpoint of each jurisdiction in respect of the Convention is considered and the impact that the Convention is already having, and is likely to have in the future, is explored. Eight of the essays are entirely new, and several new jurisdictions are covered (Finland, the Federated States of Micronesia, the Netherlands, New Zealand, and Norway). The other essays have been thoroughly updated and revised to take account of the Convention. The contributors come from a variety of backgrounds, but all have specialist knowledge and experience of their particular jurisdiction and a keen interest in the field.

For more information, visit http://www.brill.nl/m_catalogue_sub6_id22890.htm

The Confederate Quartermaster in the Trans-Mississippi: The Blockade Runner’s Texas Connection (2006) by James L. Nichols

Denbigh Shipwreck Project Publication 2

Paperback, 178 pp., illus., ISBN 0-9752738-5-X

The [Institute of Nautical Archaeology](#) is pleased to announce the second publication of the *Denbigh* Shipwreck Project report series. The famous blockade runner wrecked at Galveston in May 1865 was one of the Civil War’s most successful. The stealthy British paddle steamer made 13 round trips from Havana, first to Mobile and then to Galveston. The *Denbigh* was the last runner out when Admiral Farragut’s Union fleet captured the Confederate forts at the Mobile Bay entrance in August 1864. She then began her runs to Galveston, continuing the lucrative business of exporting Southern cotton in return for manufactured army supplies and goods for civilian consumption. The new *Denbigh* report is entitled *The Confederate Quartermaster in the Trans-Mississippi: the Blockade Runner’s Texas Connection*. Eliot Werner Publications has reprinted this classic—but long out of print—history of the Confederate Army’s supply service for which the ships running the Union Navy’s cordoned brought in the sinews of war. Recent archival research after five campaigns of underwater archaeology has concentrated on exactly what supplies both military and civilian came into Galveston plus how and why the trade was conducted as it was. Some of these details are introduced (for later expansion in a separate volume) by the new introduction to the book and in an extensive new appendix. The additions highlight the blockade runner’s

place in the Confederacy's complex and ultimately insoluble problem of obtaining all kinds of manufactured items from abroad.

For more information, visit <http://www.eliotwerner.com/nichols.html>

Archaeology: Digital digs (2006) by Michael Bawaya

[Nauture](#)© (Published online: April 26, 2006)

Archaeologists are bringing past worlds vividly to life on the computer screen. But are the high-tech graphics helping science, or are they just pretty pictures? The ship isn't real — it's a computer model of a vessel that sank in the fourth century BC. Sanders is trying to recreate what happened when the ship went down, leaving nearly 500 intact amphorae, or storage vessels, to be found centuries later on the sea floor. By loading his ship with a virtual crew and cargo, then sinking it in a number of different potential disasters, Sanders hopes to find a sequence of events that closely matches the archaeological evidence, and so work out what might have happened centuries ago. His project, which should be completed later this year, is just one example in the growing field of virtual archaeology.

Subscription may be required to view this article

Upcoming Events

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

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

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

National Archives Celebrates Maritime Month in May, 2006

Special speakers, events, and films to highlight key moments in U.S. maritime history Washington, DC. [The National Archives](#) will celebrate Maritime Month in May, 2006. Using Federal records, the National Archives will highlight the rich maritime history of the United States through special events, presentations, exhibits, and films at various National Archives facilities across the nation.

For details, check the National Archives Maritime Month webpage at <http://www.archives.gov/calendar/maritime-month/>

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

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>

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.

Submerged Cultural Resources Law Enforcement Class will be held at Biscayne National Park, Homestead, Florida from May 15-19, 2006

Archaeological Resource Investigations (ARI) and the [National Park Service Submerged Resources Center](#) and [NOAA Marine Sanctuary Program](#) have scheduled an offering of ARI's five-day Submerged Cultural Resources Law Enforcement class in Homestead, Florida, Monday, May 15 through Friday, May 19, 2006. [Biscayne National Park](#) will be the host for this class. This class is open to all government law enforcement officers, archaeologists and prosecuting attorneys assigned to management units or jurisdictions that include submerged cultural resources. Diver certification is desirable, but not mandatory. There will be no scuba diving during this class, there will be snorkeling. **The registration deadline for the class is close of business on Friday, April 14, 2006.** There are **two** steps in the class registration process (there is **not** a class registration form): 1) Contact National Park Service Class Coordinator Larry Murphy (Chief, Submerged Resources Center, phone: 505-988-6750, email: larry_murphy@nps.gov) and notify him that you will be a class participant. Class is limited to 30 participants. Should more than 30 participants apply, priority will be determined by SRC and MSP and notifications will be sent May 1. 2) Contact ARI Archaeologist Martin McAllister (phone: 406-728-7195, email: ari@bigsky.net) and make arrangements for payment of the tuition fee.

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

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

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

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

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

For more information, contact Michael McCarthy by Email at Michael.McCarthy@museum.wa.gov.au

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

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

For more information, please visit <http://www.cpnsa.org/> or contact Paul Brant, Director of CPNS, cpns@cpnsa.org 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/>.