

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world

Volume 3.07, 2006 (July)¹

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

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

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

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Newsletters are now available in the [Cultural and Historic Resources section](#) of the MPA.gov web site. To receive the newsletter, send a message to Brian.Jordan@noaa.gov with "subscribe MCH newsletter" in the subject field. Similarly, to remove yourself from the list, send the subject "unsubscribe MCH newsletter". Feel free to provide as much contact information as you would like in the body of the message so that we may update our records.

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Federal Agencies

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

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

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

[see entry under [United Kingdom](#) on the search for the *Bonhomme Richard*]

National Oceanic and Atmospheric Administration (Department of Commerce)

National Marine Sanctuaries Program (DOC/NOAA) [\[Go to TOC\]](#)

New marine science web portal features shipwrecks and marine life. [NOAA](#) and [Immersion Presents](#) have launched <http://oceanslive.org>, a marine science portal that offers live video and special content to educate people of all ages about the ocean. Immersion Presents is an after-school science education program founded by ocean explorer Robert Ballard. In addition to watching live video from research expeditions, the portal's visitors can learn more about marine sanctuaries, oceanography, marine life, conservation and preservation, marine research technologies, and the nation's maritime heritage. To complement the video broadcasts, the portal offers lesson plans, videos, puzzles and games based on the marine environment. Please visit Oceans Live at <http://www.oceanslive.org/portal/>

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

[see entry under [University of Rhode Island](#) about the *Monitor* expedition]

Educators, historians, and ocean explorers participated in a one-time specially developed workshop for teachers related to exploration of the USS *Monitor* shipwreck site off the Virginia Capes. The Civil War ironclad USS *Monitor*, one of the greatest American technological innovations of the 19th century, occupies a special place in the history of naval warfare. The vessel's historic battle with the Confederate warship CSS *Virginia* is often seen as causing a revolution in the nature of conflict at sea. In July, 2006, [the University of Rhode Island's Institute for Archaeological Oceanography](#) and [NOAA's Monitor National Marine Sanctuary](#) utilized remotely operated vehicles to conduct acoustic and optical imaging surveys of the USS *Monitor* shipwreck site. The images will be used to generate a digital photographic mosaic of the ship's hull and surrounding wreckage. The research vessel used for this expedition, the *Endeavor*, was in port in Norfolk on July 21, following the conclusion of the *Monitor* expedition. Teachers participating in this workshop received a private guided tour of the equipment used during this expedition and a tour of relevant exhibits at [Nauticus](#) and the [Hampton Naval Roads Museum](#). In addition, teachers participated in hands-on social studies and science activities related to the Battle of Hampton Roads, the *Monitor* shipwreck, remotely-operated vehicles used in deep-sea exploration, and metal degradation as it relates to marine archaeology. These activities were led by educators from the [National Marine Sanctuary](#), NOAA's [Office of Ocean Exploration](#), the Hampton Roads Naval Museum, and Nauticus, The National Maritime Center.

For more information, contact [Brent Rudmann](#) at brent.rudmann@noaa.gov, or 757-627-3823

A team of researchers conducted a major mapping expedition on July 15-20 to the *Monitor* National Marine Sanctuary, site of one of the 19th century's greatest naval technological innovations. The [National Oceanic and Atmospheric Administration](#) (NOAA) [National Marine Sanctuary Program](#) and the [Institute for Exploration](#) (IFE) offered the public a real-time view of the *Monitor* as researchers describe the expedition on July 19 at 2:00 p.m. EST. An interactive program from the sanctuary, located 16 miles off North Carolina's Cape Hatteras, was broadcast live from the [University of Rhode Island](#) research vessel *Endeavor*. The ship-to-shore broadcasts were available through the Internet at www.oceanslive.org or at Nauticus, The National Maritime Center in Norfolk, Virginia. Author, Paul Clancy, (Ironclad) was on hand at Nauticus to share his perspective of the battle between the USS *Monitor* and the CSS *Virginia*. "We are excited that the technology now exists to allow the public to join scientists as they study this important part

of America's history," said David Alberg, [Monitor National Marine Sanctuary](#) Superintendent. During the broadcasts, experts from NOAA and IFE provided commentary about the history and crew of the USS *Monitor*, technology being used to collect video and still imagery of the site, and current conservation efforts on artifacts recovered such as the *Monitor's* rotating gun turret that is underway at [The Mariners' Museum](#) in Newport News, Virginia. The expedition collected high-resolution digital still and video imagery that will be used to generate a high quality photo mosaic of the entire wreck site. A photo mosaic is created by combining several or more images into one complete image. Photo mosaics will provide scientists with an accurate picture of the entire wreck site and its surroundings. The expedition was sponsored by the National Oceanic and Atmospheric Administration, The Institute for Exploration and in part by the Rhode Island *Endeavor* program. The live broadcasts are made available with the support of the [United States Coast Guard](#) and the [National Park Service](#) Hatteras group. Scientists and crew from the expedition were in port at [Nauticus](#), The National Maritime Center in Norfolk, Virginia on July 21st. For further information on the expedition, please visit the National Marine Sanctuary Program [Web site](#) or contact Krista Trono, communications coordinator with the *Monitor* National Marine Sanctuary at (757) 591-7328.

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

One July 23rd [NOAA](#) ship *Hi'ialakai* returned to Honolulu following a 28-day research cruise to the Northwestern Hawaiian Islands (NWHI). On the multidisciplinary expedition, six maritime archaeologists with NOAA's [National Marine Sanctuary Program](#) accompanied benthic mapping team to Kure and Pearl and Hermes Atoll. It has been a great field season for discoveries and research into the maritime heritage of our nation's newest marine national monument. The NOAA team this year included: Brenda Altmeier ([Florida Keys NMS](#)), Dr. Kelly Gleason ([Pacific Islands Region NMS](#)), Tane Casserley ([Maritime Heritage Program NMS](#)), Lindsey Thomas (Hollings program intern from the [University of Georgia](#)), Robert Schwemmer ([West Coast Region NMS](#)), and Dr. Hans Van Tilburg ([Pacific Islands Region NMS](#)). Surveying historic wreck sites in the vast NWHI is a collaborative effort, and draws from NOAA programs and personnel across the nation. The survey would simply not be possible without planning and cooperative efforts from many individuals. Heritage work in the remote Pacific Islands is difficult, but well worth the effort. The resources in these remote atolls are truly special, unique examples unseen in any other part of the world. Non-excavation survey of the 19th century New Bedford whaler *Parker* (preliminary ID), lost during a violent storm in 1842, is complete. The distribution of artifacts tell of a ship being carried completely into the atoll, whaling equipment spilling from the deck at the reef crest, and the vessel breaking apart in the shallows of the lagoon. Survey of the British whaler *Pearl*, lost in 1822 (discovered in 2004 by marine debris divers from the Pacific Islands Fisheries Science Center), is also complete. Artifacts at this site are quite deteriorated, but the ship's large iron try-pots rest upon copper hull sheathing on the seafloor. The equipment fell through the timbers where she lay trapped in the coralline substrate. The wreck of the United States Steamer *Saginaw* at Kure Atoll captures our Civil War-era presence in the Pacific. In extremely difficult conditions under the surf zone, the team discovered and photographed all of the major elements of this gunboat. The bow and stern Parrott rifled pivot guns, broadside howitzers, steam oscillating engine, mast rigging, paddle-wheel shafts and flanges, etc. capture the nature of this transitional vessel of the Old Steam Navy. The site investigation completes the story of the wreck and survivors, castaway on the world's most remote atoll in 1870. The initial survey of the iron hulled sailing ship *Dunnottar Castle* was a bonus (the wreck site was discovered by the Kure Atoll refuge manager while the team was at the atoll). The 258-foot British collier was lost in 1886 while bound for California from Australia hauling coal. The site is a complete assembly of a late 19th century commercial carrier, an incredible heritage resource from the days of the sailing ships like the *Falls of Clyde*, *Balcalutha*, and *Star of India*, when our maritime commerce was driven by steel masts and canvas, wind power and human hands. Finally, the team worked on the identification of an unknown motor vessel wrecked at Pearl and Hermes Atoll, a maritime mystery. The Japanese "Oshima" design anchors dating the site post-1918, and electrical components point to construction in Hong Kong. What story is this? Further research into the written documents is needed to solve the mystery. We're lucky to be a part of this multidisciplinary research effort, and now have the responsibility of sharing our maritime research with the public. This is not just a job, but the team's driving passion to investigate our maritime past and foster appreciation for these seafaring stories captured amidst the diverse and fragile coral reef ecosystems.

These wreck sites are the homes for many species of fish and invertebrates now, and like the natural resources that surround them, the sites deserve the protection and preservation provided them by the maritime heritage goals of the [Northwestern Hawaiian Islands Marine National Monument](#) and NOAA's Sanctuary system. Heritage preservation continues to be part of our enlarging ocean stewardship. For more information, contact Hans Van Tilburg at Hans.VanTilburg@noaa.gov or visit <http://sanctuaries.noaa.gov/missions/2006nwhi/welcome.html>.

Gerry E. Studds Stellwagen Bank National Marine Sanctuary [\[Go to TOC\]](#)

As many divers in the northeast USA know, we have had a concern with the lack of communication from NOAA regarding their intentions at the [Stellwagen Bank National Marine Sanctuary](#). Specifically, the potential restrictions on diver access to wrecks in the sanctuary. We have previously posted this concern on our web site along with a response from NOAA in the form of a letter that was sent to [Wreck Diving Magazine](#) (WDM). As a result of further voicing our concerns, NOAA conceded to an interview with us to shed some light on their intentions, and hopefully allay some of our fears, or at the least explain the process and plan, something that was previously not available to us. That interview in it's entirety is below for you to read. We were hoping for a "point-counterpoint" opportunity, but as NOAA is in the middle of an "embargo" process that will not be possible. However, I would like to thank Craig MacDonald for making this interview possible, and appreciating the benefit of making such a concession.

