

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 2.4, 2005 (April)¹

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

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

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

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Table of Contents

FEDERAL HERITAGE LAW	3
FEDERAL AGENCIES	3
PRESERVE AMERICA INITIATIVE (EXECUTIVE OFFICE OF THE PRESIDENT OF THE UNITED STATES).....	3
FISH AND WILDLIFE SERVICE (DEPARTMENT OF THE INTERIOR)	4
NATIONAL PARK SERVICE (DEPARTMENT OF THE INTERIOR)	4
<i>Archeology Program</i>	4
<i>Biscayne National Park</i>	5
<i>Cape Hatteras National Seashore</i>	5
<i>National Register of Historic Places</i>	5
U.S. COAST GUARD (U.S. DEPARTMENT OF HOMELAND SECURITY)	5
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (DEPARTMENT OF COMMERCE).....	5
<i>Marine Protected Areas Center (Department of Commerce/NOAA)</i>	5
<i>National Marine Sanctuaries (Department of Commerce/NOAA)</i>	6
Olympic Coast National Marine Sanctuary.....	6
Pacific Islands Region.....	7
<i>Gerry E. Studds</i> Stellwagen Bank National Marine Sanctuary	7
<i>Office of Ocean Exploration (Department of Commerce/NOAA)</i>	8
NAVAL HISTORICAL CENTER (U.S. DEPARTMENT OF DEFENSE/THE DEPARTMENT OF THE NAVY)	8

¹ All links current as of 05/04/05

ACTIVITIES IN STATES AND TERRITORIES.....	8
<i>Alabama.....</i>	8
<i>Delaware.....</i>	9
<i>Florida.....</i>	10
<i>Georgia.....</i>	10
<i>Maryland.....</i>	12
<i>Massachusetts.....</i>	12
<i>North Carolina.....</i>	13
FROM THE HALLS OF ACADEMIA	16
<i>East Carolina University.....</i>	16
<i>Texas A&M University.....</i>	16
<i>Texas A&M – Galveston.....</i>	16
<i>University of Victoria.....</i>	16
GLOBAL PERSPECTIVES.....	17
<i>International Waters.....</i>	17
<i>Australia.....</i>	18
<i>Canada.....</i>	18
<i>China.....</i>	18
<i>India.....</i>	18
<i>Indonesia.....</i>	19
<i>Iran.....</i>	19
<i>Jamaica.....</i>	19
<i>Japan.....</i>	20
<i>United Kingdom.....</i>	21
UPCOMING EVENTS	22
<i>The Florida Underwater Archaeology Conference.....</i>	22
<i>The Annual Meeting of the North American Society for Ocean History.....</i>	22
<i>Sea Camp at Texas A&M University – Galveston will start May 29th.....</i>	22
<i>2nd International Heritage Development Conference.....</i>	22
<i>Summer Archaeology Camp and the Graveyard of the Atlantic Museum.....</i>	22
<i>The Maritime Heritage Education Conference.....</i>	22

Federal Heritage Law

Last week, members of the United States House Resources [Subcommittee on National Parks](#) proposed a language change to long-standing legislation protecting archaeological resources that may well affect the way cultural resource management is handled in the United States. The main piece of US legislation that protects archaeological sites from federally funded and licensed development is called Section 106 of the [National Historic Preservation Act](#), passed in 1966. Whenever a federally funded or licensed construction project, such as a dam or highway or cell tower, is proposed, Section 106 requires that the federal agency responsible for the project identify "historic properties" that might be damaged or destroyed by the construction project. If eligible or listed properties are found, then there is an established process to deal with the potential damage, involving consultation between involved agencies and interested persons. "Historic properties" are defined as places included in or eligible for the National Register of Historic Places: they include archaeological sites, historic buildings, battlefields, Indian sacred sites, and a wide range of other culturally important places. The proposed new wording would change the bolded part [in Section 106, **eligible for inclusion in**] to read "**or determined by the Secretary to be eligible for inclusion in**", thus requiring that before a place could be considered eligible for the Register it would have to be approved by the [Department of the Interior](#) in Washington DC. Tom King, a nationally-recognized expert in cultural resource management issues, believes that the changes mean one (or both) of two things: "1. Project proponents will no longer be required to identify places threatened by their projects; it will be up to others (SHPOs, concerned citizens) to do so, and to get them formally reviewed by the Secretary, and/or; 2. If they DO identify such places, and they haven't already been registered, it will no longer be permissible for an SHPO and agency to agree about eligibility, it'll have to go to the Keeper [of the National Register], adding a minimum of 30-60 days to every project review. A strange thing for folks to propose who ostensibly want to limit the power of the federal government." A committee hearing on the draft document including the new wording is scheduled for April 21st in Washington DC. If the changes are accepted, it will be presented to the House of Representatives for a vote at some point in the future and then must make it through the Senate as well.

By K. Kris Hirst – About, Inc.©

<http://archaeology.about.com/od/section106/a/nunesamend.htm>

Archaeology.about.com (04/12/05)

Download a copy of the draft amendment here: <http://www.acra-crm.org/nunesamendmentdraft.pdf>

(courtesy of NPS Archeology E-Gram 29 May 2005)

On April 21, 2005, the [House Committee on Resources](#), [Subcommittee on National Parks](#), held oversight hearings on the [National Historic Preservation Act](#).

Information about the hearings may be available at

<http://resourcescommittee.house.gov/archives/109/nprpl/index.htm>, at "Unintended Consequences of National Historic Preservation Act Debated" (04/21/05).

Federal Agencies

Preserve America Initiative (Executive Office of the President of the United States)

President Bush's FY 2006 budget proposes \$12.5 million to help local economies find self-sustaining ways to manage historic properties and promote heritage tourism through the [Preserve America](#) initiative. These grants would be available to designated *Preserve America* Communities, Certified Local Governments that are applying for *Preserve America* Community designation, and State and Tribal Historic Preservation Offices. If funded by Congress, the grants will offer a new type of competitive historic preservation funding to encourage States, Indian tribes, and communities to realize the potential of their outstanding heritage assets as both educational and economic assets that can benefit the American public. The grants would be administered by the [National Park Service](#) in partnership with the [Advisory Council on Historic Preservation](#) (ACHP).

For more information on the proposed Preserve America grant program, visit

<http://www.PreserveAmerica.gov/federsupport.html>.

Fish and Wildlife Service (Department of the Interior)

(courtesy of Eugene Marino, [National Wildlife Refuge System](#))

The National Wildlife Refuge System is pleased to announce the new [Cultural Resources Program](#) Web site. The site offers detailed information on the management of Cultural Resources on Refuge System lands, appropriate regional points of contact, and educational materials for use by Refuge System employees and the public.

Please visit <http://historicPreservation.fws.gov> often to learn about these important Refuge System resources.

National Park Service (Department of the Interior)

[see entries under [North Carolina](#), [2nd International Heritage Development Conference](#) and [Maritime Heritage Education Conference](#)]

Secretary of the Interior Gale Norton today announced her selection of candidates to receive ownership of four lighthouses under the [National Historic Lighthouse Preservation Act](#) and announced that applications are being accepted for ownership of nine others. The secretary's recommendations on the four lighthouses are forwarded to the administrator of the [U.S. General Services Administration](#), who will transfer ownership of the lighthouses from the [U.S. Coast Guard](#) to the new owners. "Under the National Historic Lighthouse Preservation Act of 2000, these lighthouses are going at no cost to selected private or public groups who have demonstrated their capability to care for these wonderful cultural icons," Norton said. "I am pleased to announce new stewards for these four lighthouses." Secretary Norton and the [National Park Service](#), in partnership with GSA and the Coast Guard, have made 50 lighthouses and stations available for transfer from the Coast Guard since 2001. With more than 200 additional lighthouses potentially available for transfer, more decisions are expected this year. The four lighthouses announced today include those listed below: [Bakers Island Light Station](#) to the [Essex National Heritage Commission](#) located in Salem, Mass.; [St. James Light Tower](#) to [St. James Township](#), Mich.; [New London Harbor Light](#) to the [New London Maritime Society](#) in New London, Conn.; and [West Point Light](#), Washington to the city of Seattle, Wash.

For more information, see <http://www.cr.nps.gov/maritime/nhlpa/nhlpa.htm>.

Archeology Program

(courtesy of the NPS Archeology E-Gram 28 April 2005)

The [Archeology Program](#) has created the [Antiquities Act website](#) as part of the centennial commemoration of the Antiquities Act of 1906. The website discusses the significance of the Act, accomplishments for archeology and the American public, and continuing efforts to protect archeological heritage. The site also includes an interactive map of national monuments and a calendar of events related to the centennial.

Visit the web site at: <http://www.cr.nps.gov/aad/sites/antiquities/index.htm>

(courtesy of NPS Archeology E-Gram 29 May 2005)

The [National Park Service](#) partners with the [Institut National du Patrimoine](#), France. The Institut National du Patrimoine (INP) in France is a national government agency that performs some functions similar to the NPS. One of its functions is to train archeologists and other historic preservation professionals for work in its offices throughout the country. International internships with comparable preservation organizations are one aspect of this professional training program. The [Archeology Program](#), [National Center for Cultural Resources](#) (NCCR), is currently the host for such an internship for Francis Saint-Genez. Mr. Saint-Genez is an archeologist who, following the completion of his professional development program will take up an archeological position with the Ministry of Culture. Mr. Saint-Genez has been entered in the VIP program and all expenses related to the internship are funded by the INP. He is working on two projects during his 2-month stay. The first project is a compilation of educational materials on the curation and conservation of submerged archeological collections, which will be added to the online course [Managing Archeological Collections](#) (<http://www.cr.nps.gov/aad/collections/>). The second project is a comparison of historic preservation policy and guidance between France and the United States.

For more information, contact: Frank McManamon at fp_mcmanamon@nps.gov.

