

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 3.02, 2006 (February)¹

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

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

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

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Federal Agencies

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

U.S. Department of the Army

U.S. Army Corps of Engineers (DOA)

[see entry under [Delaware](#)]

Authorities are resorting to a risky new method aimed at helping preserve what is believed to be the sunken flagship of the pirate Blackbeard. The [Army Corps of Engineers](#) is creating an underwater sand dune to shelter the [Queen Anne's Revenge](#), which sits about 26 feet (8 meters) underwater off the North Carolina coast. The untried method could potentially damage the ship, which sank in 1718. But if it works, experts said it could be a model for protecting other underwater archaeological finds. "We don't really know what it's going to do," said Bill Adams, a biologist with the Corps. The idea of burying the wreck in sand was suggested in the state's plan for managing the site after it was discovered in 1996. Project archaeologist Chris Southerly said the burial was made possible because the corps was dredging near the site and had a ready supply of sand. Dredging began Wednesday. The dumped sand will create a slope on the ocean floor that's about 600 feet (180 meters) long, 200 feet (60 meters) wide and 6 feet (2 meters) tall. Experts hope ocean currents will carry sand toward the ship, replenishing the protective covering it once had. Archaeologists have been retrieving artifacts from the wreck for years and haven't stopped diving on the site. But exposure of cannons, anchors, and other artifacts is now at a "critical point," Southerly said. Organic material like wood is especially at risk of rapid deterioration with the loss of the preserving cover of sand, he said.

The Associated Press©

<http://msnbc.msn.com/id/11512305/>

MSNBC.com – United States (02/22/06)

U.S. Environmental Protection Agency

[see entry under [New York](#)]

U.S. Department of Homeland Security

U.S. Coast Guard (DHS)

A defiant dive exploration, led by a former Coast Guardsman, created one of the most heated custody battles in recent maritime history. A sunken U.S. Lighthouse Service ship called the Lightship *Nantucket* (LV-117) lay hidden in 200 feet of water 50 miles south of Nantucket Island, Mass., for 64 years until an exploration team plundered the ship and ultimately desecrated a gravesite. During a heavy bout of fog, the anchored 630-ton LV-117 was tragically sideswiped by the 45,324 ton *Olympic*, a British ocean liner and *Titanic's* sister ship. The lightship sank in minutes, taking four crewmembers down with her. Three other crewmembers died later from injuries and exposure. Eric Takakjian, a native of Fairhaven, Mass., is a former Coast Guardsman and avid wreck diver who took a notable interest in the shipwreck and spent years researching prior to launching a physical pursuit of the lightship. Takakjian and a team of experienced seamen aboard the *Lady Francis* set out Jan. 11, 1998 to search for the ship's location. Using side-scan

sonar, the graph findings revealed the Lightship *Nantucket's* rail. Waiting for more diver-friendly conditions, Takakjian returned to the wreckage site in his 43-foot ship *Quest* with an exploration team July 18, 1998. Takakjian dove on the wreck more than a dozen times and removed the ship's binnacle, 1,200-pound signal bell, the helm, portholes, telegraph, and signal light. News of the discovery spread quickly as Takakjian presented lectures, pictures and artifacts at diving symposiums and scuba diving conventions held in New England. Members of the [United States Coast Guard Lightship Sailors Association](#) [USCGLSA], an association dedicated to the service members aboard lightships and preservation of [U.S. Coast Guard](#) Lightship history, took notice of the Takakjian's discovery and notified the [Coast Guard Historian's Office](#) in Washington, D.C., Sept. 16, 2004. "A grave ship should be treated the same as any other grave, six feet deep or 200 feet deep, it makes no difference. We were all appalled by the divers' actions. I think only a true sailor can appreciate this," said Larry R. Ryan, president of the USCGLSA. It was soon revealed by the Historian's office that Takakjian was irrevocably denied permission to explore and dive on the *Nantucket* by the Coast Guard. Takakjian wrote a letter to the Office of the Chief Counsel for the Coast Guard in Washington, D.C., March 5, 1999 requesting permission to dive on the shipwreck. The chief of the asset management division at Coast Guard Headquarters responded with an official memorandum June 18, 1999 and denied his request because the artifacts were considered federal property. Conclusion: Takakjian had not requested permission to dive on the *Nantucket* until after the fact. The historian contacted [Coast Guard Investigative Service](#) (CGIS) Northeast Region in September 2004. Takakjian's find and notoriety were soon subjected to a CGIS investigation. Special Agent Michael R. Burnett, CGIS Northeast Region, was assigned as the case agent for the investigation Oct. 15, 2004. Burnett contacted the U.S. Department of Justice (DOJ) in November 2004. Burnett reviewed the facts of the case, collected evidence, conducted interviews, and located the stolen artifacts. The divers admitted to the allegations and soon found themselves amidst a custody battle for the Lightship's artifacts. The [U.S. Department of Justice](#) (DOJ), CGIS, and Coast Guard First District Legal staff discussed methods of prosecution and legal action against the individuals to regain possession of the artifacts. The consensus was to first seek a civil remedy versus criminal prosecution. The suit was filed shortly thereafter and the case went to court in March 2005. However, the divers' lawyer challenged the prosecution claiming the divers had the right to retain the property. DOJ then required not only the unconditional return of all property and a civil remedy, but also threatened criminal prosecution. The mood quickly changed. "The litigation was settled by all members of the diving party," said Burnett. "They relinquished their rights to claim any of the recovered property, promised to never dive again on the *Nantucket* or to release the location of the lightship wreck to the public." CGIS took possession of the property, secured it and arranged to have all property transferred to Training Center Cape May, N.J., and to the Coast Guard Historian's office for safekeeping and public display. "I think it was important for the history of the Coast Guard to preserve the ship's legacy and to protect the final resting place of people who died in service of their country," said Burnett. "People should not exploit wrecks for personal gain, profit and notoriety. They should expect to face penalties under the federal system, whether it be civil or criminal."

By Lisa Hennings – U.S. Coast Guard©

<http://www.military.com/features/0,15240,86854,00.html>

Military.com – USA (02/01/06)

U.S. Department of the Navy

[see entry under [Vermont](#)]

Naval Historical Center (DON)

[The Naval Historical Center](#)'s (NHC) search for Revolutionary War naval hero John Paul Jones' ship *Bonhomme Richard* received further support in early February, when it was recommended for funding through the [National Oceanographic and Atmospheric Administration](#)'s (NOAA) [Office of Ocean Exploration](#)'s competitive grant process. The NHC and [Ocean Technology Foundation](#) (OTF) plan to launch a search for *Bonhomme Richard* off the coast of England in July. "You cannot find an underwater archaeological site more important to the [U.S. Navy](#) than that of John Paul Jones' *Bonhomme Richard*," said Dr. Robert Neyland, head of the NHC's [Underwater Archaeology Branch](#). "Locating and identifying the remains of this great ship would validate Jones' accomplishments, do great service for U.S. Naval history, and rekindle public enthusiasm for America's naval heritage." "We appreciate NOAA's support on

this project," added Capt. John Ringelberg, president of the OTF, "but more importantly, we're pleased that they recognize the value of this expedition to maritime history." The team has already conducted extensive historical and archival research, and is using the latest computer technology to simulate how the ship may have drifted during a 36-hour period after the battle. During the July search, they will conduct surveys of the ocean floor using a magnetometer, which can detect large amounts of metal ballast underwater, and high-tech sonar systems that can identify anomalies on the ocean bottom. "NOAA feels this project involves a technically sound approach to search for the wreck, and it will be led by a professional and competent team of researchers," said Lt. Jeremy Weirich, the Office of Ocean Exploration's Maritime Archeology program manager. Another important component of the project will involve teachers, students and the public, who can share the search through the Internet. Lesson plans, an online teacher workshop, and an interactive website will help raise awareness in the public and the education community of one of the most fierce and pivotal battles in U.S. Naval history. Other Bonhomme Richard project collaborators include the [University of New Hampshire Center for Coastal Ocean Mapping/Joint Hydrographic Center](#), the [College of Exploration](#), and the [Bridlington Regeneration Partnership](#) in Bridlington, U.K.