Conducted by Joe Porter, Wreck Diving Magazine

For the entire interview, visit: <http://www.wreckdivingmag.com/interview.html> (04/06/06)

[Stellwagen Bank National Marine Sanctuary](#) (SBNMS) and the [National Undersea Research Center](#) for the North Atlantic and Great Lakes at the [University of Connecticut](#) (NURC-UConn) conducted two 30 minute live broadcasts from the shipwreck of the coal schooner *Frank A. Palmer* on 15 July 1006. Viewers at the Gloucester Maritime Heritage Center in Gloucester, MA, the Great Lakes Maritime Heritage Center in Alpena, MI and over the World Wide Web watched live underwater video and asked the research team questions as they investigated the wreck. SBNMS maritime archaeologists Deborah Marx and Matthew Lawrence were joined by Ivar Babb, director of NURC-UConn, who provided commentary on the technology that made the broadcast possible and the marine life observed on the shipwreck. Over 1000 people watched the broadcast, which was supported by NURC-UConn, the University of Connecticut, Gloucester Maritime Heritage Center, the City of Gloucester, NOAA's [Preserve America Initiative](#), NOAA's [Maritime Heritage Program](#), NOAA's [National Marine Sanctuary Program](#), [Thunder Bay National Marine Sanctuary and Underwater Preserve](#), and [VBrick Systems](#). Archived video from the broadcast will be available shortly at <http://www.nurc.uconn.edu>. This project supports NOAA's research, scientific, and educational missions in a number of ways. The live broadcast gathered data to better understand, conserve, and manage the *Frank A. Palmer* and *Louise B. Crary* and interpreted these maritime heritage resources in a new and engaging manner. The sanctuary is meeting its mandate from the National Marine Sanctuaries Act and the National Historic Preservation Act to inventory, assess, protect, and interpret its archaeological resources. The continued study and interpretation of these resources will help scientists protect, restore, and manage the compatible uses of the world's waterways. The heritage resources have been a starting point for fostering increased interest and recognition for all the sanctuary's resources.

SBNMS press release for the broadcast can be found at:

http://stellwagen.noaa.gov/news/newsreleases/PC_Live_Broadcast.pdf

VBrick press releases for the broadcast can be found at:

<http://www.vbrick.com/news/index.asp?ItemID=245&rcid=71&pcid=70&cid=71>

Additional information about the broadcast can be found at the following websites:

www.nurc.uconn.edu

<http://stellwagen.noaa.gov/>

<http://www.sanctuaries.noaa.gov/missions/2006palmer/>

www.oceanslive.org

Six scientists crowded around computer screens onboard the *Connecticut*, watching images of a murky sea transmitted by an underwater robot's video cameras. Several large fish flitted past a lobster trap on the seafloor. Suddenly, twin wooden pillars encrusted in sea anemones rose up less than 2 feet from the robot's camera. "Looks like a doorway," murmured Deborah Marx, an underwater archeologist for [Stellwagen Bank Marine National Sanctuary](#). But with visibility low, the vehicle was hazardously close to the wreck and, to avoid becoming entangled, the robot's pilot navigated it back to the surface. Marx and her colleagues had identified the shipwreck from sonar scans of the bottom of the marine sanctuary. "We're the first people to lay eyes on it since it went down," Matthew Lawrence, a maritime archeologist with the sanctuary, said Thursday. The Stellwagen Bank sanctuary plans to use recently installed wireless technology to broadcast real-time video footage of the exploration of two such wrecks. The video will be shown at 11 a.m. and 2 p.m. today at www.nurc.uconn.edu. Later in the day onboard the *Connecticut*, at a second wreck where they had previously found large granite blocks, the researchers identified the rigging and hull of a sailing ship. The ship had carried a cargo of granite probably intended for sidewalk and sewer construction in Boston, Marx said. Using technologies of ever-increasing sophistication, marine archaeologists such as Marx and Lawrence are trying to find and study the hundreds of shipwrecks on Stellwagen Bank in more detail than ever before. Stellwagen, a Rhode Island-sized region, is one of 13 [federal marine sanctuaries](#) and extends from Cape Ann to the tip of Cape Cod. This weeks expedition, which ends today, is part of a larger effort to inventory all shipwrecks in the sanctuary and possibly to protect historic wrecks from entanglement in fishing nets or from plundering by recreational divers. About 3,000 shipwrecks lie off the coast of Massachusetts, said [state underwater archeologist](#) Victor Mastone, with about 200 in Stellwagen waters. Stellwagen's more famous wrecks include the *Portland*, a 19th-century steamship, and the *Frank A. Palmer* and *Louise B. Crary*, two coal schooners that collided in 1902 and sank. Researchers are interested in shipwrecks like these because they illuminate the history of trade routes and maritime life. Rising up to 60 feet above the seafloor, wrecks also provide hard surfaces and hiding places for sea life, from fish to anemones. But studying them isn't easy. The waters of Stellwagen Bank are cold, and shipwrecks may lie between 60 and 500 feet deep, often beyond the recreational diving limit of 130 feet, Marx said. To make exploring simpler, unmanned remote operated vehicles now carry state-of-the-art imaging equipment like digital cameras and high-resolution video. Such vehicles dive deeper than humans can, sending images to the parent ship. The *Connecticut* stays within 10 feet of the remote vehicle using new positioning technology, said expedition participant Ivar Babb of the [National Oceanic and Atmospheric Association](#). The system monitors wind, ocean currents, and the ship's position, then controls the ship's thrusters to keep the ship in one spot. "The ocean floor is being made transparent," by new technologies, said Craig MacDonald, superintendent of the Stellwagen Bank sanctuary. To protect resources on the seafloor, MacDonald said, the Stellwagen Bank Sanctuary is preparing a new management plan with NOAA, which oversees all federal marine sanctuaries. The draft management plan, to be announced this fall and opened for a 90-day public comment period, may include provisions for historic shipwreck protection. John Broadwater, program manager for NOAA's [Maritime Heritage Program](#), said that could include fishing and diving restrictions around some wrecks. Removal of artifacts from any wreck in sanctuary waters is forbidden. Current and possible additional restrictions around shipwrecks have spurred debate. Protective zones around shipwrecks would damage commercial fishing activity needlessly, said Vito Giacalone of the Northeast Seafood Coalition, a fishing advocacy group. Commercial fishermen know wreck locations and avoid them to prevent the loss of expensive equipment that can range from \$13,000 to \$50,000, he said. But archeologists like Lawrence hope to preserve shipwrecks for all observers. "These resources belong to the American public," he said.

By Naila Moreira – The Boston Globe©

http://www.boston.com/news/local/articles/2006/07/15/robots_to_give_web_users_close_look_at_shipwrecks/?p1=email_to_a_friend

Boston Globe – Boston,MA,USA (07/15/06)

Office of Ocean Exploration [\[Go to TOC\]](#)

[see entry under [Virginia](#) for a maritime archaeology project that recieved a NOAA OE grant]

National Park Service (Department of the Interior)

Biscayne National Park [\[Go to TOC\]](#)

Representatives from all four [National Association of Black SCUBA Divers](#) (NABS) regions attended the second annual Diving With Purpose (DWP) project in [Key Biscayne National Park](#), FL in March.

Coordinated by Erik Densen, Southern Region Rep and Ken Stewart DWP Founder, this five day experience provided participants with training in underwater archeology with “hands on” education in trilateration and drawings of an actual wreck. With challenging conditions and unpredictable visibility, “this type of work is not for everyone”, says Densen. But the reward of new skills and bragging rights of underwater archeology to friends, it’s worth it. “This training will allow us to do more when the slave ship *Guerrero* is found; we will be the first called to assist in the archeology effort.”

The National Association of Black SCUBA Divers (NABS)©

http://www.nabsdivers.org/NABS_Notes/NABSNewsletterDist2.pdf (FILETYPE/PDF)

The National Association of Black SCUBA Divers (NABS) Newsletter, Vol 15.1 (June): 5.

Colonial National Historic Park [\[Go to TOC\]](#)

[Colonial National Historic Park](#) (NHP) carries out underwater survey. Between July 5 and July 15, 2006, archeologists at Colonial NHP and BRS Cultural Resource Specialists carried out a survey of the waters adjacent to Jamestown Island, VA. The survey identified 70 potential archeological sites while surveying the waters around the 7.8-mile perimeter of the island. Among their finds are 26 shipwrecks, including numerous barges approaching 100 feet in length as well as a 72-foot-long skipjack. Landings, wharves and piers were also identified, including one that may be linked to early 17th-century Virginia governor George Yardley.

NPS Archeology E-Gram, July 2006

Contact Karen Mudar, Archeology Program, NPS, at (202) 354-2103, karen_mudar@nps.gov to contribute news items, stories for “Projects in Parks,” and to subscribe.

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

The Adventures at Sea: Imagine Life Aboard a 19th-Century Sailing Ship program will be presented 2:15pm daily, throughout 2006, aboard the ship *Balclutha*, Hyde Street Pier, San Francisco. Discover the hardships and rewards of the sailors who fought for survival during the treacherous Cape Horn passage! [San Francisco Maritime National Historical Park](#) offers daily guided tours of the historic sailing ship *Balclutha*. Learn how sailors adapted to harsh conditions: dangerous storms, poor food and little pay. After the guided tour, descend below deck to experience the sights and sounds of “Cargo Is King,” a new exhibit-in-progress that tells how *Balclutha* contributed to the social and economic development of the Bay Area, California, and the world. These programs are included in the cost to board the historic ships at Hyde Street Pier. Admission to the park visitor center and to the Hyde Street Pier is free.

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

Activities in States and Territories

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

California

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

As fog shrouded much of the Massachusetts coast one night 50 years ago, Ralph Notaro and his father lowered themselves by ropes from the sinking ocean liner *Andrea Doria* into the frigid sea below. Notaro, a poor Italian immigrant just 18 years old, fought for his life while waiting for rescuers. He kept his wits, taking off his shoes because they made it hard to tread water but tucking them into his waistband because they were the only pair he owned. Today, Notaro is getting ready for a reunion of survivors of that tragic night, July 25, 1956. And he looks forward to securing a most precious possession: U.S. citizenship. Like many poor families in Italy of the 1950s, the Notaros had little. Their home had a dirt floor. They had

livestock and five acres of rocky ground they farmed with picks and shovels. “Just enough to survive,” is how Ralph Notaro, now 68, remembers it. His father, Frank, had looked to the United States for a fresh start. For three years he applied in vain to immigrate. Finally, Frank Notaro’s sister in Chicago lied about having a home and job for her brother and nephew, clearing the way for them to come. Frank and Ralph, his oldest son living at home, left in the summer of 1956. They went to Genoa to board their ship of dreams, paying \$400 for passage to the United States aboard the *Andrea Doria*. They left for New York on July 17. The Notaros shared a cabin with another family that didn’t speak Italian. The night of July 25, the ship was just off Nantucket Island. Frank Notaro went to bed early while Ralph stayed up to watch a movie. At 11:10 p.m., the *Andrea Doria* was clearing a fog bank when it collided with the eastbound liner *Stockholm*. Ralph Notaro recalled the moment. “It was kind of like when you’re driving a car and swerve to miss something and you skid. And then there was a thud.” Within minutes, the Italian ship had listed more than 18 degrees. “It got so you couldn’t walk. It was like you were on skates and couldn’t stand up,” Ralph said. “As I was going to Dad’s living quarters, I couldn’t walk on the floor.” Using the walls, corners and all fours, he made it to the cabin and roused everyone. By then the ship’s loudspeakers were blaring. “They were telling everyone to be calm. Everything was under control, don’t panic.” Father and son made their way to the top deck. By then, the message to passengers had changed. “They said if we were going to evacuate, it would be women and children first,” Ralph said. Because the ship was listing so badly, about half the lifeboats were unusable. The Notaros were in the same predicament that had faced those aboard the sinking Titanic half a century before. “I saw some ropes and told my dad we should go use them to lower ourselves down into the water,” Ralph said. They slid into the chilly water, first Ralph, then his father. Then they lost each other. The *Stockholm* and *Doria* already had boats in the water looking for survivors. Ralph credited the crew for keeping the ship’s lights on. Without them, he doubted rescuers would have found him. The cold water made him worry about whether he would live until rescuers found him and the four people he was floating with. There was no brave or glib conversation. The wait lasted a little more than 30 minutes, but the cold made it seem longer. Once he was safe aboard a ship, he wondered what became of his father. A day later, he arrived in New York and was at the Customs office when he and his father spotted each other. “My father said, ‘Grazie, santo signore! Dio mio!’” After thanking God, father and son shared a long and warm embrace.