Biscayne National Park

The [PAST Foundation](#) will host its 2005 Field School from Monday, August 1, through Friday, August 12, 2005. Students should plan to arrive no later than July 31. The field school will be held at [Biscayne National Park](#), Florida. The field school will be under the direction of Drs. Annalies Corbin and Sheli O. Smith. The field school will teach basic documentation techniques underwater and to explore how archaeological information is translated into the creation and management of underwater parks. The field work in Biscayne National Park is part of a multi-year project to establish a Maritime Heritage Trail within park waters. Final deadline is June 10, 2005.

For further information and application forms, go to:

<http://www.pastfoundation.org/Field%20School%202005.htm>

Additional inquiries should be addressed to: fieldschool@pastfoundation.org

Cape Hatteras National Seashore

(courtesy of Doug Stover, Outer Banks Group, NPS)

The [Bodie Island Lighthouse](#) first order Fresnel lens [was] formally transferred from the [United States Coast Guard](#) to the [National Park Service](#) (NPS) ... on Monday, April 25. At the ceremony Admiral Sally Brice-O'Hara, Commander of the Fifth Coast Guard District ... sign[ed] the transfer document. The Coast Guard transferred the lighthouse to the NPS in 2000. The lens itself was not transferred because the Coast Guard considers the lens personal property, rather than real property. As part of the lens transfer, the NPS has agreed to maintain the navigation functionality of the lighthouse. When the tower is restored in the future, the lens will be temporarily removed. While it is out of the tower, it will receive necessary conservation treatment to ensure its preservation. The lens will be reinstalled in the tower following restoration work. There are only a handful of lighthouses remaining with their original first order lens. The first-order lens was manufactured by Barbier and Fenestre, Paris, France, in 1871. The inside diameter of the lens is 6 feet, 9/16 inches. It is shaped like a beehive with its center section consisting of eight panels or bull's-eye's. When an oil or kerosene lamp was used, a 4-inch-diameter iron tube would have connected a damper tube at the top of lens to the bottom of the ventilator ball. Today, an electric cable powers a modern lamp. The light was first exhibited on October 1, 1872, and continues to be maintained and operated as an active aid to navigation.

For more information, visit the [Cape Hatteras National Seashore](#) at

<http://www.nps.gov/caha/capehatteras.htm>.

National Register of Historic Places

[see entry under [Heritage Law](#)]

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

[see entries under [North Carolina](#) and [Cape Hatteras National Seashore](#)]

National Oceanic and Atmospheric Administration (Department of Commerce)

Marine Protected Areas Center (Department of Commerce/NOAA)

Staff from the [NOAA Coastal Services Center](#) and the [National MPA Center's Training and Technical Assistance Institute](#) conducted a two-day visitor-use management workshop in Biloxi, MS, earlier this month. Hosted by the [Grand Bay National Estuarine Research Reserve](#), the workshop "Managing Visitor Use in Coastal and Marine Protected Areas" introduced participants to a planning framework for balancing visitor use and resource protection in coastal and marine protected areas. Attendees received training on a detailed problem identification process, methods for identifying indicators and standards for monitoring visitor impacts, and management tactics. Participants included representatives from local, state, and federal natural resource management agencies, the ecotourism industry, nonprofit conservation organizations, education, and academia. Future workshops are scheduled for South Carolina, Florida and New York.

For more information, contact [Heidi Recksiek](#) at: Heidi.Recksiek@noaa.gov.

In an effort to help stakeholders stay informed about ongoing MPA planning processes across the nation, the [National Marine Protected Areas Center](#) has established web-based regional information centers on

www.MPA.gov. The [Online MPA Regional Information Centers](#) provide “one-stop-shopping” for comprehensive information on ongoing federal, state, and tribal MPA planning processes. Stakeholders can search the Information Centers for MPA planning processes by region of the U.S., or by state. The information presented on each planning process relies heavily on links to existing MPA agency and organization websites. Strictly factual data on key steps in these processes, such as dates, times, locations, and points of contact are presented. The Information Centers do not address underlying policy issues or advocate particular positions. The MPA Center currently plans to offer eight web-based regional information centers for the following U.S. regions: Caribbean; Great Lakes; Gulf of Mexico; Hawaii and U.S. Pacific Islands; Mid Atlantic; New England; Pacific Coast; South Atlantic. Currently, the Pacific Coast region is completely populated and data for the New England region is growing. Other regions will be populated throughout the year.

For more information (or if you have any on-going processes that you would like added to the database), please contact Amy Nickens in the MPA Center at Amy.Nickens@noaa.gov, 301-713-3100, ext. 237.

Notice is hereby given of a public meeting concerning the development of a national system of marine protected areas (MPAs) pursuant to [Executive Order 13158](#) (May 26, 2000). The New England Region Public Dialogue will be held in Portland, Maine and is the second in a series of regional dialogues to be held around the United States to solicit input from the public concerning their views on a national system of MPAs. Meeting room capacity is limited to 60 people, and as such interested participants are required to RSVP via the e-mail address (preferable), fax number, or phone number listed below, by no later than 5 p.m. e.d.t. on May 6, 2005. Attendance will be available to the first 60 people who respond. Those who wish to attend but cannot due to space or schedule limitations can find background materials at the web page listed below and may submit written statements to the e-mail, fax, or mailing address below. A written summary of the meeting will be posted on the [National MPA Web site](#) within one month of its occurrence. The meeting will be held Monday, May 16, 2005 from 7 p.m. to 9:30 p.m. e.d.t. at the [Gulf of Maine Research Institute](#), 350 Commercial Street, Portland, Maine 04101.

For further information, contact: Jonathan Kelsey, National System Development Coordinator, 301-713-3155 ext. 230; e-mail: mpa.comments@noaa.gov; or visit the National MPA Center Web site at http://mpa.gov/national_system/. The Federal Register Notice can be downloaded here: <http://a257.g.akamaitech.net/7/257/2422/01jan20051800/edocket.access.gpo.gov/2005/pdf/05-7944.pdf> (PDF/52 KB).

National Marine Sanctuaries (Department of Commerce/NOAA)

[also see entries under [North Carolina](#) and [Maritime Heritage Educators Conference](#)]

(courtesy of Kathy Kelly, [NOAA Central Library](#))

The new state of the sanctuary report from NOAA's [National Marine Sanctuary Program](#) reports significant accomplishments for 2004 and plans for 2005 for each of the U.S national marine sanctuaries, including those with submerged cultural resources. The Maritime Heritage section of the report features information on steps forward in USS *Monitor* conservation, the hunt for the USS *Alligator* off Cape Hatteras, and new resources, research, and public events in the Thunder Bay National Marine Sanctuary. "Our National Marine Sanctuaries: State of the Sanctuary Report 2004-2005" is available in the NOAA Central Library (call number: QH91.75.U6 O87 2004/2005) and is also online at:

<http://sanctuaries.nos.noaa.gov/library/national/sots05.pdf> (PDF/2.8 MB)

Olympic Coast National Marine Sanctuary

(courtesy of Bob Steelquist –Olympic Coast NMS)

The [Olympic Coast National Marine Sanctuary](#) and the [Makah tribe](#), working with their Tribal Historic Preservation Officer, have conducted a preliminary paleoshoreline archaeology site assessment. Analysis from organic samples (bone, shell, and charcoal) and artifacts obtained from a high-sea-stand paleoshoreline site on the Makah Reservation indicate occupancy at about 4,560 BP (Before Present). Analyses of shell middens from two additional paleoshoreline sites indicate cultural associations dating to approximately 3,000 BP and 2,900 BP.

For more information, contact Robert Steelquist at: Robert.Steelquist@noaa.gov.

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.

Pacific Islands Region

[Hans van Tilburg, Pacific Islands Region Maritime Heritage Coordinator provided information for this article and NOAA's involvement in the project although neither are mentioned in the article]
 From junked trucks to World War II submarines, vast fields of far-flung wreckage exist beneath the blue-green ocean off Hawaii. "It's like an obstacle course under water, especially at Pearl Harbor," said John Smith, science program director at the [Hawaii Undersea Research Laboratory](#). "Finding the more interesting artifacts is a real challenge." A World War II-era Japanese submarine scuttled by the U.S. Navy is the laboratory's latest significant find among thousands of wrecks, most from the past two centuries. The ship is one of two [I-400 Sensuikan Toku](#) class subs captured in the Pacific a week after Japan surrendered in 1945. Both subs were deliberately sunk by the U.S. when Russian scientists demanded access to them. The 400-foot-long hulks were the largest built before the nuclear ballistic missile subs of the 1960s. In 2002, the waters off Oahu also yielded a [Japanese midget submarine](#) that was hit an hour before Japan's aerial attack on Pearl Harbor in 1941. "These are incredibly valuable archaeological sites," said John Wiltshire, acting director of the Hawaii Undersea Research Laboratory. "Sometimes in the marine environment, you can preserve things you can't preserve on land." Undersea artifacts in shallower waters can actually benefit the environment, serving as sturdy skeletons for thriving undersea habitats. The *Mahi*, a scuttled Navy minesweeper off the Waianae Coast, has grown into a 190-foot artificial reef that is home to corals, leaf scorpion fish, pufferfish, triggerfish, eels and magnificent eagle rays. The nearby LCU, a 100-foot landing craft utility ship, houses two timid white-tipped reef sharks that flee when divers approach. "Marine life tends to like these wrecks because there are nooks and crannies to hide in," Wiltshire said.

By Jeanette J. Lee – The Associated Press©

http://news.yahoo.com/news?tmpl=story&u=/ap/20050423/ap_on_sc/sunken_wreckage

Yahoo! News – USA (04/23/05)

Gerry E. Studds Stellwagen Bank National Marine Sanctuary

(courtesy of Dede Marx, SBNMS)

[Woods Hole Oceanographic Institution](#) (WHOI) [Deep Submergence Lab](#) and [Marine Policy Center](#) conducted an autonomous underwater vehicle (AUV) survey of a maritime heritage site in the sanctuary with their vehicle SeaBED. The use of this vehicle will continue this summer/fall through support from a [NOAA Ocean Exploration](#) grant. This work is being done through a partnership with WHOI and the Massachusetts [Office of Coastal Zone Management](#)'s [Board of Underwater Archaeological Resources](#).

