

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 2.10, 2005 (October)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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Newsletters are now available in the [Cultural and Historic Resources section](#) of the MPA.gov web site. To receive the newsletter, send a message to Brian.Jordan@noaa.gov with "subscribe MCH newsletter" in the subject field. Similarly, to remove yourself from the list, send the subject "unsubscribe MCH newsletter". Feel free to provide as much contact information as you would like in the body of the message so that we may update our records.

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Federal Agencies

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

U.S. Department of the Navy

Naval Historical Center

The [Naval Historical Center](#) (NHC) announced in October it is joining the [Ocean Technology Foundation](#) (OTF) in spearheading an expedition in the summer of 2006 to search for the remains of American Revolutionary War naval hero John Paul Jones' ship [Bonhomme Richard](#). "Finding Jones' ship will vividly bring to life an inspiring chapter in America's past using ocean technologies that are vital to America's future," said Dr. Sylvia Earle, a member of OTF's board of directors. Other project collaborators include the [University of New Hampshire Center for Coastal Ocean Mapping/Joint Hydrographic Center](#), the [College of Exploration](#), and [English Heritage](#), which advises the British government on the historic environment. One of the most memorable battles of the American Revolution took place off the coast of England Sept. 23, 1779, between the British ship HMS *Serapis* and *Bonhomme Richard*, captained by Jones. It was during this three-and-a-half-hour battle - most of it taking place at point blank range - that Jones shouted his legendary words, "I have not yet begun to fight," in response to an offer to surrender. Ultimately, he emerged victorious and took control of *Serapis*, and 36 hours later watched his own ship sink into the North Sea. "You cannot find a more important underwater archaeological site to the [U.S. Navy](#) than that of John Paul Jones' *Bonhomme Richard*. Discovery of the shipwreck will shed new light on the horrific battle between *Bonhomme Richard* and *Serapis*, what life was like on board *Bonhomme Richard* for the officers and crew, ship's armament and weaponry, and the construction of the ship itself," said Dr. Robert Neyland, head of the NHC [Underwater Archaeology Branch](#). The [Surface Navy Association](#) is also a key supporter of the project. An important component of the project will involve teachers, students and the public, who can share the search through the Internet. Lesson plans, an online workshop for teachers, and an interactive Web site will help raise awareness in the public and the education community of one of the most fierce and pivotal battles in U.S. naval history. "Advances in science and technology have made it possible to find any ship that has been lost and buried in the seabed," said Neyland. "However, with the ability to discover comes also the responsibility to manage, preserve, and interpret for all."

U.S. Department of the Navy©

http://www.news.navy.mil/search/display.asp?story_id=20420

Navy News Stand – USA (10/06/05)

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

National Marine Protected Areas (MPA) Center (Department of Commerce/NOAA)

The [MPA Center's Marine Cultural and Historic Newsletter](#) was featured in the October issue of [MPA News: International News and Analysis on Marine Protected Areas](#). The cultural resources newsletter provides news and information on discoveries and advances in research and management of marine cultural heritage and historic resources from around the world, with links to where readers may find more information. It's distributed to more than 200 subscribers worldwide and posted on the MPA.gov website. MPA News is published monthly by the [School of Marine Affairs, University of Washington](#), with support from the MPA Center.

For more information, contact [Brian Jordan](#) at Brian.Jordan@noaa.gov.

National Marine Sanctuaries (Department of Commerce/NOAA)

Channel Islands National Marine Sanctuary

(courtesy of Robert Schwemmer – National Marine Sanctuary Program West Coast Region)

A five-day shipwreck reconnaissance expedition was completed at the Channel Islands aboard the [NOAA R/V Shearwater](#) from October 17-21. Expedition team members included divers from the [Channel Islands](#)

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.

[National Marine Sanctuary](#), [Channel Islands National Park](#) and Coastal Maritime Archaeology Resources (CMAR) organization. Archaeological investigations included further documentation of a Grumman AF-2W Guardian airplane lost off Santa Cruz Island and site evaluation of the F/V *Reliance* lost at Santa Rosa Island. The third site recorded was a 3-masted full-rigged sailing ship named *Aggi* lost 90 years ago off Santa Rosa Island. The dive team spent the majority of the expedition at the *Aggi* site adding one additional datum monitor station and georeferencing the existing 5 datums installed in 2004. The permanent datums will allow for accurate measurements of major artifacts during the second 5-day expedition to the site scheduled for November aboard the NPS R/V *Pacific Ranger*. The shipwreck reconnaissance program at the Channel Islands has been an ongoing collaboration between the Sanctuary, [National Park Service](#), CMAR and [State of California](#) for nearly 25 years. For more information, contact [Robert Schwemmer](#) at Robert.Schwemmer@noaa.gov.

Monitor National Marine Sanctuary

(courtesy of Jeff Johnston – *Monitor* National Marine Sanctuary)

The first half of the *Monitor*'s gun turret was installed on the full size evocation being constructed by Newport News Northrup Grumman Shipbuilding this morning. In 1987, [The Mariners' Museum](#) in Newport News, Va., was designated as the repository for artifacts and archives from the Civil War ironclad USS *Monitor* by the [National Oceanic and Atmospheric Administration](#) (NOAA). Today, the Museum conserves, interprets and exhibits hundreds of relics from the ironclad that forever changed naval warfare. Visitors to the Museum can see these artifacts undergoing the arduous conservation process, while learning the history and stories behind them. Northrup Grumman Newport News shipbuilders [is] constructing a full-scale replica of the USS *Monitor* that will serve as an icon for the new \$30 million USS *Monitor* Center - a 63,500-square-foot addition to the Museum that will enthrall families with exciting exhibits, bring students face-to-face with history, house state-of-the-art conservation labs and offer historians rich resources for research. The Center will open on March 9, 2007.

To see the construction of the USS *Monitor* replica live, visit <http://www.earthcam.com/usa/virginia/newport/mariners/index.html>.

(courtesy of NOS Weekly Update - October 28, 2005)

On October 25, the [National Marine Sanctuary Program](#) and the [National Marine Sanctuary Foundation](#) co-hosted the [Monitor National Marine Sanctuary](#) (NMS) 30th Anniversary Gala at the Ronald Reagan Building in Washington, D.C. Senator John W. Warner was honored with the Foundation's Stewardship Award for his leadership on ocean and maritime heritage issues, particularly his support for the *Monitor* NMS. The late Congressman Herb Bateman was posthumously recognized for his role in the protection of the USS *Monitor* and her artifacts. In addition to the dinner and awards program, the evening kicked off a public service announcement campaign featuring an impressive watercolor image of the USS *Monitor* in battle. The campaign encourages donors to support efforts to conserve the priceless treasures of this historic shipwreck.

For more information, contact [Matthew Stout](#) at matthew.stout@noaa.gov.

Pacific Islands Region

(courtesy of Allen Thom – National Marine Sanctuary Program Pacific Islands Region)

The work to revive an ancient Hawaiian fishpond has begun in waters off South Maui. When it's done in a year or so, the fishpond called Ko'ie'ie Loko I'a will provide a glimpse of how people in old Hawaii thrived by what they harvested from the ocean. The Ko'ie'ie fishpond, which is listed as a National Historic Preservation Site, sits off Kalepolepo Park on South Kihei Road between the [Hawaiian Islands Humpback Whale National Marine Sanctuary](#) and the Menehune Shores condominium. Since 1996, Native Hawaiians like Kimokeo Kapahulehua and others interested in the restoration project have worked to reconstruct the fishpond that dates back to the 1400s. Kapahulehua and others established '[Ao'ao O Na Loko I'a O Maui](#)', a nonprofit organization formed to shepherd the fishpond's restoration. The group spent nine years researching the history of fishponds and going through several governmental approval processes before finally getting the required permits to start the project. Ko'ie'ie Loko I'a is considered one of the most intact and easily visible fishponds in the state. Its foundation base, for example, remains intact and is approximately 12 feet wide. Over the years, erosion and wave action have knocked down the walls of the

