

# MARINE PROTECTED AREAS



## *Marine Cultural and Historic Newsletter*

Monthly compilation of maritime heritage news and information from around the world  
Volume 2.7, 2005 (July)<sup>1</sup>

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

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

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

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## **Federal Agencies**

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

### **National Oceanic and Atmospheric Administration (U.S. Department of Commerce)**

#### **National Marine Sanctuaries (Department of Commerce/NOAA)**

[see entries under [Naval Historical Center](#) and [Maritime Heritage Education Conference](#)]

#### **Florida Keys National Marine Sanctuary**

(courtesy of multiple sources)

In the wake of Hurricane Dennis, a miscue with the largest intentionally sunk ship in the world was found Monday to have been put right. The former [USS Spiegel Grove](#), now serving as artificial reef on the bottom in 130 feet of water off Key Largo, flipped upright as the core of the storm passed well over 200 miles to the west. It's a position project organizers wanted since the retired 510-foot Landing Ship Dock prematurely sank and rolled over May 17, 2002, leaving its upside-down bow protruding from the water. Three weeks later, a salvage team managed to fully sink the vessel, but on its right side instead of its keel. Three years later, the Spiegel Grove is the most popular artificial wreck in the Florida Keys, home at least 166 different fish species, said Lad Akins of the [Reef Environmental Education Foundation](#). "I'm flabbergasted," Rob Bleser, volunteer project director, said Monday afternoon after a dive on the newly oriented Spiegel Grove. "Nature took its course and put it where it belongs." "This will mean a whole new dive for those that have dove it before," Bleser said. Its highest point is now 60 feet down. Words of delight about the Spiegel Grove moved quickly through the Florida Keys' sport dive industry, but at least one federal official was not happy. "It's bad news from my perspective as a resource manager that it moved," said Billy Causey, the [Florida Keys National Marine Sanctuary](#) Superintendent. "We have to figure out why." Matt Strahan, meteorologist in charge at the [National Weather Service](#) Office in Key West, said waves at the wreck were as high as 20 feet Friday afternoon, when Dennis was southeast of Cuba. "Waves that high in close proximity to the reef can produce unusually strong currents with tremendous force," Strahan said. The Spiegel Grove reef is about six miles off Key Largo. Bleser says there have been about 75,000 sport dives on the wreck since it opened. The ship, designed to carry cargo and craft for amphibious landings, was retired by the Navy in 1989. Causey said sanctuary officials will temporarily close the wrecksite to sport divers to analyze its stability and replace lost mooring buoys.

The Associated Press©

<http://www.gainesville.com/apps/pbcs.dll/article?AID=/20050711/APN/507111171> (article no longer available)

The Gainesville Sun – Gainesville,FL,USA (07/11/05)

The Florida Keys' largest and most famous unnatural wonder - the sunken wreck of the *Spiegel Grove* - enhanced its quirky reputation this week when divers discovered that Hurricane Dennis had turned it right side up. Divers from [Ocean Divers](#) in Key Largo visited the artificial reef, located six miles off Key Largo in 130 feet of water near Dixie Shoals, on Monday and found that mooring buoys marking the ship's location were missing. When they dived down, they found the buoys under water and the 510-foot, 6,880-ton ship sitting upright. "It looks like it did in the shipyard. It's sitting perfectly upright as flat and smooth as you can imagine - like a pool table," said Rob Bleser, project manager in the 2002 sinking of the *Spiegel Grove*. "It's fascinating." Cheva Heck, spokeswoman for the [Florida Keys National Marine Sanctuary](#), in whose waters the ship lies, confirmed its new attitude. The *Spiegel Grove* turned turtle and landed upside down with its bow sticking above the surface when a team of mostly volunteers tried to deploy it as an artificial reef in May 2002. [Resolve Marine Group](#) was hired to try to set it upright but only managed to flip it onto its starboard side after three weeks of effort. The total project cost for procurement and deployment: \$1.6 million. Keys dive operators and tourism boosters briefly discussed spending some extra money to right it but abandoned the idea. Then along came Dennis. Bleser said he believes a combination of man-made mechanics and the ocean's forces flipped the ship. During early attempts to right the upside down *Spiegel Grove*, Bleser said, an anchor cable was run underneath the ship and attached to one of the

propeller shafts to enable tugboats to rotate it. But the tugboats' tow lines broke, leaving the ship on its side. The cable remained taut over the past three years, and gradually sand was scoured down to create a trough beneath the wreck, giving it wiggle room but holding it in place. Dennis' rock-and-roll motion finished the job, he said. "It's fully intact. There's nothing wrong with it. It didn't move," Bleser said. Sanctuary officials want to make sure before they allow anyone else to dive on it. "The sanctuary is considering closing the site until we can do an assessment and stability analysis and check out how safe the ship is. We are concerned from a safety perspective," Heck said.

By Susan Cocking – Knight Ridder Newspapers©

<http://www.charlotte.com/mld/observer/sports/outdoors/12132099.htm>

Charlotte Observer - Charlotte,NC,USA (07/14/05)

### **Olympic Coast National Marine Sanctuary**

(courtesy of NOS Weekly Update - July 15, 2005)

The [Olympic Coast National Marine Sanctuary](#) completed a successful archaeology field school and excavation of a paleoshoreline site in cooperation with the Makah Tribal Historic Preservation Office and the Makah Cultural and Research Center at Neah Bay, Washington. The site is a 3,000+ year-old shell midden located on a forested terrace above the Waatch River, approximately 2 miles from the modern coastline. The site appears to have been a year-round village, occupied at a time when sea level was 10-15 meters higher than present. Fourteen archaeology students (two students are Makah tribal members) from [Pacific Lutheran University](#) and [Peninsula College](#) participated in all phases of the excavation and lab conservation work. Faunal remains included fish, shellfish, marine mammals, birds and terrestrial mammals. Artifacts included slate knives, bone points, chipped stone points and flakes, whetstones, and shell beads. Full analysis of the samples including radiocarbon dates and a report will be available in early 2006. The project was funded by the National Marine Sanctuary's [Maritime Heritage](#) Minigrant program. For more information, contact [Robert Steelquist](#) at [Robert.Steelquist@noaa.gov](mailto:Robert.Steelquist@noaa.gov).

### **Stellwagen Bank National Marine Sanctuary**

(courtesy of Dede Marx – Stellwagen Bank National Marine Sanctuary)

On Sunday 10 July 2005, two 45-minute live video broadcasts were sent from the shipwreck of the steamship *Portland* located in the [Stellwagen Bank National Marine Sanctuary](#) (SBNMS) to viewers at the [Pilgrim Monument and Provincetown Museum](#) and on the World Wide Web. The broadcasts gave viewers a live tour of the *Portland* via the [National Undersea Research Center for the North Atlantic and Great Lakes](#) (NURC NA&GL) remotely operated vehicle *Hela*, narrated by researchers positioned over the wreck on board the [University of Connecticut's](#) (UConn) R/V *Connecticut*. Approximately 140 people watched the tours at the Pilgrim Monument and Provincetown Museum in Provincetown, MA. An additional 700 visits were made to <http://www.nurc.uconn.edu>, to view the broadcast's streaming video. Viewers at the Pilgrim Monument communicated in real time with researchers Ivar Babb, Matthew Lawrence, and Deborah Marx during the broadcast, asking questions about the *Portland* and the marine life resident on the wreck. Originally scheduled for Saturday, 9 July, high sea and bad weather forced the broadcast's postponement until Sunday. The broadcasts are currently archived on a video on demand server operated by VBrick Systems Inc. The live broadcasts were only one component of a 5-day project in the Stellwagen Bank National Marine Sanctuary to investigate maritime heritage resources with an ROV in conjunction with the annual SBNMS sponsored NURC NA&GL Aquanaut Program. The cruise documented several previously unexplored shipwreck sites with video and still photographs to assess and subsequently interpret the tangible evidence of SBNMS's maritime heritage. The live broadcast was supported by [NOAA's Preserve America Initiative Grant Program](#).

The videos can be viewed with QuickTime software at <http://www.exploretthesea.com>.

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

### **Thunder Bay National Marine Sanctuary and Underwater Preserve**

(courtesy of John Halsey – Michigan Historical Center, Dept. of History, Arts and Libraries)

From educators to members of council, from promoters of business to city residents, those in attendance at a public hearing on Tuesday were overwhelmingly in support of the continued existence of the [Thunder Bay National Marine Sanctuary and Underwater Preserve](#). The hearing was held in order to give citizens a

chance to voice their support for or opposition to the renewal of Thunder Bay's designation as a national marine sanctuary. Several people who volunteered comments at the meeting said the sanctuary was a boon to the economic development and health of the area. City Planner Greg Sundin said when he first settled in Alpena seven years ago, the city was looking to provide a unique attraction which would draw visitors to the area. "A big thing in terms of economic development was our community ... needed to find its niche and basically pull itself up by its own bootstrap," Sundin said. "This sanctuary is really that bootstrap. It's something nobody else has." Jeff Konczak, a partner in Alpena Marc, LLC, said the sanctuary's new visitors center, which will be opening in September, would provide even more reason for visitors in Alpena to linger a day or two longer. Others spoke up in favor of the expansion of the sanctuary to include nearby historical sites. Rogers City Mayor Beach Hall said the Rogers City Council was strongly in support of the continued existence of the sanctuary, and wanted to explore the possibility of expanding it. "We think that anything that helps out Alpena and Northeast Michigan is going to help out Rogers City," he said. "Frankly, if the reproposal is accepted, I think we would be interested in exploring expansion."