Sanctuary maritime archaeologists attended a 2-day photomosaic workshop at the [University of New Hampshire](#)'s [Center for Coastal Mapping](#). Jeremy Weirich, of NOAA's [Office of Ocean Exploration](#), organized the workshop, which was attended by numerous National Maritime Sanctuary staff. Stellwagen Bank National Marine Sanctuary is using the software and techniques learned during this workshop to develop photomosaic of the steamship *Portland* and the coal schooner *Paul Palmer*.

Deborah Marx and Matthew Lawrence gave presentations at the [Cape Cod Museum of National History](#) in Brewster, MA. They spoke on the maritime history of Massachusetts Bay as well as the archaeological investigations of shipwrecks in the sanctuary. Their presentations are part of a larger 12-week course/lecture series entitled, [Ocean Treasure: The Natural and Cultural Resources of the Stellwagen Bank National Marine Sanctuary](#).

The February 2005 issue of the journal [Wreck and Rescue](#), a publication of the [US Life Saving Service Heritage Association](#), featured two articles by sanctuary staff on the sanctuary's maritime heritage resources entitled: *Prey of the Storm: The Steamer Portland and the Gale of 1898* and *the Schooners of Stellwagen Bank*.

The listing of the steamship *Portland* on the [National Register of Historic Places](#) is featured on [NOAA's Preserve America Website](#). http://preserveamerica.noaa.gov/success_portland.html

Office of Ocean Exploration (Department of Commerce/NOAA)

[see entries under [Stellwagen Bank National Marine Sanctuary](#), [Naval Historical Center](#), and [Maryland](#)]

Naval Historical Center (U.S. Department of Defense/The Department of the Navy)

[see entries under [Maryland](#) and [North Carolina](#)]

The [Naval Historical Center](#) (NHC) received the official report in April from a September 2004 survey, which shed light on the loss of the submarine USS O-9, which mysteriously sank June 20, 1941, with the loss of all 33 Sailors. Coordinated with the NHC, the survey was undertaken by the [National Undersea Research Center](#) (NURC), the [National Oceanic and Atmospheric Administration](#), and the History Channel Series, [Deep Sea Detectives](#). "The NHC is responsible for archiving the Navy's history and as such, safekeeping this report ensures that the Center and the [Underwater Archeology Branch](#) in particular continues to fulfill its mandate," said Dr. Robert Neyland, Underwater Archaeology Branch, NHC. The wreck of the submarine, renumbered SS-70 in 1941, was examined over three days using a NURC research vessel and remotely operated vehicle (ROV). The Research Center's staff and crew were able to confirm the exact position of O-9, which is situated at an upright angle at an average depth of 409 feet and remains virtually intact despite the decades it has spent permanently submerged on the New London seabed. "The objectives of the survey included determining the condition of the vessel, collecting video and photographic documentation, and investigating a potential cause for the submarine's loss," said Dr. Susan B.M. Langley, [state underwater archaeologist for [Office of Archeology](#), [Maryland Historical Trust](#) of the [Department of Housing and Community Development](#) and] senior scientist/principal investigator. "The report indicates that these aims were largely achieved despite the interference from marine life." The film crew faced the challenge of navigating the ROV while carefully avoiding entangling fishing nets that surround the submarine's bow. When approaching from the stern, the survey discovered that the most severe damage to the vessel is in the vicinity of the engine room and the aft battery compartment. "Dr. Langley's survey of the USS O-9 provides the Navy with a fresh look at the wreck and the grave site," said Neyland. "This survey and the following documentary illustrate that the Navy's history, tradition, and sacrifice survives in the sea." Due to the Japanese attack on Pearl Harbor, just six months after the sinking, the tragedy was almost forgotten. This remained the case until 1997, when retired naval officer and diver Glen Reem personally persuaded Klein Associates, a sonar designer and supplier, to run a sonar search to relocate the stricken submarine, reopening interest in the O-9 mystery.

By Cara Berkely – Naval Historical Center Public Affairs©

<http://www.emilitary.org/article.php?aid=2761>

eMilitary.org – USA (04/20/05)

(also see entry under [Maryland](#))

Activities in States and Territories

Alabama

Many professionals in history-related fields say they're still unhappy with the latest proposal to rewrite laws about who can legally remove historical artifacts from beneath state waters. Identical bills were introduced in the House and Senate, and a House committee adopted a heavily revised substitute version. Both bills are in position for floor votes when the Legislature returns from spring break Tuesday. Rep. Cam Ward, R-Alabaster, said he worked in suggestions from the [Alabama Historical Commission](#) and noted that divers made several concessions. Ward, the House sponsor, said he will be willing to consider further changes and hopes the proposal will get a floor vote in the House within the next two weeks. Still, assessments from professionals range from tactfully negative to bluntly dire. "We're just hopeful that the (legislative) leadership realizes that if passed in its current form, this bill would do more harm for cultural resources than good," said Brandon Brazil, a spokesman for the Alabama Historical Commission.

By Sallie Owen – The Mobile Register©

<http://www.al.com/news/mobileregister/index.ssf?/base/news/1112004917157380.xml>

AL.com – Mobile,AL,USA (03/28/05)

Delaware

A diver investigating a historic underwater site just off Lewes Beach recovered fragments of pottery and a complete ceramic jar last month. But the dive work done under contract with the [Army Corps of Engineers](#) is just the start. This week, a team of divers is expected to take a close look at the site, which could be one of Delaware's oldest known shipwrecks or even an early Colonial site that was once on land. It was torn into by a corps dredge drawing sand for beach replenishment last October. The new pieces are similar to what has already been collected on the repaired beach near Roosevelt Inlet. Speculation among state archeologists is that the site will turn out to be a Colonial-era shipwreck. If that is the case, it would be the earliest shipwreck ever identified in Delaware, said Dan Griffith, director of the newly formed Lewes Maritime Archeology Project. The ship would have sunk at least 50 years earlier than the *DeBraak*, the British brig that sank in a sudden windstorm off Cape Henlopen in 1798. The other possibility is that the artifacts came from a site that was once on land. Coastal erosion, the construction of the breakwaters in Lewes Harbor and the creation of Roosevelt Inlet have caused dramatic changes in the shoreline at Lewes.

By Molly Murray – Gannett News Service©

<http://www.delmarvanow.com/bethanybeach/stories/20050420/2115894.html>

Bethany Beach Wave - Bethany Beach,DE,USA (04/20/05)

The [Delaware Department of State](#) announced Wednesday that the next phase of the search for a possible shipwreck off Lewes Beach will begin next week. Divers will begin combing the sea floor and excavation trenches to recover artifacts as part of a survey to verify whether an 18th-century shipwreck exists in the location, and if so, to determine the nature, extent, and significance of the historic vessel. Daniel Griffith, director of the newly formed Lewes Maritime Archaeology Project, will coordinate the efforts of a team of professional archaeologists and local volunteers in the search for the shipwreck and the analysis of thousands of broken artifacts that washed up on Lewes Beach last fall after the completion of a beach replenishment project near Roosevelt Inlet. The project team will hold a news conference on Friday, April 22, to report on the discoveries to date. Preliminary analysis of the highly fragmented artifacts indicates the presence of a shipwreck from the third quarter of the 18th century, which was disturbed by sand dredging operations during the beach replenishment. Artifacts include numerous paver bricks, shards from glass and ceramic containers, domestic glassware fragments, shards from dishes, bowls, cups and plates, metal toy figurines, furniture fittings, and clay pipe and bowl fragments. The majority of the artifacts are of English and German manufacture.

WBOC TV 16©

<http://www.wboc.com/Global/story.asp?S=3211531&nav=MXEFYfyY>

WBOC TV 16 - Salisbury,MD,USA (04/21/05)

(courtesy of Tane Casserlay, Monitor National Marine Sanctuary)

We may never know exactly what caused a merchant ship to wreck and sink just off Lewes Beach more than 250 years ago, but we do know that somehow such a vessel found its way to the bottom of the Delaware Bay. Divers are now trying to unravel the mystery, crawling on the bay floor, at times barely able to see inches in front of themselves, in an effort to piece together a more detailed picture. “We’re trying to expose features of the site, wooden features, several millstones that we want to measure and map. The goal is to try and identify the side of the vessel,” said Lee Cox, owner of [Dolan Research](#), the marine archaeology company diving on the wreck. However, one amateur archaeologist with wreck diving experience said there could be two ships – one atop or one adjacent to the other. Divers can stay submerged for up to two hours connected to an umbilical that supplies air and communications with the dive supervisor onboard the boat above. Cox said money for the dive portion of the project had been expended, but because they were able to save money in other areas, he planned to remain on-site for the remainder of the week. “I know how important it is, and we need to get as much information as we can,” Cox said. Dolan Research is working under a contract with the [U.S. Army Corps of Engineers](#) to find out as much as possible about what experts now say is a merchant ship that sank sometime in the mid 1700s.

By Henry J. Evans Jr. – Cape Gazette©

<http://www.capegazette.com/storiescurrent/0405/shipwreck042905.html>

Cape Gazette – Lewes,DE,USA (05/02/05)

About 14 feet beneath the surface of Delaware Bay, underwater archaeologist Lee Cox groped around like a blindfolded man in a carnival maze. Brisk winds kicked up choppy seas and pitched Cox and other divers around in the shallows. The water was filled with silt. Cox was performing archaeology by groping his way along the bottom in search of shapes from the distant past. By Sunday, he and other archaeologists were certain of what they were feeling in the sand. Now, they have made their conclusions public and announced the discovery of a cache of millstones from a sunken 18th-century cargo ship. State historians think the grinding stones could have been destined for the dozens of mills that sprang up in Sussex County in the first century after the earliest European settlements (the mid-1600s) in Delaware. The goods probably were being shipped down the Delaware River from a larger community, such as Philadelphia. "Another chapter in Delaware's rich history is about to unfold," said Harriet Smith Windsor, Delaware's secretary of state and the overseer of historic sites in the state.