fishpond, but rocks (believed to have been carried in by Hawaiians from an area near Piilani Highway) remain in the water. The first phase of the fishpond reconstruction involved the laborious task of sorting through rocks in the water by size – small, medium and large. The rocks weigh anywhere between 50 and 150 pounds. To do the physical work of reconstructing the fishpond, 'Ao'ao O Na Loko I'a O Maui tapped members of the Hawaiian Outreach Economic Association. The goal is to build what will look like a 1,100-foot semicircular rock wall that measures approximately 8 feet wide and 6 feet above water at low tide. When finished, the fishpond will feature a wall and a sluice gate. For a loko kuapa type of fishpond, the wall was made of boulders and stones of all sizes and was known as the kuapa. Sluice gates, or makaha, were placed at precise locations to make efficient use of currents. By studying nature, Native Hawaiians understood how fish were attracted to ocean currents. Going with the ebb and flow of the fishpond's water, Hawaiians were able to lure fish through the makaha. Small fish were able to enter the small slats of the makaha while larger fish were prevented from escaping. Among the most enthusiastic supporters of the fishpond restoration are officials with the Hawaiian Islands Humpback Whale National Marine Sanctuary. Their Kihei office sits on land in front of the fishpond. "It's an education thing for us," said Allen Tom, Pacific islands regional coordinator for the sanctuary. Tom said the most frequently asked questions posed by sanctuary visitors are about the fishpond. "They often ask, 'What's that and why is it like that?'" Tom said. In addition, Tom said the sanctuary's mission includes working with Native Hawaiians to conduct cultural outreach projects, and the fishpond restoration is a good example of that. Among other things, the sanctuary provides storage space for the fishpond association. It has assisted the group in getting a \$40,000 federal grant to prepare curriculum to teach the fishpond's history and to learn about the waters surrounding it. Part of the grant paid for the creation of special remote control water boats that will be used by children to study topics in the fishpond such as water temperature and salinity.

By Claudine San Nicolas – The Maui News©

<http://mauinews.com/story.aspx?id=12803>

The Maui News – Wailuku, Maui, HI, USA (09/27/05)

Thunder Bay National Marine Sanctuary and Underwater Preserve

(courtesy of Cathy Green – Thunder Bay National Marine Sanctuary)

[Thunder Bay National Marine Sanctuary](#) opens new Great Lakes Maritime Heritage Center. On September 17, 2005, the National Marine Sanctuary's newest, and only fresh water sanctuary, welcomed the public into their new home, the Great Lakes Maritime Heritage Center. Located in the city of Alpena, Michigan on the shores of Lake Huron, Thunder Bay National Marine Sanctuary protects a large collection of historic shipwrecks, over 150 sites lie and around the 448 square mile sanctuary. The Center houses the sanctuary offices and research facilities. It also has over 9,000 feet of exhibit space, a 90-person theater, education rooms, visible artifact storage, and a state of the art conservation lab. A gift shop, run by the [State of Michigan](#) is also in operation, with all proceeds going to education programs at the sanctuary. The Center is open from 10:00am to 4:00pm Monday – Friday. Temporary exhibits are currently in place until all new exhibits will be ready in 2007. The documentary *Tragedies in the Mist* is also being shown in the theater. The Great Lakes Maritime Heritage Center is located at 500 W. Fletcher Street, Alpena, Michigan.

Please call 989-356-8805 or go to www.thunderbay.noaa.gov for more information.

[Thunder Bay National Marine Sanctuary](#) goes live into classrooms around the Great Lakes. On September 19, 2005, Thunder Bay National Marine Sanctuary and Pier Wisconsin teamed up to bring a series of "Live Dive" broadcasts into classrooms throughout Michigan and Wisconsin. Pier Wisconsin operates the schooner *Denis Sullivan*, which served as a platform for the hour-long programs using wireless technology to provide two way video and audio communication from the middle of Thunder Bay into classrooms. The program focused on underwater archaeology and highlighted some of the sunken Great Lakes schooners in the sanctuary, as well as the floating example of the *Denis Sullivan* itself. Over 500 students were reached in this one day's events.

For more information, please contact Cathy Green, Education Coordinator at Thunder Bay National Marine Sanctuary at 989-356-8805 ext.10 or cathy.green@noaa.gov

NOAA's Preserve America Initiative (Department of Commerce/NOAA)

The team at [NOAA's Preserve America Initiative](#) just posted the October 2005 Heritage Update on its website (preserveamerica.noaa.gov). The initiative is also heavily involved in events and activities across the country to preserve America's heritage and NOAA's role in it. To help it achieve these important goals, the initiative just announced its FY06 request for proposal for its mini-grant program designed to stimulate efforts within NOAA to preserve, protect and promote the agency's heritage assets. Last year was a huge success with \$100,000 funding six [internal NOAA] projects including: *NOAA's Lesser Known Heritage: Vindicating Seward's Folly*; *Preserving Local Fisheries Heritage: Jonesport, ME*; and *Preserving Stellwagen Bank National Marine Sanctuary Maritime Heritage: Live Broadcast from the Steamship Portland*.

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

Submerged Resources Center

On a scorching May morning, the surface of Lake Mead, the vast reservoir created by the construction of Hoover Dam on the Nevada-Arizona border, is as smooth as glass. One hundred seventy feet down, four divers with the [National Park Service's Submerged Resources Center](#) (SRC)--probably the leading underwater archaeology team in the world--are examining the wreck of a B-29 Superfortress bomber that crashed into the lake in 1948. SRC is surveying the plane and preparing it for the recreational divers they predict will soon be coming. With only five full-time members--four archaeologists and a photographer--SRC is a tightly knit group. Based in Santa Fe, their official responsibilities are to inventory and evaluate the submerged archaeological sites and artifacts in the National Park System, but their tasks include everything from raising shipwrecks to recovering drowning victims. It's demanding work, combining the technical skills of archaeology with the risks of diving. The highest-profile project SRC has undertaken is USS *Arizona* in Pearl Harbor. Since 1941, the ship has become a memorial to the 1,177 servicemen who died aboard, yet when SRC was called in to map and document the site in 1983, no management program for it existed. Navy salvage teams had cut away large parts of the ship's superstructure for scrap and to make room for the memorial above it, but what was left beneath the surface--and what condition it was in--was still unknown. SRC surveyed the 608-foot-long wreck--at the time, the largest underwater object ever mapped--and began to study the condition of the ship's hull and how quickly it was corroding. Over the next decade, SRC worked with other Park Service divers to investigate the interior with a small remotely operated vehicle and to deploy long-term environmental monitoring instruments. They also collected samples of the oil that continues to float to the surface, drop by drop, adding environmental concerns to the already complex balance of preserving a wreck and memorializing the dead.

By Julian Smith – Archaeological Institute of America©

<http://www.archaeology.org/0511/abstracts/underwater.html>

Archaeology Magazine (Vol. 56(6), November/December 2005)

(courtesy of Cheryl Oliver – NOAA National Marine Sanctuary Program)

On a barge in lake mead, in Nevada, under a scorching sun, Dave Conlin pulled on long underwear, wool socks and a fleece jacket and pants. He donned an insulated drysuit over all that, strapped two scuba tanks to his back and slung another under one arm. It was so much gear—weighing nearly 200 pounds—that he needed help standing up. His boyish face compressed in a thick neoprene dive hood, Conlin duck-walked to the edge of the barge and stepped into the water. Plunging in after Conlin, who is an underwater archaeologist with the [National Park Service's Submerged Resources Center](#) (SRC), were fellow archaeologist Matt Russell and photographer Brett Seymour, both with the SRC, and Jeff Bozanic, a technical diver under contract to the National Park Service. Bobbing at the surface, the four double-checked their gear and descended into the darkness in a trail of bubbles. One hundred seventy feet below lay the wreckage of a B-29 bomber. It crashed in 1948 while on a top-secret mission to test components for a missile-guidance system. After World War II, this B-29, known by its serial number, 45-21847, had been stripped of its armaments and fitted with a Sun Tracker, an experimental sensor unit that, when perfected, would allow missiles to navigate by the sun. The cold war was heating up, and the U.S. military wanted missiles that could not be jammed from the ground, as the radar- and radio-guided missiles of the time

