

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 4.04, 2007 (April)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) [\[Go to TOC\]](#)

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

Naval Historical Center's Underwater Branch

Management of the [Navy's](#) historic ship and aircraft wrecks, formerly under the cognizance of the [Naval Historical Center's](#) (NHC) [Underwater Archaeology Branch](#), has been moved to the newly-established Cultural Resources Section within the NHC's [Curator Branch](#). Issues relating to the management of the Navy's historic ship and aircraft wrecks to include all legal, regulatory compliance, research and educational outreach programs should now be directed to the Curator Branch's Cultural Resources Section at: 202-433-7562/202-433-0107, or email at: Barbara.Voulgaris@navy.mil, Wendy.Coble@navy.mil and facsimile number, 202-433-2729.

Minerals Management Service (Department of the Interior) [\[Go to TOC\]](#)

Gulf of Mexico OCS Region

[see entry under [The Reference Library](#) about a new study of WWII deep-water shipwrecks]

National Oceanic and Atmospheric Administration (Department of Commerce)

National Marine Sanctuaries Program (DOC/NOAA)

Maritime Heritage Program

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The new [National Marine Sanctuary Program](#) (NMSP) [Maritime Heritage Program](#) (MHP) exhibit at [Nauticus](#) in Norfolk, VA. is now open to the public. The exhibit features a mock-up of Harbor Branch Oceanographic Institution's submersible *Clelia*, which will provide a simulated archaeological dive to the [Monitor National Marine Sanctuary](#) (*Clelia* has been to the *Monitor* several times). In this interactive exhibit, visitors will walk into the back of the mock-up where they will find instruments and a flat LCD screen continuously showing video from the *Monitor* site. They will have the opportunity to operate a mechanical arm in an attempt to recover samples from the *Monitor*, as well as a remote video camera to help investigate the survey area. Interpretive signs talk about the sub, maritime heritage, and the NMSP. A formal dedication ceremony is scheduled for May 21 with Jack Dunnigan. The exhibit was designed by Adirondack Studios in Argyle, NY with input from MHP, *Monitor* NMS, and Nauticus staff. For more information, contact [Tane Casserley](mailto:Tane.Casserley@noaa.gov) at Tane.Casserley@noaa.gov.

Florida Keys National Marine Sanctuary

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[see entry under [The Reference Library](#) for a report on the Button Wreck]

Flower Garden Banks National Marine Sanctuary

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

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

The [National Marine Sanctuary Program](#) released its first ever status report evaluating the health of [Gerry E. Studds Stellwagen Bank National Marine Sanctuary](#), home to one of the richest and most productive marine ecosystems in the nation. This report presents an initial summary of the pressures and trends facing sanctuary resources. The completion of the condition report is the first step in the sanctuary program's efforts to compile similar evaluations of every site in the National Marine Sanctuary System with several more reports slated for completion in 2007. Condition report abstract: Stellwagen Bank National Marine Sanctuary contains one of the richest and most productive marine habitats in the U.S. It is home to a diverse fish community and serves as one of the most important feeding grounds in the North Atlantic for a number of migratory endangered whale species as well as some apex fish predators such as blue fin tuna and sharks. Located just offshore of the Boston metropolis of 4.8 million people, the sanctuary is subject to

intense human use that includes whale watching, commercial and recreational fishing, vessel traffic, and nearby sewage and other material disposal. It may also soon be adjacent to a deepwater port for the transfer of liquefied natural gas, an activity that could pose additional hazards. Despite these activities, most water quality parameters at Stellwagen Bank sanctuary appear to suggest relatively good conditions. For example, though numerous contaminants have been identified, they appear at levels that are not likely to affect sanctuary resources. Habitat quality, on the other hand, has deteriorated over many years, primarily as a result of long-term use of bottom dragging gear to catch fish. Fishing restrictions in some areas have led to improvements in habitat quality, and it is hoped that this will continue. Living resource conditions have followed trends similar to those of habitats, and are generally considered to be in fair or fair to poor condition. And while the abundance and diversity of bottom dwelling communities may improve with fishing restrictions, surface dwelling marine mammals are at considerable risk from strikes by increasing vessel traffic in New England and from entanglement from lines attached to fishing gear. The principal threat to maritime archaeological resources in the sanctuary comes from contact by bottom fishing gear. An additional concern regarding these historical sites is the fact that once damaged, there is no potential for recovery, as there is for water, habitat, and living resources. The new management plan for Stellwagen Bank sanctuary is scheduled for release in the summer of 2007. It recommends a number of management actions that will address these concerns. The plan stresses an ecosystem-based approach to management that requires consideration of ecological interrelationships not only within the sanctuary, but within the larger context of the Gulf of Maine ecosystem. It also points to the need for an increased level of cooperation with other management agencies in the region. Specific management recommendations include an improved water quality monitoring program; actions to reduce vessel discharges; actions to reduce the number of vessel strikes on whales and the number of entangled whales; investigations of noise sources and impacts; and management of maritime archaeological resources. Summary of the condition report's status and trends pertaining to the current state of the sanctuary's maritime archaeological resources is as follows: (Excerpt from <http://sanctuaries.noaa.gov/science/condition/state.html>): The integrity of the sanctuary's maritime archaeological resources is fair, though there is evidence of prior and continuing damage caused primarily by commercial fishing gear on both shallow and deep wrecks. Few shipwrecks have the potential to leak substantial amounts of toxic materials and no evidence of new risks (e.g., hull deterioration) is apparent. Both commercial and recreational fishing activities are degrading maritime archaeological resources. The most destructive activities are trawling and dredging, which permanently impact the integrity and archaeological value of the resource.

A copy of the entire report is available at: <http://sanctuaries.noaa.gov/science/condition/>. The condition report press release available at: http://stellwagen.noaa.gov/news/newsreleases/20070419_CR.html.

The [National Oceanic and Atmospheric Administration](#) last week diagnosed the health of the [Stellwagen Bank National Marine Sanctuary](#), a marine national park off Provincetown. "If this sanctuary were a patient, it would be in guarded condition in need of immediate care," said Craig MacDonald, superintendent of the sanctuary. It's time to call in the specialists before the sanctuary needs intensive care. According to NOAA's first-ever report on the health of the nation's 13 marine sanctuaries, Stellwagen Bank is under increasing pressure from human activity, including shipping and commercial fishing traffic, pollution, recreational fishermen and whale watch boats. Created in 1992, the sanctuary, roughly the size of Rhode Island, was supposed to protect the rich feeding ground for fish and whales from mining of sand and gravel and oil and natural gas exploration. The designation also prohibits large cruise ships from pumping bilge in the area. Despite the restrictions, several continued uses of the sanctuary pose a threat to whales, plants and fish in the area. Some of these uses should be curtailed or better monitored. For example, a major shipping lane cuts through the sanctuary, and ship strikes continue to be the No. 1 killer of whales in the country. But MacDonald identified another major threat: Bottom-fishing gear is damaging maritime archeological resources. The sanctuary contains at least 18 known shipwrecks, but archeologists estimate there are hundreds more. Since Stellwagen attracts at least 72 species of fish and marine mammals, about 400 commercial fishing vessels and 24 commercial whale-watching boats traverse it annually. Currently, the sanctuary does not impose regulations of its own on fishing gear in the area. Clearly, if NOAA has determined that maritime archeological resources are being damaged by bottom-fishing gear, then NOAA or the [National Marine Fisheries Service](#) should prohibit or curtail the activity in certain areas. Of course, representatives of the fishing industry questioned the findings of the report. Edward Barrett, president of the [Massachusetts Fishermen's Partnership](#) and an adviser on the report,