By Molly Murray – The News Journal©

<http://www.delawareonline.com/newsjournal/local/2005/04/27historicfindoff.html>

The News Journal - Wilmington,DE,USA (04/27/05)

Florida

The underwater conservation group that discovered a historical anchor buried underneath the ocean will soon be embarking on a new project off the coast of Pompano Beach. [Vone](#), a nonprofit, all-volunteer group based in Pompano Beach, specializes in underwater archaeology and does everything from looking for shipwrecks to discovering coral reefs to picking up trash to finding lost divers. On April 12, the [Pompano Beach City Commission](#) gave tentative approval to expand its rules on scientific activities to allow Vone to start its next major endeavor late this summer: digging for a shipwreck thought to have happened in the late 1800s or early 1900s. The project is known informally as the Canadian wreck, not because the ship originated in Canada but because of the man who discovered it, Vone founder and president Stephen Attis said. A Canadian was vacationing in the area in the 1970s at the same time a governmental agency was installing sewer outfall pipes, which take treated sewage and pump it into the ocean, Attis said. He thinks when the crews were digging for the pipes, they cut into the wreck. When the Canadian man was wading in the water, "a stone's throw from the beach," he found timbers with spikes on them that look like arrowheads. "This gentleman picked some of the wood fragments up and he kept them for a long time," Attis said. "In the late '90s, he kept one and gave the others to the Marine Archaeology Council. He knew they might be significant." Attis said experts don't know anything about the ship yet but think there's potential for a great discovery. Years after applying for the state's [Department of Environmental Protection](#) and city permits, he is close to setting the date to begin excavations. He's still waiting for permission from Broward County and the [U.S. Army Corps of Engineers](#), and final approval from Pompano Beach, which could come as early as Tuesday. "There's no gold or silver," Attis said. "The treasure is in the story of the wreck and what we can learn."

By Lisa J. Huriash – South-Florida Sun Sentinel©

http://www.sun-sentinel.com/news/local/broward/sfl-ne24underwaterapr24_0_392466.story?coll=sfl-news-browardcomm

Sun-Sentinel.com - Fort Lauderdale,FL,USA (04/24/05)

Georgia

(courtesy of Jason Burns, [Georgia Historic Preservation Division](#))

Maritime, naval and southern historians as well as underwater and maritime archaeologists from throughout the world will congregate in Savannah, Georgia this May 18-21, 2005. The joint meeting of the [North American Society for Oceanic History](#), [The National Maritime Historical Society](#) and the [Society for Nautical Research](#) will be held at the [Coastal Georgia Center](#) adjacent to the [Savannah History Museum](#) and the Savannah Visitor's Center. This year's theme; North American Maritime History: Southern Connections, will provide the backdrop for lectures, presentations and tours related to maritime and naval history, social history and underwater archaeology.

Information on the conference, registration and the list of speakers can be found on-line:

<http://www.ecu.edu/nasoh/nasoh%20annual%20meeting.htm>

[Odyssey Marine Exploration Inc.](#) has achieved several milestones at its *SS Republic* shipwreck site in the Atlantic Ocean. The company, which focuses on shipwreck salvage operations, announced Monday that [Numismatic Guaranty Corp.](#) has finished grading all gold coins recovered to date from the *SS Republic* shipwreck site. At the same time, [Numismatic Conservation Services](#) has completed the conservation process of the coins. For coin collectors and potential investors, the report is critical to weighing the value of the coins, said Laura Barton, Odyssey spokeswoman. The [report](#) (PDF) details how many coins of each type and grade were recovered and what the condition is of each coin, she said. The *SS Republic* was a paddlewheel steamer that sank during a hurricane in 1865 while en route from New York to New Orleans with post-war supplies and currency. Odyssey Marine Exploration discovered the shipwreck in August of 2003 nearly 1,700 feet below the surface of the Atlantic, nearly 100 miles off the Georgia coast.

By Larry Halstead – Tampa Bay Business Journal©

http://tampabay.bizjournals.com/tampabay/stories/2005/03/28/daily9.html?jst=b_in_hl

Tampa Bay Business Journal - Tampa,FL,USA (03/28/05)

You've got to admit the notion of scuba diving in the Ocmulgee looking for artifacts beneath the brown water doesn't have the same appeal as diving off tropical reefs looking for sunken treasure. That is unless you're Stephen Hammack and his band of dedicated archaeology professionals and amateurs. Hammack is a native son who couldn't be happier digging in dirt or swimming in murky Ocmulgee waters, looking to record and preserve the history of Macon. And, after you get past the townsfolk' snickers and the river's murkiness, river research is actually a whale of an idea. Exploring Macon's past as a riverfront town under water will provide a whole new perspective to history buffs who have dug in, around and under dirt clods on both sides of the river for decades in documenting our Indian and early settler heritage. The river bottoms are ripe for exploration. One of the things the divers will be looking for is evidence of the steamboat loading docks that dotted the Ocmulgee's banks, and any underwater remains from the boats, their cargo or the people who lived here. Hammack is working through the [Ocmulgee Archaeological Society](#) to secure a grant to begin the project this summer. He's a professional. He majored in underwater archaeology in graduate school and is employed doing what he loves - archaeological research projects, currently on Robins Air Force Base property. Hammack will get word early next month whether or not the local OAC group will get a [Professional Association of Diving Instructors](#) foundation grant to help with specific training needed for the river exploration. He's got the support of and a commitment from the International City Scuba Club, and grant money would be used for expenses of the [National Park Service's Submerged Resources](#) training team to lend their expertise.

By Barbara Stinson – The Macon Telegraph©

<http://www.macon.com/mld/macon/news/opinion/11348584.htm>

Macon Telegraph - Macon,GA,USA (04/10/05)

(courtesy of Jason Burns, [Georgia Historic Preservation Division](#))

The [Georgia Department of Natural Resources](#) (DNR), Historic Preservation Division, will begin its first major underwater archaeology survey on the Ogeechee River this week. DNR archaeologists will accompany [Panamerican Consultants, Inc.](#), an underwater archaeology-consulting firm, while they scan the black water looking for remnants of the past on the river's bottom. Funded by a grant from the [National Park Service's American Battlefield Protection Program](#), the survey is primarily focused on the waters near [Fort McAllister State Historic Site](#), but will continue up river to historic Kings Ferry, near the modern day US Highway 17 bridge. It will document over 200 years of history on the Ogeechee from 19th century plantations and Civil War shipwrecks like the *CSS Nashville*, to 18th century Revolutionary War battles and more modern abandoned and derelict vessels. "This is the first state sponsored survey to really document what is on the bottom of the Ogeechee River," said Jason Burns, DNR's underwater archaeologist. "It will help us to effectively manage the historic resources and bring the stories back to life through interpretive exhibits and displays at Fort McAllister."

Burns is interested in speaking with anyone who has information on sites in Georgia's waterways and can be reached at 912-598-3346 or through e-mail at Jason_Burns@dnr.state.ga.us. Information on Georgia's underwater archaeology program can be found online at www.gashpo.org. (04/18/05)

Maryland

(courtesy of multiple sources)

On May 2nd at 9:00 PM an episode of [Deep Sea Detectives](#) (The History Channel) ... air[ed] "USS O-9: The Forgotten Sub of WWII". NOAA's [Office of Ocean Exploration](#) sponsored and coordinated this three-day research cruise, held aboard the R/V *Connecticut*. Susan Langley, State Underwater Archaeologist in the [Maryland Historical Trust](#) of the [Department of Housing and Community Development](#), was the Chief Scientist for the project. She supplied the following information: The USS O-9 was one of 16 "O class" submarines commissioned between 1915-1918. It was one of eight built by the Fore River Ship Building Company of Quincy, Massachusetts for the Electric Boat Company of Groton, Connecticut and was launched January 27, 1918. Too late to see action during World War I, these vessels were assigned to the Atlantic Fleet until 1931 when they were decommissioned at the Philadelphia Navy Yard and placed in the Reserve Fleet. Refitted for use as training vessels, the O-9 was lost when it failed to surface after a 1941 test dive. Recent examination of the wreck succeeded in documenting the remains but failed to determine a cause for the sinking.

[for additional information see entry under [Naval Historical Center](#)]

Massachusetts

David Ball will go to any depths to preserve historic artifacts. The President of the [Scituate Historical Society](#) got approval from Selectmen this week to have the Bassings Cove Maritime Association continue its ongoing project of retrieving artifacts from the *Forest Queen* - a ship that wrecked off Third Cliff February 28, 1853. What is retrieved from the shipwreck will be properly preserved inside the [Massachusetts Humane Society](#) Boathouse located on the Young's Boatyard site the town recently purchased. The *Forest Queen* sank off Peggotty Beach on a return trip from China. The 40 immigrants on board the ship were all rescued safely, but some of the vessel's cargo - specifically a load of silver bars - disappeared. Many believe the valuable cargo was plundered by early Irish Mosser Daniel Ward. But excavation of the wreck over the years has turned up countless other artifacts - many of which are on display at the [Maritime and Irish Mousing Museum](#). Tom Mulloy, a local diver and founder of the Bassings Cove Maritime Association first located the wreck about 15 years ago and has been bringing artifacts - including pieces of china, one bar of silver, and even an intact bottle of Worcestershire sauce - to shore ever since.