could be. The Sun Tracker was a precursor to the systems that guide today's cruise missiles. In 2001, a private dive team searching for the B-29 using sidescan sonar found the wreck in the northern arm of Lake Mead. Because the bomber lies inside a [National Recreation Area](#), responsibility for the site fell to the National Park Service. The SRC has been surveying the site and preparing it for amateur divers willing to brave the frigid depths for a glimpse of a cold war relic. As Conlin later described it, a quick descent took them to the plane, which rests right side up, its nose cowling crushed and its back broken, but otherwise in remarkably good condition. Its aluminum skin, lit by powerful dive lights suspended from the barge, shone faintly in the greenish murk. Rectangular holes in the tail show where the fabric coverings were torn away. The research team sets to work, with Seymour shooting video of Russell to use in an orientation film for visiting divers. Bozanic and Conlin attached tape measures to the plane, from wingtip to wingtip and from the top of the fuselage to where it disappeared into the muddy lake bottom. The operators of a small ROV (Remotely Operated Vehicle) fitted with an electrochemical probe and a video feed will use the measuring tapes as a reference as they guide the ROV around the wreck. They will take readings every foot to measure how much the bomber's surface is corroding in the water. From one of the bomber's engine enclosures hangs another probe, installed on an earlier dive, that collects data every five minutes, including temperature, salinity and the amount of dissolved oxygen in the water. "This all tells us something about the corrosive environment," says Russell. The team is also documenting the plane's current condition. "We're establishing a base line so that we can come back in two, five or ten years and see what the visitor impact has been." The Lake Mead bomber is believed to be the only submerged B-29 in the continental United States, and the park service predicts it'll become a popular dive site. SRC divers have already mapped the B-29 and also installed mooring buoys nearby to keep dive boats from dropping anchors onto the bomber. Cables run from the buoys to a weight next to the plane to guide divers through the dark water.

By Julian Smith – The Smithsonian Institution©

<http://www.smithsonianmag.si.edu/smithsonian/issues05/oct05/digs.html>

Smithsonian Magazine (October 2005)

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

On Oct. 27, 1870, the *North Alabama* steamed up the Missouri River, burning through a cord of wood every hour. As it traveled, riding high on the river, paddle wheels churning, it snagged on something just beneath the water. The hold filled with sand. The crew couldn't save their ship, so they salvaged what they could. Now, the remains of a ship that archaeologists think is the *North Alabama* sit exposed, uncovered for the first time in 75 years. "All indications seem to be that this is the *North Alabama* that sunk on this date in 1870," Larry Bradley, an archaeologist at the [University of South Dakota](#), said Thursday, standing on a sandbar in the middle of the Missouri. Last year, Bradley said, he would have been under six feet of water. The river's low water level, sand migration and the ongoing drought all played a part in exposing the ship's hull. To Larry Murphy, the boat's bleached, deteriorated remains are a fascinating reminder of the lifeblood of a lost era, when the country's rivers were as vital to commerce as the highways and the air are today. "People growing up now see the river in a very different way, rather than fundamental to their existence," said Murphy, director of the [National Park Service's Submerged Resources Center](#) in Santa Fe, N.M. The park service and the university have been working for two weeks to document the precise location of the boat's remains, each morning ferrying their gear to a sandbar in the stretch of river southwest of Vermillion where the boat snagged. "Every time there's a chance to look at one, we are able to learn a little bit more and to piece together a history that's going on 150 years old," he said. Centuries from now, men like Murphy might be picking over the fascinating skeleton of a rusted jet. Because the boat's remains are well-preserved, the crew has been able to document a substantial amount, Murphy said. "The only real threat now is that people are removing things," Murphy said. That danger is much more significant than the river, which erodes the oak slowly. Even so, Murphy hopes people will come to visit the wreckage. "This is a part of our common history," he said. A 260-ton steamboat built in Pittsburgh in the 1860s, the *North Alabama* was captained the day it was lost by Grant Marsh, who had found his fame four years earlier, when he transported wounded soldiers down from the Little Big Horn River, bringing with them the news of Gen. George Custer's defeat.

By Nestor Ramos - Argus Leader.com©

<http://www.argusleader.com/apps/pbcs.dll/article?AID=/20051028/NEWS/510280333/1001>

Argus Leader.com - Sioux Falls,SD,USA (10/28/05)

Activities in States and Territories

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Delaware

State Agencies' News

Archaeologists know a lot more now than they did last December when beachcombers picked up hundreds of pieces of pottery, earthenware containers and other objects on Lewes Beach near the Roosevelt Inlet. And now with money in-hand for the project – and perhaps more in the pipeline if a federal grant comes through – more artifacts and information could surface by year's end. Dan Griffith, director of the Lewes Maritime Archaeological Project overseeing the research, said a state appropriation of \$200,000 to conduct further underwater archaeological recovery of artifacts could have divers back in the water at the site over the next couple of months. He said a grant application for up to \$300,000 from the [U.S. Department of Transportation](#) is pending approval. Griffith said if all or some portion of that grant comes to the project it would be used for additional artifact recovery as well as for research and laboratory staff and artifact conservation. Griffith said underwater archaeology is expensive to conduct. In April, divers for the [Army Corps](#) doing survey and recovery work spent 11 days at the site at a cost of \$100,000, he said. Griffith said researchers are still working to confirm the origin of the 1750s-era ship – most likely English – that wrecked a few thousand feet off Lewes Beach.

By Henry J. Evans Jr. – Cape Gazette©

<http://www.capegazette.com/storiescurrent/1005/lewesshipwreck100705.html>

Cape Gazette - Lewes,DE,USA (10/12/05)

Michigan

State Agencies' News

One of Lake Michigan's great shipwreck mysteries may be closer to being solved. For over a year, a court battle has waged over a find that may be the remains of the 17th-century sailing vessel *Le Griffon*. That dispute has eased as a salvage company and the state of [Michigan](#) have agreed to work together on exploring the site near Green Bay. "Instead of standing still in a court, we can now dive," said Scott Demel, a [Field Museum](#) archeologist who is working to identify the ship, considered by some as the Holy Grail of the Great Lakes. The 45-ton wooden shipping vessel mysteriously disappeared "through a crack in the lake" in 1679, writes William Ratigan in his book *Great Lakes Shipwrecks and Survivals*. Steven Libert of the Great Lakes Exploration Group filed papers last summer making a claim on the ship. The state of Michigan moved to block Libert's claim in federal court, arguing that federal law gave it ownership. Meanwhile, Demel's preliminary tests suggest, at the very least, the vessel dates to the time the *Le Griffon* went down and is around where it is believed to have sunk in a storm. The agreement does not solve ownership. The government of France is expected to stake a claim as well; the ship was built for French explorer Robert Cavellier, Sieur de la Salle, for whom La Salle Street is named. Demel plans to return to the site this spring with metal detecting equipment to look for cannons known to have been on *Le Griffon*, so named for its two wooden adornments of griffins -- mythical monsters with lion bodies and eagle heads. Libert couldn't be reached for comment, but Demel said Libert wants the ship to end up in a museum.

By Andrew Herrmann – Chicago Sun-Times©

<http://www.suntimes.com/output/news/cst-nws-ship22.html>

Chicago Sun-Times - United States (10/22/05)

Other State News

November 10th will mark the 30th anniversary of the date that the 729-foot ore carrier, SS *Edmund Fitzgerald* (fully loaded with taconite pellets), sailed off the radar and into legend in 1975. Sometime between 7:20 and 7:30 PM that evening, during 45-knot winds and 35-foot seas, the *Fitzgerald* - which had been taking on water throughout the storm - sank to the bottom of Lake Superior taking all 29 crew

members with her. Those of us who navigate the Great Lakes, these inland seas, are respectfully aware of their incredible power. We frequently see (un-named) hurricane-force winds and extremely low barometric pressures during the month of November, but the storm of 1975 was singular in its extremity. In remembrance and honor of the lost *Fitzgerald* crew, and countless other Great Lakes shipwreck victims over the centuries, the following events will be taking place around the 30th anniversary. [The Dossin Great Lakes Museum](#) (on Belle Isle, Detroit, Michigan) will be holding a Night Watch for the *Fitzgerald* and her crew beginning at 4:30 PM, November 10th. Seating is extremely limited, so either reserve your tickets now or plan on catching the service via the [Great Lakes Maritime Institute's live webcast](#). The Dossin Museum will also present a special SS *Edmund Fitzgerald* commemorative Open House Saturday November 12, 2005, from 12:00 to 4:30 pm. Up on Whitefish Point (whose shelter the freighter very nearly reached), the [Great Lakes Shipwreck Museum](#) will hold a Memorial Service and Call to the Last Watch Ceremony on Thursday, November 10th, beginning at 7 PM. The *Fitzgerald's* 200-lb. bronze ship's bell, retrieved on the last legal dive to the wreck, will be rung 29 times by shipwreck survivors. And in St. Paul, Minnesota Public Radio® will present [performances of "Gales of November"](#) on November 10-11. These will also be broadcast, so check the website for air dates.