By Roger W. Hoskins – The Modesto Bee©

<http://www.modbee.com/local/story/12432048p-13154325c.html>

Modesto Bee - Modesto,CA,USA (07/10/06)

Delaware

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

Sometime on June 14, 1774, the sailing vessel *Severn*, en route from Bristol, England, to Philadelphia, ran aground in Delaware Bay and filled with water. The crew was saved, but the cargo and ship were lost. That cargo may be what a dredge struck more than a year ago as the [U.S. Army Corps of Engineers](#) pumped sand from an offshore bar onto the beach near Roosevelt Inlet in Lewes. The beach replenishment project, completed in the fall of 2004, uncovered thousands of pieces of pottery, glass, toy soldiers and even fake clocks. It also captured the imagination of hundreds of beachcombers who have turned over thousands of shards of history to state historians and archaeologists for study. Historians working on the mass of glass, pottery and metal collected from Lewes Beach now believe the ship could be the *Severn*. The other likely possibility is the *Commerce*, which sank en route from the British port of Hull to New York on Jan. 4, 1771. “The ship and the greatest part of the cargo will be lost,” according to historical records. The two vessels fit the time frame suggested by the vast collection of artifacts and the size and length of the ship -- estimated to be 85 to 90 feet long. State archaeologists hope to gather more clues to the ship’s identity later this summer when they plan a second dive on the offshore wreck site, said Daniel R. Griffith, project director for the state’s Lewes Maritime Archaeology Program. In April, Griffith applied to have the wreck site listed on the [National Register of Historic Places](#). Although the wreck is not as old as originally thought, it is still the oldest discovered in Delaware waters. And it has historic significance well beyond Delaware, Griffith said. “It’s the last vestige of British mercantilism,” he said. At the time the ship was lost, “no one else was allowed to trade with our colonies.” When the ship went down -- sometime between 1769 and 1775, Delaware was part of the Pennsylvania colony and still governed by Great Britain. The immigrant population was growing in the Philadelphia area and the economy expanded. By 1772,

Philadelphia became the most important colonial port -- exceeding both Boston and New York. Griffith said that goods were available from other parts of Europe, but Great Britain was an effective middle man. Everything that was shipped to the colonies went through a British port first. Among the mysteries of the artifacts are the glazed bricks that were found on the beach. Griffith said some experts believe the only colonists that still would have used the distinctive yellow bricks would have been Pennsylvania Dutch settlers. In the end, Griffith said, out of the 43,000 artifacts, dating the wreck site came down to four pieces. Three of those pieces were Dutch tobacco pipes complete with makers marks that were used to narrow the date of the shipwreck to a time beginning in 1769 and ending in 1775. What is missing from the pottery collection is pearlware, which didn't start to show up until the 1780s, Griffith said. That information, along with the fact that the British blockaded shipping starting in 1775, are all important clues that state officials used to date the wreck site. They hope to find out more when divers resume work at the wreck site later this summer.

By Molly Murray – The News Journal©

<http://www.delmarvanow.com/deweybeach/stories/20060719/2309383.html>

Delaware Coast Press - Rehoboth Beach, DE, USA (07/19/06)

Maryland

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

Railroad tracks dip into the harbor next to an old, square, brick building in this rapidly gentrifying post-industrial waterfront. The tracks enter the water by design, not decay. As part of the new [Frederick Douglass-Isaac Myers Maritime Park](#), which opened June 28, they help recreate the nation's first black shipyard, complete with a marine railway like those that once pulled ships from the harbor for repair in the days before modern dry docks. Before the Civil War, Baltimore was home to one of the largest populations of free blacks, many of whom worked in shipbuilding before being systematically pushed out after the war to make room for growing numbers of white workers. The Chesapeake Marine Railway and Dry Dock Co. was founded in 1868 by Myers, with money from Douglass and others, to employ black shipbuilders who had lost their jobs, said Dianne Swann-Wright, the park's curator. "It was, in a way, really a symbol of how African-Americans did not stand back and accept the fate they had been dealt," Swann-Wright said. "They were proactive and very aggressive in seeking business and doing a good job." Near the 1 1/2-acre waterfront park, Douglass worked in the 1830s as a caulker -- a trade he learned to earn a living after escaping from slavery and before achieving fame as an abolitionist and speaker. The park gives visitors a look back at that time through interactive displays that show what it was like to caulk the seams of a ship and operate a marine railway. "What we want to show kids and others here in the Baltimore community and throughout the nation was that the free black population was very prominent in Baltimore. They were very instrumental in the trades on the waterfront, particularly the caulkers union," said Wilbert E. "Bill" Cunningham, vice president of the Living Classrooms Foundation, a nonprofit group that created the park. Children, he said, are often "not in touch with their history at all." The displays, which also include a dugout canoe believed to have been built by slaves in Maryland, are housed in the historic Sugar House, the oldest remaining industrial building in Baltimore's Inner Harbor.

By Alex Dominguez – The Associated Press©

<http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20060723/LIFE/607230315/-1/NEWS01>

The News Journal - Wilmington, DE, USA (07/23/06)

Massachusetts

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

[see entries under [California](#) about a survivor of the *Andria Doria* disaster and [New Jersey](#) about a recent diver death at the *Andria Doria*, and [Stellwagen Bank National Marine Sanctuary](#) for additional stories about a recently broadcast underwater archaeology project]

A team of engineering professionals from the [Deep Submergence Laboratory](#) of [Woods Hole Oceanographic Institution](#), whose work in developing a remotely operated vehicle (ROV) prototype resulted in the first detailed deep-water video images of the sunken luxury ocean liner R.M.S. *Titanic*, was presented with the 2006 GlobalSpec Great Moments in Engineering award today, July 14. Recipients of the award were members of the 1986 Jason Jr. engineering team, who proved that operations by human-

occupied submersibles near deep-water wrecks could be carried out safely and effectively, and a ROV could approach and investigate wreckage with the submersible remaining at a safe distance. The team has never been singled out and honored for its achievement on a national or international level. The behind-the-scenes technical accomplishments of this team resulted in the design and prototyping of a tethered robotic "video vehicle" 12,000+ feet deep in the North Atlantic, where it took stunning color video images of R.M.S. *Titanic* that were later seen by millions on television. Unknown to the public, Jason Jr. also was developed for potential use by the [U.S. Navy](#) in obtaining detailed video of submarine wreckage of the U.S.S. *Thresher* and *Scorpion*, with the R.M.S. *Titanic* expedition designed to divert public attention. GlobalSpec, the leading specialized search engine, information resource and e-publishing company for the engineering, industrial and technical communities, was host to a breakfast and award ceremony on the 20th anniversary of this event at the New England Aquarium in Boston. Jeff Killeen, chairman and CEO of GlobalSpec, presented the award.

http://home.businesswire.com/portal/site/google/index.jsp?ndmViewId=news_view&newsId=20060714005025&newsLang=en

Business Wire (press release) - San Francisco,CA,USA (07/14/06)

Two schooners, each carrying 3,500 tons of coal, collided and sank off the Massachusetts coast in 1902. The *Frank A. Palmer* and *Louise B. Crary* were waiting for the stormy December weather to clear before they rounded Cape Cod on their way to Boston. The *Crary's* mate took off, trying to beat the *Palmer*, but miscalculated, sending his ship into the *Palmer's* port-side bow. Between the two vessels, which both originated in Virginia, there were 21 men. Six went down with the ships. Fifteen made it to a lifeboat. Eleven were rescued four days later, 60 miles east of Cape Cod. Two more died after being rescued. "It was a fairly harrowing story of survival for these nine remaining crew. They had no winter clothing, no food, no water and they are out there for four days in the extreme conditions," said Ben Cowie-Haskell, assistant superintendent of the [Stellwagen Bank National Marine Sanctuary](#), where the ships went down. More than 100 years later, the ships and the coal still sit at the bottom of the ocean, preserved by waters that hover just a few degrees above freezing, year round. But Saturday afternoon, anyone with an Internet connection could join an exploration and interact with marine researchers. A collaboration between the [National Oceanic and Atmospheric Administration](#), the [National Undersea Research Center](#) at the [University of Connecticut](#) and [VBrick Systems Inc.](#), made the Webcast possible. NOAA researchers and NURC-UConn archeologists used technology -- including a remotely operated vehicle equipped with lights, cameras and lasers -- probed the wreck. VBrick provided the broadcast equipment, allowing viewers to e-mail questions that were answered in real time using the same technology used to broadcast a similar exploration for Return to *Titanic*, a National Geographic special. A University of Connecticut boat bobbed in the waters above the wreck while the remotely operated vehicle was lowered beneath the surface. Web viewers had a direct feed into the vehicle's camera as it circled the two ships. Parts of the vessels remained well preserved -- a toilet reveals what one area must have been used for. But other areas, while the wood itself looked preserved, were more amorphous. Up close, parts of the vessels looked like submerged islands covered in flowers. The flowers were really sea anemones -- filter-feeding animals that have attached themselves to the wreckage. Drawings and photographs of the original ships were shown alongside the broadcast images.