expressed doubts about the methodology behind the report's conclusions. "Certainly, they didn't do it as a collaborative research process with fishermen," Barrett said. He added that recent cuts to the number of fishing days have relieved some of the pressure on the wrecks. Fishermen don't want to lose already limited days getting their gear hung up and so avoid the archeological sites, he said. Nevertheless, representatives of the fishing industry should sit down with Stellwagen managers and devise a plan to better protect these underwater treasures. [\[Go to TOC\]](#)

Cape Cod Times©

<http://www.capecodonline.com/apps/pbcs.dll/article?AID=/20070425/OPINION/704250301/-1/OPINION01>

Cape Cod Times – Hyannis,MA,US (04/25/07)

Monitor National Marine Sanctuary

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The [Monitor National Marine Sanctuary](#) has totally revised its website. The site now includes downloadable lesson plans for teachers, updates on past expeditions, a listing of upcoming events and much, much more.

To view the website, visit <http://monitor.noaa.gov>.

National Park Service (Department of the Interior)

Lake Mead National Recreation Area

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The [National Park Service](#) announces the availability of a limited number (2) of Commercial Use Authorizations (CUAs) for a trial period of guided technical scuba diving at the B-29 site in the Overton Arm of [Lake Mead National Recreation Area](#). This commercial service will consist of guided technical scuba diving in and around the Overton B-29 Site, where the remains of a downed World War II vintage B-29 bomber are located. This site has been determined eligible to be on the National Register of Historic Places. This commercial service will be authorized for a six-month trial period during which time the Park will assess the effectiveness of the permit holders to preserve and properly manage the B-29 site. The number of dives and divers will be limited. During this trial period, the Park may make appropriate adjustments to the guided dive service. These adjustments could include: the right to halt, temporarily suspend, and/or increase or decrease the carrying capacity of this service to address impacts on the Overton B-29 Site. The number of CUAs available for this commercial service is being limited to two (2) permittees for this trial period. The application and additional information for interested parties may be found on the Federal Business Opportunities website: <http://www.fbo.gov/spg/DOI/NPS/APC-IS/DOI%2DSNOTE%2D070415%2D001/Synopsis.html> Application forms and additional CUA information and requirements may also be obtained on the Lake Mead National Recreation Area website at www.nps.gov/lame (see B-29 Guided Technical Diving CUA Application quicklink on the front page), or by contacting: Heidie Grigg, CUA Program Manager, (702) 293-8923, Lake Mead National Recreation Area, Concession Management Division, 601 Nevada Way, Boulder City, Nevada 89005. The National Park Service will accept only one application per individual, company or other legally recognized entity for a CUA for this specific category of commercial services. To be considered, an application must be received no later than 4:00 p.m. (PST) on Friday, May 18, 2007 (see application for details and address) For additional information, visit <http://www.nps.gov/lame/b-29guidedtechnicaldiving.htm>.

Activities in States and Territories

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

Delaware

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State Agencies' News

The cargo of the ship *Severn* may have been left untouched for the past 233 years off the coast of Delaware for the same reason the British were sending it to Delaware in the first place—nobody really wanted it. The British were unloading on the Colonies stuff that was outdated, out-of-fashion or no longer wanted at home. When the *Severn* sank, it seems that no one was in a rush to recover its cargo. "You get the sense from this cargo that the British were essentially dumping" merchandise on the Colonies, said Daniel R.

Griffith, head of the Lewes Maritime Archaeology Project. The salvage operation has produced a picture of 1774 painted by the thousands of artifacts recovered from the *Severn* during a two-year process that ends today. For archaeologists such as Griffith, the *Severn*—which sank in 15 feet of water off Lewes in May 1774 -- offers a telling portrait of life in the Colonies and the building resentment among colonists in the lead-up to the American Revolution in 1776. "The Colonies were being taxed and essentially put-upon," Griffith said. "The ship and her cargo provide a case study of Atlantic world commerce ... a commerce dominated by the British Empire." In a Lewes lab, a small team of researchers will continue to mark and catalog artifacts that continue to be brought in by beachcombers. Jessica Lingo is piecing together and cataloging ceramic pieces. In one remarkable find, she pieced together a fragment collected from Lewes beach to other fragments collected by the offshore dive team. The combination of pieces forms part of an earthenware mineral water bottle from Germany. "This is like working on a jigsaw puzzle," said Faye L. Stocum, a state archaeologist. On Thursday, Stocum was looking at hundreds of pieces of glass, including some that came from an "onion" bottle, which was rounded and was going out of style in Britain. It's an indication that "the Colonies are getting the less desirable vessels," she said. "They didn't get first choice." The onion bottles had been the traditional way of packaging wine but around the time the *Severn* sank, the bottles were being replaced with wine bottles similar to those used today. The *Severn* was owned by British merchant Thomas Pennington and was captained by James Hathorn. According to historical accounts, the *Severn* was "on the beach, full of water, and the crew was saved," Griffith said. Griffith believes the ship likely went down May 3 and 4, 1774. When researchers check historic accounts of weather for those dates, they discovered there was a nor'easter that dumped 4 inches of snow in Germantown, Pa., and likely caused high winds along the coast. Griffith said the ship rolled over on its side in about 15 feet of water. That means it probably would be been visible even after it went down. State teams never found items like anchors or rigging. Griffith said he believes those items—and possible some of the cargo—were salvaged. But much of the cargo remained at the bottom of Delaware Bay. Griffith said *Severn* sank during a period of growing political tension when the British insisted on keeping the Colonies both politically and economically subservient. By 1763, Royal Navy ships were stationed between Cape Henlopen and Cape Henry, Va., and between Cape Henlopen and Sandy Hook, N.J., to enforce revenue acts, which prohibited direct trade to the Colonies with merchant ships from other countries. For the time period, "it's a very mundane cargo," Griffith said. But for historians "it's a world-class collection."