About, Inc.©

http://powerboat.about.com/b/a/2005_10_26.htm

About - News & Issues - New York,NY,USA (10/26/05)

North Carolina

State Agencies' News

It was an apothecary mortar - like the ones on pharmacy logos - used with a pestle to ground medicine. It's not exactly an item most would expect to find on a shipwreck site, unless, of course, it was found on the wreckage believed to be that of the pirate Blackbeard's flagship *Queen Anne's Revenge*. "It wouldn't be surprising if there were one or more surgeons aboard," said Chris Southerly, project archaeologist for the [Queen Anne's Revenge Shipwreck Project](#). Historical records show three surgeons from the slave ship *La Concorde* were among those Blackbeard forced to stay with the vessel after the pirate took the boat in the Caribbean in 1717. The pirates renamed the ship *Queen Anne's Revenge*. Later, during a weeklong blockade of Charleston Harbor in May 1718, Blackbeard demanded and received supplies to refill his medicine chest. About a month afterward, the *Queen Anne's Revenge* ran aground in Beaufort Inlet. While a significant find, this medical tool was not brought up during a regular diving expedition, Southerly said. It was unearthed at the site courtesy of Hurricane Ophelia. What concerns Southerly is that it appears the storm damaged the artifact. Made of bronze or a copper-alloy, the mortar did not concrete on the ocean floor like the iron-made items, but it did form a thin, greenish, corrosive layer that served to stabilize and protect it over the years. Tossing and tumbling in a storm's wave action can remove these types of corrosive layers, Southerly said. "It looks like in several places on the artifact that it had come off in the tumbling," he said. In addition to the possible loss of important information on the mortar, underwater archaeologists also fear lighter-weight artifacts - like glassware or pieces of ceramic - may have simply washed away in the storm. Hurricane Ophelia scoured sand from the wreckage south and southwest of the main ballast pile, exposing two cannons, an anchor and numerous small concretions. That is the area of the shipwreck believed to be the stern of the vessel, where the officers quarters would have been and where divers are most likely to find the Blackbeard's personal items, Southerly said. "Probably, the majority of artifacts that would have a date or some (identifying mark) would be found toward the back of the vessel unless, of course, we could find the bell," Southerly said. In light of the damage caused by Hurricane Ophelia and the frequent other storms that pass or hit the North Carolina coast, those with the *QAR* Project are saying it's time for a full-scale recovery of the site. "That's kind of the overall push over the next couple of years," said Mark Wilde-Ramsing, *QAR* Project director.

By Patricia Smith – Jacksonville Daily News©

<http://www.jdnews.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=35990&Section=News>

Jacksonville Daily News - Jacksonville,NC,USA (10/21/05)

Other State News

Sitting on the bow of his boat last week, underwater archaeologist Gordon Watts thought about what might be buried in the waters of Roanoke Sound. Iron guns, perhaps, or bricks or ceramics, all more than 400 years old and abandoned by colonists who came from England, built a life and then disappeared ... to where? The group of 116 colonists sailed from England and landed on Roanoke Island in 1587, only to vanish three years later. Watts was looking for evidence of their lives. He and a three-man crew were working about 600 feet from shore on the northeast side of Roanoke Island in water less than 5 feet deep. The original site could now be underwater, he said, because of erosion and rising sea levels. "Knowing what little we know, this may be our best bet for finding something 16th century," said Watts, 60. The tall and lanky archaeologist hopped into the water in full scuba gear and strode toward a buoy marker, calling over his shoulder: "This is a weird dive." Bill Utley, 60, a diver and veteran of deep-water shipwreck archaeology, laughed. "You don't usually walk out to the site," he said. The men wore scuba gear because they would be lying on the floor of Roanoke Sound for long periods, sifting sand, digging holes up to 7 feet deep, searching for artifacts. Earlier in the week, they had brought up an old brick and several concretions, masses of fossilized material containing who knows what. Watts' dig is the first step in a quest launched by a few archaeologists and Durham lawyer and history buff Phil Evans. The group, called the First Colony Foundation, was formed in February 2004 and has raised \$7,000, enough to fund Watts' underwater exploration.

By Barbara Barrett – The News & Observer©

<http://www.newsobserver.com/news/story/2813836p-9259751c.html>

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

Ohio

State Agencies' News

(courtesy of Heidi Recksiek – NOAA Coastal Services Center)

It's an ideal day for a sightseeing trip on Lake Erie - the sky is a sparkling clear blue and the water is calm - but Steve Galbreth and Constance Livchak aren't watching birds or checking out the lush island coastline from their 25-foot boat. Instead, the state researchers have put sheets of black fabric over the craft's cabin windows, trying to block the sun so they can get a clearer view of two orange-tinted computer screens. As they peer at the monitors in the darkened cabin, a seemingly endless stream of wiggly gray lines suddenly parts, and an item shaped like a cigar materializes in front of them. They've reached the *F.H. Prince*, a 230-foot freighter converted to a sand dredge that caught fire in 1911 off the east end of Kelleys Island and sunk. It rests in three to 18 feet of water. "That's the wreck, coming up on the starboard side," said Mr. Galbreth, a research vessel operator for the [Ohio Department of Natural Resources' Division of Geological Survey](#). "This is a real popular one to dive on because it's in such shallow water." Ms. Livchak, supervisor of the Division of Geological Survey, says the geological survey division is using its side-scan sonar equipment to learn more about the hundreds of shipwrecks at the bottom of Ohio's Lake Erie waters. The state hopes, in turn, to promote interest in the wrecks among divers and history buffs by making the information it gleans from the sunken ships more readily available. ODNR officials tried to do that by establishing a shipwreck preserve including the Prince and other sunken vessels near Kelleys Island. But opposition from island property owners, who feared restrictions on their land-use rights, killed the proposal two years ago. So state officials, lake historians, and underwater archeologists are taking another tack. They hope to designate an area east of Kelleys Island and three other Lake Erie zones as Ohio's first "underwater trailways" - virtual routes mapped in brochures and Web pages that would guide divers to historic submerged structures. Other routes would be mapped between Vermilion and Lorain, off Cleveland, and off Fairport Harbor in Lake County. ODNR has applied for a three-year \$220,000 grant from the [National Oceanic and Atmospheric Administration](#) to help fund the first phase of the trailways plan. The state will chip in \$63,000 if the grant application is successful, Ms. Livchak said. "The trailways idea is to promote Lake Erie, hopefully without making people uncomfortable," she said. "It's not a boundary, where there's a box. A trailway is more a guide to go from one shipwreck to the next." Dave Kelch, an associate professor and district specialist with [Ohio State University's Sea Grant Extension program](#), is the lead planner on the project, which includes the [Great Lakes Historical Society](#) in Vermilion, Ohio. If NOAA approves the grant application, Mr. Kelch plans to publish a 16 to 20-page, four-color

brochure with information about shipwrecks in all four zones, including photographs, historical information, and global-positioning satellite coordinates that divers can use to locate the sites. He also envisions a Web site where "you'll be able to go on a virtual dive trip through these wrecks." He added: "For every person that likes to put on scuba gear and go see these wrecks, there are 100 people who have no desire to do that, but they're interested in learning about them." Ohio's plans for underwater trails are modeled after a 4-year-old program in Wisconsin that features a Web site, www.maritimetrails.org, with information on dozens of shipwrecks in Lake Michigan and Lake Superior. The site includes video footage taken during dives of some of the wrecks. Lake Erie has at least 1,500 shipwrecks, with about 600 of those in Ohio waters, according to Chris Gillchrist, executive director of the Great Lakes Historical Society. Many of those date to Lake Erie's shipping heyday in the late 1800s and early 1900s.

By Steve Murphy – The Toledo Blade©

<http://www.toledoblade.com/apps/pbcs.dll/article?AID=/20051023/NEWS17/510230306>

ToledoBlade.com – Ohio,USA (10/23/05)

Other State News

Shipwreck diving on the Great Lakes with Blade reporter Erica Blake and Blade photographer Andy Morrison from June through October. [The article consists of a series of downloadable movie clips of shipwreck dives in Lake Ontario and Lake Superior, including *Comet* (1861 paddlewheel steamer) and *George A. Marsh* (1917 three-masted schooner).