By Brandie M. Jefferson - The Associated Press©

http://www.boston.com/news/local/massachusetts/articles/2006/07/15/shipwreck_exploration_webcast_lets_anyone_take_part/

Boston Globe - United States (07/15/06)

The wreckage of the *Andrea Doria* is a beacon for treasure hunters and adventure seekers with its lure of history, treasure and danger. "When someone says they dove the *Doria*, they've dealt with a lot of things," said diver Bill Campbell, who's been on the wreck 35 times. "Just going there was a thrill." The closest land to the *Doria* is Nantucket, about 50 miles north. The cold Atlantic waters average about 45 degrees, and the area is known for dense fog similar to what shrouded the Italian luxury passenger ship when it collided with a Swedish liner on July 25, 1956. The currents are strong and underwater visibility is poor about 20 feet most of the time. That makes it particularly hard to navigate around the 700-foot *Doria*. Holes in and out of the wreck have opened and closed through the years, making it easy to get lost. Its depth puts it well below the limit recommended for recreational divers. The ship has claimed 14 divers

since it sank, including the death of researcher Dave Bright on July 8. But legend overshadows the danger for many. "It's an exceptional dive," said Steve Bielenda, who dove the wreck several times. "It's not the hardest, it's not the deepest. The draw card is, it is the *Andrea Doria*." The ship, named after the famous Italian sea captain, was billed as an art gallery on the ocean, filled with paintings, murals, tapestries and sculpture. John Moyer, who obtained salvage rights in 1993, said most of the paintings and tapestries were lost soon after the accident, but other treasures survived. A life-sized bronze statue of Admiral Andrea Doria was recovered in 1964, though salvage hunters had to saw it off at the ankles because it was bolted to the deck, which was resting sideways. Moyer recovered the base in the mid-1990s. China is the most abundant artifact. The value of the pieces vary according to their condition, with some fetching several hundred dollars, Moyer said. So-called "china fever" can put inexperienced divers in danger near the wreck. But Moyer said most people dive the *Doria* for the experience. "They don't go out there with a profit motive to recover artifacts for sale," Moyer said. "They go out there to recover the artifacts to have a souvenir or a trophy that they were on the wreck."

By Jay Lindsay – The Associated Press©

<http://abcnews.go.com/US/wireStory?id=2227896&page=1>

ABC News – United States (07/24/06)

Michigan

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

A dispute over what could be the Great Lakes' most historic shipwreck has taken an ugly turn, with both sides filing briefs for yet another round in court, and the state trying to shut off fund-raising for the exploration company that claims to have found the wreck. Meanwhile, at a news conference today, a team of marine archaeologists will release a report that gives the first scientific evidence that the wreck could be of the long-lost ship. At the least, the report does not rule out the idea that the *Griffon* has been found. [Great Lakes Exploration](#) and owner Steve Libert -- who hired the archaeologists -- think they have found the *Griffon*, the grand prize for shipwreck hunters and marine history buffs, and the oldest of Great Lakes shipwrecks. The vessel sank in 1679 on its maiden voyage, loaded with furs that were supposed to help fund a French explorer's expedition. Libert, an amateur underwater explorer who has been fascinated by the *Griffon* most of his life, believes he found the wreck somewhere in Lake Michigan in 2001 -- but he won't say exactly where. The archaeologists surveyed the wreck in May. Both the state and Libert agree that the *Griffon* would be a major find with tremendous historical significance. And they agree that additional research should be done to determine whether it is in fact La Salle's famous ship, the first sailing vessel on the Great Lakes. But that's about all they agree about. The State of Michigan claims all wrecks within its portion of the Great Lakes. The two sides are locked in a stubborn and likely costly fight to see who gets to do the research. "At this point, we're rather skeptical that this shipwreck is the *Griffon*," said Sarah Lapshan, chief information officer for the [Department of History, Arts and Libraries](#). "We have yet to actually see it. Thus far we have not had the opportunity to have our underwater archaeologists even review it to assess it." The state hasn't seen the wreck because Libert won't tell it where it is. The *Griffon* sailed under the French flag; Libert and his attorney, Rick Robel, say that makes it a matter of international law, which would give the nod to France and their designated explorer, Libert. He's even willing to put off further research and wrangle with the court battle rather than fill out permits the state is demanding that require him to give the wreck's location. "We can dive on it, that doesn't require permits," Libert said. "But I'm not going to let the state know where the location is." Libert said the wreck belongs in a museum, but he wants to retain the rights to use his research and experience for such things as TV documentaries or books. He fears that the state will push him aside. Until the state gives him legal assurance that he will continue to be part of the research, he says he will not disclose the location. Lapshan said the state wants to do the exploration. Libert and his backers, including David Parker of Rolling Hills, Calif., and the city of Charlevoix, doubt the state has the money to explore and raise the *Griffon*. "It does belong to everybody, and I'd like to see it brought out," said Parker. "It's private funding that actually gets to the bottom of things." The state, however, says Libert never had any rights to the wreck in the first place. Bringing up samples from the wreck, a step necessary for further exploration, could be considered a criminal act, and punishable by a wide range of penalties, from a minor misdemeanor up to a 10-year felony. Both sides say they are solely interested in either salvaging the wreck or, if that's not feasible, preserving it as a historical artifact. "If it's found on our soil, it does belong to the people of Michigan," Lapshan said. Libert, also

said his interests are primarily historical and that his research will be done by qualified experts in underwater archaeology. He's even lined up Charlevoix in his corner. The city is giving him space for such things as his news conference today, and it is allowing him to use city docks for his dive boats. Also today, the Charlevoix City Council will meet and discuss whether there should be further, nonmonetary support, Mayor Norman Carlson Jr. said. "We're very much marine oriented; there's the French connection to Charlevoix," Carlson said. "The council is 100% behind this group. Frankly, it's good advertising."

By Peggy Walsh-Sarnecki – The Detroit Free Press©

<http://www.freep.com/apps/pbcs.dll/article?AID=/20060717/NEWS05/607170337>

Detroit Free Press - United States (07/17/06)

New evidence may solve the mystery of the disappearance of *Le Griffon*. After a 28-year quest, explorer Steve Libert believes archeological, historical and environmental clues are bringing him closer to the discovery of the fabled ship. "The key question is, is this the *Griffon*?" asks Kenneth Vrana, president of the [Center for Maritime Underwater Resource Management](#). "So far nothing excludes the site." In 2001, Libert, who has a second home in Charlevoix, found what seems to be the *Griffon* sitting in less than 100 feet of water on the bottom of Lake Michigan. The *Griffon* was the first European vessel to sail the Upper Great Lakes and the first of its shipwrecks. The ship was controlled by the legendary French explorer, Rene-Robert Cavalier, Sieur de La Salle. During its return maiden voyage, Sept. 18, 1679, the *Griffon*, sailed from the present day Washington Island, in northern Lake Michigan and was never seen again. "Finding a historic shipwreck of this significance can only be compared to a likeness of a ship sailed by Christopher Columbus," TV 7 & 4 meteorologist Greg McMaster said. Recently, carbon-dating tests have been performed by Beta Analytic Laboratories of Miami, Fla., and the University of Arizona, confirming that the wood dates back to before the 1670s. Vrana said ax marks on the wood indicating it was hand hewn, is a sign that it may be the *Griffon*. But before Libert and the Great Lakes Exploration Group can piece together the clues, the expedition may be curtailed by an ongoing battle with the state over ownership rights of the wreck site. Michigan claims all shipwrecks within its waters. Libert said he should be able to maintain the salvage rights to his discovery. The *Griffon* sailed under the French flag, and the French government could claim ownership of the ship. [The Great Lakes Exploration Group](#) has filed an admiralty arrest to bring the wreck under the protection of the court. The state threw another curve ball, requesting a shutoff of fundraising for the exploration company, a move that displeased Libert. "I'd be happy to work with the state. We've put that offer on the table," Libert said. "But we're going to go forth with this no matter what it takes." A report was recently released sharing the first phase of identification. Vrana is currently assessing the site. The next step may be excavation. The excavation of the ship depends on if the ship is scattered or intact. The recovery and preservation will depend on the ship's condition and may cost millions.

By Kristina Hughes – Petoskey News-Review©

http://www.petoskeynews.com/articles/2006/07/20/news/local_regional/news02.txt

Petoskey News-Review - Petoskey,MI,USA (07/20/06)

New Jersey

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

The wreck of the ocean liner *Andrea Doria*, which had already claimed the lives of at least 11 divers since it sank off Nantucket 50 years ago, has added another to its tally. David Bright, 49, of Flemington, N.J., who has written and lectured about the shipwreck extensively and appeared in numerous documentaries, collapsed about 7 p.m. Saturday after completing a dive on the *Doria*. The wreck, which lies in 240 feet of water, remains a magnet for advanced divers from around the world who charter boats leaving from Montauk and the South Shore. Bright was the founder of the [Andrea Doria Survivor Reunions Committee](#), which brings together survivors and their families. He was slated to be a key participant in this year's reunion July 23 at the U.S. Merchant Marine Academy in Kings Point. According to [Coast Guard](#) Petty Officer Luke Pinneo in Boston, "He was diving and had resurfaced. Shortly after returning onboard, he went into cardiac arrest and CPR was administered by the crew" of the vessel, which is named *Sirena*. A Coast Guard helicopter hoisted Bright aboard and transferred him to shore, where he was pronounced dead at Cape Cod Hospital in Hyannis. Bright founded the [Nautical Research Group](#) in 2003 and served as its

president. He has established the *Andrea Doria* Museum Project, which loans artifacts from the *Andrea Doria* to museums for display. Kevin McMurray, of Brewster, N.Y., author of “Deep Descent,” a book about diving on the *Doria*, said Bright was a friend and former dive buddy. “David was good for the dive community. He was well-known and well-liked and respected.” The *Andrea Doria* sank on July 25, 1956 after colliding on a foggy night with the Swedish liner *Stockholm*. Its wreck is considered the Mount Everest for advanced shipwreck divers, who breathe a mixture of gases to cope with the depth.

By Bill Bleyer – Newsday, Inc.©

<http://www.newsday.com/news/local/longisland/ny-lidive114813344jul11,0,1555685.story?coll=ny-lineups-headlines>

Newsday - Long Island,NY,USA (07/11/06)

North Carolina

[see entry under [Virginia](#) on a marine survey near the Virginia – North Carolina borders]

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

State underwater archaeologists have found the remains of several boats in the Currituck Sound, including two they believe sank more than 100 years ago. Divers discovered last week what they believe was the steam freighter *Undine*, which struck a log and sank off Mackay Island in March 1912 while en route from Norfolk, Va., to Coinjock, said Richard Lawrence, director of the [Underwater Archaeology Branch](#) of the [N.C. Department of Cultural Resources](#). “We feel pretty confident that is what it is,” Lawrence said. Lawrence believes the freighter was carrying passengers when it sank. His team discovered the bottom section of the *Undine*, measuring about 93 feet from bow to stern, he said. Part of the boat was still intact. The engine and other parts of the boat appeared to have been salvaged years ago, perhaps by the ship’s crew, he said. Divers last week also discovered wooden planks and other debris from a 25-foot wooden sailing vessel in about 6 feet of water near Monkey Island. Lawrence said it dates back to the 1800s, possibly before the Civil War. However, the Underwater Archaeology Branch, which tracks the state’s shipwrecks, has no records of a ship sinking in the vicinity of Monkey Island, he said. Divers also found the remains of what was believed to have been a schooner in a body of water known as Little Narrows. “The local story was it was a schooner that was sunk during the Civil War to try to block the channel,” he said. Information from the shipwrecks will be recorded at the Underwater Archaeology Branch’s headquarters at Fort Fisher.