By Sarah Robinson – The Alpena News©

<http://www.thealpenanews.com/Archives/2005/july/13/local1.html>

The Alpena News – Alpena,MI,USA (07/13/05)

## **Office of Ocean Exploration (Department of Commerce/NOAA)**

(courtesy of Jeremy Weirich, Office of Ocean Exploration)

In the [U.S. Federal Register](#), NOAA posted the agency's 2006 funding opportunities, which includes the [Office of Ocean Exploration's "FY06 Announcement of Opportunity"](#). This Announcement, or call for proposals, again contains a section on maritime archaeology. Since its inception in 2001, NOAA's Office of Ocean Exploration (OE) has supported a variety of marine science projects, typically setting aside about \$200,000 from its annual science budget for maritime archaeology, which does not include the cost for ship time or large deep-sea expeditions. In 2005, the amount has increased to over \$350,000. However, for this 2006 Announcement, the level of funding for maritime archaeology projects has been elevated to \$600,000. The pre-proposal deadline is August 5th followed by a full-proposal deadline of October 3rd. A pre-proposal is a prerequisite for submission of a full proposal in this category. Full Announcement details will be posted soon on <http://Grants.gov>, keyword "NOAA". However, here are some details on the Marine Archaeology category: "Proposals should focus on the initial phases of marine archaeology – discovery, investigation and inventory – and use methods to locate survey and evaluate sites for archaeological or historical significance. OE traditionally supports shipwreck, aircraft and submerged landscape projects within U.S. state and federal waters, though it may sponsor significant maritime heritage projects holding a unique place in American or human history, wherever they may be found. Though OE does not directly manage submerged historical or cultural resources, the program supports cultural resource management programs within NOAA, federal, state and foreign government agencies. Proposals are encouraged to include appropriate resources management partners, when possible, to demonstrate that the long-term protection or suitability of the resources is being considered."

The entire NOAA 2006 funding opportunities can be downloaded at:

<http://a257.g.akamaitech.net/7/257/2422/01jan20051800/edocket.access.gpo.gov/2005/pdf/05-12927.pdf>

(PDF/156 KB).

## **National Park Service (U.S. Department of the Interior)**

[see entry under [Maritime Heritage Education Conference](#)]

## **Submerged Resources Center (Department of the Interior/NPS)**

In a city full of surprises, one of the more unusual in Santa Fe is on the second floor of a Rodeo Road office building: a room full of high-tech scuba gear, including robotic vehicles and tanks of oxygen, nitrogen and helium. It all belongs to the [National Park Service's Submerged Resources Center](#), where five permanent and three part-time members bring decades of diving and archaeology experience to projects around the world. If it's underwater and in a national park, the Submerged Resources Center usually gets the call. The team also works with other state and federal agencies, as well as with groups in countries from France to the Federated States of Micronesia. Their work combines the details of archaeology with the complexity,



time constraints and risks of diving. "You have to be comfortable enough with the diving so that you can get down and get back safely," said archaeologist Dave Conlin, who describes wanting to become an underwater archaeologist since seeing his first Jacques Cousteau movie as a boy. "You can't afford to space out." Dan Lenihan, an archaeologist and the center's founder, says its high-desert home came about because Santa Fe was close to many of the reservoirs that were created by dams in the 20th century. In 1975, the National Reservoir Inundation Study was begun to study the effects of flooding on archaeological sites in the West. Santa Fe was chosen as its home. In his book *Submerged: Adventures of America's Most Elite Underwater Archaeology Team*, Lenihan tells of the project's success and extended funding. The group became the Submerged Cultural Resources Unit in 1980, and was renamed the Submerged Resources Center in 1999. Shipwrecks have long been a major focus. As a scientific team, however, the center is concerned with preservation rather than recovering sunken treasure. The [USS Arizona Memorial](#) in Pearl Harbor has been the team's best-known and most complex undertaking. Over the past two decades, the SRC team has fully surveyed and explored the 608-foot wreck, which remains a hallowed tomb for 1,177 U.S. servicemen. "We're talking about one of the most iconic, some would say most sacred sites in America, and we're laying a scientific foundation for making future management decisions about the battleship," said SRC archaeologist Matt Russell. The project was featured on the cover of [National Geographic](#), and long-term environmental monitoring is continuing on the ship. The SRC team is often called in to recover drowning victims or evidence that has ended up underwater. In 2004, SRC divers surveyed a 1927 Chevrolet that had been found 170 feet deep in Crescent Lake in [Olympic National Park](#) in Washington State. Human remains found nearby strongly suggested that the car belonged to Russell and Blanch Warren, who disappeared while driving home on July 3, 1929, from nearby Port Angeles. They left behind three children. The Warrens' grandchildren are grateful that the mystery finally seems to be solved, according to news reports and SRC archaeologists.

By Julian Smith – The Santa Fe New Mexican©

<http://www.freewmexican.com/news/29949.html>

Santa Fe New Mexican - Santa Fe, NM, USA (07/10/05)

### **San Francisco Maritime National Historical Park**

(courtesy of Robbyn Jackson - San Francisco Maritime National Historical Park)

[San Francisco Maritime National Historical Park](#) will be hosting a free lecture: Ocean Voyager: Polynesian Celestial Navigation and Voyaging Canoes given by Hecker Busby (Hekenukaumai Puhipi), legendary Maori leader and New Zealand's leading authority on traditional Polynesian and Maori stellar navigation. A master carver, Mr. Busby has played an instrumental role in the revival of traditional canoe building. The lecture is Thursday, August 4 at 6:30pm in the Bayview Room of the Maritime Museum Building (900 Beach Street, San Francisco). A Voyaging Canoe from New Zealand will be visiting the park from Thursday, August 4 through Saturday, August 6 and there will be special interpretive programs on Friday and Saturday at Noon and 3pm.

For more information, contact [Robbyn Jackson](#) at: [Robbyn.L.Jackson@nps.gov](mailto:Robbyn.L.Jackson@nps.gov).

### **Naval Historical Center (U.S. Department of the Navy)**

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

(courtesy of Steve Schmidt and Robert Neyland – Naval Historical Center)

The [Naval Historical Center](#), [Underwater Archaeology Branch](#) (UA) is continuing its archaeological project to document the remains of U.S. Navy frigate *Cumberland* (1842-1862). UA manages historic U.S. Navy ship and aircraft wrecks, and is collaborating with [NOAA](#) in continuing research on USS *Cumberland* in the James River, Virginia. NOAA participation will allow UA to achieve its research goals and objectives on *Cumberland* within a one-week time period during the early October 2005 timeframe. UA, utilizing the NOAA (S/V) *Bay Hydrographer* as a work platform, plans to deploy remote-sensing systems, and a remote-operated vehicle (ROV) mounting state-of-the-art high definition sonar and digital video equipment. This project phase is a follow-up to collaborative research conducted in May 2004, by UA, [Kongsberg Maritime, Ltd.](#), and [National Geographic Magazine](#) (NGM) which collected multibeam echo sounding (MBES) data on USS *Cumberland* and CSS *Florida*. UA developed a non-destructive, *in-situ* research project in collaboration with the [Naval Surface Warfare Center](#) (Carderock Division) to assist

protecting and preserving *Cumberland*. Previously (2004) high-resolution multibeam data collected on *Cumberland* by UA and Kongsberg Maritime, revealed significant extant ship structure. This data contradicts previous archaeological investigations and raises concern that human and environmental impacts threaten *Cumberland*'s integrity and preservation. The *Cumberland* is a Virginia Landmark (44NN73) and eligible for the [National Register of Historic Places](#).

For more information about the project, please contact Dr. Robert Neyland at [Robert.Neyland@navy.mil](mailto:Robert.Neyland@navy.mil).