By Jillian Fennimore – Scituate Mariner©

<http://www2.townonline.com/scituate/localRegional/view.bg?articleid=210917> (no longer available)

Scituate Mariner - Marshfield,MA,USA (03/24/05)

A copy of the article can be viewed at: <http://www.scuba-newengland.com/NewsDetail.asp?NewsID=38>

(courtesy of John Broadwater – [Monitor National Marine Sanctuary](#))

A long lost WWII-era German U-boat, the U-550, was recently located and dived by a group of technical divers. The group discovered the wreck 70 miles south of Nantucket Island (MA), near the wreck of the *Pan Pennsylvania* - the U-550's last victim. Although the *Pan Pennsylvania* wreck has been previously located and explored by divers, the wreck of the U-550 apparently has never been found, until now. Immediately after the U-550 torpedoed the *Pan Pennsylvania* on April 16, 1944, the US Navy destroyer escorts USS *Joyce*, USS *Peterson* and USS *Gandy*, which were accompanying the convoy that *Pan Pennsylvania* was a part of, hunted down, rammed, and depth charged the sub. Following the depth charge attack, the wounded sub surfaced, engaged in a brief gun battle, and then sank to the ocean floor. Today the sunken sub lies at a depth of nearly 300ft below the surface of the ocean. While no artifacts have been recovered that would positively identify the wreck as U-550, the divers were able to confirm the U-boat as a Type IX-C - the same as the U-550.

The Associated Press© (04/01/05)

news link expired

For more information on the Pan Pennsylvania and the U-550 visit: http://www.njscuba.net/sites/site_u-550-pan_pa.html

(courtesy of Vic Mastone, Massachusetts [Board of Underwater Archaeological Resources](#)) [Massachusetts Ocean Education Guide](#) Website is now on line. As part of [Executive Office of Environmental Affairs](#) (EOEA) Secretary Ellen Roy Herzfelder's Ocean Education Program, CZM has developed a dynamic directory of ocean education resources. The directory includes field trips, speakers, curricula, publications, parent/child interactive programs, after school programs, workshops, films/videos, newsletters/periodicals, library/resource centers, volunteer opportunities, and other programs designed to assist K-12 educators in teaching about the Commonwealth's ocean resources.

To access the Massachusetts Ocean Education Guide and/or to submit an ocean education program for inclusion, see <http://www.mass.gov/czm/oceanmanagement/education/guide/index.htm>.

North Carolina

Three archaeologists are disputing the state's claim that an undersea wreck found near Beaufort is the flagship of the pirate Blackbeard. In the first major challenge to the claim, two [East Carolina University](#) professors and the state of Michigan's underwater archaeologist said there is no conclusive evidence to justify identifying the wreckage as the *Queen Anne's Revenge*. They said state officials and researchers have studied the wreck with preconceived notions of its identity, and that pressure to capitalize on the Blackbeard connection caused alternative theories to be overlooked. Lusardi and ECU faculty members [Bradley Rogers](#) and [Nathan Richards](#) have disputed state claims in an article in the April edition of [The International Journal of Nautical Archaeology](#). Both sides say the article in the British publication is the first to dispute the identity of the wreckage, which was discovered in 1996. Mark Wilde-Ramsing, manager of the state's [Queen Anne's Revenge project](#), and Richard W. Lawrence, director of the state's [underwater archaeology branch](#), said circumstantial evidence continues to accumulate that the wreckage is the *Queen Anne's Revenge*. They said the three authors had based some conclusions on early research and misinterpreted some reports, though he acknowledged that the evidence is not conclusive. "We have this working hypothesis that this is the *Queen Anne's Revenge*," Lawrence said, "and so far, the data supports that identification."

The Associated Press©

http://www.journalnow.com/servlet/Satellite?pagename=WSJ%2FMSGArticle%2FWSJ_BasicArticle&c=MGAArticle&cid=1031782001805

Winston-Salem Journal - Winston-Salem,NC,USA (04/07/05)

In the early 1700s, the French were using long iron bolts to fasten the framing components of ships. The English and the Dutch generally were not. And there was a fastening pattern of wooden dowels and iron spikes common in French shipbuilding that was not often found in other countries, said Dave Moore, nautical archaeologist with the [N.C. Maritime Museum](#) in Beaufort. Moore has been studying these types of construction techniques in pieces of hull structure recovered from a shipwreck site in Beaufort Inlet believed to be that of the *Queen Anne's Revenge*, the pirate Blackbeard's flagship. The origin of the ship is an important element in the unfolding story of the vessel, which ran aground in Beaufort Inlet in 1718. Historical records show that Blackbeard captured the French slave ship *La Concorde* in 1717 and renamed it *Queen Anne's Revenge*. But documents recently discovered in Paris indicate the pirate may have traded that boat for a similar one, captained by an Englishman, Moore said. It's one section of a great big puzzle archaeologists, historians, scientists and others associated with the state's [Queen Anne's Revenge project](#) are trying to solve as they research artifacts retrieved from the shipwreck site. They will come together to discuss what they've found at a symposium this week in Greenville. "We wanted to have a chance to present the findings thus far to the professional and archaeological community," said Richard Lawrence, head of the state's [Underwater Archaeology Unit](#).

By Patricia Smith – Freedom ENC©

<http://www.newbernsj.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=20811&Section=Local>

New Bern Sun Journal - New Bern,NC,USA (04/05/05)

What do those numbers "1730" on a cannon retrieved from a shipwreck that state archaeologists think is the flagship of the pirate Blackbeard really mean? A year? A weight? That's part of the argument about whether the shipwreck really is *Queen Anne's Revenge*, the ship that historical accounts say Blackbeard

intentionally sank near Beaufort in June 1718 to break up his company of 300 to 400 men. At a symposium at [East Carolina University](#) those who believe it is defended their work. "Anybody that says that's a date is really showing their ignorance of 18th century cannon foundry," said Nathan Henry, archaeological conservator with the state's [Underwater Archaeology Branch](#). Founders of that day used professional engravers to mark the cannons they made, Henry said. "These numbers are chiseled," he said, posing instead the theory that the figures refer to the weight of the gun. His comments referred to the authors of an article in the April edition of the [International Journal of Nautical Archaeology](#) that cites the numbers on the cannon as possibly the most important of several reasons to question whether the shipwreck truly is *Queen Anne's Revenge*. The article claims those associated with the [Queen Anne's Revenge project](#) may have slanted evidence associated with the wreckage to fit a preconceived notion that it was Blackbeard's boat found in Beaufort Inlet, while ignoring other possibilities. The article puts forth a theory that the vessel appears more like a mid-18th century merchant ship than a pirate's boat. Speakers at the symposium, however, presented research that dated the artifacts from the site to the early 18th century. "We feel very comfortable that we're actually in the right time frame," said QAR Project Director Mark Wilde-Ramsing. Several archaeologists from across the country, who participated in a symposium panel discussion, said nothing in the article had convinced them that the shipwreck was not the *Queen Anne's Revenge*. "It has the likelihood of being the flagship of the pirate Blackbeard and at the very least it's the earliest shipwreck found in North Carolina coastal waters," said Roger Smith, [Florida's](#) chief state archaeologist. State archaeologists never claimed conclusive evidence to identify the site. But Charles Ewen of ECU's [Anthropology Department](#) said he did agree with the article's contention that by naming the project and conservation lab "Queen Anne's Revenge" and repeatedly referring to the shipwreck as the flagship, the state may have contributed to public misunderstanding. All the panel members said archaeologists might never find the artifact that proves beyond doubt that the vessel once belonged to Blackbeard.

The Associated Press©

http://newsobserver.com/news/ncwire_news/story/2299832p-8678834c.html

News & Observer - Raleigh,NC,USA (04/10/05)

A full excavation of the pirate Blackbeard's reputed ship is needed so that hurricanes do not destroy the wreck, underwater archaeology experts recommended Friday. [East Carolina University](#) hosted a daylong symposium Friday. Project researchers presented data collected since the shipwreck's 1997 excavation, including the geological history of the Beaufort Inlet, analysis of the wood and fiber of the ship, and personal items and weapons found on the ship. The same experts were careful not to concretely identify the ship as the *Queen Anne's Revenge*, which ECU and state researchers are saying lies off the coast of Beaufort. "Nobody really stated anything too formally today," said John Broadwater, program manager for the Maritime Heritage Program National Marine Sanctuaries for the [National Oceanic and Atmospheric Administration](#). "All the presentations today were presenting the evidence and kind of leaving it open for the audience to decide." A panel of nationally recognized professionals from the [National Park Service](#), the [Smithsonian Institution](#), ECU, [Texas A&M University](#), the [Florida Division of Historical Resources](#) and the federal [National Marine Sanctuaries](#) offered reviews of the presentations. Many on the panel avoided stating their opinions on the identity of the ship, but all agreed that the wreck will be destroyed by future hurricanes and storms if all of the artifacts are not brought to the surface. Despite the critics [see above news stories], the state and university researchers who worked on the project are pretty sure the ship belonged to Blackbeard. They say the *Queen Anne's Revenge* wrecked in about 12 feet of water in the Beaufort Inlet in 1718. They base their evidence on the size of the ship – between 200 and 300 tons – compared to other ships that entered the port during that time, the amount of weapons on board and artifacts they dated to the early 18th century. Despite the identity of the ship, all of the experts and researchers agreed that its [sic] an important shipwreck that needs to be studied.

By Kelly Soderlund – The Daily Reflector©

<http://www.reflector.com/news/content/news/stories/2005/04/09/492005GDRqueen.html;COXnetJSessionI Dbuild71=Cm63RfcDVZUeYfpGXlFfvNrE2KBHGzP2xNiWN2h2YiPF4OFg86A!-1413311921?urac=n&urvf=11140287270210.3790089280365615>

Greenville Daily Reflector - Greenville,NC,USA (04/09/05)

[A related story can be found at <http://www.wral.com/news/4362166/detail.html> from WRAL.com - Raleigh,NC,USA (04/08/05)]

The state is planning for the first time to allow recreational diving near a wreck many think is Blackbeard's pirate ship, despite concerns that modern pirates might loot the site. Beginning this fall, the state program, called Dive Down, would allow 320 divers a year to visit the wreckage on trips arranged through dive shops. Officials of the state [underwater archaeology branch](#) said the supervised dives will boost tourism and knowledge about the historically valuable shipwreck. They think the wreckage is that of Blackbeard's *Queen Anne's Revenge*, sunk in 1718. "It's not a glamorous site," said Mark Wilde-Ramsing, manager of the state's [Queen Anne's Revenge project](#). "It's really built on history." But Mike Daniel, a Florida diver who helped discover the shipwreck in 1996, worries that unscrupulous treasure hunters will pilfer artifacts if allowed access. He said the state should do more to recover artifacts before allowing sport diving.