The Associated Press©

<http://www.wral.com/apncnews/9524876/detail.html>

WRAL.com - Raleigh,NC,USA (07/17/06)

Rhode Island

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

The [Rhode Island Coastal Resources Management Council](#) (CRMC), in its authority as the state’s coastal agency and directed under RI General Law, will assist underwater archaeologists in their discovery and preservation of a fleet of sunken Revolutionary War ships in Newport Harbor by providing a safe and secure site for exploration. The CRMC is cooperating with the [Rhode Island Historical Preservation and Heritage Commission](#), which is overseeing the work on the sunken fleet, as well as the [Rhode Island Marine Archaeology Project](#) (RIMAP), in regards to providing a Marine Protected Area (MPA) for exploration and preservation of the sunken vessels. Once the Marine Protected Area is designated by the Council, through enactment of emergency regulations, law enforcement authorities such as [Department of Environmental Management](#) (DEM), the State Police and the Newport Harbormaster will be authorized by the CRMC to protect the two-mile reserve area during activity. The CRMC will also provide local and other authorities with agency enforcement staff if needed. This CRMC-designated Marine Protected Area will also authorize state, local and other enforcement officials to patrol water and land at this location to protect the integrity of the wrecks. The CRMC will also establish a restricted perimeter around the entire area while work continues on the site to keep it safe for the archaeological team. “It is crucial that the site, as well as the archaeological team and other experts working on this wreck, be protected from looters and other divers during the exploration process,” said CRMC Chairman Michael M. Tikoian. “The CRMC-designated Marine Protected Area will allow local, state and other enforcement officials to patrol the area

during this time and ensure that the archaeologists are allowed to do their job without the threat of looting or disturbance of this important wreck site. We are proud to offer this protection to the state historical preservation and heritage commission and to RIMAP.” While Kathy Abass, Ph.D., project director for RIMAP, at a May 16 press conference discussed the possibility that one of the sunken vessels might be Captain James Cook’s *Endeavour*, the team has not yet confirmed this. Work at the site will include trying to identify one of the ships as the *Lord Sandwich*, formerly the *Endeavour*.

Rhode Island Coastal Resources Management Council web site:

http://www.crmc.state.ri.us/news/2006may26_sunken.html (May 26, 2006)

Vermont

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

No insult intended to my fellow passengers, but I think of the delightful tour we shared Tuesday evening as “Shipwrecks for Landlubbers.” Until now, a history buff unwilling to invest in training and equipment to become a scuba diver had to settle for diagrams or still photographs of the sunken wooden ships beneath Lake Champlain’s waters. How frustrating: The *Lois McClure*, [Lake Champlain Maritime Museum](#)’s reconstruction of an 1862 sailing canal boat floats beside Perkins Pier. Two sunken canal boats on which the *McClure* was modeled lie on the lake bottom just outside the Burlington breakwater, tantalizingly close but impossible for most of us to reach. This week, the museum and Stormboarding, an adventure recreation company, launched a once-a-week tour that closes the connection between floating replica and sunken model -- without anyone’s feet getting wet. Each Tuesday evening this summer, the museum will offer a guided tour of the *Lois McClure*, after which participants clamber aboard Stormboarding’s 26-foot panga to visit to one or both of the canal boat wrecks. The evening’s technical star is VideoRay, a toaster-sized robot camera. VideoRay dives down to the shipwrecks and sends back television-quality pictures to a screen on board the tour boat. “Cool!” said Alan Foote, 16, of Wilson, N.C., one of my fellow passengers. The deck of the *Lois McClure* tilted gently on the water as crew member Elisa Nelson began the evening with a history lesson wrapped in shipwreck stories. A strong winter storm sank the *General Butler*, an 1862 schooner-rigged sailing canal boat that hauled Vermont marble, New York iron ore and grain from Lake Champlain to New York City. She had two sails for traveling the lake, with masts that could be taken down for passage through the new-built Champlain Canal to the Hudson River. Her tiller broke one December day in 1876 as she tried to make Burlington harbor with a load of Isle La Motte stone. Her captain jury-rigged a new tiller, but it failed as he tried to turn around the southern end of the breakwater. The captain and crew jumped to the breakwater, but the ship went down. The similarly designed *O. J. Walker* sank almost 20 years later in a May storm that caught her a mile short of the Burlington shore. Nelson guided us through the *Lois McClure*’s hold, where up to 300,000 pounds of cargo could be stowed, and the stuffy, cramped captain’s cabin. She explained the canal boat’s unusual construction -- flat bottom, narrow width (to fit canal locks), removable masts and the like. “She was a Clydesdale, not a thoroughbred,” Nelson said. Once we were familiar with the *Lois McClure*, our group of six boarded the motorboat and zipped out past the breakwater to explore the *General Butler*. The two canal-boat shipwrecks are part of the [Lake Champlain Underwater Historic Preserve](#), complete with big yellow buoys on the surface and “welcome” signs on the lake bottom. We moored to the yellow buoy and Miller launched the robot on its long tether. It zipped around on the surface like a gigantic water bug before submerging to search out the *Butler*. Soon we were looking at the *General Butler*, instantly recognizable -- despite its thick coating of zebra mussels -- as just the sort of ship we had climbed around at Perkins Pier. Lyne had warned us that turbid water would make visibility difficult. On the contrary, while the camera had to get quite close to penetrate the gloom around the *Butler*, the video we watched was clear and colorful. As the VideoRay camera prowled the deck, Lyne pointed out the capstan, cleats and the two tabernacles, the hinged wooden boxes in which the masts were stepped. The robot peeked into the hold, where the shadowy shape of a marble block could be seen. As the robot reached the ship’s stern, we saw the jury-rigged tiller and the chain the *Butler*’s captain had used to hold it in place in a vain attempt to save his ship. History came alive for a moment.

By Candace Page – Burlington Free Press©

<http://www.burlingtonfreepress.com/apps/pbcs.dll/article?AID=/20060714/LIVING/607140303/1004/NEWS05>

BurlingtonFreePress.com - Burlington,VT,USA (07/14/06)

Virginia

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

Archaeologists, looking for the sailing ship that carried the oldest English cannon ever found in the United States, have returned from offshore waters with new surveys of the ocean floor that they hope will help locate the 400-year-old vessel. “There’s no eureka moment yet,” said Rod Mather, a maritime history professor at the [University of Rhode Island](#) who led the recent survey. “But we’ve got a lot of possibilities,” he said, referring to about 200 “targets,” or areas of interest, found in a five-by-five-mile box on the ocean bottom. What led Mather, two graduate students - James Moore and Alicia Caporaso from the graduate School of Oceanography at URI - and technicians aboard the [National Oceanic & Atmospheric Administration](#)’s survey ship *Thomas Jefferson* to the area was a barnacle-encrusted cannon hauled up in a fishing trawler’s net in 1980 off the Virginia-North Carolina coasts. The gun, found fully loaded, its black powder packed so tightly it remained dry, was ready to fire a 2 1/2-inch iron ball and a dozen grape shot, also found inside, according to news accounts at the time. Restored at [East Carolina University](#), it is on loan to the [Roanoke Island Festival Park](#)’s Adventure Museum in Manteo, N.C. If hydrographic and magnetometer sketches that Mather and his party returned with from their 10-day effort last month can confirm the existence of the 16th-century ship that carried the cannon, the find may help solve long-held mysteries. Or, it’s also possible no answers will come, said the veteran archaeologist, a specialist in the Anglo-Atlantic world, with a reputation in the maritime community as being among the best at finding and interpreting ancient wrecks. “It’s possible it could be associated with the Lost Colony,” Mather said, referring to the Roanoke Island, N.C., settlement founded by English colonists who disappeared without a trace between 1587 and 1590. The cannon could have been aboard their ship, which was attempting to return the disillusioned colonists to England, when it sank in a storm. “It’s possible it’s associated with early Virginia,” he added. “It’s possible it is associated with (Sir Francis) Drake’s fleet that was damaged by a hurricane in 1586-87. “It’s possible that the cannon is an isolated find that was lost overboard by a vessel passing by.” In a big ocean, the chances for success are not good, Mather conceded. “But they are about as good as we could hope for, especially because of who we have involved,” he said, referring to the NOAA ship *Thomas Jefferson* and its crew, based in Norfolk. Side scanning sonar, which gives images of the ocean’s floor in color and in three dimensions, has improved greatly over the years, as have other techniques, Mather said. “Plus, the folks on the *Jefferson* are about as good as anybody there is. That’s why we are particularly excited about working with them.” Mather, who was interviewed by phone, said his expedition traced over the 25-square-mile section of the ocean floor twice. The trip was made possible by a \$58,000 grant from NOAA’s [Office of Ocean Exploration](#).

By Jack Dorsey – The Virginian-Pilot©

<http://home.hamptonroads.com/stories/story.cfm?story=107675&ran=104177>

Virginian-Pilot – Norfolk, VA, USA (07/17/06)

Wisconsin

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

Nearly a century after the schooner *Rouse Simmons* — the famed "Christmas Tree Ship" — foundered in a Lake Michigan storm, divers this week gained a better understanding of how and why the ship went down. Researchers spent several days exploring the wreck, located about 12 miles northeast of Two Rivers and 170 feet below the surface, for a nautical archeological survey — the first one conducted on the ship, said Keith Meverden, an underwater archaeologist for the [Wisconsin Historical Society](#). After reviewing information collected on Wednesday’s dive, the team made a discovery about how the ship went down. “All of the masts and spars had been thrown forward beyond the bow. We also noticed a great deal of chain in the forward area,” said Paul Bentley, a volunteer diver with the historical society. “Historically, when sailors were in trouble, they pulled all of the (anchor) chain out of the chain locker and spread (the chain), fore to aft, to balance the ship. However, in the case of the *Rouse Simmons*, the deck was loaded with trees (and) they only accomplished removing the chain from the locker and placing it on the deck.” Since the crowded deck prevented the crew from spreading the chain, the weight of the chain remained in the front of the 123-foot-long ship. The *Rouse Simmons* likely tipped forward when it took on water, adding to the weight of the chain, driving the bow head-first into the bottom and throwing the rigging forward, Bentley said. Contributing to the sinking was the fact that the schooner had no caulk or putty between boards, Bentley said. The dive team will return on Aug. 13 for another week to finish the survey.