### **Activities in States and Territories**

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

## **Alabama**

### **Other State News**

The four items salvaged by Gulf Shores explorers who say they found sunken vessels south of Mobile Bay appear innocuous enough: a rock, a brick, a piece of pottery and a brass pin. Removing the items was necessary for Fathom Exploration to begin a legal action in federal court seeking to gain ownership of the shipwrecks and, it hopes, a more lucrative bounty. Some experts have said it is highly unlikely that shipwrecks in or near Mobile Bay contain artifacts of significant financial value. But at least one said a historically important ship might allow a diver to make money by selling the rights for books, movies and other outlets. Attorneys for the company have declined to speculate about what might be on the ships or about the vessels' origins for fear it would tip off looters about the shipwrecks' locations. Peter Hess, a Delaware lawyer representing Fathom Exploration, said Monday that the company should be able to reap the rewards from the shipwrecks it found last year since it invested the time and money to locate them. "Not a penny of taxpayer money has gone into this," Hess said. "Frankly, I don't think taxpayer money should go into treasure hunting." His co-counsel, Mobile lawyer Michael Mark, said his clients want to preserve the sites and work with the [Alabama Historical Commission](#) to develop a protocol for excavating. "Our relationship with the state remains the same," he said. "We've been going through the permitting process." Fathom Exploration's activities have sparked concern among advocates. "The underwater cultural resources belong to the state," said Jack Friend, a Montrose man who has written about the Civil War's Battle of Mobile Bay. "That belongs to the people of Alabama, not an individual who goes out there. ... That's our history." Mark said it will take extensive exploration and perhaps years of research to identify the ships in question. While the case winds through the court system, a two-mile radius southwest of Fort Morgan remains off-limits to other divers. Given Mobile's long history as a New World port and the naval engagements that have occurred in Mobile Bay, the possible origins of the sunken ships are numerous. A definitive identification is vital because it will determine who could assert ownership of the sites. Both the state and federal governments have informed the court that they may have claims. If any are U.S. or Confederate warships, for example, government lawyers have expressed their intention to claim ownership under a [federal law](#) that passed last year. Lawyers for Fathom Exploration have contended that the law does not apply to this case because the lawsuit was filed two days before President Bush signed the bill into law. Mark criticized the provision, which, he said, was slipped into a defense spending bill without debate or public hearings.

By Brendan Kirby – The Mobile Register©

<http://www.al.com/news/mobileregister/index.ssf?/base/news/112254246061880.xml&coll=3&thispage=1>

Mobile Register - Mobile,AL,USA (07/28/05)

For more about this case, see the court documents at: <http://www.als.uscourts.gov/district-court/opinions/04-6850.pdf> (PDF/44 KB).

## **California**

### **Other State News**

Scientists are taking a new look at an old and controversial idea: that ancient Polynesians sailed to Southern California a millennium before Christopher Columbus landed on the East Coast. Key new evidence comes

from two directions. The first involves revised carbon-dating of an ancient ceremonial headdress used by Southern California's Chumash Indians. The second involves research by two California scientists who suggest that a Chumash word for "sewn-plank canoe" is derived from a Polynesian word for the wood used to construct the same boat. The scientists, linguist Kathryn A. Klar of [UC Berkeley](#) and archaeologist Terry L. Jones of [Cal Poly San Luis Obispo](#), had trouble getting their thesis of ancient contact between the Polynesians and Chumash published in scientific journals. The Chumash and their neighbors, the Gabrielino, were the only North American Indians to build sewn-plank boats, a technique used throughout the Polynesian islands. But after grappling for two years with criticisms by peer reviewers, Klar and Jones' article will appear in the archaeological journal [American Antiquity](#) in July. If they are right, their finding is a major blow to North American anthropologists' traditional hostility to the theory that non-Europeans visited this continent long before Columbus. Until now, few scientists have dared to speculate that the ancient Polynesians visited Southern California between 500 and 700 A.D., that is to say, in the centuries after the fall of the Roman Empire. This is known as the "transpacific diffusion" hypothesis. "The dominant paradigm in American archaeology for the past 60 or more years has been anti-diffusionist, and our findings are already stimulating a rethinking of that paradigm," Klar told The Chronicle.

Keay Davidson – San Francisco Chronicle©

<http://sfgate.com/cgi-bin/article.cgi?file=/c/a/2005/06/20/MNG9GDBBLG1.DTL&type=science>

San Francisco Chronicle – San Francisco, CA, USA (06/20/05)

## Delaware

### State Agencies' News

History-laden shipwrecks aren't discovered in Delaware very often. So perhaps it was understandable that when such a find was made off the Lewes shore last fall, a bit of confusion followed. By the time state officials acted to close the beach where pieces of centuries-old pottery and other relics had appeared, much of that treasure had been removed by curious beachgoers. But if a similar situation arises, a new set of rules will apply. Gov. Ruth Ann Minner this month signed into law [House Bill 229](#), specifying that the contents of any historic shipwreck found in Delaware waters belong to the state, putting the [Division of Historical and Cultural Affairs](#) in charge of protecting those relics, and empowering state and local police to assist the division in carrying out its mission. "There was unclear jurisdiction," said state Rep. Joe Booth, R-Georgetown, who sponsored H.B. 29. "Hopefully this will clear it up." The new law authorizes the director of the division -- currently Tim Slavin -- to make shipwrecks off-limits to anyone not approved by the division to inspect them. Several hundred yards out in the Delaware Bay last fall, a crew that was dredging sand to rebuild the shoreline around Lewes' Roosevelt Inlet dredged up something else. It hit what is now regarded as a ship from the early days of colonial America. As the crew pumped sand to the beach, it inadvertently pumped -- and broke -- pottery and other objects from the ship. Now, Slavin could halt such dredging as soon as he learned that historically significant items were jeopardized. H.B. 229 was approved unanimously in both the House and Senate.

By Bruce Pringle – Delaware Coast Press©

<http://www.delmarvanow.com/deweybeach/stories/20050727/2185038.html>

DelmarvaNow.com – Salisbury, MD, USA (07/27/05)

## Florida

[see entry under [Florida Keys NMS](#)]

### Other State News

The director of the [St. Augustine Lighthouse Archaeological Maritime Program](#) has resigned. John W. "Billy Ray" Morris III tendered his resignation this week to Kathy Fleming, executive director of the St. Augustine Lighthouse & Museum. Fleming announced Morris' resignation Friday. She told The Record on Friday that she did not know why he was resigning from the program and that his letter did not give a reason. She said the letter said he would be leaving the program in two weeks. Morris helped develop the maritime archaeological program in 1999. "Billy Ray has been an integral part of building the LAMP program during its formative years," Fleming said. "His contributions to maritime archaeological research in St. Augustine have been important to the community as a whole. "Thanks in part to the strong basis that



Billy Ray has helped build for us, LAMP will continue to thrive and grow as we move forward." Fleming said the program has been undergoing a restructuring recently and that Morris had been involved in the process. She said the museum will conduct a national search for the position held by Morris and another one being created. Morris said Friday evening that he intended to stay in St. Augustine, continue his own consulting firm, and work with other archaeologists on the maritime archaeology of the area. He did not expand on his resignation other than to say that the program's structure had changed.

The St. Augustine Record©

[http://www.staugustine.com/stories/071605/new\\_3207626.shtml](http://www.staugustine.com/stories/071605/new_3207626.shtml)

St. Augustine Record(registration required) - St. Augustine,FL,USA (07/16/05)

A Jacksonville archeologist will be featured on a television special airing Sunday on the [Discovery Channel](#). Michael Arbuthnot, who works for Environmental Services Inc. in Jacksonville, has worked on underwater archaeology projects in Florida and the Caribbean since 1997. His work will be featured on Last Mysteries of the *Titanic*, which focuses on the last trip to the *Titanic* by James Cameron. Cameron, who directed the Academy Award-winning feature film "Titanic," used newly developed technology to film the wreck. Arbuthnot, an underwater archaeologist for Environmental Services, served as principal investigator for the archaeological component of the project, responsible for designing the research program and producing its final report. He rode with Cameron on all submersible dives and piloted the remotely operated vehicle (ROV) inside and outside the wreck.

Jacksonville Business Journal©

[http://jacksonville.bizjournals.com/jacksonville/stories/2005/07/18/daily30.html?jst=b\\_in\\_hl](http://jacksonville.bizjournals.com/jacksonville/stories/2005/07/18/daily30.html?jst=b_in_hl)

Jacksonville Business Journal - Jacksonville,FL,USA (07/21/05)

## Massachusetts

### State Agencies' News

(courtesy of Kate Smukler – NOAA's National Marine Protected Areas Center)

An effort to build a natural gas docking facility a dozen miles out into Massachusetts Bay has begun to reap an unexpected bonus — the discovery of long-lost shipwrecks. Algonquin Energy has just completed an underwater survey for its proposed dock and pipeline and, as a byproduct, the company turned in data to the state on what's down there. The discoveries include several wrecks of "wooden sailing ships," according to Victor Mastone of Peabody, director of the [Massachusetts Board of Underwater Archaeological Resources](#). Some of the undersea remains are fairly modern, but many are older and of keen interest to historians, including one in particular described as "very intriguing ... in deep water." The image he's seen of it — via side-scan radar — is so tantalizing, Mastone said, he's already seeking some way to get down there for a better look. Mastone has dived with colleagues before on archaeological sites. In this case, he wants to send down remotely operated video cameras. But given the limits of the state budget, his department can't afford to do such work on its own. Ships have crisscrossed Massachusetts Bay for more than 400 years and the possibility of finding wrecks is so likely that the pipeline company's survey vessels traveled with onboard archaeologists. At one point, a deep-sea camera cruised the length of the proposed pipeline. "There are wrecks off to the side," said Neal, who has studied the tape. Of course, Algonquin would have preferred not to find anything. "When they think they're going to come near anything, they go around it," Mastone said. An archaeological find could cause delays. The previous pipeline, built by Maritimes and Northeast, came near several wrecks — "a lot of modern barges," Mastone said. Sometimes they make for an eerie sight, cargoes still intact, sitting upright on the bottom, as if waiting to be unloaded. Mastone's excitement grows as he ticks off the names of vessels lost and presumed to lie within easy reach of land, such as the frigate *Macklesfield*, sunk off Baker's Island in 1710, or the trading vessel *Margaret*, wrecked in a snowstorm in 1796 near Gooseberry Island, along with its load of Dutch porcelain. If buried in the sand, protected from wood-eating sea worms, even these ancient ships could still be partly intact, he says, along with some of their cargoes. Prior to the 20th century, Mastone said, schooners carried nearly all the freight of the East Coast, and such vessels passed off our shores constantly. "Just like truck drivers decorate their trucks today, they decorated their ships," he said. And when those ships are found and investigated, they offer compelling clues into the lives of men who went down to the sea in ships and were never seen again.