U.S. Department of the Navy©

http://www.news.navy.mil/search/display.asp?story_id=22218

Navy News Stand – United States (02/08/06)

National Oceanic and Atmospheric Administration (U.S. Department of Commerce) **National Marine Sanctuaries Program (DOC/NOAA)**

Maritime Heritage Program

[see entry under [The Reference Library](#) on the Battle of Hampton Roads, which John Broadwater, Program Manager, and Jeff Johnston, Historian at the Monitor National Marine Sanctuary, (and a dozen others) worked extensively with the photographers, cartographers, and editors on this article]

Pacific Islands Region

A [Nautical Archaeology Society](#) (NAS) Training course hosted by the Pacific Islands Region of NOAA's [Maritime Heritage Program](#) will take place in June of 2005 in Honolulu, HI. This course, funded by NOAA's Maritime Heritage Program, will include instructors from [Parks Canada](#) and the [National Park Service Submerged Resources Center](#). The NAS training course in Honolulu will develop critical partnerships, establish community support for inventory and monitoring of shipwreck sites in the remote NWHI and support the inclusion of maritime heritage resources in marine protected areas in Palau. The course is designed to raise awareness about maritime heritage issues in the Pacific Islands Region by training crew from NOAA's R/V *Hi'ialakai* who can assist in site stewardship of the historic sites in the remote atolls of the Northwestern Hawaiian Islands. Participants in the course also include Resource Managers from the [Helen Reef Marine Protected Area](#) in Palau who have an interest in including cultural resources in Palau Marine Protected Areas. Management of submerged cultural resources in remote areas such as Palau will benefit from the training of local managers, rather than having outside experts conduct the work for them.

For more information, contact Kelly Gleason at Kelly.Gleason@noaa.gov.

Thunder Bay National Marine Sanctuary

[Thunder Bay National Marine Sanctuary](#) (TBNMS) was awarded \$25,000 through the [Climate Database Modernization Program](#) toward digitizing a collection of negatives recently loaned to the sanctuary for use in the [Thunder Bay Sanctuary Research Collection](#) (TBSRC). The negatives largely depict twentieth-century Great Lakes watercraft and will greatly enhance the scope of the TBSRC, which presently focuses on nineteenth-century watercraft. Digitizing the 60,000 photographs, 45,000 negatives, 2,000 books and periodicals, 300 ship plans, and 8,000 vessel enrollments contained in the TBSRC is a major sanctuary priority, with funding and resources from several sources being sought. The collection is owned by NOAA and managed jointly by TBNMS and the [Alpena \(Michigan\) County Library](#). Digitization will help preserve this important NOAA asset and also make it available to the public.

For more information, contact Jeff.Gray@noaa.gov.

Office of Ocean Exploration (DOC/NOAA)

[see entry under [Naval Historical Center](#)]

National Park Service (Department of the Interior)

San Francisco Maritime National Historic Park

[San Francisco Maritime National Historical Park](#) commemorates the San Francisco Earthquake and Fire of 1906 with a special living history reenactment, a fine art exhibit, a lecture/book signing by bestselling author Dennis Smith, and a new slide program in the park's visitor center. All of these activities are free of charge. In 1906, a heroic maritime rescue occurred at the location where San Francisco Maritime National Historical Park and Fisherman's Wharf are now located. After the earthquake, raging fires forced 30,000 frantic residents to flee to the waterfront for evacuation by boat from the burning city.

For more information, see entry under [Upcoming Events](#).

The Smithsonian Institution

[see entry under [University of Oregon](#)]

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.

Alabama

Other State News

A group of 10 men and women worked with brooms, buckets of water and a backhoe Friday, slowly digging away sand to reveal a 35-foot section of what could be a 19th century shipwreck buried underneath a storm-damaged west end house. Exactly where the crew was going to put the ship fragment once they finished excavating it from the spot where Hurricane Rita had deposited it five months ago was still an open question Friday. "What these people have accomplished in this short a time is incredible," said Glenn Forest, a marine archaeologist who earlier this week stopped a repair crew at the house from breaking up the structure. "What we're concentrating on at the moment is getting it out of harm's way." Thursday and Friday, two dozen people from along the Gulf Coast responded to Forest's call for volunteers to help him excavate what he thinks could be a portion of the 19th century clipper cargo ship *Robert H. Dixey*. The *Dixey* sank near the mouth of Mobile Bay after striking the sand bar now known as Dixey Bar during a hurricane in 1860. The 165-foot clipper ship was built in Boston in 1855. "It just seemed like the right thing to do," said Robert Varner, a retired bail bondsman from Semmes who on Thursday brought his backhoe to help Forest. Forest said the crew will likely have the fragment removed from under the house by today or Sunday. He hoped to store it on a concrete slab behind the island's [Marine Resources Division](#) office. Vernon Minton, Marine Resources Division director, said he needs more information first. He wants to get the [Alabama Historical Commission](#)'s opinion of the fragment's value, plus an estimate from Forest of how long the shipwreck's stay would be. The shipwreck fragment may have been tossed around the island by storms for at least 45 years. Mobile Register articles dating back to 1960 refer to a similarly described fragment. In one of those articles, representatives of the Alabama Historical Commission state that wreckage appears to have no historic significance. Forest asserted, however, that the piece he is working on now should be treated as a potentially important find. After a fragment -- possibly the same as the one battered by Katrina and Rita -- was exposed by Hurricane Georges in 1998, an Alabama Historical Commission crew re-covered it with sand, saying the chance of excavating items of historical value from it was low and the chance of losing the fragment to deterioration under the sun's rays was high. As Katrina submerged the island's west end on Aug. 29, it picked up the fragment and smashed into a nearby house. On Sept. 24, Hurricane Rita slung it under another house, where it came to rest.

By Russ Henderson – The Mobile Register©

<http://www.al.com/news/mobileregister/index.ssf?/base/news/1140862669285010.xml&coll=3&thispage=1>
The Mobile Register – Mobile,AL,USA (02/25/06)

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.

Delaware

State Agencies' News

In the fall of 2004, during a [U.S. Army Corps of Engineers](#) (ACOE) beach replenishment project at Lewes Beach, Delaware, sand dredging struck the southern portion of a mid-18th Century, shipwreck, impacting approximately 20 percent of the site and resulting in thousands of artifacts being pumped onto the beach near Roosevelt Inlet. Local citizens informed archeologists with the [Division of Historical and Cultural Affairs](#) about the artifacts and the Division immediately undertook field investigations on the beach and consulted with the ACOE to conduct an underwater archaeological survey of the dredge location offshore. The [Department of State](#) established the Lewes Maritime Archaeology project to coordinate the fieldwork, both on shore and off shore, and to conduct artifact conservation, analysis and research as well as conducting numerous public presentations about the project and current interpretations. Two underwater archaeological surveys conducted under contract to ACOE were completed in early May of 2005 and confirmed the presence of a mid-18th Century shipwreck (circa 1762-1775). Underwater archaeologists defined the limits of the site offshore and located the keel of the vessel, the preserved length of which was seventy-one feet long. A vessel of this size is clearly capable of trans-Atlantic voyages. While the ship's keel was located, little additional ship architecture remains with the possible exception at the north end of the site. A very large sample of the ship's commercial cargo remains intact at the site. The shipwreck has been determined eligible for listing in the [National Register of Historic Places](#). The ship was likely a British commercial vessel inbound to the port of Philadelphia. To date, nearly 30,000 artifacts from Lewes Beach have been recovered by archaeologists from the Division of Historical and Cultural Affairs as well as from many private citizens who have donated the items they recovered from the beach to the State. As of this writing, one hundred and twenty two donors have contributed to the collection. Two small exhibits have been installed at the [Zwaanendael Museum](#) in Lewes and there are plans for a more comprehensive exhibit in 2006. The State is currently preparing a scope of work for a contractor to conduct a phased recovery project in early 2006 focusing on key information from the shipwreck site.