The findings will be published. On Thursday evening, the divers held an open house at Rogers Street Fishing Village. Attendees had a chance to ask questions, see the site plan and view an eight-foot-long photo mosaic of the ship. The mosaic, constructed from many smaller photos, showed how the ship looks like underwater when looking at it from above. “In the 19th century, there were no plans of construction made. Underwater archaeology provides the opportunity to go back and examine its construction,” Meverden said. Many ships were family-built in the 19th century, resulting in different construction styles, Bentley said. The *Rouse Simmons* had two centerboards, while most ships at that time only had one, Meverden added. A centerboard is a dagger-like structure underneath the ship to help the ship move forward and to keep it from going sideways. “In Wisconsin, maritime commerce is important,” Meverden said. “Even many people who live along the lakeshore forget that, and we can learn a lot from shipwrecks.” The *Rouse Simmons* is among the most famous Great Lakes shipwrecks because of its romantic history. It was traveling from Thompson, Mich., to Chicago, carrying a load of Christmas trees, when it sank in a storm on Nov. 23, 1912. Bentley said there are a lot of legends around the ship. A few years after it sank, a Wisconsin fisherman found the captain’s wallet, and people have claimed to see the ship emerge from the fog on Christmas Eve. *Rouse Simmons* artifacts including a wooden stool, a Christmas tree and the ship’s wheel are displayed at the Rogers Street Fishing Village.

By Nkauj Vang – Manitowoc Herald Times Reporter©

<http://www.htrnews.com/apps/pbcs.dll/article?AID=/20060715/MAN0101/607150406/1358/MANnews>

Herald Times Reporter - Manitowoc, WI, USA (07/15/06)

From the Halls of Academia

East Carolina University [\[Go to TOC\]](#)

[see entry under [Virginia](#) for a story that mentions ECU in connection with a maritime archaeology project]

Texas A&M University [\[Go to TOC\]](#)

[see entry under [Turkey](#) about a newly discovered Byzantine port]

University of Bristol [\[Go to TOC\]](#)

[see entry under [United Kingdom](#) for a story about a Univ. of Bristol team investigating the fireship *Firebrand*]

University of Connecticut [\[Go to TOC\]](#)

[see entries under [Stellwagen Bank National Marine Sanctuary](#) and [Massachusetts](#) for stories about recent maritime archaeology projects that UConn was involved]

University of Georgia [\[Go to TOC\]](#)

[see entry under National Marine Sanctuaries Program [Pacific Island Region](#) on participation during an archaeological survey of the Northwest Hawaiian Islands]

University of Nottingham [\[Go to TOC\]](#)

[see entry under [United Kingdom](#) on the location of the German Destroyer V81]

University of Plymouth [\[Go to TOC\]](#)

[see entry under [United Kingdom](#) for a story about the Univ. of Plymouth’s involvement with the fireship *Firebrand* project]

University of Rhode Island[\[Go to TOC\]](#)

[see entry under [Virginia](#) for a story about a maritime archaeology survey that URI was involved]

A team of 18 scientists, engineers, archeologists and historians will board the [University of Rhode Island](#)'s research vessel, the *Endeavor*, tomorrow and travel to waters 17 miles off Cape Hatteras, N.C., to the site of a 144-year-old shipwreck. Beneath 230 feet of water lies the *Monitor*, an ironclad Civil War ship that sank in a storm on the last day of 1862. Scientists have known about the wreck for more than three decades and have recovered several artifacts, including the ship's engine, propeller, turret and guns. Until now, however, they have been unable to take clear pictures and create a detailed map of the wreckage site. The team aboard the *Endeavor* has the sophisticated equipment needed to map the sea floor and will spend more than a week taking digital images of the ship's hull and surrounding wreckage. In addition, the scientists will be able to transmit video from the shipwreck and host a live broadcast that will be shown at 15 locations across the country at 2 p.m. Wednesday, including at URI's [Graduate School of Oceanography](#) in Narragansett and at the [Mystic Aquarium](#), in Mystic, Conn. The broadcast programs are open to the public, and will include commentary from the team about the history and crew of the *Monitor*, the technology being used to collect images at the site and efforts to preserve artifacts recovered from the wreckage. "One of the beauties of using our technology is that we can transmit video that we collect from the sea floor and send it anywhere in the world," said URI marine scientist Dwight Coleman, a member of the team. "Why just send a couple of scientists out on a ship when you can bring the whole world with you?" To protect the *Monitor* shipwreck site, Congress in 1975 created the first [National Marine Sanctuary](#), a one-mile circle surrounding the wreckage that is overseen by the [National Oceanic and Atmospheric Administration](#). About two-thirds of the \$300,000 expedition is paid for by NOAA; the rest is covered by URI's *Endeavor* program, Coleman said. The trip will take about 11 days, and once the images are collected and sorted, the map of the wreck will be displayed next spring in the Mariners Museum in Newport News, Va. "We really want to protect these sites and have the public realize their importance," Coleman said. "We have this incredible technical innovation, and this incredible cultural resource that's underwater, not visible. And thanks to the technology, there it is. Everyone can see it."

By Jennifer D. Jordan – The Providence Journal©

<http://www.cdn.info/news/science/sc060715.html>

CDNN - New Zealand (07/15/06)

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.

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

The treacherous stretch of coast between Moonlight Head and Peterborough has been the scene of many devastating shipwrecks. The stories of six of these shipwrecks will be told at the [Port Campbell Visitor Information Centre](#) where a permanent exhibition of 550 ship artefacts has just been set up. The centrepiece of the exhibition is a one-tonne cannon from the ill-fated Schomberg which was wrecked in 1855. Another interesting piece is the bell from the Fiji which was wrecked in 1891. Information centre co-ordinator Mark Cuther said the bell highlighted the story of the wreck, careless salvage attempts and its final restoration and display. "Just looking at the item and knowing its significance in the daily shipboard routine takes me back to a roiling deck and the crack of wind in the sails," he said. The artefacts had been on display at the Loch Ard Shipwreck Museum. "The artefacts have not been on display for several months and have not been on display seven days a week for over five years," Mr Cuther said. He said it was hoped the exhibition would be beneficial to tourism in the region and would encourage visitors to also take a look at some of the coastline where the wrecks took place. "These items connect the visitor more readily to the shipwreck history of the region and have already prompted an increase in inquiries to less visited sites such as Halladale Point and Newfield Bay in Peterborough . . . We believe the exhibition will complement existing attractions like Flagstaff Hill and Cape Otway Lightstation and generate greater interest in the shipwreck heritage that is woven into the very fabric of the region," he said.

By Madeline Healey – The Warrnambool Standard©

<http://the.standard.net.au/articles/2006/07/04/1151778909683.html>

Warrnambool Standard - Warrnambool, Victoria, Australia (07/04/06)

At more than 100 years of age, a lady is more than entitled to have a little work done. Especially if she has weathered a cyclone, staved off relocation attempts and helped shape a community. The SS *Dicky* received a little extra tender love and care yesterday, with Caloundra City Council spending \$10,000 on a preservation program. The council sought advice from the [Western Australian Maritime Museum](#), which recommended the wreck be excavated and have a mixture of spirit of salts and fish oil applied after being thoroughly cleaned through water blasting. Councillor Don Smith said the preservation process would help to extend the life of the SS *Dicky* by 10 to 15 years. “There is not a lot of life left in her, but no-one can predict how long she is going to last,” he said. “We decided she was an icon and had a very strong heritage value for our city, so we are doing what we can.” The steam ship was carrying 40 tonnes of sand and a crew of 11 when a cyclone and large seas forced her ashore in 1893. Attempts to refloat her failed, but she became a popular Caloundra attraction and was even used as a changing shed in her earlier life. Time and tide have slowly reduced the steam ship to a hulk but, as the last shipwreck sitting on an Australian patrolled beach, her place in history is assured. Mr Smith said the SS *Dicky*'s place in local folk lore could not be denied. “This wreck has been such a big part of our community and this beach,” he said. “Families have been coming to this beach for years to have photos taken in front of the wreck. “We may have to undertake this process every five or 10 years or so, just so we can preserve it for as long as possible.”

By Amy Remeikis – Sunshine Coast Daily©

<http://www.sunshinecoastdaily.com.au/localnews/storydisplay.cfm?storyid=3692015&thesection=localnews&thesubsection=&thesecondsubsection>

Sunshine Coast Daily - Queensland, Australia (07/11/06)

Part of an old ship washed up on Hope Beach at South Arm has been moved out of the reach of souvenir hunters. Parks and Wildlife maritime archeologist Mike Nash said yesterday it appeared some pieces may have gone missing overnight on Sunday and there was concern other pieces, such as the brass fittings, might be taken. He said locals had arranged an excavator to move the part washed ashore last week to a nearby property, where it would be kept wet and wrapped up. Washed up by the recent huge swells, the piece of Tasmania's early maritime history has attracted a stream of visitors to the beach since it was discovered at the weekend. Mr Nash said it was still to be decided what to do with the piece but it might be kept at the Maritime Museum as the V-shaped section was only about 3m long. He said he would do further investigations into the origin of the piece. “So far, the only ship eliminated as a possibility is the *Hope*, which was wrecked off Hope Beach in 1827,” he said. “It can't be the *Hope* as a piece of brass on the wreckage carries the patent stamp of Muntz metal sheathing which was not patented until 1832.” Mr Nash said the other possible sources included the *Petrel* which, built at Gravelly Beach on the Tamar River in 1847, was sailing to the Tasman Peninsula to load coal when it was stranded on Hope Beach in 1853. “The timber doesn't seem big enough for a vessel of the *Petrel*'s size,” Mr Nash said. Three smaller vessels wrecked in the area were the 15-tonne schooner the *Louise* (wrecked in 1841), the 30-tonne ketch the *Alfred and Lizzie* (1894), and the 21-tonne ketch *Huon Pine* (1925). “But the piece of wreckage may have come from something totally different,” Mr Nash said.