By Molly Murray – The News Journal©

<http://www.delmarvanow.com/apps/pbcs.dll/article?AID=/20070413/NEWS01/70413001/1002/NEWS01>

Delmarva Daily Times - MD,USA (04/13/07)

Florida

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Other State News

[The St. Augustine Lighthouse Archaeological Maritime Program](#) (LAMP) has received word (24 April 2007) that with the help of our Action Alert webpage, enough concerned citizens have phoned and emailed their legislators to convince them that even in this tight budget year it is important to fund Historic Preservation Special Category projects. Florida's lawmakers have agreed to designate \$3.5 million to these grants, which while low compared to previous years will still be enough to fund the top eleven projects as ranked and recommended for funding by the [Florida Historical Commission](#). We here at LAMP and the [St. Augustine Lighthouse](#), on behalf of our staff, volunteers, and the entire historic preservation community of Florida, would like to thank everyone who took the time to call or write their lawmakers. This grassroots democracy in action is exactly how our government is supposed to work, and we believe that we have all sent a strong message to our lawmakers that even in a tight budget year historic preservation is important to Floridians and worthy of our tax dollar support. We would also like to thank all of our Representatives and Senators for continuing to support the preservation of Florida's history, which improves our quality of life and our state's economic well-being. LAMP's First Coast Maritime Archaeology Project was ranked number 6 by the Florida Historical Commission, which means we expect to be fully funded with the \$3.5 million allocated by the legislature. Several other archaeology projects are also ranked in the top 11, and this agreement should secure their survival. The Commission is made up of a panel of experts in the fields of archaeology, architecture, history, and historic preservation who are appointed by the Governor, the President of the Senate, and the Speaker of the House. The ranking system is elaborate but efficient and maintains a very transparent process of choosing the most critical and best proposals for funding. It is an

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

unfortunate reality that there is a limited amount of funding that can be spent on Florida's historic treasures. This is an especially tight budget year with many important issues, such as insurance reform and property tax restructuring, facing our legislature. Unfortunately this means that this year will see significantly less funding for Historic Preservation Special Category grants than in previous years. Many worthy projects will go unfunded. We will leave the original text of our Action Alert webpage online (www.LAMPmaritime.org) along with this update, so that any citizens who might wish to email their lawmakers to thank them for their support of historic preservation may do so. If you take the time to let them know that historic preservation is important to you, then we can hope for an increase in this very important funding in next year's budget. Thanks to everyone who added their voices to our call for historic preservation!

For additional information, contact [Chuck Meide](mailto:cmeide@staugustinelighthouse.com) at cmeide@staugustinelighthouse.com. [\[Go to TOC\]](#)

[Odyssey Marine Exploration, Inc.](#), . . . , a leader in the field of deep-ocean shipwreck exploration, announced that its subsidiary, Odyssey Marine Entertainment, Inc., will open [SHIPWRECK! Pirates & Treasure](#), an interactive shipwreck and treasure exhibit at the [Museum of Science & Industry](#) (MOSI) in Tampa, Florida. The exhibit is scheduled to run from June 22, 2007 through January 31, 2008. The 12,000 square foot exhibit and retail store will utilize existing assets previously developed and built for Odyssey's Shipwreck & Treasure Adventure in New Orleans and add a newly developed "Pirates" module. The interactive multi-media exhibit allows children and adults to learn about the history of shipwrecks and pirates, and also experience the research, search, archaeological recovery and conservation involved in the quest for deep-sea knowledge and treasures. "We are very excited to bring Odyssey's SHIPWRECK! Pirates & Treasure exhibit to our hometown of Tampa as we continue to review other permanent locations for our shipwreck museum. MOSI, with its emphasis on science and technology, is a natural and synergetic choice as a host venue for our traveling shipwreck attraction, and I am confident that our complementary exhibits will be highly appealing to Florida residents and visitors," said Greg Stemm, Odyssey's co-founder. John Morris, CEO and co-founder of Odyssey Marine Exploration, added, "The enthusiastic feedback our exhibit received in New Orleans encouraged us to bring the intriguing world of shipwreck exploration to the public in Florida and, at a later point, to other cities in America. In addition to our core business of shipwreck exploration, we consider interactive, themed attractions such as this one a strategic step toward realizing our long-term business plan for the Company by leveraging future shipwreck discoveries into public exhibits, merchandising opportunities, and other entertainment possibilities including books, films and TV specials." "Odyssey's SHIPWRECK! Pirates & Treasure is exactly the kind of entertaining and educational exhibition we value at MOSI. We're looking forward to working with the Odyssey team to introduce our guests to the fascinating discoveries and intricate detail that goes into marine archeological exploration" said Wit Ostrenko, MOSI President. While the exhibit displays authentic artifacts from many different shipwrecks, the spotlight is on treasures and artifacts of the *SS Republic*. This Civil War-era ship sank during a hurricane off the coast of Georgia in 1865. Odyssey discovered the wreck of the *Republic* nearly 1,700 feet below the surface of the Atlantic Ocean in the summer of 2003 - nearly 138 years after the ship went down. More than 51,000 gold and silver coins, and approximately 14,000 additional artifacts, were recovered in the world's most extensive deep-ocean archaeological excavation. In addition to having the opportunity to closely inspect shipwreck artifacts, exhibit visitors will also get to experience the various steps in shipwreck exploration. In a fascinating behind-the-scenes look, guests can use research and technology to locate shipwrecks, pilot a real robot submersible, test their dexterity using a giant manipulator arm to pick up coins one at a time and identify artifacts as they are located on the sea floor.

For more information about the exhibition, please visit www.shipwreck.net.

Press Release

<http://digital50.com/news/items/BW/2001/07/14/20070424006208/odysseys-shipwreck-pirates-treasure-to-open-at-the-museum-of-science-industry.html>

American Digital Networks (press release) - Annapolis,MD,USA (04/24/07)

Maine

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Other State News

A shipwreck was exposed on Short Sands in York Beach, Maine following a powerful April Nor'easter that caused significant flooding and beach erosion in southern Maine, New Hampshire and Massachusetts. The wreck had been exposed in previous storms; the most recent time was during the 1978 winter blizzard.

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Little is known about the ship, but based on a cursory survey by the [Maine Historic Preservation Commission](#) (MHPC) archaeologist Robert Bradley in 1978 and now in 2007 by Stefan Claesson of the [University of New Hampshire](#), and Catherine Marzin, [NOAA](#), the vessel appears to be a sloop tentatively dated 1750-1850. The remaining 15-20% of the wooden hull is approximately 50 ft in length and 15 ft in width. The timbers are fastened with treenails, iron nails and bolts. Wood samples were collected by Claesson and Marzin for species identification of the ship's timbers. No further investigation is planned and the MHPC is working with the Town of York and [FEMA](#) to re-bury and protect the shipwreck from further deterioration.