For more information, contact [Daniel R. Griffith](#), Director of Lewes Maritime Archaeology Project, at (302) 645-5834 or at dan.griffith@state.de.us.

Florida

Other State News

Samuel P. Turner has been appointed director of archaeology for the [Lighthouse Archaeological Maritime Program](#) (LAMP), the archaeological arm of the [St. Augustine Lighthouse and Museum](#). Formerly of Frederick, Md., Turner was a project manager in the Nautical Archaeology Division at [R. Christopher Goodwin & Associates, Inc.](#), an archaeological consulting company. A historian by training, Turner has a master's degree in nautical archaeology from [Texas A&M University](#) and a doctorate in Spanish and Spanish American Studies from [King's College](#) of the University of London. "I believe that Sam's grasp and passionate interest in Spanish American History will bring a new dimension to LAMP; we are delighted to have him with us," said executive director of the St. Augustine Lighthouse and Museum Kathy Fleming. Turner, who by the age of 15 had lived in Argentina and moved to Puerto Rico after a five-year hiatus in Damascus, Md., is fluent in Spanish and is an accomplished researcher of 16th century Spanish documents. He has worked in waters from the Mediterranean to the Caribbean to the Chesapeake, on shipwrecks dating from the time of Plato through the founding of St. Augustine and the close of the Civil War. "Not only is Dr. Turner highly respected in the fields of maritime archaeology and historical paleography, he is a close friend," says Chuck Meide, director of LAMP, who has worked with Turner on three shipwreck excavations.

St. Augustine Record©

http://www.staugustine.com/stories/022106/com_3609567.shtml

St. Augustine Record (subscription) – St. Augustine, FL, USA (02/21/06)

The Georges Valentine shipwreck site has been nominated to the [National Register of Historic Places](#). The Florida National Register Review Board recommended the site, offshore from the Gilbert's Bar House of

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.

Refuge, to the national landmark list Feb. 17. The panel's staff is putting together an application to submit to the Keeper of the National Register. To be added to the national list, sites must be historically significant, at least 50 years old and maintain their historic character. A 1904 hurricane blew the Italian bark off course, wrecking the 767-ton ship about 100 yards off the House of Refuge.

TCPalm.com©

http://www.tcpalm.com/tcp/local_news/article/0,2545,TCP_16736_4492293,00.html

TCPalm.com (subscription) – Palm Beach,FL,USA (02/24/06)

Georgia

State Agencies' News

[see entry under [The Reference Library](#)]

Shelled and sunk by the Union navy, the CSS *Nashville* has sat at the bottom of the Ogeechee River since February 1863. It got a rare visitor last year when state underwater archaeologist Jason Burns surveyed the area. Burns said that sand has now almost completely covered the remains of the *Nashville*, a Confederate blockade runner that had been converted to a privateer before it was smacked down by the Federal monitor USS *Montauk*. New images and diver surveys, said Burns, revealed "there is very little of the wreck left sticking up." The survey "did not uncover anything earth-shattering," said Burns, but it did "let us know what was and what wasn't under the Ogeechee." That information will help him make decisions on new docks, dredging or "anything that impacts the bottom," said Burns. More diving in the Ogeechee will be necessary to determine what the remote-sensing portion of the survey found. Burns also hopes to investigate sites in other local rivers, particularly the USS/CSS *Waterwitch* in the Vernon River and the blockade runner *Standard* in the North Newport River.

By Chuck Mobley – Savannah Morning News©

<http://www.savannahnow.com/stories/022306/3670033.shtml>

Savannah Morning News (subscription) – Savannah,GA,USA (02/23/06)

Hawai'i

Other State News

The [University of Hawai'i at Manoa](#)'s [Marine Option Program](#) (MOP) and [Department of Anthropology](#) announced the 17th Annual Symposium on Maritime Archaeology and History of Hawai'i and the Pacific, was held February 18-20 at the Hapuna Beach Prince Hotel on the Big Island of Hawaii. The theme of this year's symposium was "Our Voyaging Ancestors." More than 20 presentations were scheduled, including studies of Pacific voyaging, the Mahukona Harbor steamship site, World War II archaeology in Australia and the tourism potential of archaeology sites. Nainoa Thompson, navigator and sail master of the double-hulled canoe *Hokule'a*, gave the keynote speech for the conference. The conference also included a field trip to Mahukona Harbor and nearby heiau. This symposium was co-sponsored by the [University of Hawai'i at Hilo Department of Anthropology](#) and [Marine Option Program](#) and the [Maritime Archaeology and History of the Hawaiian Islands Foundation](#) (MAHHI).

For more information or to register for the symposium, visit

http://www.mahhi.org/17th_main%20page.htm.

New York

[see entry under [Vermont](#)]

Other State News

Imagine finding an unexpected gift. But you can't open it or touch it. And in fact, not long after you discover it, it must be destroyed. Permanently. If you're lucky, you can take a picture of it. That's roughly the situation for upper Hudson River residents who embrace the area's rich history. An archaeological firm hired by the General Electric Co. to survey the river bottom and shoreline before the massive PCB dredging project begins next year has unearthed some unexpected treasures. Sonar and diving teams have found up

to seven boats, including one that may date to the 18th century. The remains can provide clues about history, from prehistoric Native American settlements to the French and Indian War and beyond. But a preliminary report, not yet made public, suggests the artifacts won't be pulled out of the water -- because they're too polluted with PCBs. So, as of now, the rich material will be dug up and processed as toxic waste, just like the rest of the 2.65 million cubic yards of PCB-laden muck that is to be dredged. That infuriates locals such as Neal Orsini, who owns the Anvil Inn, a restaurant and hotel on the site of what used to be Fort Edward itself. "We don't want our history scooped up and taken away," Orsini said. "Let's get in there and pull it out." Federal environmental officials are telling locals that no final decisions have been made. The [Environmental Protection Agency's](#) regional administrator, Alan Steinberg, announced at a community meeting this week that "wherever possible, I want artifacts saved. We want to work closely with GE to make sure (they) aren't smashed." But Fort Edward area residents who serve on a local cultural resources committee that received a draft assessment of the river bottom's archaeology a few weeks ago said the message is clear: little can be pulled out of the river. That is especially true for the wooden portions of boats and barges. The material soaked up the oily PCBs, rendering it toxic and possibly dangerous even to handle. But why are pottery or metal artifacts unrecoverable, locals ask. PCBs are mostly a hazard when they are ingested, such as from contaminated fish. No one plans on offering 19th-century pot shards or military hardware to schoolchildren as a tasty appetizer. "This metal can be saved," said Eileen Hannay, manager of the [Rogers Island Visitors Center](#), a small museum which offers exhibits on Fort Edward's history. Pulling all the artifacts up isn't necessarily the best use of resources, even if there are no contamination issues, said John Vetter, the EPA's national expert on archaeology and the [National Historic Preservation Act](#) (Filetype/PDF). One alternative, he said, is to map the fragments embedded in the river bottom. Then the visitor's center or other group could build replicas for a display. When decisions are made about what to do with the artifacts -- whether to map what's down there, pull it out or do nothing -- the main criteria driving those decisions will be the potential knowledge they offer. "The question is: 'What can we learn from these pieces?'" Vetter said. The first round of dredging won't begin until at least June 2007, giving archaeologists and historians -- and local history buffs -- more than a year to figure out what to do.