By Phil Beck – The Mercury©

<http://www.news.com.au/mercury/story/0,22884,19826389-3462,00.html>

The Mercury - Tasmania, Australia (07/18/06)

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

Fancy buying an antique piece of jewellery that will become a treasured family heirloom, but don't have the cash to invest? Justine Vaz and Ben Rongen of [Tradewind Treasures](#) are selling pendants, brooches, rings and bracelets consisting of blue and white 17th Century Ming and 19th Century Qing porcelain shards set in silver. “It's part of our unique Malaysian heritage,” says Justine. “Our porcelain was originally cargo on two ships that sunk on their way back from China. Items that were intact are in museums, but we thought the shards of the things that were broken are so beautiful that it would be a shame to waste them.” With the help of Gillian de Souza, an artistic cousin living in Indonesia, 40 shards were collected, sorted

and set in a variety of attractive settings within two weeks. As items sold quickly, the team decided to continue the work. Today, they also collaborate with Lee Yulie, the famous Malaysian designer best known for her handpainted batik. As the company has porcelain remains from two wrecks, each line has its own tone and name. The Wan Li collection comes from a Portuguese carrack, a large galleon ship that was wrecked while travelling back from China in 1625 with a cargo full of exquisitely painted bowls, pots and cups. The Desaru Collection comes from a Qing Dynasty Chinese junk that was wrecked off the coast of Johor Baru around 1830. Tradewind Treasures works with Nanhai Marine Archaeology Sdn Bhd, a company working closely with the [Malaysian Department of Museums and Antiquities](#) to map, research and excavate shipwreck sites in Malaysian waters. When wrecks are found, a representative set of any porcelain, pottery and other artifacts are kept by the Malaysian Department of Museums and Antiquities. Remaining items are sold to fund future investigations.

By Ellen Whyte – Malaysia Star©

<http://thestar.com.my/lifestyle/story.asp?file=/2006/7/22/lifeliving/14820709&sec=lifeliving>

Malaysia Star – Malaysia (07/22/06)

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

Poland's Navy said Thursday that it has identified a sunken shipwreck in the Baltic Sea as almost certainly being Nazi Germany's only aircraft carrier, the *Graf Zeppelin* — a find that promises to shed light on a 59-year-old mystery surrounding the ship's fate. The Polish oil company Petrobaltic discovered the shipwreck earlier this month on the sea floor about 38 miles north of the northern port city of Gdansk. Suspecting it could be the wreckage of the *Graf Zeppelin*, the Polish Navy sent out a hydrographic survey vessel on Tuesday, said Lt. Cmdr. Bartosz Zajda, a spokesman for the Polish Navy. "We are 99 percent sure — even 99.9 percent — that these details point unambiguously to the *Graf Zeppelin*," said Dariusz Beczek, the Navy commander of the vessel, the *ORP Arctowski*, said soon after returning to port Thursday morning after the two-day expedition. During their time at sea, naval experts used a remote-controlled underwater robot and sonar photographic and video equipment to gather digital images of the 850-foot-long ship, Zajda said. "The analyses of the sonar pictures and the comparison to historical documents show that it is the *Graf Zeppelin*," Zajda told The Associated Press. Zajda said a number of characteristics of the shipwreck exactly matched those of the *Graf Zeppelin*, including the ship's measurements and a special device that lifted aircraft onto the launch deck from a lower deck. The naval experts were still waiting to find the name "Graf Zeppelin" on one the ship's sides before declaring with absolute certainty that it is the German carrier, Zajda said. The *Graf Zeppelin* was Germany's only aircraft carrier during World War II. It was launched on Dec. 8, 1938, but never saw action. After Germany's defeat in 1945, the Soviet Union took control of the ship, but it was last seen in 1947 and since then the ship's fate has been shrouded in mystery. Navy researchers plan to continue to examine the material they gathered during their two days at sea, but the analysis of the shipwreck will then fall to historians and other researchers, Zajda said. The *Graf Zeppelin* will almost certainly remain on the sea bed, he said. "Technically it's impossible to pull it out of the water," Zajda said.

By Vanessa Gera – The Associated Press©

http://news.yahoo.com/s/ap/20060727/ap_on_re_eu/poland_graf_zeppelin

Yahoo News – United States (07/27/06)

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

It seems a typical scene of urban decay: abandoned buildings, crumbling walls, trash and broken wine bottles. Yet it's more than 1,500 years old. Engineers uncovered these ruins of an ancient Byzantine port during drilling for a huge underground rail tunnel. Like Romans, Athenians and residents of other great historic cities, the people of Istanbul can hardly put a shovel in the ground without digging up something important. But the ancient port uncovered last November in the Yenikapi neighborhood is of a different scale: It has grown into the largest archaeological dig in Istanbul's history, and the port's extent is only now being revealed. Archaeologists call it the "Port of Theodosius," after the emperor of Rome and Byzantium who died in A.D. 395. They expect to gain insights into ancient commercial life in the city, once called Constantinople, that was the capital of the eastern Roman, Byzantine and Ottoman empires. Dr. Cemal Pulak, of [Texas A&M University](#) and the [Institute of Nautical Archaeology in Turkey](#), said the engineers working on the tunnel project were surprised to stumble on the ruins. But he said archaeologists

knew from ancient documents the port was somewhere around Yenikapi. "This was the ancient harbor of Byzantium, the Theodosian harbor," Pulak said, pointing to the dusty site around him, which he said was probably an expansion of an earlier port known as Eleutherion. So far, the 17 archaeologists, three architects and some 350 workers at the site have found what they think might be a church, a gated entrance to the city and eight sunken ships, which have Pulak particularly excited. He believes the ships were wiped out all at once in a giant storm. He said the wooden boats, all apparently destroyed around 1000, make up a sort of "missing link" in the history of shipbuilding because of the fusion of old and new techniques in a single boat. "When I came here and saw those ships, the lower part built by the ancient method, the upper part by the modern method, it was more or less the missing link," Pulak said. The site is huge, about four city blocks long by two to three wide.

By Benjamin Harvey – The Associated Press©

<http://abcnews.go.com/Technology/wireStory?id=2225307>

ABC News – United States (07/22/06)

[Turks and Caicos Islands, British West Indies](#) [\[Go to TOC\]](#)

The [Turks and Caicos National Museum](#) is pleased to announce that a team of archeologists, museum staff, and filmmakers will return to the island of East Caicos July 9-22, 2006 to resume their search for the remains of the slave ship *Trouvadore*. The expedition has a two-fold mission; to test excavate and identify a wooden shipwreck discovered during a 2004 expedition, and to expand the search area using state-of-the-art mapping and remote sensing equipment. The *Trouvadore* was a Spanish slave ship bound for Cuba that wrecked in the Caicos Islands in 1841. The ship had 193 Africans on board who were rescued, apprenticed for one year in the local salt trade, and then freed by the local British authorities. A large part of the local population today can trace their ancestry back to the *Trouvadore*. The story has been uncovered through a decade of archival research conducted in eight countries on three continents and the Caribbean. [The Trouvadore Project](#) is a collaborative effort between the Turks and Caicos National Museum, the archeological research institute [Ships of Discovery](#), film producers [Windward Media/Houston PBS](#), and the [Government of the Turks and Caicos](#). The project is a multifaceted initiative to protect and study the remains the *Trouvadore*, if found, and to preserve its cultural legacy. A documentary about the shipwreck and its survivors will be broadcast to an international audience. The 2006 expedition is partially underwritten by a grant from the [Ocean Exploration Program](#), a division of the United States [National Oceanic and Atmospheric Administration](#) (NOAA). Although better known for its weather prediction services, NOAA is also committed to the study and preservation of the earth's marine ecosystems and cultural resources. Additional funding for the upcoming fieldwork is provided by the [Friends of the Turks & Caicos National Museum](#), a US-based non-profit organization dedicated to supporting the Museum's research, operations, and outreach activities. Locally, the [Turks & Caicos Tourist Board](#) is also providing funding for the project.

For further information or to support the Trouvadore Legacy Project, please contact: Nigel Sadler, Director, Turks & Caicos National Museum, 649-946-2161 or museum@tciway.tc
<http://www.slaveshiptrouvadore.com/index.php?categoryid=25>

In the 1800s, a shipwreck created a nation in the Caribbean Sea. For the next two weeks, a pair of Gainesville marine archaeologists will search the water off the Turks and Caicos Islands looking for artifacts to positively identify the *Trouvadore*, a wooden-hulled slave ship that wrecked there in 1841. The African slaves that survived the wreck were freed to populate the islands. It's a high-profile project that's rare in the specialized field of marine archaeology, and researchers say it could fill a gap in the historical record and give the inhabitants of the islands a material link to their past. "If it turns out that this is the *Trouvadore*, it would be huge for the nation itself," said Jason Burns, one of the two archaeologists making the trip. "Pretty much anyone on the island can trace their lineage back to the wreck." Michael Krivor, 38, and Burns, 34, both of Gainesville's [Southeastern Archaeological Research Inc.](#), leave for the two-week expedition today. The project started several years ago, when archaeologist Donald H. Keith found documentation of the slave ship, and started investigating. It continued in 2004, when Burns, who was then working for another company, helped a team of archaeologists scour the water off East Caicos for a shipwreck. A team is going back to the islands, located just south of the Bahamas, with specialized equipment built to detect items such as shackles, anchors, glassware or ceramic dishes that could help

identify those remains as the *Trouvadore*. In addition to other archaeologists, Burns and Krivor will be accompanied by divers, researchers and a team of documentary filmmakers.

By Amy Reinik - The Gainesville Sun©

<http://www.gainesville.com/apps/pbcs.dll/article?AID=/20060709/LOCAL/207090342/1078/news>

Gainesville Sun - Gainesville,FL,USA (07/09/06)

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

Pictures showing iron cannons and finds including a cannonball, a brick from the galley and an iron nail from the construction of the ship are all part of the exhibition at the [Shipwreck and Coastal Heritage Centre](#) in Rock-a-Nore Road. It was just over a year ago that three divers from Eastbourne discovered the remarkable wreck, when they were asked to clear trapped lobster pots for local fishermen. Suddenly they came across a 12ft anchor surrounded by dozens of cast iron cannons perched in and around a timber hull embedded in the sand. Diver Paul Stratford, 41, said: "It was unbelievable. "Visibility was poor but we kept finding cannon after cannon. It was absolutely breathtaking." The divers informed the proper authorities and initially their discovery was kept secret to deter rogue divers and treasure hunters, but last month Culture Minister David Lammy safeguarded the area under the [Protection of Wrecks Act 1973](#) which outlaws unauthorised diving within 100 metres. The site the divers had stumbled upon is believed to be the wreck of the *Resolution*, a British warship which - along with many others ships - sank in November 1703 during the hurricane that lashed England, claiming more than 8,000 lives. English Heritage, which recently became responsible for historic maritime sites in English waters, did a preliminary survey of the wreck, nine metres below sea level. It lies about one-and-a-half miles off shore and their divers mapped at least 45 guns and part of the timber hull. [English Heritage](#) spokesman, Ian Oxley, head of maritime archaeology, declared the ship "a crucial part of England's seafaring heritage". The *Resolution* was built in Harwich between 1665 and 1667. She was 121ft long and weighed 885 tons. She fought against the French in the Spanish War of Succession which began in 1701. In the 120mph storm winds of November 1703 she was blown across the Solent, hitting the Owers Banks, before the crew could raise enough sail to round Beachy Head. Her captain tried unsuccessfully to beach her in Pevensey Bay, but the crew had to abandon ship and made it ashore. Adrian Barak, of the Shipwreck and Coastal Heritage Centre, whose museum trust owns the *Resolution*, said: "This is a hugely significant find. "We can't say it is definitely the *Resolution* but it is in the right place. It is remarkable that this wreck hadn't been discovered before. "It may be that the seabed was moved by winter storms which uncovered it." The museum celebrates its 20th anniversary this year with a change of name. It is now known as the Shipwreck and Coastal Heritage Centre and, with extra funding now available, is set to see some exciting changes over the next months and years. The special display about the wreck can be seen at the centre, which is open daily.