By Jerry Allegood – The News & Observer©

<http://newsobserver.com/news/story/2323716p-8702322c.html>

News & Observer - Raleigh,NC,USA (04/18/05)]

In the wake of recent busts of scuba divers stealing artifacts from protected historical shipwreck sites, experts have criticized North Carolina's plan to allow recreational divers to explore wreckage thought to be Blackbeard's *Queen Anne's Revenge*. It's all about boosting tourism said one critic of the program who believes the site should be fully protected while archaeologists continue to study artifacts that could provide irrefutable evidence the shipwreck is the *Queen Anne's Revenge*. A North Carolina state official told [CDNN](#) a new program called 'Dive Down' will not only open the wreck site to more than 300 divers annually, but because each diver will have to pay local dive shops \$500 to explore the shipwreck, more than \$150,000 will be pumped into the local economy. But Mark Daniel, who helped discover the shipwreck in 1996, and Donny Hamilton, a renowned archaeologist at [Texas A&M](#), harshly criticized state officials for not doing enough to protect the shipwreck and for opening it to recreational scuba divers. While Daniel and others believe the ship is vulnerable to 'finders keepers' divers who feel it's their right to take any and all artifacts from shipwrecks, North Carolina officials defended the program saying the [U.S. Coast Guard](#) is capable of protecting the site. "Sure. That's like placing a buoy over the wreck with a big billboard that reads 'Free Artifacts'", said a veteran wreck diver who earns more than \$50,000 annually selling stolen shipwreck artifacts on eBay. "Only five hundred bucks for a guided tour of the exact location of the artifacts," he added. "Hell, I'll pay twice that and still quadruple my investment."

By Nathan Parry-Davies – Cyber Diver News Network©

<http://www.cdn.info/news/industry/i050418.html>

CDNN - New Zealand (04/18/05)

Pirate ships and cannons just go together. And when people visit the [N.C. Maritime Museum's](#) exhibit of artifacts from a vessel archaeologists think might have belonged to the legendary pirate Blackbeard, they want to see the big guns. "It's probably the most logo thing off this ship that people think of in relation to pirates," said Connie Mason, collections manager for the museum. Soon museum visitors will get their wish. The first two cannons to arrive at the museum from the *Queen Anne's Revenge* shipwreck site came from the conservation lab Tuesday. And the plan is to get them out for public display quickly - sometime in May, said museum director David Nateman. "The actual interpretive exhibit won't be ready at that time," Nateman said and added that the museum will work up some type of interim display. "The intent is to bring the smaller one to the museum and leave the larger one at the repository," Nateman said. The larger cannon currently weighs 325 pounds and doesn't have a marked weight, said conservation lab manager Wendy Welsh. It is marked, however, by a definite date, 1713, Moore said. It's one of only two artifacts retrieved from the shipwreck marked by a date. The *Queen Anne's Revenge* ran aground in Beaufort Inlet in 1718. "This is the one artifact that establishes a date that it cannot go any earlier," he said. The larger gun appears to be a carriage gun and bears the letters "IEC" for Jasper Ehrencreutz, a Swedish family that manufactured guns from the mid-17th century through the 18th century, Moore said. The two cannons were retrieved from the shipwreck site in 1999. They were both in a single concretion that divers nicknamed "Baby Ruth" because of its resemblance to the candy bar. The museum expects to receive a third cannon from the *Queen Anne's Revenge* site this summer, Nateman said.

By Patricia Smith – Jacksonville Daily News©

<http://www.jdnews.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=31445&Section=News>

Jacksonville Daily News - Jacksonville,NC,USA (04/27/05)

Have you ever wondered what it might be like to look at a shipwreck and be able to read much of its history just by what is left? What would it be like to be an archaeologist? Is there really any fun in doing math, researching history, doing science experiments or talking to people about history? Absolutely! And here is how you can be involved in the fun. [The Graveyard of the Atlantic Museum](#) is proud to announce its second annual one-week summer archaeology camp designed for secondary school students. The program, created by Wendy M. Coble, MA, archaeologist [U.S. Naval Historical Center's Underwater Archeology Branch](#), and the late Sheri D. Coates, MA, educator, will provide a unique opportunity for ten students to catch a glimpse of what it is like to study a shipwreck. Coble will direct this year's program with the help of museum staff and local educator, Beverly Henson. The program consists of two phases. The first phase is preparatory for the students, and introduces them to the concepts, methods and ideas needed to accomplish phase two. Individually, students will be given practice assignments reading assignments, and video instruction so that they can prepare to work together to investigate a shipwreck on the Outer Banks of North Carolina. Phase two will take place June 13-17. Accepted students will join Wendy and Beverly at the Graveyard of the Atlantic Museum for a week in which they will investigate and document a shipwreck near the museum. The students will work hard, but there will be plenty of fun also. The students will be sharing a unique experience with new faces, in an environment of encouragement designed to foster self-esteem. While in the program students will see real life uses for math, science, reading, history, social studies, and English writing skills. There will also be field trips to local historical landmarks, visits with interesting local historians, and programs in the museum.

For more information, contact Graveyard of the Atlantic Museum (252)-986-2995, P.O. Box 191, Hatteras, NC 27943 or visit the web site <http://www.graveyardoftheatlantic.com/>. An application form can be viewed at: <http://www.graveyardoftheatlantic.com/KidFest/KidfestApplication.html>.

From the Halls of Academia

East Carolina University

[see entries under [North Carolina](#)]

Texas A&M University

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

Texas A&M – Galveston

[Texas A&M University at Galveston](#) once again is offering a summer camp for students interested in the ocean and marine life. [Sea Camp](#), geared for youths ages 10 to 18, will start May 29 and continue through July 30 in Galveston. The hands-on camp offers 15 topics and activities, including nautical archaeology and oceanography, marine mammal workshops, coastal camping, fishing, ecology, biology and coastal photography. Between 700 and 900 children attend Sea Camp each summer. Sea Campers will live for a week in residence halls on the Texas A&M at Galveston campus.

For more information, call 409-740-4525 or visit the Sea Camp Web site at www.tamug.edu/seacamp.

Bryan College Station Eagle©

<http://www.theeagle.com/aandmnews/022105seacamp.php>

Bryan College Station Eagle - Bryan-College Station, TX, USA (02/21/05)

University of Victoria

(courtesy of Jennifer Perunko, National Park Service Maritime Heritage Program)

The [University of Victoria](#) Division of Continuing Studies' [Cultural Management Programs](#) is very pleased to be working with Jack Wiggin of the [Urban Harbors Institute](#) at the [University of Massachusetts](#) to offer a six-day intensive course on the revitalization of heritage harbours, in Victoria, British Columbia, from June 20 - 25, 2005. Detailed information on the course is available on our website at <http://www.uvcs.uvic.ca/crmp/courses/ha489a.aspx> - while this course is offered for academic credit, it can also be taken on a non-credit basis for professional development. The course is designed for people who are actively involved in harbor revitalization and management, from port authority staff, to municipal

planners, to heritage advocates, and will use [Victoria's harbour](#) as a case study while encouraging participants to focus on the issues unique to their own harbours. As this new course is offered back-to-back with Victoria's Tall Ships Festival <http://www.tourismvictoria.com/Content/EN/1473.asp>, it promises to be an enjoyable and stimulating gathering.

Global Perspectives

International Waters

Ruby Mining Company ..., conducting operations through its subsidiary, [Admiralty Corporation](#) (Admiralty), announced today that it has arrested a 30 square mile area, in international waters, in the Caribbean, which it believes contains at least one ship wreck from the sixteenth or seventeenth century. Several dives on the wreck site and the surrounding area resulted in the discovery of 28 cannons; 5 anchors; cannon balls; musket balls; lead sheathing; bronze spikes; a rusted iron piece, thought to be a rudder pintle; several flints; a bronze peg, thought to have been used to hold planks together; and many other items of interest. The WARRANT OF ARREST IN REM, No. 205 CV 0804; ORDER, No. 205 CV 0804; ORDER APPOINTING SPECIAL PROCESS SERVER, No. 205 CV 0804; and ORDER APPOINTING SUBSTITUTE CUSTODIAN, No. 205 CV 0804 were signed on Thursday, March 24, 2005 in the United States District Court for the Northern District of Georgia by the Honorable Clarence Cooper, federal District Judge. Admiralty intends to further examine the wreck site area within the arrested location in an effort to identify the ship which wrecked and to locate additional artifacts. Admiralty is working closely with its joint venture partner, Corazon a Corazon in this effort. To date, all artifacts discovered are in less than 100 feet of water and we believe that the bulk of the remains also lie at a relatively shallow depth.

Ruby Mining Company©

<http://www.primezone.com/newsroom/?d=75190>

PrimeZone (press release) - Los Angeles,CA,USA (03/28/05)

Ruby Mining Company ..., conducting operations through its subsidiary, [Admiralty Corporation](#) (Admiralty), announced today that its ship, the *New World Legacy*, is scheduled to depart from Port Royal Jamaica tomorrow to the site of the shipwreck that it recently arrested. When on site, the area to be investigated will be filmed and documented. Upon arrival, a more complete examination will be initiated to better map areas of interest.