By Matt Pacenza – Albany Times Union©

<http://timesunion.com/AspStories/story.asp?storyID=454863&category=CAPITOL&BCCCode=HOME&newsdate=2/26/2006&TextPage=1>

Albany Times Union – Albany,NY,USA (02/26/06)

North Carolina

State Agencies' News

[see entry under [U.S. Army Corps of Engineers](#)]

Michigan

State Agencies' News

Tourism officials have come up with a new marketing twist for the trip up US-23 along the Lake Huron coastline - a lesson in maritime history. The state's [Travel Michigan Web site](#) is adding the US-23 route to its list of suggested "maritime tours" for tourists interested in making road trips linked to Great Lakes history. Tours already featured on the site include following the Lake Superior shoreline along the last voyage of the *Edmund Fitzgerald* and visiting historic harbor towns along southern Lake Michigan. The new Northeast Michigan tour is scheduled to make its debut Feb. 24 on the state's tourism Web site, according to Deb Pardike, director of the [Alpena County Convention & Visitors Bureau](#). The tour is expected to cover the route between Standish and Mackinaw City, focusing on the 1913 voyage of the steamer *J.F. Durston* during a tremendous storm on Lake Huron, Pardike said Tuesday. "The stories are the things that get people excited, and that's the idea of using the Durston," she said. The Web page will direct travelers to points of interest along the tour and provide links to related Internet sites, such as local chambers of commerce and visitors bureaus. The Lake Huron maritime heritage tour will be called "The Lights of Northern Lake Huron" on the Travel Michigan site, Pardike said. The hope is that people will visit the Lake Huron lighthouses located along the route, she said. Pardike said the tour was created by the

[Michigan Department of History, Arts and Libraries](#). Agency and local tourism officials will unveil the Web page Feb. 24 at the Great Lakes Maritime Heritage Center, 500 W. Fletcher St., Alpena. People can view the current maritime tours at www.travel.michigan.org/drivingtours/.

By Eric English – The Bay City Times

<http://www.mlive.com/news/bctimes/index.ssf?/base/news-6/1138810602113490.xml&coll=4>

The Bay City Times - Bay City,MI,USA (02/01/06)

Vermont

Other State News

Divers plan to be back in Lake Champlain later this year to recover more artifacts from an important Revolutionary War battle. Researchers have spent the past several years mapping the lake bottom off of Valcour Island, near Plattsburgh. Numerous objects retrieved from the site of the Battle of Valcour have been included in a traveling exhibit highlighting the underwater archaeology project. The October 1776 battle pitted the British against America's first navy -- a fleet of ships built at Whitehall, New York under the command of Benedict Arnold. The redcoats won the battle, but Arnold's force delayed a British invasion of New York for another year. The archaeology project is organized by Vermont's [Lake Champlain Maritime Museum](#). Project leaders are in discussion with the [Navy](#) and New York state to get approval for the recovery and preservation of any artifacts from the site.

The Associated Press©

<http://www.wcax.com/Global/story.asp?S=4500596&nav=4QcS>

WCAX - Burlington,VT,USA (02/16/06)

From the Halls of Academia

Boston University

[see entry under [Egypt](#)]

King's College at the University of London

[see entry under [Florida](#)]

Kobe Yamate University

[see entry under [Japan](#)]

Massachusetts Institute of Technology

[see entry under [Greece](#)]

Texas A&M University

[see entry under [Florida](#)]

It's a world of the paradoxical and, at times, macabre. A leather shoe from the 17th Century feels as soft and supple as ever despite resting at the bottom of the ocean for hundreds of years. A number of other intricate artifacts are evident, but it's the long-preserved human and animal organs, and even the partially dissected body, that seem most strange, especially considering that they feel, for lack of a better word, fresh. Lungs feel spongy and light. Muscle tissue retains its elasticity and feels malleable and a heart feels soft and tender. Clearly, this place requires a suspension of belief from the average person, but it's not Rod Serling's Twilight Zone; it's the laboratory of C. Wayne Smith and it's about to get even more surreal. Smith, an associate professor of anthropology, is director of [Texas A&M University's Archaeological Preservation Research Laboratory](#) (APRL). As a conservator for the [Institute of Nautical Archaeology](#) (INA), he specializes in the preservation of organic artifacts. He's the co-inventor of revolutionary new processes that he's used to conserve relics from Cleopatra's barge, treasures from the sunken pirate city of Port Royal, Jamaica and artifacts from the 17th Century shipwreck La Belle, just to name a few. The processes and techniques he's developed in conjunction with Donny Hamilton of Texas A&M and Dow

Corning Corp., were initially intended for use on artifacts, but they have been so effective that they're already playing significant roles in other areas such as education, industry and medicine. Take for example the learning potential for medical students who can study preserved organs that can be easily handled while maintaining their original textures and appearances. "That's a neat thing in research – that you can do something that's beneficial within your discipline and then go further to put it into other industries," says Smith, who earned his doctorate in nautical archaeology at Texas A&M and later founded APRL. In keeping with this multidisciplinary spirit, Smith's latest efforts bring with them even greater possibilities. In simple terms, Smith's newest lab, the Wilder 3-Dimensional Imaging Laboratory, now has the ability to print in 3-D, no blue and red movie glasses required. [R]eferred to as "stereolithography," [it] works by taking a two-dimensional picture developed through a computer-aided design program, and reproducing it in three dimensions by using a laser to build an actual object, layer by layer. In the same way a conventional printer uses billions of dots to render an image, this three-dimensional printer uses billions of tiny plastic pieces to produce an object. Smith has already been able to reproduce the archaeological remains of a delicate skull, using only a CT scan that was sent to him as an email attachment. Normally, the fragility of ancient bones would pose serious problems for those trying to examine them; however, stereolithographic technology enables the Wilder 3-Dimensional Laboratory to produce an exact reproduction for further study.

Texas A&M University©

<http://our-news.tamu.edu/newsmanager/templates/?a=289&z=>

Texas A&M University - College Station, TX, USA (02/14/06)

University of Hawai'i (Manoa and Hilo)

[see entry under [Hawai'i](#)]

University of Oregon

Generations of schoolbooks have portrayed the arrival of the first modern humans to America as an epic ice-age hike across a land bridge from Siberia to Alaska, then a dash between glaciers covering the west and east of Canada. But scientists who have devoted much of their careers over the past several decades to better understanding of the peopling of the Americas are increasingly doubtful that the first arrivals only walked into the hemisphere, if they walked at all. Instead, evidence is growing that they paddled, or floated, much of the way, perhaps via the Atlantic as well as the Pacific. "The coastal-migration theory has yet to be proven with hard evidence, but we have been finding earlier and more widespread evidence for coastal settlement around the Pacific Rim," said Jon Erlandson, an anthropologist at the [University of Oregon](#) who spoke during the annual meeting of the American Association for the Advancement of Science here over the weekend. In particular, his team shows how migration routes may have followed giant kelp forests growing along Pacific Rim coastlines even in the deepest freeze of the last ice age more than 20,000 years ago. On the other side of the continent, Dennis Stanford of the [Smithsonian Institution's National Museum of Natural History](#) in Washington over the past decade or so has seen a growing list of archaeological sites from Spain and Britain and from Florida to Virginia to Wisconsin lend support to his theory that bands of sea-mammal hunters living on the edge of Europe reached the New World in numbers sufficient to found colonies 5,000 years or more before any land bridge might have been available. "The objection has been that people living in the far north couldn't have gotten across the Atlantic because they didn't have boats; that they didn't venture out into the ocean ice. But they did have boats, and if they were anything like those the Eskimos have been using for thousands of years, some of the boats could carry 18-20 adults hundreds of miles," Stanford said. Until recently, most of the older stone implements found in North and Central America seemed to have been made with the same technique by people dubbed the Clovis culture, for the first material found in New Mexico during the 1930s, and dated back to no more than about 11,500 years ago. A few sites in Virginia, Pennsylvania and elsewhere that held tools of different styles that seemed to be as much as 10,000 years older had been largely written off, until more old tools coming from layers dating back 14,000, 17,000, even 50,000 years ago started turning up along the East Coast. And diverse sites in South America have yielded artifacts dating to 33,000 years ago, although controversies about methods used to date sites are a staple of the field. One of the problems in proving this frozen-highway theory in the Atlantic has been that any coastal camps the hunters may have used now lie submerged well out on the continental shelf due to rising sea level. However, Stanford noted that some

promising artifacts - along with walrus bones - have turned up recently at new sites around the Chesapeake Bay, for instance. In the Pacific, Erlandson and many other paleoanthropologists have found and excavated camps of marine hunters at many spots along the coast, particularly offshore islands. What's been missing is something to connect them as a migration route.