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

The skeleton of an old shipwreck surfaced on Short Sands Beach this week, attracting quite a bit of attention, storytelling and awe. The wreck was uncovered when the Patriots Day nor'easter's high tides and rough surf displaced several feet of beach sand. Virginia Spiller of the [Old York Historical Society](#) recalls having seen it "some time in the 1960s." Other residents recall having glimpsed the wreck in the 1970s and again in the 1990s. "It doesn't come out very often. It is really neat to see," said Brett Horr, York's GIS manager. According to Peter A. Moore, writer of a history column for *The York Weekly*, when an April nor'easter ravaged York's beaches in 1958, the shipwreck surfaced to similar astonishment and speculation. York residents interested in maritime history, model boat builders and others took photographs and measurements and held a meeting to discuss the wreck. They concluded that it was a "pink," a type of fishing vessel also known as a pincke or a pink. Boats of this type had a high, narrow stern and square rigging. They were easily maneuverable along the rocky coast of Maine and were a popular fishing and cargo vessel during the 18th century. Interestingly, "Boon Island," a popular novel written by Kenneth Roberts, was published in 1956 — just two years before the appearance of the wreck on Short Sands Beach. The book is a historical novel about the wreck of the British ship, the *Nottingham Galley*, on Boon Island in 1710. In the novel, the Nottingham's crew is rescued from the island by a pink. The captain of the *Nottingham*, an unabashed fan of New England and Yankee ingenuity, recognized the rescue boat: "'That's a pink,' Captain Dean said in a strangled voice. 'Nothing like 'em to nose in and out of a rocky coast.'" One of the members of the 1958 committee voiced that he felt there was a connection between the wreck on Short Sands Beach and the novel, which he and the other members had probably read. In fact, the wreck was identified when a spring nor'easter uncovered it in 1980. Archaeologist Warren Riess, now at the [University of Maine's Darling Center](#) in Walpole, tentatively identified the wreck as a sloop of about Revolutionary War age. It has been mapped and identified as archaeological site ME 497-004. Further study is needed to expand on this identification. "As such, it is a significant archaeological site," said Arthur Spiess, senior archaeologist with the [Maine Historic Preservation Commission](#). Spiess went on to say, "A major dig would be a useful and interesting thing to do — probably just to look in more detail at the ship's structure and construction, since small artifacts and cargo are probably gone." Unfortunately for the curious, a major dig on Short Sands Beach would be difficult and costly. Until resources are available, the Historical Preservation Commission likes to leave sites such as this one untouched for future archaeologists. There is a lot of work in York for future archaeologists. According to Town Planner Steve Burns, "York has 67 shipwrecks. Only 28 have been located and 39 have not been located." The boat skeleton is only visible at low tide and will soon be returned to its sandy grave as the beach is restored. York Police Officer Scott Randall warns that people should "not go near it" for safety reasons and because it is a violation of Maine law to disturb archaeological sites such as shipwrecks. Spiess recommended that if anyone finds what appears to be a shipwreck, he or she should immediately notify the town planner.

By Amy Phalon – Seacoast Online©

<http://www.seacoastonline.com/apps/pbcs.dll/article?AID=/20070425/NEWS/704250329/-1/NEWS01>

Portsmouth Herald News - Portsmouth, NH, USA (04/25/07)

Michigan

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Other State News

Capt. Robert Lind struggled to keep the DC-4 aloft during the raging thunderstorm as the airliner approached southern Lake Michigan from the east. Strong winds and frequent lightning had knocked out the power that evening along much of the lake's southeastern coast, from Holland down to Benton Harbor. Three pilots who had taken off from Detroit turned around because of the turbulence they encountered at

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the edge of the fierce storm. Lind had taken off a few hours earlier from New York's LaGuardia Airport. Northwest Airlines Flight 2501, carrying 55 passengers and three crew members, was scheduled to arrive the next morning in Seattle after making stops in Minneapolis and Spokane, Wash. It never made it. Flight 2501 crashed into the lake late on June 23, 1950, killing Lind and the 57 others on board. At the time, it was the deadliest airliner accident in the nation's history. While a Coast Guard cutter found most of the debris in the water about 18 miles north-northwest of Benton Harbor, no one is certain exactly where the plane went down. Within a couple weeks of the crash, some partial human remains washed ashore near South Haven, which is about midway between Holland and Benton Harbor. Next month, Valerie and Jack van Heest and their nonprofit group, [Michigan Shipwreck Research Associates](#), will resume their nearly 3-year-old search for the crash site. They hope to find at least one of the plane's four engines intact. "We have a much greater chance of narrowing down the area this year than we ever have in the past," said Valerie van Heest, 46, who has put her marketing and graphic design career on hold to focus on the search. She's also trying to contact victims' relatives to make them aware of her group's efforts. The hunt will take place about 15 to 20 miles off the coast of South Haven, in the same general area of the lake where the group previously located the well-preserved remains of a historic, 208-foot-long steamer, the Hennepin, upright in 230 feet of water. The Holland-area couple has the financial backing of best-selling adventure novelist Clive Cussler, who learned through a 2004 newspaper article about their interest in locating the plane crash site and called to offer his support, van Heest said. The van Heests started searching for Flight 2501 in the fall of 2004, aided by sonar expert Ralph Wilbanks, whom Cussler provided. They conducted additional searches in May 2005 and again last May. "It is a good mystery. Nobody's quite sure exactly what happened and it certainly was a significant tragedy in its day," said Dirk Cussler, who has co-authored a couple of books with his father and runs their shipwreck group. Van Heest said she has found the representatives of 20 of the families who lost loved ones. It's important to her that she reach as many as she can. "I don't want anything out of this except the satisfaction of helping them come to grips or closure or whatever you would call it with this accident," she said.

By James Prichard – The Associated Press©

<http://www.lsj.com/apps/pbcs.dll/article?AID=/20070329/NEWS01/703290334/1001/news>

Lansing State Journal - Lansing,MI,USA (03/29/07)

U.S. Virgin Islands

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State Agencies' News

A team of Jonesville-based divers and underwater archaeologists have spent the past several days searching for history in the clear aquamarine waters of a St. Thomas harbor. Jason Burns, an underwater archaeologist with Jonesville-based [Southeastern Archaeological Research Inc.](#), said he and the rest of the crew didn't find anything he'd term historic after roughly a week of surveying and diving. But the early-20th-century shipwrecks the group did find may end up as part of an interpretive dive trail in the Virgin Islands. "Divers get tired of looking at fish all the time," said David M. Brewer, senior territorial archaeologist for the [Virgin Islands State Historic Preservation Office](#), which hired the Jonesville company for the survey. "They want to see something different every once in a while. So what we're looking for in the future is to create an underwater dive trail where people can do just that. Shipwrecks have always had sort of a romantic aspect to them, so this could easily be part of it." The team was searching the waters around Hassel Island, a 136-acre island in the middle of Charlotte Amalie harbor, for records of the harbor's past as a major commercial center. In 1867, the harbor hosted U.S. vessels as United States officials negotiated to buy the Virgin Islands from the Danish government, Brewer said. A hurricane, an earthquake and a tsunami hit the harbor within a two-week period in 1867 before the two countries could reach an agreement, putting off the sale of the islands until 1917. The disasters sunk more than 100 ships in the harbor, Burns said. Burns said while they had hoped to find an intact wooden shipwreck from the 1867 disasters, the early-20th-century iron-hulled sailing ship they did find was breathtaking. "It's one of those picturesque classic shipwrecks with a big iron skeleton frame," Burns said. "It looks pretty cool."