By Alan Burke – Gloucester Daily Times©

<http://www.ecnnews.com/cgi-bin/05/gtstory.pl?-sec-News+fn-fn-gundersea-fn> (article no longer available)

Gloucester Daily Times – Gloucester,MA,USA (07/26/05)

## Maryland

### Other State News

(courtesy of Tane Casserley – Monitor National Marine Sanctuary)

It's dawn in a wetland along South Baltimore's industrial waterfront, and a mist is rising from Curtis Bay to reveal what looks like a wooded island populated by herons amid smokestacks and oil tanks. A closer look reveals that the birds are nesting not on an island but on an overgrown shipwreck, one of more than a dozen cargo ships, passenger steamers, tugboats and barges - as well as a gambler's yacht - peering from the murk in this maritime graveyard. Large wooden beams hewn to ply the Atlantic Ocean have sprouted marsh grass. Hulls have evolved into mossy lagoons ringed by trees and swarming with rockfish, shrimp, crabs, cormorants, swallows, cow-nosed rays and a few enterprising fishermen. "It's serene and beautiful down here, and it feels like you're out in the middle of nature, even though there's industry all around," said Tom Michael, who fishes, camps and swims amid the wrecks in the shadow of a chemical factory and the Interstate 695 bridge. Exploring Baltimore's 63 acres of tidal wetlands is like touring a post-industrial archaeology site that inexplicably doubles as a fertile breeding ground for fish and birds. "All wetlands are important, but particularly urban wetlands, because we've lost so many of them," Page said. "Marshes act as sponges to protect areas from flood damage during storms. And, even in cities, there is better water quality, aesthetics and fish reproduction when there are more wetlands." The jumble of weedy wrecks that Michael enjoys fishing off in Curtis Bay include *The Dover*, *The Ashland* and the *Fort Scott*. They were part of an ill-fated fleet of nearly 1,000 wooden freight ships that the Navy commissioned during World War I. The ships were built so hastily - at a cost of hundreds of millions of dollars - that many leaked and were immediately scrapped. Near their rotting shells, a pair of cow-nosed rays soar beneath the coffee-colored water. Diamond-shaped and about 4 feet wide, they lift the tips of their wings above the surface for a moment before plunging deep down and then resurfacing. A cormorant perches in the pilothouse of a half-submerged tugboat, its waterline bearded with barnacles. On the stern of the decaying 1887-built sidewheel steamer *Emma Giles* - one of the most popular passenger ships in the city's history - somebody has spray-painted "Free to Good Home."

By Tom Pelton – The Baltimore Sun©

[http://www.baltimoresun.com/sports/outdoors/bal-](http://www.baltimoresun.com/sports/outdoors/bal-md.wetlands03jul03,1,1224835.story?page=1&ctrack=1&cset=true&track=rss&coll=bal-sports-outdoors)

[md.wetlands03jul03,1,1224835.story?page=1&ctrack=1&cset=true&track=rss&coll=bal-sports-outdoors](http://www.baltimoresun.com/sports/outdoors/bal-md.wetlands03jul03,1,1224835.story?page=1&ctrack=1&cset=true&track=rss&coll=bal-sports-outdoors) (article no longer available)

Baltimore Sun – Baltimore,MD,USA (07/03/05)

## Michigan

### State Agencies' News

[see entry under [Thunder Bay National Marine Sanctuary and Underwater Preserve](#)]

### Other State News

A recent expedition by Holland-based [Michigan Shipwreck Research Associates](#) has led to the discovery of the final location of the Great Lakes passenger steamer S.S. *Michigan*, the remains of the car ferry *Ann Arbor 5* and an unnamed barge. The S.S. *Michigan* is one of MSRA's six most-sought-after shipwrecks and is the subject of a 2004 documentary called, "ICEBOUND! The Ordeal of the S.S. *Michigan*." The S.S. *Michigan* sank on March 19, 1885, just four years after her launch. The 30-man crew made it safely to shore after being stranded on the ice for 42 days. MSRA board members Craig Rich, Valerie and Jack van Heest, Jan Miller and Ross Richardson teamed up with Great lakes shipwreck hunter David Trotter for the search in early June. The vessel was found upright in more than 270 feet of water off Holland, making it a "technical dive" for experts only. MSRA-affiliated scuba divers have made several deep dives to the wreck, beginning the process of documentation. So far, they have seen the ship's massive anchors, the

ship's wheel and the smokestack. Most intriguing, they located the capstan with the name "S.S. *Michigan*" and "Wyandotte, Michigan" inscribed on it. There is no doubt as to the identity of this shipwreck. Built in 1881 as a sister ship to the S.S. *Wisconsin* by the Detroit Dry Dock Co. at Wyandotte for the Goodrich Transportation Co., the S.S. *Michigan* was a sturdy iron-hulled passenger steamer. She was 204 feet long and 35 feet wide, powered by a compound engine, which drove a single propeller. The discovery of the *Michigan* came exactly one year after the team discovered an unnamed barge in the same general location.

Niles Daily Star©  
<http://www.nilesstar.com/articles/2005/07/11/news/ndnews3.txt>

Niles Daily Star - Niles,MI,USA (07/11/05)

## Minnesota

### Other State News

For more than 90 years it was a secret Lake Superior wouldn't tell: the deep, dark place where it had entombed the 239-foot Great Lakes freighter *Benjamin Noble* and its crew of 20 men. The *Noble* sank during the predawn darkness of April 28, 1914, during a vicious storm. The most anyone could surmise was that it went down somewhere between Two Harbors and Duluth, off the North Shore. Duluth maritime publisher James Marshall was so intrigued by the mystery that in 1987 he offered a \$1,000 reward for the discovery of the wreck. And he smiled broadly Tuesday as he paid the reward to a team of amateur but experienced wreck hunters who stumbled upon the *Noble* last fall. "I've been waiting a lot of years to give this check out," Marshall, chairman of Lake Superior Magazine, said during the ceremony in Duluth's Canal Park, with the world's biggest lake for a backdrop. The water was a gentle blue, appearing hardly the killer it was on the day it swallowed the *Noble* and its entire crew. Lights disappeared. The *Noble*, a steamer built in 1909, had left Conneaut, Ohio, on Lake Erie with 2,900 tons of steel rails bound for the Great Northern Railway's Superior, Wis., terminal. Its captain, 31-year-old John Eisenhardt of Milwaukee, worried in a letter to his sister that the vessel was overloaded, making it unstable, according to "Lake Superior Shipwrecks" by Julius F. Wolff. The trip was Eisenhardt's first as captain. It became his last. Last Halloween, wreck hunters Jerry Eliason and Randy Beebe of Duluth, Ken Merryman of Fridley and Kraig Smith of Rice Lake, Wis., were scanning the bottom about 10 miles off the shore near Two Harbors. They were looking for the Robert Wallace, a wooden steamer that went down in 1902. They thought the structure their side-scan sonar detected half-buried in the muddy bottom more than 300 feet down was the Wallace. But when they lowered an underwater camera, they discovered a hull made of steel, not wood. Then they caught glimpses of the cargo: steel rails. In western Lake Superior, only one missing steel vessel was loaded with rails when it went down: the *Benjamin Noble*. Eliason considered the *Noble* the Holy Grail or Loch Ness monster of wrecks, half history, half legend, a hidden crypt for 20 men. Of the 350 vessels known to have sunk in Lake Superior, fewer than 50 remained unaccounted for, and because the *Noble* had no survivors, its fate was considered one of the most mysterious.