By Lee Bowman – Scripps Howard News Service©

<http://www.knoxstudio.com/shns/story.cfm?pk=FIRSTAMERICANS-02-20-06&cat=AN>

Scripps Howard News Service – Washington,DC,USA (02/20/06)

University of Rhode Island

Eight young, visionary trailblazers — including an archaeological oceanographer, a U.S. social studies teacher originally from Kenya, a climate change author, and a gender anthropologist and Tibetan social entrepreneur — have been named to the 2006 class of National Geographic Emerging Explorers. National [Geographic's Emerging Explorers Program](#) recognizes and supports uniquely gifted and inspiring adventurers, scientists, photographers and storytellers who are making a significant contribution to world knowledge through exploration while still early in their careers. The Emerging Explorers each receive an award of \$10,000 to assist with their research and to aid further exploration. The program is supported by Microsoft and the Catherine B. Reynolds Foundation. Archaeological oceanographer Katy Croff, 27, of Narragansett, R.I., surveys, researches and conducts expeditions exploring ancient underwater traces of humanity's past. A graduate of MIT and the University of Southampton, Croff is working toward her Ph.D. in archaeological oceanography at the [University of Rhode Island's Graduate School of Oceanography](#). She is involved with developing the university's Sea of Crete Project, providing background research, determining survey routes and working with established archaeologists and oceanographers in the region. This project will focus on geological changes in the Sea of Crete and how they relate to the underwater archaeological record. Her other research interests include the protection of archaeological material underwater and public education on marine science and exploration.

New Wave Media Int'l©

<http://www.seadiscovery.com/mt/mtStories.aspx?ShowStory=1002992116>

Marine Technology Reporter – United States (02/09/06)

Global Perspectives

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

Outer Continental Shelf and International Waters

(courtesy of Ole Varmer – NOAA National Marine Sanctuary Program)

R.M.S. Titanic, Inc. v. Wrecked & Abandoned Vessel, No. 04-1933 (4th Cir. January 31, 2006). Order refusing to grant comity or to recognize a decision of a French administrator awarding plaintiff title to certain artifacts salvaged from a wrecked vessel and rejecting a claim to title to artifacts under the maritime law of finds is reversed in part where the district court lacked jurisdiction over the artifacts at issue. [see below for more information]

To read the full text of this opinion [FILETYPE/PDF], go to:

<http://caselaw.lp.findlaw.com/data2/circs/4th/041933p.pdf>

The company that has exclusive salvage rights to the wreckage of the *Titanic* does not own the site or the artifacts recovered from it, a federal appeals court said Tuesday. The ruling by a three-judge panel of the 4th U.S. Circuit Court of Appeals affirmed a decision by the U.S. District Court in Norfolk. Atlanta-based RMS Titanic Inc. had sought full ownership over the nearly 6,000 artifacts it has recovered from the 1912 shipwreck. The company says the artifacts are worth more than \$71 million. In 1994, the federal court granted the company sole salvage rights, allowing them to recover artifacts from the luxury liner provided they would be used in the public interest. The court also barred the company from selling the artifacts, including passengers' clothing and part of the ship's hull. In Tuesday's ruling, the appeals court denied the company's request to own the artifacts rather than act as a caretaker for the collection. The company had asked the court to apply the rule of "finders-keepers" to what it recovered from the wreckage. "A free

finders-keepers policy is but a short step from active piracy and pillaging," wrote Judge Paul V. Niemeyer. The panel did, however, vacate the Norfolk court's ruling that denied RMS Titanic salvage-in-possession rights over about 1,800 artifacts recovered in 1987 from the *Titanic*. The appeals court ruled the lower court did not have jurisdiction in the case. The company had been given full ownership rights to the artifacts by the French government. Geller said the decision to keep the 1987 artifacts under the original French agreement is the "greatest assurance of keeping the exhibition together."

By Michael Felberbaum – ABC News©

<http://abcnews.go.com/US/wireStory?id=1563685>

ABC News – United States (01/31/06)

Africa

Operations are under way to salvage a 300-year shipwreck in the Indian Ocean near Fort Jesus. The effort is being coordinated by the newly-established unit of under-water archaeology at the [National Museums of Kenya](#) (NMK). The wreck, *Galiot*, was spotted last month by an archaeologist attached to the museums after a survey of the sea bed off the Fort Jesus Museum. [T]he leader of the team, Mr Omar Martin Sommer, said they had started their research in December last year by sailing around the Mombasa Island and were planning to explore the North Coast and South Coast later this year. Mr Sommer said his team was made up of two people that include a volunteer diver, Mohammed Said. "We suspect that besides the shipwreck, there could be valuable artifacts on the sea bed and it will be vital for them to be traced and documented," he said. Mr Sommer said the shipwreck they had spotted was one of the two vessels that were escorting *San Antonio de Tanna*, a Portuguese naval ship that sank in 1697 and was salvaged in 1978 near Fort Jesus. "The wreck is a few metres away from the Fort Jesus, not far from the place where *San Antonio de Tanna* sank," he said. Mr Sommer said they had identified the site, found some timber, made drawings and taken measurements of the size of the *Galiot* but they would not excavate immediately. "This time we are doing the preliminary survey," he said. According to the head of the Coastal Archaeology, Mr Herman Kiriyama, the National Museum of Kenya had recruited underwater archaeologist to establish a full-fledged maritime archaeology department at the NMK.

By Bozo Jenje – Daily Nation©

http://www.nationmedia.com/dailynation/nmgcontententry.asp?category_id=1&newsid=66402

Daily Nation (subscription) - Nairobi, Kenya (02/02/06)

Canada

(courtesy of Debra Marx – NOAA Stellwagen Bank National Marine Sanctuary)

The dead who lie among the legendary shipwrecks of the *Edmund Fitzgerald*, the *Hamilton* and the *Scourge* in the Great Lakes can rest in peace. A new provincial regulation under the [Ontario Heritage Act](#) requires that divers who want to explore the famous shipwrecks can only do so with a special licence and only for scientific and archaeological research. "The major reason we were looking at (it) is around the fragility of the vessels," said Michael Johnson, manager of heritage services for the [Ontario Ministry of Culture](#). But Cheryl Rozeman, the daughter of Ransom Cundy, a watchman on the *Edmund Fitzgerald*, said yesterday relatives of the dead sailors had for the past 10 years been in touch with Ontario officials to pressure for just such a regulation. Rozeman said she became aware in 1994 that a diver had managed to dive about 500 feet to where the American bulk carrier had sunk during a storm on Lake Superior on Nov. 10, 1975, and taken photographs of the remains of some of the 29 crew members. She said the diver never made the pictures public, but it prompted her and other relatives to push for regulations to protect the sites. "I have a real sense of peace knowing that the men, not only on the *Edmund Fitzgerald*, but the *Hamilton* and *Scourge*, are going to be able to rest in peace without anyone invading or bothering them," said Rozeman, 57, who lives in Gwinn, Mich. The *Edmund Fitzgerald* ... is a relatively recent sinking compared to the *Hamilton* and *Scourge*, which sank in Lake Ontario near Port Dalhousie in August 1813. The merchant schooners, which lie in about 300 feet of water, were pressed into service by the U.S. Navy during the War of 1812. They sank when a squall hit them and are believed to be the most well-preserved ships of their era, with human remains scattered around outside the wrecks. They were discovered and explored in 1975 by French oceanographer Jacques Costeau and are owned by the city of Hamilton. The Ontario regulation is believed to be the first of its kind in Canada. It does not cover the 500 other shipwrecks in the Great Lakes as well as thousands of others. "Sport diving is important to tourism in

Ontario," Johnson said. But he added the government has the option of adding other shipwrecks to the regulation on a case-by-case basis. Violators of the new regulation can be fined up to \$1 million.