By Amy Reinink – The Gainesville Sun©

<http://www.gainesville.com/apps/pbcs.dll/article?AID=/20070420/LOCAL/704200334/-1/news>

Gainesville Sun - Gainesville,FL,USA (04/20/07)

Washington[\[Go to TOC\]](#)[see entry under [British Columbia](#) about the establishment of a municipal underwater heritage park]**From the Halls of Academia****Texas A&M University**[\[Go to TOC\]](#)[see entry under [University of Connecticut](#)]**University of Connecticut**[\[Go to TOC\]](#)

Anthropologists in the [College of Liberal Arts and Sciences](#) are identifying new sites to study archaeology that are fathoms, not feet, under the surface. Anthropology professor Kevin McBride and doctoral candidate David Robinson are scoping out early coastal human settlement sites, now under water, that could reveal clues to how the Americas were settled. McBride says early submerged sites may yield evidence of how the earliest coastal residents lived and how they got here. McBride, who is also director of research at the [Mashantucket Pequot Museum and Research Center](#), was co-director and Robinson, a professional underwater archaeologist, one of the lead field archaeologists on a research expedition off Galveston, Texas, in March. During the week-long expedition, teams of scientists from several federal agencies and research institutions explored the submerged landscape around the [Flower Garden Banks National Marine Sanctuary](#), 115 miles off the Texas-Louisiana coast in the Gulf of Mexico. The area, one of 13 U.S. national marine sanctuaries, was chosen because of its interesting geology and biology and its potential to contain preserved landforms with signs of some of America's earliest inhabitants. The expedition used the [U.S. Navy's](#) NR-1, the nation's only nuclear-powered submarine dedicated to underwater research. The tools of exploration also included a remotely operated vehicle (ROV), and state-of-the-art "telepresence" technology that enabled scientists and educators on shore to track from thousands of miles away what was going on in the Gulf. McBride monitored the expedition from Mystic, along with co-director Robert Ballard, professor of oceanography at the [University of Rhode Island](#) and president of the [Institute for Exploration](#) at Mystic Aquarium. Looking for preserved elements of an old landscape, they surveyed 50-plus miles and found a six mile-long area about 300 feet under water that showed signs of what could be the intact remains of an old coastline and old river channels that would have led from shore to sea. It's an area that holds promise for more detailed analysis, he says. At the height of the last glaciation, more than 20,000 years ago, the sea level was 350 to 400 feet lower than today, so what is now under water was then exposed land. The NR-1 is able to sink down and roll along the ocean floor on truck tires, allowing scientists to look out through portholes and visually examine features from only a few feet away. They could also map the sea floor with side-scan sonar while cruising 30-50 feet above the bottom. "We were essentially going for a walk on the sea floor in an area where there had been an old coastline," says Robinson. Robinson will introduce students to underwater archaeology during this summer's UConn Archaeology Field School, which is managed by McBride. Robinson, who holds a master's degree in shipwreck archaeology from [Texas A & M University](#), is focusing his doctoral research at UConn on submerged settlements. His interest stems from work he has done during the past decade in Maryland and currently with the Public Archaeology Laboratory in Rhode Island. He has also traveled to Denmark several times during the past five years to work with some of the world's experts in Stone Age underwater archaeology from the Danish National and Viking Ship museums. While McBride and Robinson are developing research opportunities in underwater archaeology, Nicholas Bellantoni, associate professor of anthropology and state archaeologist, is interested in the management and preservation of sites. Bellantoni hopes to explore the Long Island Sound for native sites in collaboration with UConn's [National Undersea Research Center](#) (NURC) at Avery Point. With a rich maritime history, Connecticut is a prime place to explore offshore, he says. He expects there are probably hundreds, maybe thousands, of underwater archaeology sites, including shipwrecks, plane wrecks, and early Native American settlements in the Sound. Bellantoni says the prospects for underwater archaeology in Connecticut include tourism as well as science. He envisions creating "diver parks," where recreational divers could visit and study historic shipwrecks. He is working with NURC on topographical maps and locating archaeological sites in the Long Island Sound. "We have not been able to pay enough attention to our submerged coastal resources," he says.

By Cindy Weiss – The UConn Advance©

<http://www.advance.uconn.edu/2007/070423/07042313.htm>

UConn Advance - Storrs,CT,USA (04/23/07)

University of Maine

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[see entry under [Maine](#) about a newly uncovered shipwreck]

University of New Hampshire

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[see entry under [Maine](#) about a newly uncovered shipwreck]

University of Rhode Island

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

Global Perspectives

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

Canada

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

More than 107 years after fire ravaged its masts and deck, the *Hera*'s hull and some of its cargo – including hundreds of bottles of Rainier beer – remain intact. Time has been kind to this sunken, Boston-built schooner, though 11 grand pianos that were on board when it sailed from Seattle Nov. 18, 1899, appear to be lost. Last weekend, the District of Tofino and a handful of volunteers took action to protect the wreck for years to come. Tofino, on the west coast of Vancouver Island, is declaring the wreck Canada's first municipal underwater heritage park, just as volunteer divers unveil an orange-and-white information buoy and mark the ship with bronze plaques. The buoys are designed to keep crab fishermen from snagging their traps and damaging the wreck. "I guess the most important thing for me is the protection and preservation of our marine heritage in Clayoquot Sound," said David Griffiths, executive director of the [Tonquin Foundation](#), a nonprofit group dedicated to preserving marine heritage sites. "She's basically intact from the deck down. Half the ship is totally buried." Built in 1869, the *Hera*, a three-mast schooner, spent its first 30 years sailing between San Francisco and Australia; San Francisco and Portland; and fishing for cod in the Bering Sea. It departed Seattle for Honolulu in 1899 loaded with grain, the pianos, 1,800 barrels of lime, a knocked-down school house and 60,000 quart bottles of the Seattle Malting and Brewing Company's Rainier beer. As the *Hera* crept past Cape Flattery, a southwester caught the ship and pushed it toward Vancouver Island. The vessel took on water. The barrels holding lime burst, and the lime began to smolder. Less than half a mile off what is now Tofino's First Street Dock, the crew abandoned ship and the *Hera* sank. Tofino diver Rod Palm located the wreck in December 1974 after a crab fisherman complained that one of his traps got caught on the ocean's bottom. Not long after, the *Hera* was declared British Columbia's first protected underwater heritage site. In 2005, divers removed 30 crab traps from the shipwreck. Jacques Marc, president of the [Underwater Archaeology Society of British Columbia](#), said the site is unique because there's a "substantial chunk" of the vessel still preserved in the sand. "We don't have too many turn-of-the-century wooden sailing ships you can see," he said. As for the beer? Griffiths, who opened a bottle many years ago, recommends divers leave it alone. "It was pretty skunky," he said.