By Erica Blake and Andy Morrison – The Toledo Blade©

<http://www.toledoblade.com/apps/pbcs.dll/article?AID=/20051009/NEWS17/51001030&SearchID=73224435009602>

ToledoBlade.Com – Ohio,USA (10/09/05)

Wisconsin

State Agencies' News

[see entry under [Ohio](#)]

From the Halls of Academia

East Carolina University

Lake Superior State University

The [Lake Superior State University](#) Alumni Association will recognize Tom Farnquist on October 21 for his involvement in the [Great Lakes Shipwreck Historical Society](#) and the [Great Lakes Shipwreck Museum](#) by presenting him with the Kenneth Shouldice Achievement Award. Named for LSSU's first president, the award recognizes alumni who have enjoyed exceptional success in their professional and personal lives, and who serve as an outstanding example of the best of Lake Superior State University. The honor highlights significant achievements of alumni who serve as leaders in our region, state and nation. Farnquist will be recognized during an alumni awards reception that is part of LSSU's annual Great Lake State Weekend, October 21-22.

By David Helwig – SooToday.com©

http://www.sootoday.com/content/news/full_story.asp?StoryNumber=13781

SooToday.com – USA (10/12/05)

Ohio State University

[see entry under [Ohio](#)]

Plymouth State University

[see entry under [Greece](#)]

Syracuse University

[see entry under [Africa](#)]

University of Connecticut-Avery Point

Approved last year by the state [Department of Higher Education](#) and formally launched this year, the [maritime studies program](#) integrates several academic disciplines in a single four-year major. Helen Rozwadowski, the assistant professor of history who coordinates the major, said maritime studies is a practical way to link the region's many resources, from [Project Oceanology](#) and [Mystic Seaport](#) to the working Port of New London, to advanced studies or emerging careers. "I think that is the type of experience that really drew me to the course," said Kendall Hinman, a sophomore from Groton. She plans to become a veterinarian, but an oceanography course also inspired an interest in the sea. "The field trips let us take advantage of all this area has to offer," she said. The maritime studies courses are structured to provide a foundation in many areas before moving to a concentration in history, English, economics, anthropology or political science. Related courses range from "The Slave Trade in the Modern Atlantic World" and "Non-Fiction Literature of the Sea" to a seminar on marine mammals held in conjunction with Mystic Aquarium. [Avery Point](#) and Mystic Seaport signed their own agreement last week to make the museum's vast maritime history resources available to students enrolled in the four-year [coastal, maritime and American studies degree programs](#). The university has purchased many museum publications that will be available to students, while the museum will increase opportunities for student internships.

By Dan Pearson – The Day Publishing Co©

<http://www.theday.com/eng/web/news/re.aspx?re=20634224-D240-448B-BCF0-31AEB8377219> (article expired)

TheDay (subscription) - New London,CT,USA (10/11/05)

University of Glasgow

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

University of Rhode Island

The state Board of Governors for Higher Education is expected to close 16 college degree programs as student interest wanes. Rhode Island College and the [University of Rhode Island](#) will no longer offer bachelor degrees in linguistics, Russian, urban affairs, statistical science and classical studies, along with a host of master degree programs. Education officials say many of these degree programs have not been offered for a decade. U-R-I Provost Beverly Swan says educational institutes are dedicating more resources to expanding fields such as biotechnology, criminology, underwater archaeology and film studies. U-R-I officials will send out a questionnaire this fall to gauge student interest in degree programs.

Associated Press©

<http://www.eyewitnessnewstv.com/Global/story.asp?S=4016261&nav=F2DO>

Eyewitness News - East Providence,RI,USA (10/27/05)

University of South Dakota

[see entry under NPS [Submerged Resources Center](#)]

University of St Andrews

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

University of West Florida

[see entry under [Africa](#)]

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.

Africa

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

An archaeological team led by [University of West Florida](#) [UWF] archaeologist Greg Cook recently brought back more than 100 artifacts from a shipwreck survey project off the coast of Ghana, Africa. A joint venture between UWF, [Syracuse University](#) and the Ghana Museums and Monuments Board, the goal of the research is to locate and document the remains of colonial trading ships that wrecked off Ghana's "Gold Coast." In 2003, Cook and his team conducted the first systematic survey for archaeological shipwreck sites in sub-Saharan West Africa. Seventy potential wreck sites were located. Divers investigated three of the most promising targets, one of which proved to be a shipwreck site containing European goods such as iron cannon, stacks of brass pans, bowls, basins and "manilas" (open-ended brass bracelets commonly traded on the coast) probably dating to the 18th or early 19th century. Cook and several UWF and Syracuse University archaeology students traveled this summer to Ghana to conduct further investigations on the known wreck site and test more of the targets in the hope of locating other colonial shipwreck sites. The team now will study, preserve and display the artifacts at UWF's Archaeology Institute before they are returned to the government of Ghana. Cook and his team of UWF and Syracuse students are the first archaeologists to investigate a West African colonial trade ship. The project is funded by the [National Geographic Society](#). For almost four centuries, Elmina Castle in Ghana -- built by the Portuguese in 1482 -- was the most important outpost in West Africa. It was here that ships loaded with European manufactured goods anchored off shore and traded for gold and enslaved Africans from the continent's interior.

The Pensacola News Journal©

<http://www.pensacolanejournal.com/apps/pbcs.dll/article?AID=/20051013/NEWS04/510130316/1024>

The Pensacola News Journal – Pensacola,FL,USA (10/13/05)

Australia

It was carved out by human hands and hasn't seen the light of day since 1936 - the year of Bradman's first triumph and the Nazis' controversial Berlin Olympics. But the river intake tunnel near the John Gilbert Water Treatment Plant has now not only seen 21st-Century sun but the back-breaking underground work used to create it will be brought back into use. A new pipe will be fitted in the tunnel - to replace the historic cast iron 1930s model - and will run from the Macquarie River to the original weir pool, now linked up to the water treatment plant currently under reconstruction. Council's water supply and sewerage services manager Geoff Bellingham described the process as "industrial archaeology". "We had to rely on drawings from the 1930s and got divers to go down and inspect the tunnel under water to make sure they were correct," Mr Bellingham said. "The tunnel was built amazingly well by hand and lined with timber planks, and we got a structural engineer to look at it, who said it was still sound." He said that in the 1930s the current downstream weir had not been constructed so the tunnel was probably dug during a dry summer spell when it would have been out of the water. The downstream weir was built in 1940 to provide water for a wartime army camp "The weir pool created by this weir meant the tunnel has been submerged for the past 60 years," Mr Bellingham said. "Sadly, the time to marvel at this industrial archaeology is short-lived, as after the new pipe is placed in the tunnel the void between the pipe and the tunnel will be filled with concrete and it will never see the light of day again." Project manager David Watson said they decided to use the old structure rather than build a new one to conserve the environment and protect the river's majestic red gums.

By Ingrid Brown – The Daily Liberal©

http://dubbo.yourguide.com.au/detail.asp?class=news&subclass=local&category=general%20news&story_id=431262&y=2005&m=10 (article expired)

Dubbo Daily Liberal - Dubbo,New South Wales,Australia (10/14/05)

Archaeologists from the [Western Australian] [WA Museum](#) will today visit Kalbarri, in the state's mid-west, to investigate artefacts that may be from a historic shipwreck. Three Kalbarri men believe they have found musket balls and part of a tiller from a whaling boat. The items were found near the spot where explorer George Grey reported his boat had been wrecked in 1839. It is the same area where two *Batavia* sailors were marooned nearly 400 years ago. A WA Museum archaeologist will investigate whether the items are authentic and take a closer look at the area where they were found.

ABCNewsOnline©

<http://www.abc.net.au/news/newsitems/200510/s1483832.htm>

ABC Regional Online – Australia (10/17/05)

Deep sea divers have found what they believe to be one of Australia's oldest colonial era shipwrecks off the south-east Queensland coast. Brisbane-based Ian Eberhardt and Tweed Heads professional diver Kevin Denlay discovered the wreck late last month in 60 metre deep water about 60 km off Double Island Point. They recovered the ship's bronze bell and several bottles which Mr Eberhardt said indicated the vessel, likely to be a timber cargo ship, could have sunk around 1860. "We have found bottles of an elixer called Dr Townsend's sarsaparilla which we have learnt were only produced in Albany, New York, between 1820 and 1860," Mr Eberhardt said. The pair have handed the items from the ship to maritime experts from the [Museum of Tropical Queensland](#) in Townsville, who will painstakingly clean the coral covered bell to see if the vessel's name is engraved on it. "It would be good to see if we can get an identification and then we can check it on our database of ships," said the museum's senior curator of marine heritage, Peter Gesner. Mr Eberhardt said he and Mr Denlay found the wreck after a tip from local fishermen.