By Phinjo Gombu – The Toronto Star©

http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article_Type1&c=Article&cid=1138747814497&call_pageid=968256289824&col=968342212737

Toronto Star – Toronto, Ontario, Canada (02/01/06)

The sole living survivor of the *J.B. King* explosion believes that while divers should still be allowed access to the wreck, the site should be protected and recognized as a gravesite. Now 94, Captain Ev Snider was one of 11 people to survive the drillboat explosion in June 1930. Although dive sites in the Brockville area of the St. Lawrence River are not affected by a new provincial regulation designed to protect three shipwrecks in Lake Ontario and Lake Superior, he believes that visitors to the site should be made aware that the *J.B. King* is the resting place of 13 to 17 men. Thirty men died when the drillboat was struck by lightning and exploded more than 75 years ago, and the bodies of more than 13 men were never recovered, he said. "They never found them. They might have been blown to bits, I don't know," Snider said. Still, he wouldn't want the *J.B. King* to be declared off limits to divers without a special permit from the province like the *Edmund Fitzgerald* in Lake Superior and the *Hamilton* and the *Scourge* in Lake Ontario. The *J.B. King* is positioned off the northwest corner of Cockburn Island, in the Brockville Narrows, about 125 feet underwater. "Diving and viewing the shipwrecks has become quite a business around here," said Snider. "It's quite a thing for divers to come to the area and it's a source of revenue for the area. I wouldn't like to see people banned from the wrecks. "My view is that if they can see (the site) and not touch it, then it's OK," said Snider. "But you would need the assurance that they wouldn't touch anything and it's very hard to police. "As long as they leave it intact (it's OK)," he said. "People are always after getting souvenirs and it takes away from the wrecks." Snider said he was told that the steering wheel from a little workboat he was running had been removed from the wreck site. "Perhaps the wreck site should be treated with the same reverence as that shown to the *Edmund Fitzgerald*," said Brockville resident Geoff Chittenden in an interview with the *Recorder and Times*. In a letter to the newspaper, Chittenden wrote that "underwater explorations in this area a few years ago were not as respectful of wrecks as evidenced by the ancient anchors which sometimes graced rural lawns. Can anyone believe that pillaging is not continuing, albeit in a scaled-down and furtive way?" Danger aside, the site should be off limits to divers because "30 people died on the wreck," Chittenden said. Regardless of whether the provincial regulation will affect the *J.B. King* in the future, people should be careful when diving at that wreck, Snider said. "It's deep water and it's dangerous," he said.

By Tracey Tong – Brockville Recorder and Times©

[http://newsfeed.recorder.ca/cgi-bin/LiveIQue.acgi\\$rec=16837](http://newsfeed.recorder.ca/cgi-bin/LiveIQue.acgi$rec=16837)

Brockville Recorder and Times - Ontario, Canada (02/09/06)

China

Four well-preserved residences in an ancient village have been unearthed in central China, providing an insight into rural life about 2,000 years ago, archaeologists have said. The village in Neihuang County, [Henan](#) Province, belongs to the late Western Han Dynasty (206 BC - AD25), according to Sun Xinmin, director of the Henan Provincial Institute of Cultural Relics and Archaeology. "With the excavation, archaeologists are able to map out the layout of the ancient village and the architecture of village residences in the Western Han Dynasty for the first time," Sun said. The unearthed residences are separated by surrounding farmland, contrary to former guesswork of archaeologists. Sun argued that this shows the basic social structure in rural areas at that time, which is one of the most valuable findings. Every residence has tile roofs, a courtyard and its own well and consists of a gatehouse, wing-rooms, porches and washrooms. Archaeologists believe there used to be mulberries, elms, crops and alleyways outside the courtyards. The roofs, which are well-preserved in their original state, are considered extremely precious by archaeologists. The village is near the ancient Yellow River and was probably submerged by a flood. After that the village lay silently in the river course for many years, archaeologists argued.

Xinhua News Agency©

http://english.people.com.cn/200602/06/eng20060206_240489.html

People's Daily Online - Beijing, China (02/06/06)

Egypt

The remains of a ship used by ancient Egyptians for commercial trips to the fabled land of Punt have been discovered in five caves engraved in a port on the Red Sea. The find, in the Marsa Gawasees area near the Red Sea resort of Safaga, dates back to the Middle Kingdom and was excavated by a joint American and Italian team from [Boston University](#) and East Naples working in the area for five years, it was reported Thursday. Higher Antiquities Council Secretary-general Zahi Hawwas called the find one of the most important marine excavations that confirms that Punt lay to the south of Egypt and not in Sinai as previously believed. As early as the third millennium BCE, Egyptian inscriptions indicate that they traded with people from the land of Punt, which sometimes they also called 'Gods' Land'. The discovery included a huge amount of ropes and masts that were used at different stages of ship building in addition to ship wooden parts and thick cedar logs, Hawwas said. He added that all pieces were in good condition and had been transferred to a storehouse in preparation for renovation. Sabri Abdel Aziz, head of the Egyptian Monuments Sector said that the excavation team also found remains of wooden boxes, one of which was marked by the phrase 'The wonders of Punt,' that encloses products from Punt and a cartouche holding the name of king Amnemhat III. Beside these boxes, the team found clay pieces on which were seals dating back to the 12th Dynasty. Mohammed Mostafa, an archeologist who specializes in marine archeology, said that in one of the caves, the team also found a mural on which was engraved the five names of Amnemhat III and was well-preserved and a large number of ropes.

Deutsche Presse-Agentur©

[http://science.monstersandcritics.com/news/article_1088919.php/Ancient ship remains are unearthed at Egyptian Red Sea port](http://science.monstersandcritics.com/news/article_1088919.php/Ancient_ship_remains_are_unearthed_at_Egyptian_Red_Sea_port)

Monsters and Critics.com - Glasgow,UK (01/26/06)

Greece

The remains of an ancient Greek cargo ship that sank more than 2,300 years ago have been uncovered with a deep-sea robot, archaeologists announced Thursday. The ship was carrying hundreds of ceramic jars of wine and olive oil and went down off Chios and the Oinoussai islands in the eastern Aegean Sea sometime around 350 B.C. Archaeologists speculate that a fire or rough weather may have sunk the ship. The wreckage was found submerged beneath 200 feet (60 meters) of water. The researchers hope that the shipwreck will provide clues about the trade network that existed between the ancient Greeks and their trading partners. The wreck is "like a buried UPS truck," said David Mindell of the [Massachusetts Institute of Technology](#). "It provides a wealth of information that helps us figure out networks based on the contents of the truck." The shipwreck was located using sonar scans performed by the Greek Ministry of Culture in 2004. In July of 2005, researchers returned to the site with the underwater robot, called Seabed. The robot scanned the shipwreck and scattered cargo and created a topographical sonar map of the region. It also took more than 7,500 images over of the site over the course of four dives. The researchers have assembled those images into a mosaic. The study of the Chios shipwreck is part of a 10-year project that aims to examine ancient trade in the Mediterranean during the Bronze age (2500-1200 B.C.). In particular, the project will focus on the Minoan and Mycenaean cultures and their trading partners. The investigating team also includes researchers from the Woods Hole Oceanographic Institute, the Greek Ministry of Culture and the Hellenic Centre for Marine Research. *MIT offers a [slideshow of images](#) from the expedition and a [news release](#) about the find.*

By Ker Than – MSNBC©

<http://www.msnbc.msn.com/id/11150690/>

MSNBC.com – United States (02/02/06)