By Larry Oakes – The Star Tribune©

<http://www.startribune.com/stories/462/5515577.html>

Minneapolis Star Tribune (subscription) - MN,USA (07/20/05)

## New York

### Other State News

An amateur military historian wants to "bring home" two ships sunk in Lake Ontario during the War of 1812, but American and Canadian officials say retrieving the ships may not be feasible - or necessary. The *Hamilton* and *Scourge* were civilian ships pressed into military service during the war. Both sank Aug. 7, 1813 in a fierce squall. Fifty-three men died in the wrecks, the largest single loss of life on the lake in the war. There were 19 survivors. The ships lay about a quarter-mile apart in 300-foot-deep water off the city of Hamilton, Ontario. In the late 1970s, the [U.S. Navy](#) turned ownership of the ships, except for the human remains, over to the city of Hamilton through the [Royal Ontario Museum](#). The ships, dubbed the "Ghost Ships of the War of 1812" in a 1983 [National Geographic](#) article, are well preserved owing to their location in deep, cold fresh water. The ships' resting place had remained unseen until September 1980, when French oceanographer Jacques Cousteau filmed them from a miniature submarine. In 1990, Robert

Ballard, the man who in 1985 discovered the wreck of the *Titanic*, also filmed the site. Gary O'Dell of Sackets Harbor said the ships are an important part of the United States' War of 1812 history and merit a proper memorial in the United States. O'Dell has been on a quest for about 25 years to bring the ships back to Sackets Harbor. He contends Hamilton has made no progress in attempts to either raise the ships or create a suitable memorial to them. However, Ian Kerr-Wilson, coordinator of Hamilton's [Hamilton and Scourge Project](#) and curator of the [Dundurn National Historic Site](#) in Ontario, said the city has been working for years trying to decide the ships' fate. But, he said, officials are sharply divided over whether the ships should be raised or left intact as an underwater archaeological site. "There is a real sense that it is a watery grave and disturbing it is something one does only with a lot of thought," Kerr-Wilson said. The U.S. Department of Navy's [Naval Historical Center](#) has no official position on what should be done with the ships. However, Robert S. Neyland, head of the Navy's [underwater archaeology branch](#), said the ships are probably better off where they are. "Jumping in there and removing the wreck is probably imprudent and rash," he said. "They've been preserved for 200 years and bringing them up may do more damage than good." "The raising is the easy part. The long-term maintenance is the difficult part," he said.

The Associated Press©

<http://www.newsday.com/news/local/wire/newyork/ny-bc-ny-->

[retrievingwrecks0705jul05,0,6437711.story?coll=ny-region-apnewyork](http://www.newsday.com/news/local/wire/newyork/ny-bc-ny--retrievingwrecks0705jul05,0,6437711.story?coll=ny-region-apnewyork) (*article no longer available*)

Newsday - Long Island,NY,USA (07/05/05)

Massapequa's Tobay Beach remains closed indefinitely after two suspected pipe bombs were discovered on Thursday among a shipwreck less than a quarter mile off shore. Lifeguard Bobby Lambert, a 40-year veteran, was snorkeling among the remains of "The Nora," a dated shipwreck, on Thursday afternoon when he found and carried to shore what he initially thought to be an anchor, police say. On the beach, a fellow lifeguard and EMT identified the 6-inch pipe as a potential explosive device. The [Nassau County Bomb Squad](#) was notified and Tobay Beach was evacuated. Bomb Squad divers later located what appeared to be a second bomb in the wreck and left the object where it was found. The Nassau County Bomb Squad will continue their underwater investigation when weather permits, according to Oyster Bay Town Supervisor John Venditto. Until then, the beach will remain closed to the public. "Until divers go back in there and make sure that it's clear, the beach will not be reopened," Venditto says. "That's a risk I'm not willing to take." The Bomb Squad has been in contact with the U.S. Navy and will seek the assistance of their Bomb Squad if necessary as the investigation continues. Although the objects were found among a nearly 100-year-old shipwreck, the pipes' lack of rust or corrosion indicated to police that they had "been placed there within the last couple of weeks," according to Nassau County Police spokesman Vincent Garcia. "The Nora," the freighter boat turned reef where the pipe bombs were found, was carrying copper ore to the United States from Spain when it ran aground off the coast of Long Island in 1908. Today the 300-foot boat is a popular attraction for snorkelers because of its relatively close proximity to the shore. The wreck is about 15 feet below the surface of the water and within a quarter mile of the beach.

By Nicole Wetherell – Long Island Press©

[http://www.longislandpress.com/?cp=162&show=article&a\\_id=4760](http://www.longislandpress.com/?cp=162&show=article&a_id=4760)

LongIslandPress.com - NY,USA (07/08/05)

The French Creek Marina in Clayton has lost custody of the massive anchor its divers recovered from the St. Lawrence River in 2002. Federal Judge Thomas McAvoy issued a 26 page decision awarding custody of the anchor to the State of New York, while remanding a portion of the case back to New York State Supreme Court. The marina's divers discovered the anchor partially buried in 60 feet of water in September, 2002. They brought the anchor, estimated at between 2,500 and 4,500 pounds to the surface, believing it might be linked to the shipwreck *Maggie L* which sank in a collision with another ship in 1929. Later research discounted that possibility and the marina said the anchor had no historical significance. The state however, learned of the anchor's recovery and filed a lawsuit against the marina, saying the anchor was the property of the state. While the case was in process, Judge McAvoy awarded temporary custody of the anchor to the marina, which had placed it on display in its large anchor collection next to the marina. In his ruling today, Judge McAvoy said: The anchor was embedded in the bottom of the river, one of the criteria for the state establishing ownership; Even if the anchor was not embedded, state law gives the State the authority to control and manage its underwater resources, including artifacts of archaeological significance. Judge McAvoy however said the state failed to prove its case that the anchor falls under the

federal [Abandoned Shipwrecks Act](#). Thus, he said State Supreme Court must make the final determination as to the anchor's owner. He also ruled the State is not exempt from the marina claiming a salvage award from the State. Judge McAvoy said that the state can take physical custody of the anchor as soon as the proper paperwork is filed.

WWTI NewsWatch 50 ©

[http://www.news50.com/news/local/story.aspx?content\\_id=DA351C90-12D3-4B72-8E5C-2396BDF52997](http://www.news50.com/news/local/story.aspx?content_id=DA351C90-12D3-4B72-8E5C-2396BDF52997)

WWTI NewsWatch 50 – NY,USA (07/21/05)

The court ruling can be viewed (application/PDF) here:

<http://cctvimedia.clearchannel.com/wwti/documents/anchor%20ruling.pdf>

## North Carolina

[see entry under [France](#)]

### State Agencies' News

(courtesy of Vic Mastone – Massachusetts Board of Underwater Archaeological Resources)

The pirate Blackbeard's flagship may finally be yielding its identity after nearly 300 years on the ocean floor. Though researchers have yet to find definitive proof, evidence continues to surface off the coast of North Carolina that wreckage there was once the vessel known as *Queen Anne's Revenge*. The wreck has generated attention ever since its 1996 discovery in Beaufort Inlet, North Carolina. The wreckage includes a dozen cannon and large anchors rated for a 350-ton (355-metric-ton) ship, found amid a mound of debris where records indicate Blackbeard's flagship ran aground in 1718. "We have extensive historical records, and there is no evidence of any [other] vessel of this kind of armament sinking anywhere during the 18th century on this coast," said Mark Wilde-Ramsing, director of the [Queen Anne's Revenge Shipwreck Project](#), a consortium of researchers investigating the wreck. Shipwreck records in the region are surprisingly complete. They include accounts of ships lost decades before the *QAR* and in more remote areas. "There were people living in the area, and a [different] wreck of this size should not have gone unrecorded," Wilde-Ramsing said. "Beaufort was a little fishing village, and really less than a handful of ships that size were ever reported in the area." Blackbeard captured a French slaver known as *La Concorde* in 1717 and renamed it *Queen Anne's Revenge*. He captained the ship until it ran aground, perhaps intentionally, at Beaufort Inlet in June 1718. Some accounts at the time suggested that Blackbeard wanted to break up his crew of some 300 to 400 men—and keep the choicest booty for himself. The ship is still officially classified as "believed to be" the *QAR*. But mounting evidence suggests to many that the wreck is that of Blackbeard's ship. "It's not like *CSI*," said Cheryl Ward, a [Florida State University](#) maritime archaeologist not involved in the project. "In the real world nobody solves anything in a 24-hour period. We may never get a definitive answer, but I think that they've got a very good case for this being the *Queen Anne's Revenge*. I certainly know of nothing they've found to suggest that it can't be." Researchers have recovered a bell engraved with the date 1705 and a blunderbuss musket barrel dating from the same period. The average date of the 25 datable artifacts found so far is 1706. Radiocarbon dating of hull timbers, performed at [Woods Hole Oceanographic Institution](#) in Woods Hole, Massachusetts, suggests that the ship was built between 1690 and 1710. Unfortunately, no known records indicate where and when *La Concorde* was constructed. Among the more intriguing finds is a wineglass stem dated to 1714-15—during the reign of Britain's King George I, who succeeded Queen Anne. All agree that the site is special. "I've seen a lot of colonial shipwrecks, but this is one of the best," said Smith, the [Florida state archaeologist](#). "It has a bit of everything—lower hull, cargo, personal possessions, arms and ammo, anchors. It's kind of like a site that's been lost in time." The unique wreck and the name recognition of the *QAR* have attracted experts from diverse archaeological fields to work side by side, Smith added. "The days of John Wayne archaeology are finally over," he said. "Today we do it with a lot of different heads put together—experts in ceramics, wood, fabric, geology, ship construction, and more."