The Associated Press©

<http://www.thenewstribune.com/359/story/51248.html>

TheNewsTribune.com (subscription) - Tacoma,WA,USA (04/30/07)

India

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Scientists from India's [National Institute of Oceanography](#) have found artefacts near Dwarka island, off the coast of western Indian state Gujarat, indicating links between ancient Indian and Roman civilizations, reports said Friday. "During excavation, we found artefacts dating back to between starting of the christian era and 2 AD. These indicate that India's maritime history is much older and Indians used to travel by sea even before Vasco da Gama touched Indian shores," K H Vora, deputy director of marine archeology and project leader, told news agency PTI. "During archaeological underwater excavations at Dwarka, the westernmost part of India, we excavated pottery belonging to the ancient Indian Harrappan civilization, a

fish hook from the bronze era, and amphorae shreds of Mediterranean origin,” Vora said, referring to remnants of clay containers used by Romans to transport wine. “This indicated that Indian and Roman civilizations have similarities with each other through sea routes,” he said. “What is interesting is that we found a few artefacts just 65 to 80 centimetres below the sea level,” said A S Gaur, an archeologist, with the mission. The institute’s marine archaeology department considered the find to be a milestone in marine history. Excavations began in 1982 around Dwarka island, a mythological summer palace of Lord Krishna, the incarnation of Vishnu, one of the supreme gods of the Hindu religion. Scientists studying millennial shoreline changes on the western coast of India, in Gujarat’s Gulf of Kutch, have also discovered several stone anchors dating back 2,000 years.

DPA©

<http://www.earthtimes.org/articles/show/45848.html>

Earthtimes.org – USA (03/30/2007)

Further proof of the rich maritime heritage of the Malabar coast has been brought to light by excavations undertaken by the Kerala Council of Historical Research (KCHR) at Pattanam near Kodungalloor. A team of archaeologists has unearthed a wharf with dugout canoe, Roman pottery, West Asian ceramics, beads made of semi-precious stones and brick structures. Multidisciplinary research Experts in archaeo-zoology, palaeobotany, archaeo-chemistry and physics, underwater archaeology and metallurgy, and from State and national level research institutions are involved in the excavations, which have thrown up enough indications that the site was first occupied by the indigenous megalithic (Iron Age) people. This was followed by Roman contact in the Early Historic Phase. The locality appears to have been occupied in the early medieval period, which implies continuous habitation of the area from 2nd BC to 10th Century AD. Confirmation by way of radiocarbon dating is awaited, says KCHR director P. J. Cherian. According to him, one significant achievement of the excavation is that habitation evidence of the megalithic people could be reported for the first time in Kerala. Although there are innumerable megalithic burial sites in the State, not a single habitation site has been reported to this day. The earliest settlers of the site appear to be native iron-using megalithic people who seem to have led a simple life. “We have to wait for further analysis to discern the context that brought Western contact to this place. It is probable that these contacts started during the iron-megalithic transition phase.” The maritime contacts of this region during the Early Historic Period, as evidenced by the large number of Roman amphora sherds, and Sassanian, Yemenite and other West Asian pottery seem to be fairly extensive. Proliferation of roulette ware — a fine pottery probably made in the Bengal/Gangetic region — signifies the site’s importance in the Indian context as well. The stone beads, brick architecture, triple-grooved roof tiles, ring well, iron nails, etc, point to the more urban character of the site. The variation in brick architecture, the appearance of Islamic pottery and the profusion of glass beads are clear pointers to continued habitation of the area into the early medieval period. From the evidence available, the site seems to have remained unoccupied or deserted between the 10th and 18th centuries. If this is confirmed, it may provide a greater insight into the geological and regional history of the area, says Dr. Cherian. The important finds from the site include human bones, a brick wall and storage jars, Chera coins, a brick platform, a ring well, a wharf with bollards and a six-metre dugout canoe. The KCHR archaeological research will be extended offshore and to other waterbodies in the area. It is also proposed to undertake underwater exploration with the help of the Southern Naval Command, Kochi.

By C. Gouridasan Nair – The Hindu©

<http://www.hindu.com/2007/04/01/stories/2007040106021000.htm>

Hindu - Chennai,India (04/01/07)

Ireland

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A Santa Fe man hopes to explore the wreck of the *Lusitania* off the Irish coast next year. The Irish Supreme Court has upheld a lower court decision allowing Gregg Bemis to dive to try to solve the mystery about the sinking of the *Lusitania* by a German submarine in 1915. The sinking killed nearly 1,200 people. Bemis said the court ruling Tuesday will let him get on with the project. He was declared the sole owner of the wreck in 1982. But Ireland claims the *Lusitania* is an archaeological site and fought Bemis’ request to explore the sunken ship. The wreck lies 300 feet below the surface in Irish territorial waters about a dozen miles off the southwest coast.

The Associated Press©

http://www.krqe.com/expanded.asp?RECORD_KEY%5BNews%5D=ID&ID%5BNews%5D=20607

KRQE - Albuquerque,NM,USA (03/28/07)

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

The [British Marine Aggregate Producers Association](#) (BMAPA) has announced special commendations for three sites operated by its member companies following their contributions to the advancement of marine archaeology and the understanding of our past. The awards arrive in the wake of a new protocol, introduced in 2005, which has guided marine aggregate dredging companies in reporting archaeological finds more effectively and go to the organisations that can make the most of the discovery. Developed in partnership with [English Heritage](#), the protocol has helped the 800 staff amongst the sector's operating companies to identify over 80 significant finds in just one year. Now BMAPA has awarded prizes to the site that has discovered the most interesting or significant find alongside an award for the site displaying the most professional attitude towards archaeological reporting. The awards have been judged by the Head of Maritime Archaeology within English Heritage, Ian Oxley. The find with the most archaeological value, which will make the biggest contribution to knowledge and understanding, is the mammoth tusk discovered by staff at Purfleet Aggregates in Thurrock, Essex in February 2006. The tusk was within a cargo of marine sand and gravel dredged from a licenced area in the North Sea, 100 kilometres east of the River Humber. Dated by English Heritage's Scientific Dating section as around 44000 years old, the tusk represents one of the most northerly dated examples of mammoth remains ever recovered from an accurately known position on the seabed, and may have significant implications for understanding the distribution of the species during the last Ice Age. The award for most professional attitude in applying the protocol throughout the year at a wharf is to be presented to Solent Aggregates Ltd, Bedhampton Quay, where the wharf staff were judged to be both efficient and enthusiastic in their application of the reporting requirements. The award for most professional attitude in applying the protocol throughout the year at sea is to be presented to the marine aggregate dredger 'Arco Humber' operated by Hanson Aggregates Marine, whose staff had been regularly reporting small fossil fragments amongst the 8500t cargo of sand and gravel. Chairman of BMAPA, Kevin Seaman commented 'When BMAPA started talking to English Heritage in 2000 to see what practical and useful steps could be developed, I don't think any of us could have predicted the significant progress that would be made. Seven years down the line, we have worked in partnership to produce a world-class Guidance Note followed up by a world-class Reporting Protocol for finds encountered during the production process.' Ian Oxley, Head of Maritime Archaeology for English Heritage said 'The marine aggregate sector has effectively defined the standards for all other marine development activities to aspire to, and this is something that everyone involved in the industry can be incredibly proud of. Already, high standards have been set in the first year of the reporting protocols operation, reflecting the professionalism and enthusiasm of sea and wharf staff. The industry's challenge will be to maintain and improve their performance over the coming years.'