Ireland

Lusitania, the Cunard Line steamer sunk by a German U-boat off the coast of Cork in 1915 drowning all 1,200 on board, is one of the most famous shipwrecks in Irish waters. But a new study has discovered that the seas surrounding Ireland are littered with evidence of thousands of other maritime tragedies, with as many as 15,000 wrecks resting on the seabed. Following one of the most extensive research programmes ever carried out by underwater archeologists, the number of wrecks discovered has soared from an initial examination six years ago of just 7,000 vessels. A search of Lloyd's List, the shipping insurance

newspaper, has discovered 12,000 references to Irish wrecks going back centuries. A list of 11,000 has been compiled by the [Department of the Environment](#)'s underwater archaeology unit. Separately, the [Irish National Seabed Survey](#) (INSS) has found more vessels on its scans. It has identified the decaying remains of more than 100 shipwrecks around the Donegal coast alone. Karl Brady an archeologist with the INSS said: "We are coming across more and more wrecks as we go along. At the moment we are planning to sort and co-ordinate all the information on a computer database and that should give us a clearer picture. "When we get it all on a database we will be able to analyse it better. We estimate we will eventually have up to 15,000 wrecks on the inventory." Brady said the wrecks will range from prehistoric times up to 1945 and will include dugouts, Viking longships, sailing vessels, steamers, great liners and wartime sinkings. There are thousands more wrecks from ancient times that will never make it on to the inventory. "There is a lot of information for the 19th century and there is some for the 18th, but once you get to the 16th century and to medieval times we have very little information," said Brady. The research is providing new details about the ships' cargo, the fate of passengers and crew, and attempts at salvage. "There are extraordinary stories, and survivor accounts provide a more personal and human aspect of the tragedies," he said. The shipwreck research project is not only leading to the discovery of previously unknown vessels but is also providing fresh details about a range of known wrecks. The HMS *Looe* was a very unusual Williamite warship that was only a year old when it was sunk at Baltimore in Co Cork in 1697. The ship was patrolling off west Cork guarding against a French invasion and pirate raids. Connie Kelleher, an underwater archeologist, said the *Looe* was a prototype man-of-war known as a "one and a half-decker". Only 34 of them were ever built. After it ran aground on rocks the captain was court-martialled but acquitted. About 10 of the *Looe*'s cannons have been discovered. *La Trinidad Valencera*, which sank off Kinnagoe Bay in Co Donegal in 1588, was the fourth largest ship in King Philip II of Spain's ill-fated invasion armada. A requisitioned merchant Venetian galley weighing 1,100 tons, it was used to carry armaments, particularly large bronze siege guns that would have been used against British towns and cities if the invasion had succeeded. Discovered by members of the Derry sub-aqua club, many artefacts have been recovered. Cannon and carriage wheels have been exposed on the site. The underwater archaeology units are investigating several other Spanish armada wrecks. These include *La Surveillante*, the most important and probably the best preserved wreck of its kind in Irish waters. It was part of the ill-fated French expedition to support the United Irishmen and sank off Bantry Bay in Cork in 1797. The most significant find of recent years is *The Great Lewis* which sank off Waterford harbour in 1645. Archeologists are almost certain the wreck, which is intact in the sand and silt, was Oliver Cromwell's flagship and claim its importance "cannot be overestimated". The details on the discoveries will be kept on the unit's archive and an inventory published in four volumes.

By Andrew Bushe – Times Newspapers Ltd.©

<http://www.timesonline.co.uk/article/0,,2091-2025431,00.html>

The Sunday Times – UK (02/05/06)

Japan

Several large vermilion-lacquered wood fragments believed to be part of a funeral boat were unearthed at the Suyama ancient tomb in Koryocho, Nara Prefecture, the local board of education has announced. The fragments bear inscribed patterns and were unearthed from the moat surrounding the tomb, which dates from the late fourth century. Researchers said the fragments were part of a funeral boat that was used to transport human remains from a mortuary to a tomb over land. One of the fragments is a piece of Japanese cedar measuring 3.7 meters long, 45 centimeters wide and five centimeters thick. It was originally part of an 8.2-meter-long piece of wood believed to be from one side of the boat. The fragment is decorated with triple concentric circles, intended to ward off evil spirits, and a beltlike pattern. A piece of Japanese cinnamon measuring 2.1 meters long, 78 centimeters wide and 25 centimeters thick, is believed to be part of a coffin lid, and was originally part of a four-meter-long piece of wood. It is adorned with straight and curved lines and also triple concentric circles. The fragment retains some of its original vermilion lacquer finish. If these fragments were to be assembled, they would suggest the shape of a boat with upward arching pointed ends, like a gondola, with a coffin on it. The boat is similar to one described in a seventh-century Chinese book: "The remains of a noble are kept outside a mortuary for three years. Then, for the burial, they are put into a boat and carried over land." The Suyama tomb is a 220-meter-long keyhole-shaped mound. An emperor or another person of exalted status is believed to have been buried in the tomb.

The unearthed items will be on display to the public March 4-5 at the town's cultural property preservation center. Prof. Kunihiko Kawakami of [Kobe Yamate University](#), who is an archaeologist, said: "It may have been placed at a mortuary, and after sending the remains to a tomb, it may have been destroyed and thrown away. For the first time, we have clarification of a funeral ritual that reproduces the world of myth."

The Daily Yomiuri©

<http://www.yomiuri.co.jp/dy/features/culture/20060224TDY03002.htm>

The Daily Yomiuri – Japan (02/24/06)

Malta

Authorities in Malta have fined a British scuba diver for attempting to steal a shipwreck artifact. Gavin Lee Howard, 34, was fined \$1,400 for stealing a small spherical glass from a submerged ship in Maltese waters. Following the lead of notorious dive industry-endorsed shipwreck looters Leigh Bishop and Brad Sheard, a small but rapidly increasing number of scuba divers are looting shipwrecks around the world for bragging rights, coffee table displays and internet auction sales that conceal profits from tax authorities. Despite 'take pictures, leave only bubbles' green-wash, a small but strident group of wreck diving looters steal artifacts from shipwrecks under the guise of 'archaeological exploration', and aggressively compete for bragging rights, product endorsements and profits from the sales of stolen artifacts that are now on a par with those from smuggling humans and drugs. "Self-aggrandizing looters and grave robbing cowboys such as Leigh Bishop and Brad Sheard are beneath contempt ... the vast majority of the global scuba diving community opposes shipwreck looting and underwater grave robbing," said [[Cyber Diver Society](#)] CDS President Evan T. Allard. "For scuba divers, every shipwreck is an underwater museum to be fully protected for our children, our grandchildren and all future generations of divers who will dive deeper and longer thanks to ongoing improvements in diving technology," Allard added. "It is absolutely imperative that the global scuba diving community, archaeologists, coast guards, police and tax authorities act now to prevent shipwreck looters from exploiting and destroying sunken ships for their personal coffee table displays, internet self-promotion schemes and tax-evasion scams."

By Lamar Bennington – Cyber Divers News Network©

<http://www.cdnnews.info/news/industry/i060224a.html>

CDNN – New Zealand (02/24.06)

Spain

Spanish police have broken up a ring of undersea looters who have spent the last two years allegedly plundering the archaeological treasures of Spanish galleons and other historic ships that sank off the coast of southern Spain. At the weekend, the local civil guard in Cádiz announced the arrest of two Hungarian men and an American woman believed to have set up an on-deck laboratory on their ship, the *Louisa*, where they used hi-tech equipment - including an undersea robot worth €600,000 (£410,000) - to illegally identify, salvage and treat artifacts from the wrecks. More arrests are expected. The shallow waters in which they operated, a colonial-era hub of trade with the New World, is the country's largest shipwreck cemetery, holding an estimated €1.5bn in sunken gold, silver and pearls, according to Juan Manuel Gracia, president of the [Association for the Recovery of Spanish Galleons](#). The treasures were the ill-fated cargo of 800 overloaded ships that settled to the bottom of the Gulf of Cádiz from the 16th to 18th centuries. The loot confiscated in the weekend's arrest included 27 cannonballs from the 17th century, three Roman-era anchors, a Phoenician vase, and bullets from the Battle of Trafalgar, all of which will be sent for analysis and preservation at the Centre for Underwater Archaeology in Cádiz. The treasure-hunters apparently located the pieces using maps translated from old Spanish and photocopies of other documents found in the Archive of the Indies, in Seville. The pirates navigated the depths using four global positioning satellite system receivers, eight underwater metal detectors, a 30-metre suction hose and two sonars sending signals from the seabed. The rest of the confiscated cargo attests to the world which apparently the underwater scavengers inhabited, civil guard commander Antonio Dichas told reporters on Saturday. On the *Louisa*, police found five M-16 assault rifles, a semi-automatic shotgun, and cartridges. "They had no other justification for the weapons than to defend themselves from other plunderers," Mr Dichas said. To hide their finds from rivals and the authorities at the Port of Santa Maria, where they had docked since 2004, the ring used oxygen tanks with hidden compartments, police said. Many companies use similar hi-tech equipment to legally salvage wrecks in the US, Latin America and the Caribbean. But in Spain, the

government has refused to grant permission to search and salvage, said Mr Gracia. He founded the Association for Recovery of Spanish Galleons in 1996 to push the government into taking greater initiative in recovering Spain's lost gold, silver and gems before other countries scoured the seabed. The arrest of the looting ring comes as Spain is embroiled in a dispute with Britain and the US over the *Sussex*, a British warship that sank in the Mediterranean in 1694 with \$4bn (£2.3bn) in gold coins aboard. Britain claims the ship, and hired an American company, Odyssey Marine Exploration, to recover the hulk. Spain, however, lays claim to the waters off the Straits of Gibraltar, and believes it has the power to oversee the operation.