By Brian Handwerk – National Geographic News©

[http://news.nationalgeographic.com/news/2005/07/0712\\_050712\\_pirateship.html](http://news.nationalgeographic.com/news/2005/07/0712_050712_pirateship.html)

National Geographic News – Washington,DC,USA (07/12/05)



(courtesy of Richard Lawrence – North Carolina Department of Cultural Resources)

With great anticipation researchers and technicians working under the auspices of the [Queen Anne's Revenge Shipwreck Project](#), [North Carolina Underwater Archaeology Branch](#), rendezvoused Monday May 2nd. This begins recovery operations for the first time since the fall of 2000 when archaeologists completed the emergency recovery of a section of hull timbers and associated artifacts. The expedition is possible due to the development of a professionally staffed conservation laboratory in partnership with [East Carolina University](#). As importantly, an electronic artifact tracking and analytical system for the large volume of artifacts that result from recovery operations is up and running. Finally, over 15,000 artifacts, recovered during assessment and emergency recovery activities at the QAR site, have been processed, stabilized, and transferred for display and long-term storage at the [North Carolina Maritime Museum](#). For more information, visit: <http://www.qaronline.org/DirLog5-4.htm>.

(courtesy of Richard Lawrence – North Carolina Department of Cultural Resources)

On May 2, the month long field season of further excavations at the wreck site [[Queen Anne's Revenge Shipwreck Project](#)] began; it was time to put our preparations and the conservation protocols as written in the [Recovery Plan](#) [Application/PDF] into practice. For the whole four weeks there were always two people in the conservation team in the field; the field team rotated with the lab team in Greenville. The dive team archaeologists were responsible for excavating and uncovering artifacts, mapping their location, bringing them to the surface and getting them on board the recovery vessel R/V *Martech*. Once the object was on board the conservation team took over. Their main tasks were documentation of the finds and taking steps to prevent deterioration. Most of the time in June has been dedicated to processing the new finds recovered in May's field season. Once the handwritten work was finished those 1,480 steps had to be entered into the QAR Projects main computerized database. We divided the work up amongst the three of us and are proud to report that all of the records have been completely entered into the database. To complete the initial documentation of the objects all (apart from the two cannon) have been weighed and most photographed (both sides). An inventory listing objects by find number in each wet storage tank has been compiled. The ceramics recovered last month have already started [desalination](#). The sherds that were not in concretion have been cleaned free of shell with a metal spatula and then placed in fresh tap water to begin the process. The solutions' conductivity and chloride levels will be monitored over the next weeks and months.

For more information from the conservation lab, visit: <http://www.qaronline.org/MayJune05.htm>.

In March 1997, archaeologists in Raleigh made an exciting announcement: Divers had discovered a wreck the previous year off Beaufort Inlet they believed to be the [Queen Anne's Revenge](#), the flagship of the famous pirate Edward Teach, better known as Blackbeard. The *Queen Anne's Revenge* sank in approximately that location in June 1718. Dr. Sim Wilde, program administrator for exploration of the ship, told Rocky Mount Kiwanis Club members Thursday at Benvenue Country Club. A diving expedition in October 1997 provided additional evidence strongly suggesting that the wreck is, indeed, the *Queen Anne's Revenge*, he said. "Blackbeard the pirate ran the *Queen Anne's Revenge* aground at Beaufort," Wilde said. "In October 1996, after 10 years of surveys, we found the wreck of what is believed to be the *Queen Anne's Revenge*." Mike Wilde-Ramsing, project director of divers searching the remains of Blackbeard's pirate ship, said the ship wreck was found by a team of private divers who turned their findings over to North Carolina officials. "In 1997, an underwater archaeology group began assessing the site," Wilde-Ramsing said. Wilde-Ramsing said that since the summer of 1998, some of the more durable artifacts from the ship have been touring Eastern North Carolina in a traveling exhibit assembled by the [N.C. Division of Archives and History](#). However, many interesting artifacts haven't been seen yet, because they are still being processed to eliminate salt water and stabilize them for study, Wilde-Ramsing said. In September 1998, divers resumed their work at the wreck site, he said. Since that time, several cannons have been raised from the wreck, he said. "Divers have found a small amount of gold — a few small flecks, tiny pieces of Blackbeard's treasure that would be worth about \$50," he said. Wilde-Ramsing said there are many lines of evidence leading to the conclusion that the wreck is the *Queen Anne's Revenge*, but these three convince most scientists: In the very first dives to the wreck, divers returned a ship's bell dated 1709. This proves the wreck can't be any older than that date. The artifacts recovered so far are all consistent with the wreck date 1718: Everything looks like it's from the early 1700s, and nothing has been found that could not have been made before 1718. The ship is now known to have carried at least 12 cannons. That's a lot:

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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](mailto:Brian.Jordan@noaa.gov).

Merchant vessels would not have carried so many guns, if they had any at all. Warships weren't exactly common at Beaufort in the early 1700s so this is almost certainly a private vessel; in other words, a pirate vessel. Aside from the *Queen Anne's Revenge*, no other pirate ship known to have visited Beaufort is this large.

By Tom Murphy - Rocky Mount Telegram©

<http://www.rockymounttelegram.com/news/content/news/stories/2005/07/17/20050717rmtblackbeard.html>

Rocky Mount Telegram - Rocky Mount,NC,USA (07/17/05)

(courtesy of Richard Lawrence – North Carolina Department of Cultural Resources)

Legends of a Revolutionary War blockade runner and a heroic slave who stood 7 feet tall lured state divers to search the murky waters around Knotts Island last week in search of a shipwreck. Local lore and wooden remains spotted by watermen led state archaeologists to search for the *Polly* east of Knotts Island and near the Virginia line in a small body of water known as Bullet's Hole. But the wreckage couldn't be found, said Richard Lawrence, director of the [Underwater Archaeology Branch](#) of the [North Carolina Department of Cultural Resources](#). "We can't say whether it's there or not," Lawrence said Friday morning. The team found wooden remains but no evidence of a shipwreck. The plan is to return later with a magnetometer, a device that can penetrate dark waters to detect ship remains sitting on the bottom. Evidence is strong that the *Polly* is nearby, he said. The *Polly* was built by Caleb White, the great-great-great-grandfather of local waterman Fred Waterfield. Stories passed down from the family say the ship was moored near family property. Many ships, some 70 to 80 feet long, sailed the inland waterways on the North Carolina coast when inlets were deep enough to allow passage to the ocean, Lawrence said. So far, shipwreck searches have found only one blockade runner from the Revolutionary War, he said. The remains of the *Sacre Coeur de Jesus* are on the bottom of the Edenton Bay, he said. It is likely the ship that brought the cannons to the Edenton waterfront, he said.

By Jeffrey S. Hampton – The Virginian-Pilot

<http://home.hamptonroads.com/stories/story.cfm?story=89327&ran=167980>

Virginian Pilot - Norfolk,VA,USA (07/17/05)

Barbara Buchanan recorded the moment in her logbook. "(On) Oct. 29, 2004, I traveled back in time," Buchanan wrote. "My imagination was running wild." That day last fall, Buchanan became one of the state's most unusual tourists. She and about 14 others became the first members of the public to dive to a wreck off the North Carolina coast that state officials believe is *Queen Anne's Revenge*, the flagship of the pirate Blackbeard. "Wow! What a dive," says Buchanan, an agent with Piedmont Travel, which has offices in Greensboro and Winston-Salem. "It was just an overwhelming feeling ... to dive on a piece of history." This fall, others will get the chance to become underwater tourists, too. In a program called "Dive Down," the state plans to allow recreational divers to visit the site off Beaufort Inlet. The cost will be \$500 per person. Visits are being arranged through 17 dive shops and clubs across the state, including three in the Triad. State officials say that since the wreck was discovered in 1996, access to the site has been tightly restricted. But that hasn't stopped people from asking to peruse the ship. Previously, the answer had always been no -- not at such a historically sensitive site. But now, after a year and a half study, state officials believe they can take visitors to the wreck without damaging it. State officials say the dives will be closely supervised and limited in size. Only eight to 10 people at one time will be allowed on the site, which measures 30 feet by 20 feet. At least two of the divers will act as docents, moving visitors from station to station. "It will be very similar to visiting a museum like Tryon Palace, except it is underwater," says Mark Wilde-Ramsing, who heads the [Queen Anne's Revenge project](#) for the state. "I think the benefits will outweigh any problems."

