

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 1.3, 2004 (November)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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Federal Agencies

National Park Service (Department of the Interior)

Applications are invited for Federal Save America's Treasures Grants. Save America's Treasures grants are available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and collections and on nationally significant historic properties. The grants are administered by the National Park Service in partnership with the National Endowment for the Arts, the National Endowment for the Humanities, the Institute of Museum and Library Services, and the President's Committee on the Arts and the Humanities.

Information on projects funded in previous years can be found on the National Park Service web site at <http://www2.cr.nps.gov/treasures/index.htm>.

For Historic Property Projects please contact the National Park Service at 202.513.7270, ext. 6

E-mail NPS_treasures@nps.gov

USS Arizona Memorial

See note under National Marine Sanctuary Program's Maritime Heritage Program for more details or visit the [USS Arizona Preservation Project Web site](#) for status of preservation work.

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

On October 28, 2004, President George W. Bush signed the FY2005 National Defense Authorization Act. Title XIV of the Act (Public Law Number 108-375) preserves the sovereign status of sunken U.S. military

¹ All links current as of 11/29/04

vessels and aircraft by codifying both their protected sovereign status and permanent U.S. ownership regardless of the passage of time. The purpose of Title XIV, generally referred to as the [Sunken Military Craft act](#) (SMCa), is to protect sunken military vessels and aircraft and the remains of their crews from unauthorized disturbance. The new law codifies commonly understood principles of international law and existing case law confirming that sunken U.S. military vessels and aircraft are sovereign property. This new statute provides for archaeological research permits and civil enforcement measures, including substantial fines, to prevent unauthorized disturbance. Information regarding Department of the Navy policy and procedures with regard to sunken Navy ship and aircraft wrecks is available on-line at www.history.navy.mil under the Underwater Archaeology Branch section. http://www.news.navy.mil/search/displaybbs.asp?bbs_id=1219
Navy News Stand (Story Number: navhist041119-01) - USA

National Oceanic and Atmospheric Administration (Department of Commerce)

NOAA launched a new Web site on research techniques for examining the "human dimensions" of marine and coastal resource management. The "[Social Science Tools and Methods for Marine Protected Areas Management](#)" Web site gives basic information about social science concepts and methods, and guides managers in determining the appropriate tools, such as surveys and cost-benefit analyses, to address their specific issues. Marine protected areas are valuable management tools, but the development and implementation of them can be controversial. Recent studies found that social factors, rather than biological or physical factors, determine the success of marine protected areas. The site is divided into sections that focus on social science themes, tools, case studies and references. The submerged cultural resource theme addresses the protection and evaluation of cultural heritage and resources of marine protected areas.
<http://www.noaanews.noaa.gov/stories2004/s2340.htm>

(courtesy of [Bruce Terrell](#), NOAA Maritime Historian)

The Russian American Company shipwreck of the *Kad'yak* would still be sitting untouched 80 feet below the surface of Alaskan waters were it not for the perseverance of one astute marine biologist. Bradley Stevens, a scientist at the NOAA Fisheries' Kodiak, Alaska, Laboratory, ventured out of his usual realm of marine animal research to locate *Kad'yak*, which sank in 1860. Without his work the wreck might have been an unlikely pursuit by excavators, but Stevens managed to both locate the wreck and arrange its excavation by trained archaeologists.

www.archaeology.org/online/interviews/stevens.html

Archaeological Institute of America August 26, 2004

Central Library (Department of Commerce/NOAA)

(courtesy of [Kathy Kelly](#), MPA Librarian)

Two copies of the Autumn 2004 issue of "Sea History", which features articles about the USS *Monitor* by NOAA Monitor National Marine Sanctuary staff, have been added to NOAA Central Library monographs collection. This special issue's call number is E595.M7 C3 2004, and it is shelved amongst other publications dealing with the USS *Monitor*. Other miscellaneous back issues of "Sea History" are also available in the Library's journal collection.

See the link to the NOAA Library catalog on the NOAA Central Library web site: <http://www.lib.noaa.gov/>
E-Mail: Kathleen.A.Kelly@noaa.gov

National Marine Sanctuaries (Department of Commerce/NOAA)

NOAA's National Marine Sanctuary Program education mission is to enhance public awareness, understanding and appreciation of the marine environment. With that in mind, a new education website has been launched at <http://sanctuaries.noaa.gov/education>. Take a Sanctuary Tour of image galleries or explore the section for teachers, which include curriculum, online activities, professional development opportunities, high tech learning, multicultural programs and much more. You can also take a virtual dive in a submersible, download puzzles, read online storybooks and engage in digital labs just for fun.

For more information, contact Michiko.Martin@noaa.gov

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

Maritime Heritage Program

(courtesy of Weekly Update – November 19, 2004)

NOAA's Maritime Heritage Program within the National Marine Sanctuary Program has been assisting the National Park Service in its work to preserve the USS *Arizona* at Pearl Harbor. Maritime archaeologists are conducting ultrasonic hull thickness tests, sampling metal and corrosion products, carrying out a photomosaic survey, and using a VideoRay remotely operated vehicle to collect data from the wreck's interior.

The [USS Arizona Preservation Project Web site](#) provides updates on the status of preservation work. For more information, contact [Naomi Sodetani](#) or [Matt Russell](#).