By Dale Fuchs – The Guardian©

<http://www.guardian.co.uk/spain/article/0,,1703217,00.html>

Guardian Unlimited – UK (02/06/06)

The Reference Library

Building a State Underwater Archaeology Program from Scratch (2006) by Jason Burns and David C. Cross

In *The Society for American Archaeology Archaeological Record*, Vol. 6, No. 1: 20-24.

Although the history of state-sponsored historic preservation in Georgia goes back to the Historical Commission in the 1950s, the Office of the State Archaeologist resided at a university campus until 1998 and received only minimal funding. With the development of the State Historic Preservation Officer (SHPO) office within the Historical Commission's successor, the Department of Natural Resources (DNR) Historic Preservation Section (later Division), archaeology received marginally more attention, especially with the hiring of a National Register archaeologist and later a Section 106 review archaeologist. In the late 1990s, State Archaeologist Lewis Larson retired, the Office of the State Archaeologist (OSA) was brought into the DNR and the junior author was hired to replace Larson. Through the support of the state's archaeological community, funding was acquired for a small statewide program. For the first several years of its existence, the new program was oriented almost entirely to addressing terrestrial site management concerns. In 2002, the Commissioner of DNR, to whom the State Archeologist reports under state code, appointed an Underwater Archaeology Study Council to identify the components of an archaeology program. The council consisted of archaeologists, sport divers, artifact collectors, concerned citizens, and elected officials. Recommendations included identifying sites on both state and private property, preserving sites and artifacts through stewardship programs, involving students and the public in research and preservation activities, training sports divers in site preservation and reporting as well as ethics and stewardship, and educating schoolchildren and the public in the importance of preserving submerged cultural resources. The following year, the National register archaeologist position was vacated through retirement, and the job duties were rewritten to correspond to the Underwater Archaeology Study Council's recommendations. The National Register review duties were distributed amongst the other OSA staff, and the senior author was hired to begin implementing the Underwater Archaeology Study Council's recommendations under the guidelines of the Abandoned Shipwreck Act. In the current challenging budget environment, however, that has meant boot-strapping a program rather than starting out with all the tools necessary.

[The Society for American Archaeology](http://www.saa.org/publications/theSAAArchRec/) publishes archived issues of The SAA Archaeological Record on its web site <http://www.saa.org/publications/theSAAArchRec/>, current issue only available to SAA members.

Iron vs. Oak: The day the wooden navy died (2006) by Joel K. Bourne, Jr.

In *National Geographic Magazine*, March 2006

When the currents of history and technology collided off Hampton, Virginia, in March 1862, naval warfare changed forever. On a peaceful Saturday in early March 1862, the oddest ship anyone had ever seen lumbered into the great watery junction north of Norfolk, Virginia, known as Hampton Roads. Roughly 280 feet (90 meters) long from the iron ram at its prow to the thudding propeller at its stern, the black leviathan carried neither masts nor sails common to ships of the day, only a large smokestack, some pennants, and the starred banner of the Confederacy. It looked, according to one Union sailor, "like the roof of a very big barn." As the vessel steamed west to where the James River empties into the Roads, two powerful Union warships blockading the river cleared their decks for action. With their tall masts, clouds

of sail, and gun decks bristling with cannon, wooden men-of-war like the U.S.S. *Congress* and U.S.S. *Cumberland* had ruled the seas for centuries. Lt. Joseph Smith, the young captain of the *Congress*, confidently steered his men for the coming fight: "My hearties, you see before you the great southern bugaboo, got up to fright us out of our wits. Stand to your guns, and let me assure you that one good broadside from our gallant frigate and she is ours!" The great southern bugaboo, otherwise known as the C.S.S. *Virginia*, plowed onward, one sailor recalled, like "the horrid creature of a nightmare." When the enemy ship came within a few hundred yards, Smith unleashed a broadside from more than 20 cannon that would have devastated almost any other vessel afloat—only to watch the shot and shells bounce off the *Virginia* as if they were marbles. Smith looked on in horror as the iron beast ran four large cannon out its gunports and fired, instantly turning his trim ship into a slaughterhouse. The nightmare that was the Battle of Hampton Roads had begun.

Excerpted from <http://www7.nationalgeographic.com/ngm/0603/feature7/index.html>, the entire article is available in the print version of National Geographic Magazine.

Upcoming Events

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

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

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

San Francisco Maritime National Historical Park, April 15, 19-22, 2006

[San Francisco Maritime National Historical Park](#) commemorates the 1906 Earthquake with a special living history day. On Saturday, April 15, 2006, 11am-4pm, the public can "re-live" the evacuation during "Hyde Street 1906: Escaping the Flames." Watch sailors running a bridge of boats away from the fire, soldiers restoring order from the chaos, and distraught citizens desperate to escape!

San Francisco Maritime National Historical Park rangers will explore the park's connection to the 1906 earthquake in the new slide program "Maritime Heroics in the 1906 Earthquake and Fire." This illustrated talk presents the compelling story of the largest maritime rescue effort in United States history, including the brave actions of a naval lieutenant and his crew who fought the waterfront fires. This free program will be offered daily at 2:00 p.m., from April 18-April 22, in the park's visitor center theater.

The first comprehensive, retrospective exhibit of renowned West Coast marine artist William A. Coulter opens on April 18, 2006. From 1869 to 1936, Coulter created more than 1,000 oil paintings and 5,000 illustrations, including the famous 10-foot-long painting "San Francisco Fire, 1906." His art captured some of the most significant moments in San Francisco's maritime history, and his illustrations regularly appeared in the pages of the historic San Francisco Call newspaper. The exhibit, "William A. Coulter: A Master's Brush with the Sea," will be presented in the park's visitor center (Hyde and Jefferson Streets), open seven days a week, 9:30 a.m. to 5:00 p.m. The exhibit will run through October 2006. Admission is free.

Dennis Smith, historian and bestselling author of *San Francisco Is Burning: The Untold Story of the 1906 Earthquake and Fires*, will present an illustrated lecture at 6:30 p.m. on Wednesday, April 19, 2006 in the park's maritime museum (900 Beach Street, Polk and Beach Streets). The author will share his research into the devastating 1906 earthquake and fire, and will sign copies of *San Francisco Is Burning*. Admission is free, but reservations are required: please call 415-561-6662 x32.

For more information about any of these events, call 415-447-5000 or visit <http://www.nps.gov/safr/>, or contact [John Cunnane](#) at 415-561-7123 or john_cunnane@nps.gov.

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

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

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

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

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

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

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

The North American Society for Oceanic History (NASOH) and the Canadian Nautical Research Society conference on "Charting the Inland Seas: Recent Studies in Great Lakes Maritime Research" will be held in Manitowoc, Wisconsin from June 1-4, 2006-01-04

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

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

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

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

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

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

The [Managing the Marine Cultural Heritage II](http://www.magconference.org/) 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/>.