Australian Associated Press (AAP)©

<http://news.ninemsn.com.au/article.aspx?id=67303>

Ninemsn - Sydney, New South Wales, Australia (10/14/05)

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

It was an impressive consolation prize. The shipwreck hunters had gone looking for a wartime submarine off Wilsons Promontory. Instead they found an international passenger steamer, its cupboards still stacked with plates, that had sunk nearly 130 years before. Amateur maritime archaeologists from [Southern Ocean Exploration](#) — who found the Gallipoli hospital ship TSS *Kanowna* in April — have hit the jackpot again in another major find off Victoria's coast: the SS *Queensland*, a passenger ship that left Melbourne on August 3, 1876. The shipwreck hunters found the ship months ago, but have only now managed to photograph it — an exercise that revealed the ship's safe. The Southern Ocean Exploration team initially set off with a secret file detailing a 1940s navy encounter with an enemy submarine. But when diver Mark Ryan descended at the spot recorded on the documents, the depths of Bass Strait revealed no ship of war. "I realised that it was an iron sailing ship and something that was old," he said. "I knew we had found something out of the ordinary." The 99-metre SS *Queensland* was one of the finest steamers to visit Melbourne, according to a report in *The Age* at the time. "This magnificent steamer, which only arrived on Saturday last from Foo Chow Foo with a cargo of tea, valued at about £150,000, after a splendid passage, has suddenly had her career cut short," it reported. The ship is now encrusted with soft pastel-coloured corals, but much of it is intact. The divers have found two of the three masts, a box, a compass binnacle and the compass, a toilet, portholes, a stove, a crockery locker with at least 100 plates, coins, a steam engine, glasses, pots, old bottles, a capstan, sheets of canvas (possibly clothing or a sail) and a piece of railing. The safe, which is the size of a small filing cabinet, was the most exciting piece. But like everything on the wreck, it is likely to stay where it is. Under Commonwealth law, the Queensland's booty must stay where it settled. [Heritage Victoria](#) is particularly concerned that looters may steal the artefacts. Consequently, the wreck's exact location will remain secret. "It is an extremely significant find archaeologically because we expect the ship, the cargo and contents to be quite intact," Heritage Victoria's Cassandra Philippou, a maritime archaeologist, says. "It is a pretty amazing find."

By Melissa Fyfe – The Age©

<http://www.theage.com.au/news/national/splash-and-treasure/2005/10/16/1129401144965.html>

The Age – Australia (10/17/05)

China

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

Cultural treasures hidden beneath the waves of the South China Sea are being threatened by illegal plunderers and the operations of the modern fishing industry, experts have warned. Speaking at the 15th General Assembly of the [International Council on Monuments and Sites](#) (ICOMOS) which concluded on Friday in Xi'an, capital of Shaanxi Province, Zhang Wei, director of the [China National Museum's](#) Submarine Archaeology Research Centre, said unscrupulous fishermen are targeting the country's underwater treasures. Historically, the South China Sea has been a popular trade route. Dubbed the ancient marine Silk Road, many vessels sank in the sea's waters taking their valuable cargo with them to the bottom. In the latest case, local fishermen discovered a Qing Dynasty (1644-1911) wreck in the South China Sea in June. Attempts to hook booty from the boat caused serious damage to the archaeologically important wreck. There has also been a sharp rise in the number of China's fishing boats. Trawlers dragging their nets along the bottom of the sea can damage wrecks. When relics are brought to the surface in a boat's nets, some are illegally kept and sold, while others are thrown back into the sea by fishermen not recognizing what they have caught, Zhang said. Development in coastal areas, such as the construction of harbours and coastal defences also threaten underwater cultural heritage, the director added. Experts say endangered cultural heritage has not attracted enough public attention, and advocate the listing of the protection of heritage as part of the country's overall ocean development strategy. Those attending the present international cultural heritage meeting suggested China should establish a protection and monitoring network for its underwater cultural heritage. "China should join the Joint Pledge of Submarine Cultural Heritage as soon as possible and seek international co-operation to stop the robbery of underwater relics," said Zhang.

China Daily©

http://news.xinhuanet.com/english/2005-10/24/content_3674849.htm

China View – China (10/24/05)

Greece

Last July, [Plymouth State](#) Professor Emeritus and marine archaeologist David Switzer traveled to Greece to serve as a member/observer of The Chios 2005 Expedition Team. At the invitation of the Ephorate (directorate) of Underwater Antiquities, a department of the [Greek Ministry of Culture](#), a team of computer experts, archaeologists and technical support staff from [Woods Hole Oceanographic Institute](#) (WHOI) and MIT partnered with the [Hellenic Centre for Marine Research](#) (HCMR) to document ancient shipwreck sites using an Autonomous Underwater Vehicle (AUV). The project leader, Dr. Brendan Foley of WHOI, was the lead American archaeologist. Says Switzer, "One of the Chios project goals was to determine additional ways to employ the AUV's advanced technologies in performing deep-sea archaeological research. The AUV was designed and built at Woods Hole in conjunction with MIT especially for marine archaeology, and among its many capabilities, it can take high-quality digital images and simultaneously transmit them to computers on board the research vessel." A shipwreck was found during a 2004 sonar survey conducted by HCMR scientists and Ephorate archaeologists. The site is located between the islands of Chios and Oinoussia in the eastern Aegean Sea at a depth of approximately 300 feet, too great for SCUBA diving expeditions. Determined to be a merchant ship, its cargo most likely was wine from Chios and olive oil from Samos. Many of the amphoras or transport containers are still visible.

Citizen Online©

<http://www.citizen.com/apps/pbcs.dll/article?AID=/20051011/CITIZEN01040101/110110048/-1/CITIZEN>
(link has expired)

Laconia Citizen (subscription required)- Laconia,NH,USA (10/11/05)

India

The [7th National Conference on Maritime Archaeology](#) focusing on the latest findings by researchers, academicians and amateur archaeologists and their contributions to reconstructing maritime archaeology in India, [was] held at the prestigious [National Institute of Oceanography](#) [beginning on] October 6. The two-day conference ... provide[d] researchers and scholars a platform for discussion on the problems, solutions and recommendations for futuristic approaches in the field of maritime archaeology in India. The main theme of the conference [was] Marine Archaeological Research in Indian Ocean Countries and their

contribution to science, and the role of history and archaeology in facilitating maritime archaeological researches, according to Mr K H Vora, Secretary society for Marine Archaeology.

WebIndia123©

http://news.webindia123.com/news/showdetails.asp?id=128320&n_date=20051004&cat=India

Webindia123 – India (10/04/05)

Internationally renowned marine archaeologist Dr S R Rao today called for preservation of underwater cultural heritage, particularly the Dwarka city, believed to have been built by Lord Krishna in Gujarat. Speaking at the [7th National Conference on Maritime Archaeology](#) of Indian ocean countries at the [National Institute of Oceanography](#) (NIO), Dr Rao regretted that many of the archaeological remains excavated were not preserved for posterity by the agency conducting the excavation. He pointed to the neglect of the excavated Harappan site of Kalibangan. The Lothal site was, however, preserved and a museum built for it, he added. Most of the important underwater sites of Dwarka excavated by the NIO's Marine Archaeology Centre (MAC) with funds from the [Council for Scientific and Industrial Research](#) (CSIR), [Department of Science and Technology](#) and [Archaeological Survey of India](#) (ASI) should have been preserved by a competent agency, he said. With neither the CSIR nor the ASI having expertise to undertake conservation of a submerged city, the octogenarian archaeologist said he had prepared a project report in consultation with a number of organisations and individuals including the Indian Navy, research foundations and underwater construction engineers. On the controversy regarding date of submerged site of Dwarka near the Gomti river mouth in Arabian Sea, Dr Rao said the archaeologists could not arrive at the date in isolation, but relied on relative chronology such as pottery and the sea-level rise. "We are of the view that Dwarka was submerged by tsunami-like high energy waves, pulling down heavy blocks of stone used in the construction of the structures. This must have also resulted in changing the course of the paleo channel of Gomti, as recorded by NIO maritime archaeologist K H Vora during recent studies," he said. The reference to such a catastrophe was made in the Mahabharata and other epics which said Dwarka, built on mainland by Lord Krishna, was contemporary to Bet Dwarka (Kusasthali) that could be dated to 17th century BC, and this was later confirmed by scientists, he said. Dr Rao said the three-holed triangular stone anchors found in large numbers in Dwarka waters suggested a continuity in evolution of the anchors in Lothal and Mohenjo-Daro, which had a single hole. The Dwarka anchors of late Harappan phase are a couple of centuries older than the identical anchors of late Bronze Age used in Cyprus and Syria, he added.