By Donald W. Patterson – Greensboro News Record©

<http://beta.news-record.com/apps/pbcs.dll/article?AID=/20050721/NEWSREC0101/507210310/1001/NEWSREC0201>

Greensboro News Record - Greensboro,NC,USA (07/21/05)

## Texas

### State Agencies' News

The rediscovered remains of the state's deadliest shipwreck has officials with the [Texas Historical Commission](#) along with professional and amateur archaeologists working together to explore the wreck site. The steamship *City of Waco*, full of the volatile fuel aster oil, was anchored off Galveston on Nov. 8, 1875 when it burst into flames, possibly due to a lightning strike. All aboard the ship -- 56 passengers and crewmembers -- were killed. The only survivor was believed to be a large Labrador retriever. The wreckage had been forgotten for years until it was found again 40 feet below the Gulf's surface. Now, additional dives are planned for later this year and officials are trying to get more funding to excavate the site. [Texas A&M University at Galveston](#) might conduct a magnetometer survey of the sea floor -- an effort that could locate anchors or portions of the ship that have migrated from the main wreck site. "What we've done thus far basically was a visual examination," said state marine archaeologist Steve Hoyt. "We haven't really been able to go down with a tape measure or to start making drawings or address those types of details." However, only serial numbers on the engines will conclusively establish the identity of the ship, Hoyt said. The 242-foot-long, iron-hulled steamer began its career in 1873 and made 20 round trips between New York City and Galveston before it burned and sank.

The Associated Press©

<http://www.click2houston.com/news/4764882/detail.html>

Click 2 Houston.com - Houston,TX,USA (07/25/05)

### Virginia

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

### From the Halls of Academia

#### California Polytechnic State University, San Luis Obispo

[see entry under [California](#)]

#### East Carolina University

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

#### Louisiana State University

[see entry under [Belize](#)]

#### Pacific Lutheran University

[see entry under [Olympic Coast NMS](#)]

#### Peninsula College

[see entry under [Olympic Coast NMS](#)]

#### Texas A&M University

[see entries under [France](#) and [Reference Library](#)]

#### Texas A&M University, Galveston

[see entry under [Texas](#)]

#### University of California, Berkely

[see entry under [California](#)]

#### University of Minnesota

[see entries under [Reference Library](#)]

## **Global Perspectives**

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

### **Outer Continental Shelf and International Waters**

(courtesy of Vic Mastone – Massachusetts Board of Underwater Archaeological Resources)

For decades, irrepressible treasure-diver Martin Bayerle has insisted that there are hundreds of millions -- billions, perhaps -- of dollars in gold 270 feet below the cold waters off Nantucket, where the luxury liner RMS *Republic* sank 96 years ago. In repeated salvage operations since he discovered the wreck's location in 1981, he has brought up thousands of wine bottles, anchors, china plates, silverware, and even a toilet. But no gold. That didn't stop him from successfully bolstering his legal claim to the vessel in US District Court yesterday, however, in advance of what he calls another "major" salvage try next year. US District Court Judge Nancy Gertner declared him the "rightful salvor in possession" of the wreck of the *Republic*, and, in an unusual move, she also issued a preliminary injunction barring anyone from trying to interfere with his salvage efforts. At a hearing yesterday, Bayerle's lawyer, Timothy Barrow, told Gertner that Bayerle needs the undisputed legal imprimatur of the courts to assure that investors will risk millions of dollars to back his latest attempt. "If there is gold or even rumored gold involved, there is always the threat that a major corporation, another salvor, or a government could come in and try to assert rights" to salvage the vessel, Barrow said.

By Ralph Ranelli – The Boston Globe©

[http://www.boston.com/news/local/massachusetts/articles/2005/07/09/treasure\\_hunter\\_seeks\\_to\\_secure\\_rights\\_to\\_1909\\_wreck/](http://www.boston.com/news/local/massachusetts/articles/2005/07/09/treasure_hunter_seeks_to_secure_rights_to_1909_wreck/)

The Boston Globe – Boston,MA,USA (07/09/05)

### **Argentina**

[see entry under [United Kingdom](#)]

### **Australia**

The [Environmental Protection Agency](#) (EPA) has confirmed it is investigating the origins of a ship wreck off central Queensland dating back to the 19th century. A spokeswoman from the EPA says the shipwreck off Gladstone was reported earlier this year. The agency will not disclose the exact whereabouts of the ship to protect it from souvenir hunters. There is little remaining of the wreck, but investigations are being carried out on the ship's bolts in the hope they will reveal clues as to when the vessel was built. The agency says the few pieces of remaining timber point to a European ship from the 19th Century. The spokeswoman says historical records show several ships went missing off the Queensland coast at the time. To further support that theory, the [CSIRO](#) has identified the timber as one commonly used in the northern hemisphere to build ships.

Australian Broadcasting Corporation (ABC)©

<http://www.abc.net.au/news/items/200507/1414052.htm?queensland>

ABC Regional Online – Australia (07/14/05)

### **Belize**

When most people think about Mayan archaeology they imagine excavations in royal tombs or trenches cut into tree covered mounds. Few of us would expect that a significant find could be made underwater... particularly in a swamp. But Belizean archaeology is a many-faceted field, as the presentations at this year's Archaeology Symposium, now underway in San Ignacio, amply reveal. Among the updates to last year's reports is a startling discovery made by a team from [Louisiana State University](#). It is a find unlike any in all of the Meso-American world, and it was made right here in Belize. This might look like an ordinary wooden paddle, but its discovery in a peat bog in [Paynes Creek National Park](#) in the Toledo District has been making big waves on the world's archaeological scene. Dr. Heather McKillop, an archaeologist based at Louisiana State University, and a team of graduate students made the find in the Punta Ycacos Lagoon in 2004 while searching underwater for evidence of how the ancient Maya produced and distributed bulk products to its cities inland. One such everyday item was salt. Heather McKillop,

“And we freed the sediment from around this piece of wood, gently pulled it up, and we saw that it was a perfectly preserved post about a yard long and sharpened at the base.” The post would be one of more than two hundred that have so far been found underwater. McKillop and her crew tagged the location of each ... a step back revealing what is believed to be the walls of large buildings, similar to those of the modern Maya today. But the best was yet to come. Heather McKillop, ‘We were feeling around for wood in the mud, we weren’t prepared for underwater archaeology or anything. And so he was feeling that was very smooth and he was being quiet, so we all sort of zoomed over figuring there was something and it turned out--we released all the soil from around it, pull it up, and it was a full-sized canoe paddle, wooden. And I looked at it and I thought, that’s exactly, exactly like the canoe paddles that are depicted in ancient Maya art.” Intensive tests on the paddle and posts have since determined the artefacts date back to the late Classic Maya, AD 680-880. But more significantly, the discoveries have led experts to theorize that the more than forty sites in Punta Ycacos are the remains of the infrastructure of a large factory, with a production line of standardized pots, hundreds of workers, and a number of buildings.

Great Belize Productions, Ltd©

[http://new.channel5belize.com/archive\\_detail\\_story.php?story\\_id=14345](http://new.channel5belize.com/archive_detail_story.php?story_id=14345)

Channel5Belize.com - Belize City,Belize (07/07/05)

## Canada

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

## France

Six American divers, including three from the First Coast, are back out in the English Channel this summer researching the wreck of the Confederacy’s most feared commerce raider, the [CSS Alabama](#). Marine archaeologist John W. Morris III of St. Augustine is the field director of the French-American team diving on the wreck 200 feet below the tossing waves of the English Channel. Morris is the executive director of the [St. Augustine Lighthouse Archaeological Maritime Program](#) that found the 1764 shipwreck of the British ship *Industry* off St. Augustine in the late 1990s. He is joined by Curtis Deyo from St. Augustine and Rick Frascello from Ponte Vedra Beach. The Confederate ship was sunk 6 miles off France during a cannon battle with the USS *Kearsage* on June 19, 1864. Morris has been part of the team diving on the Confederate ship each summer since 1992. The latest round of investigation ended last week, as divers excavated the aft pivot gun, the largest piece of weaponry on board. The forward pivot rifle was recovered in 1994, and cannons were brought to the surface in 2001 and 2002. The divers also recovered a bronze piece of a block and tackle used to secure the aft gun, while two pieces of British tableware have also been recovered.

By Dan Scanlan - The Florida Times-Union©

[http://www.jacksonville.com/tu-online/stories/062705/met\\_19096058.shtml](http://www.jacksonville.com/tu-online/stories/062705/met_19096058.shtml)

Jacksonville.com – Jacksonville,FL,USA (06/27/05)

The 7,000-pound main battery pivot gun of the Confederate sea raider [CSS Alabama](#) has been recovered from the bottom of the English Channel, where the vessel was sunk 141 years ago by a Union warship, a project spokesman said. The cannon was brought to the surface by the French naval vessel *Elan*, which had a special A-frame winch on the stern able to bring up such a heavy object, said Gordon Watts, an underwater archaeologist from North Carolina who is overseeing the project. Watts said French divers and American archaeologists recovered the cannon Saturday about seven miles off the coast of Cherbourg, France in some 200 feet of water. He said the cannon will be placed in a specially constructed container and shipped back to the United States for conservation. A project supporter in Mobile said it will be taken to the [underwater archaeology lab](#) at [Texas A&M University](#).