Hastings Observer©

<http://www.hastingstoday.co.uk/ViewArticle2.aspx?SectionID=479&ArticleID=1620192>

Hastings Observer - Hastings,England,UK (07/11/06)

A team of experts is taking to the seas off Bridlington today to look for the wreck of the famous American warship, which was captained by US Naval hero John Paul Jones. The project has generated international interest and it has been said finding the vessel would be as important as locating the *Titanic*. The scientists made a preliminary visit to Bridlington in March and returned to the resort last Saturday to prepare for the search. Project manager Melissa Ryan said: "We received a great welcome from everyone we met in Bridlington. "We are looking forward to returning and, hopefully, establishing where this great warship is located." The team will use hi-tech equipment to scour the North Sea bed looking for the [Bonhomme Richard](#), which sank in the Battle Of Flamborough Head in 1779. State-of-the-art magnetometry and mapping systems and sonar scanners will be used in areas where research has shown the wreck could lie. Back on dry land, the team has begun to educate local children about the history of the *Bonhomme Richard* and the search for the wreck. A number of school visits have already taken place, including one to Flamborough School, and a number of others have been planned.

Bridlington Free Press©

<http://www.bridlingtontoday.co.uk/ViewArticle2.aspx?SectionID=803&ArticleID=1623055>

Bridlington Free Press - Bridlington,England,UK (07/17/06)

A team of divers from the [University of Bristol](#) plan to survey the wreck of a fireship which sank off the Isles of Scilly nearly 300 years ago. HM fireship, *Firebrand*, served for 13 years in the Caribbean and Mediterranean before sinking off the Isles of Scilly in October 1707 following a navigational error. Fireships, such as *Firebrand*, were initially designed to be sailed against enemy fleets at anchor, loaded with incendiaries. More often than not, however, the vessels were used as patrol or convoy escort sloops. More than 15,000 Royal Navy seamen lost their lives when the ill-fated fleet under the command of Sir Clowdisley Shovell, crashed into the Western Rocks off the Isles of Scilly. The ships lost included the fleet's flagship, HMS *Association*, the *Romney* and the *Eagle*. According to Bristol University, the sinking triggered the competition for the 'discovery of longitude' and resulted in the design of the Harrison chronometer. The Bristol University divers will be the first to conduct an archaeological survey of the vessel, which will also be the first physical study of this particular type of British Royal Navy ship. Fitted with an arsenal of eight cannon, *Firebrand* lies at a maximum depth of 24m on a silty sea floor. "The survey will contribute a new chapter on the significance of small warships to the British Royal Navy," said Kimberly Monk of Bristol University's department of archaeology and anthropology. "The English were considered to be 'the very Devils with their Fire' since, under certain conditions, fireships could inflict more devastation than any other weapon at the navy's disposal." The team will begin their two-week survey on Saturday 22 July led by Monk, freelance maritime archaeologist Kevin Camidge and Martin Read, a conservator from the [University of Plymouth](#).

Dive Magazine©

<http://www.divemagazine.co.uk/news/article.asp?UAN=2938&v=2&sp=332832698621330446652>

Dive Magazine - Surrey,UK (07/20/06)

The new-look [Underwater Archaeology Centre](#) at Fort Victoria has been officially launched. The centre, formerly the Sunken History Exhibition, now boasts an array of new displays and educational activities for children, including more artefacts. At the opening, there was plenty going on for youngsters, including a chance to make Roman flag signals and create clay ship figureheads, drawing inspiration from respected Ryde woodcarver Norman Gaches, who took along some of his pieces. The revamp sees new children's displays, including fun and educational interactive games and computer simulations. Also new for 2006 is a display on the submerged Stone Age settlement off Bouldnor, including the chance to see an 8,000-year-old tree trunk. Showcasing the work of the [Hampshire and Wight Trust for Maritime Archaeology](#), the centre provides a window into the underwater world and its submerged secrets from the past.

By Martin Neville – Isle of Wight County Press©

<http://www.iwcp.co.uk/ViewArticle2.aspx?SectionID=1252&ArticleID=1647679>

Isle of Wight County Press - Newport,England,UK (07/24/06)

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

A policeman's handwritten note from 85 years ago may hold a vital clue to a mysterious wreck off Caithness. Archaeologists hope to confirm the sunken vessel in Sinclair's Bay is that of the German destroyer V81, which was at the Battle of Jutland in 1916. The team from [Nottingham University](#) came across the officer's log by chance in archives held in Wick. A PC Innes reported a German warship getting into difficulty on Friday, 13 February, 1920. Members of Caithness Diving Club are convinced the wreck is the V81, part of Germany's World War I High Seas Fleet. Marine archaeologists hope to verify this by comparing the remains with the V81's sister vessel, V83, which lies beneath Scapa Flow in Orkney. They have made the first in a series of dives to the kelp-covered wreck and taken photographs and made drawings of brass fittings, a turbine and what appears to be a gear box. The V81 was understood to have been salvaged from Scapa Flow in 1921 and was under tow to a breakers yard in Rosyth when strong winds caused it to founder off Caithness. It was believed the warship was raised again in 1937. Simon Davidson, of Nottingham University, said bad weather on a day they were meant to be diving to the ship forced them to stay ashore. They visited the North Highland Archive in Wick where an archivist found them a note in the Caithness Constabulary Shore Occurrence Book. An entry for 13 February 1920 told of a German warship under tow coming ashore in the area where the wreck lies. Mr Davidson said: "We then went through copies of the local newspaper from around that date to see if we could find any reports. "There wasn't, but that may have been because of a media blackout to prevent illegal salvage. "But we went back through the papers and found some corroborating evidence. "There was a report of the navy wanting to get

rid of all the Scapa Flow destroyers the week the ship came ashore on Friday 13." He added: "We are coming close to confirming the identity of the wreck." The team are still diving the wreck and also plan to return in winter when the kelp dies back to reveal more of it. Nottingham University's underwater research is one of seven archaeology projects running across Caithness this summer to investigate its Neolithic, Iron Age and war-time history. The projects are being led by [Caithness Archaeology Trust](#). The trust said excavations of Iron Age brochs at Whitegate and Keiss Harbour has revealed the stone towers may have been used as stores during World War II.

BBC©

<http://www.cdn.info/news/industry/i060720.html>

CDNN - New Zealand (07/20/06)

The Reference Library

The Battle of Hampton Roads: New Perspectives on the USS Monitor and the CSS Virginia (2006) by Harold Holzer and Tim Mulligan (eds.) [\[Go to TOC\]](#)

Hardcover, 222 pages, 9.2 x 6.2 x 0.9 in., ISBN 0823224805

On March 8 and 9, 1862, a sea battle off the Virginia coast changed naval warfare forever. It began when the Confederate States Navy's CSS *Virginia* led a task force to break the Union blockade of Hampton Roads. The *Virginia* sank the USS *Cumberland* and forced the frigate *Congress* to surrender. Damaged by shore batteries, the *Virginia* retreated, returning the next day to find her way blocked by the newly arrived USS *Monitor*. The clash of ironclads was underway. After fighting for nine hours, both ships withdrew, neither seriously damaged, with both sides claiming victory. Although the battle may have been a draw and the *Monitor* sank in a storm later that year, this first encounter between powered, ironclad warships spelled the end of wooden warships—and the dawn of a new navy. This book takes a new look at this historic battle. The ten original essays, written by leading historians, explore every aspect of the battle—from the building of the warships and life aboard these "iron coffins" to tactics, strategy, and the debates about who really won the battle of Hampton Roads. Co-published with [The Mariners' Museum](#), home to the USS *Monitor* Center, this authoritative guide to the military, political, technological, and cultural dimensions of this historic battle also features a portfolio of classic lithographs, drawings, and paintings. For more information about this book, visit Fordham University Press at <http://fordhampress.com/detail.html?id=0823224805>.

Upcoming Events

Treasures of NOAA's Ark traveling exhibit will be at Nauticus, the National Maritime Center, in Norfolk, Virginia from March 4 – September 4, 2006. [\[Go to TOC\]](#)

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

Weather. Explore the science behind predicting weather---its study and monitoring, how weather events impact our lives and how we can protect ourselves. *Treasures of NOAA's Ark* is part of the [White House Preserve America initiative](#) to preserve, protect, and promote our nation's rich heritage. This traveling exhibit further promotes the Administration's Initiative by showcasing NOAA through partnering with local communities and fostering heritage tourism.

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

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

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.

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

Maritime history will come splendidly to life at this one-day event featuring music and culture from the age of sail. [San Francisco Maritime National Historical Park](#) visitors will be transported back to the days of square-rigged ships, gold seekers, and harrowing Cape Horn passages. The festival will feature live theater, kids' maritime crafts and programs, boat building and racing contests, living history shipboard demonstrations, blacksmithing, rope making, knot tying, exhibits, and the rich and varied tradition of music of the sea. Some of the finest singers and instrumentalists from the Bay Area will perform centuries-old sea chanteys, mournful ballads, and raucous drinking songs from the days when hard work and strong canvas ruled the waves. Join in on some of the songs as the park honors maritime history and the 25th anniversary of the park's monthly sea chantey sing-along. Admission to Festival of the Sea 2006 is free (suggested \$5 donation appreciated) and includes entrance to the National Historic Landmark vessels berthed at Hyde Street Pier. This year's festival takes place on Saturday, September 9, from 10am-5pm, at Hyde Street Pier, at the corner of Hyde and Jefferson Streets. San Francisco Maritime National Historical Park includes a magnificent fleet of historic ships, visitor center, maritime museum and library. The park offers both regular programs and special events.

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

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

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

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