WebIndia123.com©

<http://news.webindia123.com/news/showdetails.asp?id=130860&cat=India>

Webindia123 – India (10/06/05)

The study of satellite images post 2001's Bhuj earthquake reveal a paleo channel in the Gulf of Cambay ending with obscure features resembling human settlements. A joint paper presented by [Maharaja Sayajirao] [M S University](#) geologists and [Space Application Centre](#) (SAC) scientists at the recently-concluded marine archaeology conference in Panjim reported these findings. The existence of a paleo channel, which hints at an ancient river course extending upto 250 km in the Gulf of Cambay with its mouth veered towards Saurashtra, hints at new possibilities. However, researchers are hesitant to link it with the mythical river Saraswati right now. "It is too early to say what it is, we need more scientific studies. But it does indicate the likelihood of a river course which could have supported a human settlement in the region," said R V Karanth, MSU geologist. At the [seventh Indian Conference of Marine Archaeology of Indian Ocean Countries](#) hosted by the [National Institute of Oceanography](#), R V Karanth, P S Thakker, M S Gadhavi, D A Sant and J G Negi jointly presented a paper on 'Vedic Saraswati and The Arabian Sea'. Traditionally, it is believed that the river Saraswati drained into the Arabian Sea its course ran via the Rann of Kachchh. The mouth of the paleo channel, which indicates a likely settlement, is located some 200 km away from Mumbai and around 150 km from the Saurashtra coast and would be around 40 metres below sea level. Researchers explain the presence of a likely river which could have existed when the sea withdrew by 50 metres from an additional western shelf around the Gujarat coast.

By Ayesha Khan – Ahmedabad Newsline©

<http://cities.expressindia.com/fullstory.php?newsid=153311>

Ahmedabad Newsline - Ahmedabad, India (10/18/05)

[A related story appears at: http://www.outlookindia.com/pti_news.asp?id=329060]

Indonesia

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

In a non-descript warehouse in Jakarta, treasure hunter Luc Heymans dips into plastic boxes and pulls out jewels and ornaments that lay hidden at the bottom of the Java Sea for 1,000 years. The find, including artefacts from China's Five Dynasties period from 907 to 960 AD and ancient Egypt, is already causing a stir among archaeologists who say the cargo sheds new light on how ancient merchant routes were forged. An ornately sculpted mirror of polished bronze is one masterpiece among the 250,000 artefacts recovered over the last 18 months from a boat that sank off Indonesia's shores in the 10th century. On a small mould is written the word "Allah" in beautiful Arabic script, on top of a lid sits a delicately chiselled doe. Tiny perfume flasks accompany jars made of baked clay, while slender-necked vases fill the shelves of the hangar along with brightly coloured glassware from the Fatimides dynasty that once ruled ancient Egypt. A team of divers, among them three Australians, two Britons, three French, three Belgians and two Germans, excavated the vessel laden with rare ceramics which sank more than 1,000 years ago about 130 nautical miles from Jakarta. "It is a completely exceptional cargo," Mr Heymans said, the Belgian chief of the excavation team. "There is very little information about the Five Dynasties era and very few things in the museums. This wreck fills a hole." It took more than 24,000 dives to recover all the treasure from the boat that rests 54 metres below the surface. Material recovered from the site has whetted the appetite of overseas experts. "A 10th century wreck is very rare, there are only a few," Jean-Paul Desroches said, a curator at the Guimet Museum in Paris, after seeing photographs of the early hauls. He says the wreck and its cargo offers clues to how traders using the Silk Road linking China to Europe and the Middle East, used alternative sea routes as China's merchants moved south because of invasions from the north. The variety of loot pulled from the depths is hard to imagine: dishes adorned with dragons, parakeets and other birds; porcelain with finely-carved edges; teapots decorated with lotus flowers; and celadon plates with their glaze intact. "These porcelains come from a very special kiln, an imperial kiln, perhaps from the province of Hebei in the north of China," Peter Schwarz, a German ceramics specialist, said. Mr Heymans insisted the treasure - the subject of controversy when the divers were chased from their barge in the open-sea by the Indonesian navy last November - was stored in a comprehensive and transparent manner. "Every piece is indexed and we know which part of the boat it comes from. Every week we sent (the Indonesian authorities) a DVD with digital photographs of all the pieces," he said. As well being chased by the Indonesian Navy, an incident that began a long dispute over the booty, Mr Heymans says another group of treasure hunters also tried to move in on the swag. The divers say the treasures might be bought by a foreign museum or are expected to be shown between 2006 and 2007 in an auction, as the cargo is valued at several million dollars. Indonesia will receive 50 per cent of proceeds from the sale of the treasures.

Agence France-Presse (AFP)©

<http://www.abc.net.au/news/newsitems/200510/s1491409.htm>

ABC Regional Online – Australia (10/26/05)

Norway

(courtesy of [Do Fundo Do Mar ... Seafloor](#) Web log)

Norway's [Directorate for Cultural Heritage](#) has begun a unique program of setting up signs to highlight historical landmarks - underwater. About 30 shipwrecks in southern Norway will get the familiar preservation sign from the directorate, to help divers appreciate - and respect - some of the country's less obvious attractions. On Thursday the first sign, bearing the familiar pretzel-shaped landmark logo, will go up near a shipwreck in Vest-Agder County in southern Norway. The signs are built of acid-resistant steel and titanium to resist saltwater and other sea problems. Signs will be placed at depths of 10-30 meters (33-98 feet), and will point out wrecks and cargo that are particularly vulnerable to plundering. "We are in principle very restrictive about revealing the position of the wrecks that are now getting signs, in order to avoid attracting unauthorized divers. But if they find such wrecks, they will now get a clear message to leave the preserved site alone," said maritime archeologist Pål Nymo from the [Norwegian Maritime Museum](#). Per Vangsøy, manager of the Norwegian Diver Association, said the project sounded exciting. "We greatly support the protection of our undersea cultural heritage. But people must be allowed to enjoy the sight of a shipwreck. So we are opposed to diving bans in certain areas. We divers are an observer resource, so it is important that the signing takes place in cooperation with we who travel underwater," Vangsøy said. Authorities are hoping for cooperation with local divers. They are also asked to help

monitor the state of the signs, which are mounted with a gauge at the bottom to measure the amount of sedimentation or erosion. The current signing project is considered a type of forerunner. "Eventually we hope to achieve national coverage of our most important shipwrecks. Now at the first stage we will gather experience and feedback from divers," Nymoer said.

By Cato Guhnfeldt – Aftenposten©

<http://www.aftenposten.no/english/local/article1143526.ece>

Aftenposten – Oslo,Norway (10/27/05)

United Kingdom

One of the enduring mysteries of British naval history moved a step closer to being solved as archaeologists raised remaining parts of the *Mary Rose*. Historians have been baffled as to why Henry VIII's flagship foundered and sank in the Solent off Portsmouth in 1545, watched by the monarch, as it set sail to repel a French invasion force. But after a painstaking two-year project to recover the central part of the ship's bow, which also resulted in the raising of its massive anchor, specialists will have one of the final pieces in the *Mary Rose* jigsaw. Until now, the design and shape of the front of the ship has been unknown. Yesterday's success prompted jubilation in the recovery team. John Lippiett, chief executive of the [Mary Rose Trust](#), said, "This is a wonderful day and it's very exciting. We are seeing things for the first time in 460 years -- this is the last piece in the puzzle." The return of the 2.3 ton stem timber and the discovery of parts of the ship's heavily fortified, multi-story forecastle have sent a wave of excitement through the world of marine archaeology. Raising the forecastle itself remains, however, a distant dream. While yesterday's operation was funded by the [Ministry of Defense](#) to make way for a deep-water channel in the Solent, the cost of recovering the forecastle would be in excess of 1 million pounds (US\$1.75 million). After being brought ashore, the 10-meter-long stem timber was placed, for preservative purposes, in a giant tank filled with polyethylene glycol, where it will remain for up to five years. After drying out, it will be reunited with the 50 percent of the vessel which survived the centuries and is now on show in Portsmouth Historic Dockyard.