Aggregate Research.com©

<http://www.aggregateresearch.com/article.asp?id=10734>

Aggregate Research Industries - Morrison,CO,USA (03/28/07)

The [Ministry of Defence](#) has at long last agreed to protect the merchant ship S.S. *Storaa* as a war grave. It has been a long hard fight over eight years. The MOD now says that its narrow interpretation of the [Protection of Military Remains Act](#) was based on their legal advice. The Protection of Military Remains Act applies to ships of any nation that were "in military service" when sunk in UK waters. This Act also relates to UK warships and merchant ships that were sunk whilst in convoy in international waters, just as US legislation relates to US military ships in international waters.

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

The Seabed Exploration company has recently said that they know of at least 40 wrecks under Vietnam's sea with antiques. Pham Quoc Quan, Director of the [Vietnam Museum of History](#), who proposed the establishment of the Aquatic Archaeology Centre, talked with Tien Phong. *Why do you think of an aquatic archaeology centre?* Five ancient boats have been excavated in Vietnam, information released in

newspapers, data of international agencies and the written history has shown the role and position of Vietnam's sea on the silk and pottery road many centuries ago. It proves the exchanges between Eastern and Western civilisations and urges us to have an aquatic archaeology agency to monitor research and excavations of ancient boats under the sea of Vietnam. In recent years, many international organisations have called for cooperation to excavate ancient boats. We have more than 3,000km of coast so sea assets would be very valuable. Scholar Le Quy Don mentioned in his book that the people in O Cap (Vung Tau) lived by hunting items in the sea. *Where should the centre be built?* We can learn from the models of many countries like Thailand, the Philippines, China or the UK. Those centres are often located at favourable sites, which are not far from sea. In Vietnam, I think we should base the centre in Vung Tau city. Along with the centre, we can build an underwater heritages or maritime museum, which will surely attract visitors. *Does Vietnam's sea have many wrecks with valuable antiques?* Vietnam's sea has been very bustling during all historical periods, with long-standing maritime activities. I predict that there are many wrecks under Vietnam's sea. According to the Seabed Exploration Company, Vietnam has around 40 wrecks that are able to be excavated. *What do we have to do to protect wrecks which have been found and those that will be found?* I've suggested the establishment of an aquatic archaeology centre and I will follow through on this idea to meet the necessity of the fact and I hope that relevant bodies will support my idea. We need to quickly develop a law on sea heritage. A clear legal corridor and an underwater archaeology centre will facilitate the reporting of wrecks. The underwater archaeology centre of Thailand has drawn an archaeological map of the Thailand Bay. This is an achievement which helps this country have excavation plans and to protect wrecks from the destruction of fishermen. We don't have such a centre so the excavation of wrecks must go through foreign companies that are not related to archaeology. The most important issue for such a centre is human resources. Training of an underwater archaeologist is as complicated as the training of a pilot. Underwater archaeologists in Southeast Asian countries are mainly trained in the US, Australia or the UK. We should also send aquatic archaeologists abroad for training. At least after five years we would have a contingent of aquatic archaeologists. If the centre is established, the foreign factor will be gradually reduced and the pressure on sharing and selling antiques would be reduced. I hope that this centre will come in the near future; otherwise we will lose advantages in the integration period.

By Tien Phong©

<http://english.vietnamnet.vn/lifestyle/2007/04/690022/>

VietNamNet Bridge - Hanoi, Vietnam (04/30/07)

The Reference Library

The Button Wreck, Phase 1, of ADMAT's Florida Keys Maritime Archaeological Project. Web-Based Interim Archaeological Report, December 2005. (2007) by Anglo-Danish Maritime Archaeological Team

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Report can be downloaded at: <http://www.admat.org.uk/k2a.htm>.

The objective was to conduct a non-intrusive survey of the Button Wreck site to see if further clues as to the ships identity and purpose could be found. At the time of the archaeological survey, it became apparent that the wreck was very important for a number of reasons, the primary one being that it was one of a very few remaining ships of the Colonial British time period 1740's that was intact in Florida. It is difficult to state why the lower hull is intact, on top of a reef in shallow water in "hurricane alley" other than good fortune. The team measured and record the remaining structure and archaeological training was given on survey equipment, which include [ADMAT's](#) own Underwater Survey Diver course Pt 1 & 2 (equal to NAS part 1&2), Proton Magnetometer Diver Course (both PADI SDC unique to ADMAT) and various relevant archaeological courses were run including Peter Holt's Site Recorder program. From the information gained during the Field School, we are close to confirming the type and nationality of The Button Wreck. At the moment we are in effect completing a three dimensional jig saw puzzle without the original picture to act as a guide. Normally the artefacts found on site, assist with the timing of the sinking and the nationality. However, apart from the few artefacts mentioned the report, the site was void of artefacts. There is a high probability that more artefacts are on site, but they are currently buried. That means that it is the interpretation of the ship's construction, which will indicate the type and use of the

vessel. At present, and it is noted here that at the moment we only have access to about one third of the surviving ships construction; the vessel appears to be a warship and not a merchant ship. The positioning of the frames and the strength of the construction prove this. We estimate the vessel was over 30 metres (100 ft.), and up to 10 metres (30 ft) wide. We estimate, from the construction that the vessel was constructed prior to 1760 possibly as early as 1745 and has a total absence of copper and non ferrous fastenings. ADMAT is working under [NOAA](#) permit to conduct maritime archaeological non-intrusive surveys in the [Florida Keys National Marine Sanctuary](#). The team was very grateful to NOAA and FKNMS for their support.