The Associated Press©

<http://www.montgomeryadvertiser.com/NEWSV5/storyV5CANNON132W.htm>

Montgomery Advertiser - Montgomery,AL,USA (07/13/05)

## India

Remnants of an ancient civilisation have emerged in Amreli district as the waters of the Shetrunji river receded after the recent floods. The fury of the Shetrunji — believed to be an ancient river of the



pleistocene period — washed away nearly six feet of soil cover seven km from Amreli town, revealing plinths in regular shapes. Excavation by local residents has revealed earthenware bits that could have been pots and pans. Eyewitnesses say they have also recovered some stones which appear to be embossed. They claim, "Four houses constructed up to the plinth level were seen. Also, there were some stone ornaments found from the site." Archaeologists who have yet to reach the site, are not surprised and say relics from the late Harappan civilisation had been found earlier in this region. State archaeology department director YK Rawat says, "In the past, several late Harappan sites have been found in Amreli district. This could be one of the sites." Rawat confirmed that the Shetrunji river was an ancient one (between 11,000 and two million years old).

The Times of India©

<http://timesofindia.indiatimes.com/articleshow/1168916.cms>

Times of India - New Delhi, India (07/13/05)

## United Kingdom

Chris Underwood, Project Director of the [Nautical Archaeology Society](#) [NAS] in Portsmouth, leaves the post this month to work with archaeological services in Argentina. His immediate projects include study of HMS *Swift*, a well preserved 1770s English warship off Puerto Deseado in Patagonia, and other wreck sites off Patagonia's Peninsula Valdes, a [UNESCO](#) World Heritage Site. Underwood will also work to expand NAS training courses for divers in Argentina and other South American countries. A plan to develop volunteer work opportunities is also being considered. Underwood was a part-time tutor on NAS training courses from 1989 to 1993, and became Training Officer in 1994. In more recent years, as Project Director, he has been involved in discussion and policy development with archaeological interests, diving groups and the Government. Since 1994, the NAS has run about 670 courses for some 7300 people. It has turned out 2249 divers qualified to NAS Part I, its bedrock level of training that allows divers to carry out basic site surveys and to tend, say, a protected wreck site as licensed guardians.

DiverNet©

<http://www.divernet.com/news/stories/050705underwood.shtml>

DiverNet – UK (07/05/05)

The [Nautical Archaeology Society](#) is calling on every diver in the UK to help locate and record Britain's shipwrecks for its [WreckMap Britain 2005 project](#), which will run until August 31 2005. The project, launched on Saturday July 16 2005 as part of National Archaeology Week, asks divers to record data, photograph, video and even sketch shipwrecks as part of their normal dive. The NAS will collate the findings, plot shipwreck locations onto a map to be available online, and share valuable information with the national archive services – [English Heritage](#), [Historic Scotland](#) and [CADW in Wales](#). "Nobody really knows how many wrecks are around our coasts," said NAS project officer Mark Beattie-Edwards. "We think the records we have are just scratching the surface." The NAS has records of 40,000 historic ship losses around the coast, but estimates that at least 100,000 shipwrecks exist around the UK. Of those, it has co-ordinates of just 6000. It hopes the project will both uncover previously unknown shipwrecks, and add to the quality of existing information about documented sites. "The estimated figure of 100,000 wrecks corresponds roughly to the number of active divers in the UK, so we are asking every diver to dedicate at least one dive to the project this summer," said Beattie-Edwards. Recording forms will be available from the NAS website, as well as information and advice on what to record, including a shipwreck's features, dimensions and visible artefacts.

By Helen Barrett – 24 Hour Museum©

[http://www.24hourmuseum.org.uk/nwh\\_gfx\\_en/ART29419.html](http://www.24hourmuseum.org.uk/nwh_gfx_en/ART29419.html)

24 Hour Museum – UK (07/17/05)

## **The Reference Library**

### ***Wood from the USS Monitor: Its current condition and implications for conservation (2005) by Joel A. Jurgens<sup>a</sup>, Robert A. Blanchette<sup>a</sup> and Eric Schindelholz<sup>b</sup>***

Paper presented at the [Heritage Microbiology and Science: Microbes, Monuments and Maritime Materials \(HMS 2005\)](#) Conference held at the University of Portsmouth, Portsmouth, UK June 29<sup>th</sup> through July 1<sup>st</sup>, 2005. <sup>a</sup>[Department of Plant Pathology, University of Minnesota, 495 Borlaug Hall, 1991 Upper Buford Circle, St. Paul, MN 55331, U.S.A.](#) <sup>b</sup>[The Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759, U.S.A.](#)

Wood associated with archaeological sites in marine environments is very susceptible to degradation and can consequently be lost in a relatively short period of time if conditions that support wood destroying microorganisms are present. Information on wood identification, type of degradation, current condition of the wood and foreign inclusions in the wood is important to develop successful methods of preservation. This research was carried out with wood from one of the most important naval ships in the United States from the 19<sup>th</sup> century, the USS *Monitor*. In 1862, a new era in naval warfare began as the ironclads USS *Monitor* and CSS *Virginia* participated in one of the most famous maritime battles of the United States Civil War. This battle marked the transition from ships made of wood and powered by sail to those made of iron and propelled by steam. However, less than a year after it was commissioned the ship sank in a storm off Cape Hatteras, North Carolina, and was not found until 1973. As the name ironclad implies, the ship was covered in iron, used for protection against munitions fired from Confederate batteries, but large quantities of wood were also used for reinforcing the armor belt and deck beams. In addition, over 130 wooden artifacts have been found and recovered, including cannon implements, hand tools and furniture. Although considerable effort has been made over the last few decades to conserve the metal elements that dominated the ships structure, primarily by electrolytic reduction, the treatment of the wooden elements is still under experimentation and refinement. Our results show that extensive soft rot has occurred in woods from the *Monitor*. In addition, some of the hardwood and softwoods found have varying degrees of bacterial degradation. Work on the characterization of mineral inclusions in the wood and their post treatment stability in a museum environment, as well as studies on supercritical drying processes of the wood, are being conducted. These micromorphological and chemical studies are being used to determine the best course of treatment for the preservation of the archaeological wooden elements from the USS *Monitor*.

For more information about the conference: <http://www.port.ac.uk/special/hms2005/>.

### ***Identification of ancient wood using pseudomorphs and charcoal (2005) by Benjamin W. Held<sup>a</sup>, Joel A. Jurgens<sup>a</sup>, Cemal Pulak<sup>b</sup>, Robert A. Blanchette<sup>a</sup>***

Paper presented at the [Heritage Microbiology and Science: Microbes, Monuments and Maritime Materials \(HMS 2005\)](#) Conference held at the University of Portsmouth, Portsmouth, UK June 29<sup>th</sup> through July 1<sup>st</sup>, 2005. <sup>a</sup>[Department of Plant Pathology, 495 Borlaug Hall, 1991 Upper Buford Circle, University of Minnesota, St. Paul, MN 55108-6030 U.S.A.](#) <sup>b</sup>[Texas A&M University, Nautical Archaeology Program, Department of Anthropology, College Station, TX 77843-4352.](#)

Identifying wood used in ancient artifacts can aid in determining the object's origin and provide information on its use and trade in antiquity. Unfortunately, wood decays very rapidly in most environments. In marine environments and over extended periods of time wood can be completely degraded or only a trace amount of it may remain. Samples used in this study, obtained from the Uluburun (ca. 1300 B.C.) and Gelidonya (ca. 1200 B.C.) shipwrecks excavated along the southern Mediterranean coast of Turkey were used to identify wood species used in ship construction and representing the ship's cargo. The samples used ranged from small fragments of metal corrosion products with wood pseudomorphs obtained from various parts of the ship and shipboard artifacts, as well as charcoal that was imbedded in the copper ingots carried aboard the Uluburun ship. Wood in contact with metal, such as copper, became infiltrated with corrosion products of the mineralized metal. The wood then deteriorated leaving a replica of the wood (pseudomorph) within the corroded metal. The pseudomorph characteristics were used to determine whether the wood was a hardwood or softwood but the small sample sizes did not

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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](mailto:Brian.Jordan@noaa.gov).

allow the identification of the wood to the genus level. Additionally, charcoal was extracted from the surfaces of the copper ingots and used to identify the species of wood used to fire the furnaces in which the copper ore was smelted. Small fragments of burned wood were incorporated into the molten copper as the ingots were being cast. The identification of this charcoal was undertaken to possibly determine the woodland environment where the ingots were cast. Of the 342 samples of charcoal obtained from the ingots, 146 could be identified to the genus level. The predominant genus represented was that of *Pinus*, and *Pistacia*, *Crataegus*, and *Quercus* were encountered with less frequency. Wood identification using pseudomorphs and charcoal are presented to show that wood can be identified using these altered states and in some cases, as with pseudomorphs, when the wood is no longer present. Metal corrosion products are often removed and discarded from artifacts after excavation. These investigations show that important information can be obtained from corroded metals in contact with wood, and that wood pseudomorphs or charcoal should be collected and preserved for analysis.

For more information about the conference: <http://www.port.ac.uk/special/hms2005/>.

## **Upcoming Events**

### **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)