The Independent©

<http://www.technewsworld.com/story/46675.html>

TechNewsWorld - Sherman Oaks,CA,USA (10/12/05)

[The Scottish Executive](#) has commissioned a major study to examine the environmental impacts of harnessing energy from Scotland's marine environment. Consultants [Faber Maunsell](#), in association with [Metoc plc](#), the environmental engineering consultancy, will be assessing the potential impacts of a range of technologies which generate renewable energy from waves and tides. The study team will undertake an SEA (Strategic Environmental Assessment) which will play an important role in informing the future development of a marine renewable energy industry in Scotland. The study area will focus on the west coast of Scotland, Orkney and Shetland and the Pentland Firth. Within this area lies a considerable, and as yet untapped, renewable energy resource. A variety of new technologies are being developed which can convert the motion of waves and tides into energy. Some of these devices float on the surface while others lie on the sea floor or are completely or partially submerged. The Executive's interest in marine renewable energy is driven by an ambitious target of increasing the amount of electricity generated from renewable sources in Scotland to 40% by 2020. The SEA being undertaken by Faber Maunsell and Metoc will consider the environmental impacts of marine renewable energy devices, both individually and cumulatively. The study will include all relevant marine, coastal and land based environmental issues ranging from marine ecology, to fisheries, archaeology and the coastal landscape.

PRWeb©

<http://www.emediawire.com/releases/2005/10/emw299384.htm>

Emediawire (press release) - Ferndale,WA,USA (10/20/05)

Experts who started work on the site on the island of Unst two months ago have managed to rescue artefacts and, unexpectedly, a skeleton. The burial site at Sand Wick is believed to date back to the Iron Age and has been badly eroded by waves. Team members believe they have obtained valuable information from the site, before it is lost to the sea. The skeleton was found lying on its back with a polished stone disc tucked inside its mouth. Near the arm was a tiny ornament formed of rings of copper alloy and bone which the team believes was some kind of pendant. Team members also found hundreds of sherds of

pottery, limpet shells and animal bones left over from ancient meals. The project received £50,000 from the [Heritage Lottery Fund](#) and £20,000 from [Historic Scotland](#). The dig was carried out by specialists from [Glasgow University](#), [Scottish Coastal Archaeology and the Problems of Erosion Trust](#) (Scape) and local volunteers. The university's Dr Olivia Lelong said: "The skeleton was a totally unexpected find. "It was a beautifully composed burial, obviously put together with a great deal of thought and care, from the way the body was placed to the objects buried with the person. "It is a fascinating building to dig. It's rare to find walls standing so high and so much well-preserved evidence for what went on inside the cells. "It is already telling us a lot about how people lived in Iron Age Shetland." Head of archaeology group [Shorewatch](#) Tom Dawson said: "By excavating this eroding site, we are both obtaining valuable information before the site disappears and giving people a chance to get actively involved." Last year, coastal communities in Scotland were urged to play a bigger part in preserving local history. Archaeologists and other experts on natural and cultural heritage said the aim was to try to work out how to tackle the threat from erosion to thousands of historical sites. Professor Christopher Smout, of [St Andrews University](#), said the potential losses ranged from coastal stone age settlements to mediaeval castles, 16th Century salt pans, early harbours and Second World War defences. He urged more recording of the coastline, undertaken by bodies like Shorewatch, to prioritise the best sites for excavation to rescue the most important artefacts.

BBC©

http://news.bbc.co.uk/2/hi/uk_news/scotland/4370998.stm

BBC News – UK (10/24/05)

Hundreds of underwater mass graves could be given official protection against salvage companies and souvenir hunters if the [Ministry of Defense](#) [MoD] loses a legal battle being fought out in the High Court this week. The refusal by the ministry to consider giving protection to a British merchant ship - sunk by German torpedoes 10 miles off Hastings in 1943 - has been taken to judicial review by the daughters of a Royal Navy gunner, Petty Officer James Varndell, who was among 21 men who died when the vessel went down. Under the [Protection of Military Remains Act](#) 1986, the Secretary of State for Defence has the discretion to protect "any vessel" which at the time of sinking was "in service with, or being used for the purposes of, any of the armed forces" of any nation. The gunner's daughters, Rosemary Fogg and Valerie Ledgard, who were 12 and four respectively when their father was killed, claim the role which the vessel - the SS *Storaa* - was performing when she was sunk means that the wreck is entitled to be considered for protection under the Act. However, the MoD does not believe that the vessel qualifies - it has only used the legislation to protect Royal Navy vessels and one German U-boat. In 1985 it sold the salvage rights to divers from Hastings Sub Aqua Association for £150. When the SS *Storaa* was sunk, she was transporting military equipment - including tank tracks and military vehicle parts - from London to Cardiff. She was owned by the Ministry of War Transport and was part of an Admiralty-controlled convoy. In a statement read to the High Court yesterday, Mrs Ledgard said she was very concerned by the prospect of her father's remains being disturbed by divers. If Petty Officer Varndell's daughters succeed in their action, the wrecks of hundreds of British and other merchant ships would fall overnight under the protection of the Act. During the Second World War alone, 2,500 British merchant ships were sunk by enemy action - mainly by German U-boats and E-boats. Up to 35,000 British and Commonwealth seamen and almost 4,000 Royal Navy and army gunners died during those attacks.

By David Keys – The Independent©

<http://news.independent.co.uk/uk/legal/article322537.ece>

The Independent – United Kingdom (10/27/05)

Vietnam

[Editor's Note – Story compiled from a summary article and an interview with Dr Ha Van Phung, Deputy Director of Vietnam Archaeology Institute speaking to [VietnamNet](#)]

The State-owned Electricity of Vietnam (EVN) corporation will provide financial support to conduct an archaeological excavation at the bottom of the Plei Krong hydropower reservoir in the Central Highland province of Kon Tum. EVN, the investor of the Plei Krong hydropower project, will urgently collect and move objects from the excavation site from November 2005 to June 2006. The relic site at the bottom of the Plei Krong hydropower reservoir, one of the two largest pre-historical cultural areas in the Central

Highlands, was discovered by the Vietnam Archaeology Institute [VAI] in 2003. However, during the past two years, relevant ministries and branches had not found financial resources to conduct an excavation. EVN allowed water overflow to 536m in height. Part of the heritage site is in a high location, which would be completely undamaged. Other parts under water are evidently damaged, but ... some stone objects may be salvageable, with other materials we will have to be extremely careful when we remove them. The objects are vestiges of a thousand year old village. Some objects such as bones, sepulchers, human remains, vegetation, and embers may be destroyed; however, although the decision has come late, it is still a wonderful opportunity to recover the treasures. After an extended period of submersion, ... many objects will be covered by a thick layer of alluvium that will prove difficult to remove. In addition, we [VAI] have to re-define their locations, since some of them have moved or been submerged underground. Evidently, the labour and budget for it have to be strengthened.

Radio the Voice of Vietnam (summary information)©

http://www.vov.org.vn/2005_10_15/english/culture.htm

VOVnews.com – Vietnam (n.d.)

By D. Huyen – VietnamNetBridge (interview)©

<http://english.vietnamnet.vn/lifestyle/2005/10/502349/>

VietNamNet Bridge - Hanoi, Vietnam (10/20/05)

The Reference Library

[No entries this issue]

Upcoming Events

The Conservation of Archaeological Materials: Current Trends and Future Directions, November 13-17, 2005, at Colonial Williamsburg, VA.

(courtesy of Claire Peachy – Naval Historical Center’s Underwater Archaeology Branch)

The Archaeological Discussion Group of the [American Institute of Conservation](#) and the Department of Conservation at the [Colonial Williamsburg Foundation](#) are pleased to announce a conference on archaeological conservation. The aim of the conference is to communicate new technologies and to serve as a forum for discussion regarding both the present practice and future development of archaeological conservation and its interactions with other professions and communities. Cooperative efforts between a variety of fields involved in the conservation of archaeological materials will be explored. The conference is expected to be of interest to conservators, archaeologists, scientists and curators.

The full program is posted at: http://www.history.org/history/institute/institute_about.cfm.

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)