Archaeological and Biological Analysis of World War II Shipwrecks in the Gulf of Mexico: Artificial Reef Effect in Deep Water (2007) Minerals Management Service, Gulf of Mexico OCS Region

Publication number MMS 2007-015 is available from the MMS Gulf of Mexico OCS Region, 1-800-200 GULF on compact disc only or as a downloadable PDF from <http://www.gomr.mms.gov/PI/PDFImages/ESPIS/r/r239.pdf>. [\[Go to TOC\]](#)

The [Minerals Management Service](#) (MMS), in partnership with [National Oceanic and Atmospheric Administration's Office of Ocean Exploration](#) (NOAA OE) and the [National Oceanographic Partnership Program](#) (NOPP), announces the completion of a major, award-winning investigation of World War II shipwrecks sunk in deep water in the Gulf of Mexico. The study had two purposes: to address the issue of whether man-made structures functioned as artificial reefs in deep water and to explore previously undocumented historic shipwrecks lost during an often forgotten part of the War that was fought in America's backyard. Six sunken vessels were investigated during this study because they represent a range of depths (from 328 feet to 6,500 feet), carried a variety of cargoes, and were sunk within a few months of one another in 1942. The ships were all casualties of World War II and included the German u-boat U-166 and its last victim, the passenger liner *Robert E. Lee*. In addition to the biological characterizations that were conducted at each site, the vessels were documented and studied as historic sites for nomination to the [National Register of Historic Places](#). A seventh vessel, the steam yacht *Anona*, is included in the study from a previous investigation. Marine scientists concluded that deep sea wrecks do act as artificial reefs, attracting far more species of plants and animals than expected. At those wrecks in moderate depths, researchers found more invertebrate species and many rare and uncommon invertebrate species in close proximity to the wrecks and on the wrecks themselves. The number of species and individuals declined rapidly in proportion to distance away from the wrecks, showing them to form an attractive habitat for many kinds of marine life. However, at shallower wrecks because of turbidity and at deeper wrecks because the extreme conditions of cold, darkness, and pressure, the number of species was not as great. Those wrecks at intermediate depth had 50 percent more species than those in shallower water or deeper water. The scientists reported, among other findings, that the diversity of fish species generally decreases with depth. At the shallower wrecks, where corals were growing, reef fishes are present. No corals were found at the deepest wrecks, nor were community structure and fish density significantly different over the wrecks as opposed to away from them. While scientists conclude that, in the deepest water, the upper levels of offshore platforms will attract considerable marine life, the platforms are not likely to attract fish at their deepest levels. The marine archaeology segment of the study positively confirmed the identity of three previously unidentified wrecks, and found a relationship among water depth, ship size, and the size of the debris field. The state of preservation of the wrecks was correlated with water depth. No wreck was found to be contaminating or adversely affecting the area around them. A partnership between MMS and the National Oceanic and Atmospheric Administration's (NOAA) Office of Ocean Exploration, this project represents the first time that these two agencies have partnered through the National Oceanographic Partnership Program (NOPP). This resourceful partnership earned the study two awards: the [Department of the Interior's Cooperative Conservation Award](#) received in 2006 and more recently, NOPP's Excellence in Partnering Award. The award recognizes successful NOPP partnering efforts which impact and contribute to the ocean sciences community. The Excellence in Partnering Award is to be presented at a meeting of the Joint Subcommittee on Ocean Science and Technology (JSOST), a group established by the National Science and Technology Council in 2003, on May 17, 2007. Following the presentation of the award, an illustrated lecture and reception, open to the public, will be given by the project team between 2:45 and

5:00 p.m. in the Burke Theater at the Navy Heritage Center of the U.S. Navy Memorial, 701 Pennsylvania Ave. NW, Washington, DC.

Upcoming Events

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

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

Boca Chica Shipwreck Field School for Teachers will be held at Port Isabel, Texas from June 2-10, 2007 [\[Go to TOC\]](#)

The Boca Chica Shipwreck Project is a hands-on archaeological field school for K-12 teachers, focusing on a 19th century schooner stranded on the beach just north of the Texas/Mexico border. Participants will learn about the different aspects of a scientific archaeological investigation while recording the shipwreck via mapping, test excavation and artifact analysis. Teachers will participate in developing a public outreach program that can be taken back to the classroom and incorporated in numerous lesson plans and activities. Awards 40 CPE contact hours approved by the Texas Education Agency. More information can be found at <http://www.pastfoundation.org/2007BocaChicaFieldSchool/>.

Environmental Education Summer Camp: Natural and Cultural Resources of the Great Lakes will be held at Presque Isle, Michigan from June 9 -16, 2007 [\[Go to TOC\]](#)

Open to students entering the 9th and 10th grades. The Upper Peninsula of Michigan is home to wildlife, wetlands and shipwrecks. Summer camp students will explore the ecosystems Michigan's Upper Peninsula analyzing how humans have introduced new species into the region through maritime trade. During the field trip, students will meet professionals who study and care for the wetlands, wildlife and historic resources of the area while managing aspects harmful to the region's ecosystems. Through interactive activities students will record the shipwreck of the Joseph S. Fay, kayak through the lakes and wetlands, visit the famous sand dunes, and learn about the wildlife and spectacular ecology of the area first hand. More information can be found at <http://www.pastfoundation.org/2007MichiganEnvironmentalEducation/>.

Environmental Education Summer Camp will be held at Key Largo, Florida from July 22 - 28, 2007 [\[Go to TOC\]](#)

Open to students entering 9th or 10th grade; snorkeling only, no SCUBA. The waters around the Florida Keys are rich in natural and cultural resources. Summer camp students will explore the ecosystems of this rich and diverse aquatic area. During the field trip students will snorkel the waters of the Florida Keys within the National Marine Sanctuary and John Pennecamp State Park learning how to catalog and monitor the shipwrecks, flora and fish of the area. The field trip will be based at Quiescence Dive Charter and from this ideal location students will spend five days exploring the environs in and out of the water around Key Largo, meeting professionals who work to protect the parks and sanctuaries, and applying their knowledge about the region's ecosystems to issues confronting the sustainability of the protected resources. More information can be found at <http://www.pastfoundation.org/2007FloridaMarineSciencesCamp/>.

Florida Keys Underwater Field School: The Tonawanda will be held at Key Largo, Florida from July 29 - August 10, 2007 [\[Go to TOC\]](#)

The Florida Keys Underwater Field School covers the basic techniques and fundamentals of maritime archaeology including material culture, conservation, underwater surveying techniques, ship construction and cultural resource management. The 2007 field school will focus on the Civil War Era shipwreck of the *Tonawanda* (formerly U.S.S. *Arkansas*) located within the Florida Keys National Marine Sanctuary and a selected material culture collection.

More information can be found at <http://www.pastfoundation.org/2007FloridaKeysFieldSchool/>.

International Seminar on Marine Archaeology will be held in New Delhi, India from August 23-24, 2007 [\[Go to TOC\]](#)

ISMA-3 focuses on recent underwater archaeological activities in the Indian Ocean and maritime cultural heritage. New technologies of preservation of maritime heritage and recent discoveries would also be included. The Seminar will discuss the ancient ports, maritime activities, marine archaeological finds, historic harbours, and other similar maritime structures in the Indian Ocean. In addition to these the Seminar will also discuss scientific advances in the field of underwater archaeology, traditional boat building and navigation technology. The problems of development schemes and relationship between tourism and maritime heritage and the need to protect underwater cultural heritage by suitable legislation and support initiatives would also be discussed. The role of education and public awareness in developing the right attitudes towards maritime heritage is also an important issue for discussion.

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

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

For more information, contact Conference Chair Raymond Ashley Ph.D. 619-234-9153 ext. 104, ashley@sdmaritime.org.