Ruby Mining Company©

<http://www.primezone.com/newsroom/?d=75345>

PrimeZone (press release) - Los Angeles,CA,USA (03/31/05)

Ruby Mining Company ..., conducting operations through its subsidiary, [Admiralty Corporation](#) (Admiralty), announced today that its ship, the *New World Legacy*, and Corazon a' Corazon's ship the *Corazon Grande* are on site in the area where Admiralty recently arrested a wreck site for a ship thought to be from the sixteenth or seventeenth century. The cannon pile has been located and the site is being filmed and documented. A large number of artifacts have already been found. The Company is receiving numerous requests from shareholders and other interested parties for more detail on this project, which Admiralty has code named "Project Orange". More information will be released in due course and we will establish an area on our website with more information. Pictures from the site are expected to be available next week. The examination of historic wreck sites is best accomplished in an orderly protocol. After the site is protected with an arrest, it should next be mapped and documented. An attempt to identify the ship through an examination of artifacts and archival research would then follow. It is most important that proper efforts are made to discover and authenticate the ship's identity and history as well as to protect and preserve the artifacts.

Ruby Mining Company©

<http://www.primezone.com/newsroom/?d=75736>

PrimeZone (press release) - Los Angeles,CA,USA (04/06/05)

Australia

Julie Wilkins' arrival at [Flagstaff Hill](#) yesterday ended 24 years of secrecy about two significant artefacts she uncovered while diving on the Loch Ard shipwreck all those years ago. On her second day of exploring the wreck during a holiday at Peterborough in 1980, the diver surfaced with the most memorable find of her career a 1793 gold sovereign and a gold cross. "It was foggy all the way down so we thought there would be still waters," Ms Wilkins said of the fateful day. "I was diving along and all of a sudden the coin and the cross came up to me. The excited diver placed the items in her wetsuit and carried on, soon discovering more than 10 gold pieces from a clock and bottles of champagne. The veteran of more than 500 dives in Australia and overseas said she did not know of anyone else who had found a gold coin on a shipwreck. Ms Wilkins, an outdoors enthusiast who has trekked in Nepal, been on an archaeology dig, snorkelled and played water polo for decades, said she wanted to return the items and make peace. "Here we are in 2005 and I thought it's time for them to come home," she said. "It'd be terrible if anything happened to me and no one knew the story of the find." Flagstaff Hill executive manager Matt Walker said the gold items were a very welcome addition to the maritime museum's Loch Ard exhibition. "It's absolutely fantastic," Mr Walker said. "We have a range of artefacts (from the wreck) but nothing like a gold sovereign."

By Jaclyn Densley – Warrnambool Standard©

<http://the.standard.net.au/articles/2005/04/15/1113509901474.html>

Warrnambool Standard - Warrnambool, Victoria, Australia (04/15/05)

Canada

[see entry under the [University of Victoria](#)]

China

Sixty-three years ago, nearly 200 fishermen in east China's Zhejiang Province rescued more than 380 British prisoners after a Japanese ship was torpedoed and sunk in East China Sea. Sixty-three years later, the story of the rescue, which had been largely forgotten, came out as a confidential document was declassified in the Zhejiang Provincial Archives in April, 2005. The 99-page document, which was accidentally found by scholars in Zhejiang, recorded in detail the rescue and includes 1948 telegrams from the British governments expressing gratitude to the fishermen. On Sept. 27, 1942, more than 1,800 British prisoners of war boarded the "Lisbon Maru," a Japanese prison ship disguised as common cargo vessel, leaving Hong Kong for Japan. The ship was torpedoed by a US submarine off the Zhoushan Islands in Zhejiang, on Oct. 1, 1942. While many were killed, others jumped from the sinking ship. The document said nearly 200 local fishermen with 46 fishing boats rushed to the site and pulled 384 British soldiers from the water.

Xinhua News Agency©

http://news.xinhuanet.com/english/2005-04/05/content_2789677.htm

Xinhua – China (04/05/05)

India

The temple discovered by the [Archaeological Survey of India](#) (ASI), a few hundred metres to the south of the Shore Temple at Mamallapuram, near Chennai, must have been as big or even bigger than the Shore Temple, said archaeologists conducting the excavation there. While continuing the excavation, it discovered a subsidiary shrine adjacent to the remains of a square *garbha graham* (sanctum sanctorum) of the newly-discovered temple. The newly discovered temple "is a separate complex by itself. Its magnitude and area is akin to that of the Shore Temple," said T. Satyamurthy, Superintending Archaeologist, ASI, Chennai Circle. Alok Tripathi, Deputy Superintending Archaeologist, Underwater Archaeology Wing, ASI, who is heading the current excavation at Mamallapuram, said, "This temple must have been as big or bigger than the Shore Temple."

By T.S. Subramanian – The Hindu©

<http://www.hindu.com/2005/04/10/stories/2005041004161800.htm>

Hindu – India (04/09/05)

Indonesia

A groups [sic] of French and Indonesian has launched a project to help Aceh fishermen restore their life. Called as '1000 Bateaux Pour L'Indonesia' or 1,000 boats for Indonesia, the project will provide 1,000 fishing boats for fishermen in Meulaboh, West Aceh district. According to the project coordinator Pascal Kainic, they already got support from French Embassy in Indonesia as well as Indonesian Ministry of Fisheries and Ocean. Kainic told Indonesia-Relief that the project would be coordinate through [Laut Nusantara](#), a new foundation established to help tsunami survivor. In general, the foundation established as non-profit organization aims to promote interest and knowledge of Indonesia's sea archipelago. "[La Guilde Européene du Raid](#), a French charity, will also fund the projects," said Kainic, owner of Jakarta based Ocean Research Limited, a company dealing with historical shipwreck recoveries, auction of artifacts and various sea resources trading. Laut Nusantara will build fiberglass boat with 14-16 meter long. The 'mini length liner' will endure long enough, up to 30 years, compared to traditional boat with only, in average, live span of 5 years.

Indonesia-Relief.Org©

<http://www.indonesia-relief.org/mod.php?mod=publisher&op=viewarticle&cid=19&artid=653>

Indonesia-Relief.Org (press release) - Jakarta,Indonesia (04/12/05)

Iran

Ten casks dating to the Parthian times have been discovered in the waters of Rig Port in the southern province of Boushehr. The casks were primarily used for burying the dead, and then for some 1000 years (before the Islamic dynasty of Abbasids started to rule Iran) for trade and transfer of wine. The underwater archaeology team of Iran recently discovered 10 casks in Rig Port coastal waters. Most of these casks are broken down, and only one remains intact. This type of cask has been the main container of liquids in Ancient Iran. "Several items including headpieces, armors, and stone anchors were discovered during the first season of exploration in Rig waters. The archaeology team therefore decided to focus their work on documentation, photography, and filming of the explored sites," explained head of the exploration team, Hussein Tofighian. Meanwhile the site was studied furthermore and several casks were found there, added Tofighian. The area under study spreads one kilometer into and 5 to 8 kilometers deep into the coastal waters of a southern island of Rig port, where some historical remains are scattered on the sea bed.

Iranian.ws©

http://www.iranian.ws/iran_news/publish/article_6337.shtml

Persian Journal – Iran (04/11/05)

Jamaica

[Admiralty Corporation](#), the American company that was granted a licence to search for treasures that are believed to be still aboard Spanish treasure ships that sank 300 years ago, is pulling out of Jamaica, the company said yesterday. The company said it was being pressured by the [Jamaica National Heritage Trust](#) (JNHT) - the government's main contact with the treasure hunting company - which it claimed wanted Admiralty to identify sunken ships and do a full-scale recovery at the same time. "We can't do that now as time would not allow it, so what we would do now is identify the ships and come back after the hurricane season and do the full-scale recovery," said Clarence Lott, a vice-president of the American company. Officials of the JNHT could not be reached last night. Lott told the Observer last night that the pull-out was a temporary one, but warned that the company may not return if it goes elsewhere and get a more lucrative offer. "We are now being offered 35 per cent and the government is getting 65 per cent (for treasures found), which we find as unusual. "Why should we come back and take 35 per cent when we could go elsewhere and get 70 per cent," an obviously upset Lott said.

The Jamaica Observer©

[http://www.jamaicaobserver.com/news/html/20050329T230000-](http://www.jamaicaobserver.com/news/html/20050329T230000-0500_77757_OBS_US_COMPANY_GRANTED_TREASURE_HUNT_LICENSE_PULLING_OUT.asp)

[0500_77757_OBS_US_COMPANY_GRANTED_TREASURE_HUNT_LICENSE_PULLING_OUT.asp](http://www.jamaicaobserver.com/news/html/20050329T230000-0500_77757_OBS_US_COMPANY_GRANTED_TREASURE_HUNT_LICENSE_PULLING_OUT.asp)

The Jamaica Observer – Jamaica (03/30/05)

If Egypt were to allow it, bulldozers and back hoes would descend on the valley of the Kings and the Pyramids and the graves of the Pharaohs would be no more. Grave robbing on land with modern equipment and treasure hunting in the sea with suction tubes or blowers, same thing. Each shipwreck is a

grave. People died on those ships, they went down and drowned with them. Respect is due. With them went their personal belongings telling the stories of their lives, who they were, where they came from, even what they did for a living. And yes, there was cargo too, sometimes valuable gold or silver from the mines in the Americas destined for Spain. These were mainly Spanish ships, even though they are today in our waters. So how do we recover their stories and with that effort, the wealth that lies there with them? The answer lies in the appropriate use of both modern technology and expertise. Some of the equipment that is used today include subsurface penetrating radar, magnetometers and other such metal detecting equipment. The expertise is with those who know how to use and interpret the readings from the equipment. In addition, these activities must include underwater archaeologists and conservation experts. What do we hope to find? The first thing that is almost certain not to be found are the ships. Wood rots. What can be found could include the ballast, which is likely to be stones. Then there will be the big items such as cannons, most likely covered with coral, as corals are living organisms that will attach themselves to objects on the sea floor. With cannon there will be cannon balls, anchors and other large mainly metal objects. Ships in storms do not necessarily sink all at one time but get broken up by the reefs on which they flounder with the waves spreading the parts. However, the large heavy items tend to be together as they sink quickly. The important human material remains will be the artefacts such as personal belongings like hair clips, jewellery such as rings, bracelets and chains, precious and semi-precious stones, statues and other such memorabilia. Each one of these will tell its own story, sometimes who made it, where it came from, the quality of the craftsmanship, maybe even identify its owner by inscriptions and so forth. There will be plates, knives, forks, spoons, bottles and other containers telling their story of how they ate, what was the diet, the skills of the people who made these items and the techniques that they used. All this is invaluable information about the towns, cities and countries that the ships and their passengers and crew came from and sometimes, an indication of where they were going. And yes, there may be silver and gold and coins. How much these ships carried are, in many cases, known from the incredible records that the Spanish Empire insisted on keeping. Research into these records is an initial primary activity of the recovery team that must include historians and marine archaeologists. So these wrecks are, as adequately described by a contributor Dennie Quill, "a time capsule, a fragment of history buried in the sea" and to that one may add "a page of the past waiting to be read". Archaeology is a destructive science, but at least one that records its finds in such a way that they tell their stories continuously. Treasure hunting does not tell any stories other than the money that the loot brings in and that is a "one off" activity. Treasure hunting is instant gratification and there are many aspirants with that desire on land without going to sea. The effort by the regulatory authorities, namely the Government of Jamaica and its agencies and statutory bodies such as the [Jamaica National Heritage Trust](#), to ban treasure hunting and regulate underwater archaeology is admirable. As a nation, we also have to regulate what happens to the underwater environment, so as not to cause damage to the coral reefs and fish breeding grounds. We should examine what these measures are and not fall prey to the glitter of gold, because all that glitters is not gold. There is more money in the stories from the artefacts than in the gold, if it is still there, in these shipwrecks.

By Ainsley Henriques – The Jamaican Observer©

http://www.jamaicaobserver.com/columns/html/20050416T190000-0500_78816_OBS_THERE_S_MUCH_MORE_THAN_GOLD_IN_THEM_THAR_WATERS.asp

Jamaica Observer (column) – Jamaica (04/17/05)

Japan

The I-52 is the stuff of shipwreck legend. Possibly the most advanced submarine in the world at the time, Japan's I-52 was sunk in the Atlantic on June 23, 1944, while en route to a rendezvous with a German U-boat. The rendezvous remains a mystery. It was laden with two tons of gold and two tons of opium, probably for conversion into morphine painkillers. But was it also carrying a secret offer of peace? Paul Tidwell, an American shipwreck salvager, said Friday he is planning an expedition within a year -- most likely in November or in May 2006 -- to raise the I-52 from the seabed, and perhaps even return the sub to Japan. He didn't know how much the operation will cost. "We want to return all the human remains to the Japanese families," he said. "We have the full support of the Japanese government."

By Eric Talmadge – The Associated Press©

<http://www.japantimes.co.jp/cgi-bin/getarticle.pl5?nn20050419f3.htm>

The Japan Times-Japan (April 19, 2005)

An American Vietnam veteran could be about to answer one of the most intriguing questions of World War II: was Japan seeking peace with the Allies more than a year before the war ended? Paul Tidwell, a shipwreck salvager, said on Friday he believes the wreckage of a Japanese submarine sunk by US warplanes in the Atlantic on June 23, 1944, could contain a peace proposal from Tokyo. He plans to raise the sub, the I-52, from its resting place 5500 metres below the surface between Cape Verde and Barbados, 1600 kilometres from land. The submarine is thought to be carrying the remains of 112 crew, two tonnes of gold and a similar quantity of opium. According to declassified military documents in Washington, Yoshikazu Fujimura, Japan's assistant naval attache in Switzerland, had been in secret negotiations with a US representative, Allen Dulles. Mr Fujimura was sent to Lorient in German-occupied France to meet the I-52 and, some historians believe, to receive the peace proposal. He returned to Switzerland empty-handed. Mr Tidwell hopes to have ended the speculation by this time next year. "I was driven to find out everything possible about the submarine and her mission. Because of the depth, paper is preserved," he said.

By Justin McCurry – The Guardian©

<http://www.theage.com.au/news/World/Sunken-sub-may-end-wartime-mystery/2005/04/16/1113509967068.html?oneclick=true>

The Age (subscription)-Australia (04/16/05)

United Kingdom

[Odyssey Marine Exploration](#) is suspending its operations at the shipwreck site believed to be HMS *Sussex* for 15 days. The Spanish government wants to review the archaeological methods and administrative issues relating to the project and to discuss protocols for the exploration and protection of Spanish shipwrecks that Odyssey finds in the area or elsewhere throughout the world, the company said. There has been no question that the shipwreck of the *Sussex* [is the exclusive property of the United Kingdom](#), Greg Stemm, Odyssey's co-founder, said in a media release. But with so many of Spain's shipwrecks scattered throughout the oceans of the world, it is not surprising that Spain has an interest in the activities here and that Odyssey would have an interest in working out a protocol for dealing with Spanish shipwrecks in the future, he said. In September 2004 Odyssey received assurance from Spain that the Spanish Government had "no desire or intention to prevent the salvage operation of the shipwreck believed to be HMS *Sussex*," Odyssey said.

Tampa Bay Business Journal©

<http://tampabay.bizjournals.com/tampabay/stories/2005/04/04/daily3.html?jst=b ln hl>

Tampa Bay Business Journal - Tampa,FL,USA (04/04/05)

A charity dedicated to preserving the history of the 16th century warship the *Mary Rose* was today unveiling plans for a permanent museum which will unite all of the ship's artefacts under one roof. The [Mary Rose Trust](#) is hoping to create new premises which will reunite the hull of the ship in Portsmouth with the thousands of artefacts raised from the bed of the Solent. New premises will be required for Henry VII's flagship when spraying to protect the hull stops in 2010, which would allow the public approach the ship for the first time. A spokesman for the trust said: "The new museum will provide the perfect space for the artefacts to be re-united with the ship from which they came, and for all to be presented in a more appropriate way. "There will be room for many more items to be put on public display, and the space to mount major exhibitions not only about the *Mary Rose* but about the whole of the Tudor Navy. "Part of the museum will also be given over to Maritime Archaeology and Conservation, both areas in which the Mary Rose Trust leads the nation.

By Ben Pindar – Community Newswire©

http://services.press.net/pressnet/communitynewswire/index.jsp?story_id=840238&setStyle=mlStory&returnStyle=heading.cnw

Community Newswire – UK (04/15/05)

Upcoming Events

The Florida Underwater Archaeology Conference

This conference will be held in conjunction with the 57th Annual Meeting of the [Florida Anthropological Society](#) announces the call for papers. The meeting will be held May 13-15, with papers to be given on Saturday, May 14th. Hosted by the [Florida Museum of Natural History](#) and the [University of Florida](#), Gainesville.

Information and forms on the Florida Anthropological Society's website: <http://www.fasweb.org/>.

The local contact for any further information will be: Donna Ruhl, ruhl@flmnh.edu, 352-392-1721 x. 493

The Annual Meeting of the North American Society for Ocean History

This meeting will be held in Savannah, GA from May 18-22. The Conference is being held jointly with a meeting of the National Maritime Historical Society and American members of the Society for Nautical Research. [See entry under [Georgia](#) for the complete story]

More information is available on the NASOH websites: <http://www.ecu.edu/nasoh/index.htm>

Sea Camp at Texas A&M University – Galveston will start May 29th.

[See entry under [Texas A&M University - Galveston](#)]

2nd International Heritage Development Conference

This conference will be held on June 4-8, 2005 in Nashville, TN. Heritage development utilizes education, interpretation, tourism and conservation strategies to preserve and enhance national, state, regional and local heritage. The [2005 International Heritage Development Conference](#) explores the relationships between heritage development and economic development through field trips, special events and educational sessions that showcase best practices, public-private partnerships, and the use of exemplary heritage tools. Conference sessions will convene heritage development professionals, local historic resource stakeholders, economic development professionals, non-profit organizations, and elected officials to share and discuss experiences and strategies. Conference sponsors are the [Alliance of National Heritage Areas](#), hosted by the [Tennessee Civil War National Heritage Area](#) at [Middle Tennessee State University](#), and organized in collaboration with the [National Park Service](#) and dozens of state and local partners.

For more information, a preliminary program, and to register, visit: <http://www.ihdc2005.org>. Registration closes April 18.

Summer Archaeology Camp and the Graveyard of the Atlantic Museum

Have you ever wondered what it might be like to look at a shipwreck and be able to read much of its history just by what is left? The first phase is preparatory for the students, and introduces them to the concepts, methods and ideas needed to accomplish phase two. Phase two will take place June 13-17.

[See the entry under [North Carolina](#) for more information.]

The Maritime Heritage Education Conference

This conference will be the first of its kind to bring formal and informal educators together to promote the sharing of maritime heritage related education partnerships, programs and products. The meeting will take place November 18-20, 2005 at [Nauticus](#): the National Maritime Center in Norfolk, Virginia. Come together with participants from all over the country for guest plenary speakers, concurrent sessions, a book room and social gatherings related to the following maritime heritage topics: Lighthouses/lifesaving stations; Whaling and fishing heritage; Native canoe cultures; Shipping and port heritage; Shipboard education programs; and Shipwrecks and other submerged sites. Sponsored by: [National Marine Sanctuary Program](#), [National Park Service](#), [Nauticus](#) and the [National Marine Sanctuary Foundation](#). Partners: [National Council for the Social Studies](#), [American Sail Training Association](#), [PAST Foundation](#), [JASON Foundation](#), [Mariners Museum](#)

For full information, visit <http://www.sanctuaries.noaa.gov/education/mhec/welcome.html>.

An information flyer can be downloaded at: <http://www.sanctuaries.noaa.gov/education/mhec/pdf/mhec.pdf> (PDF/612 KB)