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Gerry E. Studds Stellwagen Bank National Marine Sanctuary

(courtesy of [Deborah Marx](#), maritime archaeologists, SBNMS)

Maritime archaeologists Matthew Lawrence and Deborah Marx presented papers at the 7th Maritime Heritage Conference in Norfolk, VA on 27-30 October 2004 entitled "Keeping New England Warm: Coal Schooners in the Stellwagen Bank National Marine Sanctuary" and "The Steamship Portland: Update on Stellwagen Bank National Marine Sanctuary's Site Investigation."

7th Maritime Heritage Conference web site: <http://www.hnsa.org/conf2004/index.htm>

For more information email: Deborah.Marx@noaa.gov

Office of Ocean Exploration (Department of Commerce/NOAA)

(courtesy of [Jeremy Weirich](#), Maritime Archaeological Program Officer for [NOAA Office of Exploration](#))

The United States Senate passed [S. 2280](#) the National Ocean Exploration Program Act (the Act), which establishes a national ocean exploration program within the National Oceanic and Atmospheric Administration (NOAA) in consultation with the National Science Foundation (NSF) and other appropriate federal agencies. The bill was sponsored by Senator Ted Stevens and co-sponsored by Senators Fritz Hollings (D-South Carolina) and Daniel Inouye (D-Hawaii). The National Ocean Exploration Program Act creates for better coordination between NOAA and NSF. The National Ocean Exploration Program Act also encourages NOAA to conduct archaeological and scientific voyages of shipwrecks and submerged sites. These voyages will lead to a greater discovery of maritime history. Examples of such sites include the archeological sites of the Attu battlefields and airfields, as well as parts of Kiska Harbor, the battlegrounds of the Aleutian Campaign of World War II.

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Participation in the Preserve America Initiative (Department of Commerce/NOAA)

(courtesy of Weekly Update – November 19, 2004)

On November 18, 2004, NOAA received the Advisory Council on Historic Preservation (ACHP) Chairman's Award for Federal Achievement in Historic Preservation for its exemplary response to the Bush Administration's Preserve America initiative. NOAA's [Preserve America Web site](#) and its brochure, "NOAA and the Preserve America Initiative," exemplify and further NOAA's dedication to preserving heritage resources that are in its care and to making them accessible to the public through innovative programs and partnerships. Several heritage success stories featured on the Web site such as the USS *Monitor* and Thunder Bay national marine sanctuaries, the Florida Keys Shipwreck Trail, and restoration work on the Pribilof Islands showcase the contributions of the National Ocean Service.

For more information contact [Cheryl Oliver](#), Maritime Heritage Coordinator

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Activities in States and Territories

Delaware

When they left Delaware two years ago in a truck, four cannons from the British shipwreck HMS *DeBraak* were encrusted with so much rust, sea life and crud they each looked like one-ton chicken nuggets. They came back Tuesday in near-mint condition, rid of rust and grime and about 500 pounds of weight. The cast

iron was black and revealed tiny details from the cannons' days aboard a warship in the British Navy, providing new lessons about the ship that sank off the coast of Lewes in May 1798. The restoration uncovered a broad arrow on the side of the cannon, foundry numbers and the gun's weight etched in the iron. "Wow, this is cool," said Charles Fithian, a state archeologist who has studied and worked on the restoration of the *DeBraak* artifacts for more than a decade. The cannons were returned to the state Division of Historical & Cultural Affairs. Along with the cannons, anchors, an iron plate that protected the ship's bow and dozens of cannonballs were restored. The last large remaining piece of the *DeBraak* to be restored is the massive hull section, which is housed at an undisclosed location in Lewes under a sprinkler. <http://www.delawareonline.com/newsjournal/local/2004/11/24cannonsfromship.html>
The News Journal - Wilmington,DE,USA

Florida

A sunken 19th-century ship, uncovered by Hurricane Jeanne's beach erosion, has been discovered along the coast of this northeast Florida community. Anastasia State Park rangers found the remnants of the vessel sticking up in the park's shoreline in October. Billy Morris, a St. Augustine-based maritime archaeologist, said the ship was a coastal trading vessel that could date back to earlier than 1835. He said it would be difficult to study the ship because it remains covered by about 6 to 10 inches of sand. He estimated it could be between 130 and 150 feet long. Morris said the ship's bow broke off from the rest of the vessel and is stuck in the park's shore. The ship's location has been logged into a statewide database to keep it protected. Morris said both the state and the park would need to be consulted to excavate the ship, but it is usually better to leave ships where they're found. <http://www.miami.com/mld/miamiherald/news/state/10261140.htm?1c>
Miami Herald (subscription) - Miami,FL,USA

Georgia

Had they surfaced a year ago, the iron ship fasteners that washed up on the Jekyll Island beach a few weeks ago might have simply added another colorfully embroidered, but largely unsubstantiated, chapter to the lore of Georgia's seafaring past. Now that Jason Burns is on the job with the Georgia Department of Natural Resources, the truth of the origin of those fasteners will be known and well-documented. Burns was hired one year ago to serve as the state's first underwater archaeologist. A month ago, Burns relocated his Coastal and Underwater Archaeology Station from Atlanta to Skidaway Island, east of Savannah. "I'm looking for any maritime history or maritime-related sites in the state," Burns said. "If it was in or on the water or built next to it or over it, I probably want to take a look at it." If the fasteners found on Jekyll Island prove to be as old as some believe them to be, they'll go down in the official history of Georgia's maritime past that Burns is charged with keeping. "Several of them were really long rods that looked like they were used to pin large timbers together for the foundation of a ship," said Terri Collins, dockmaster at Brunswick Landing Marina who was part of the salvage team that discovered about seven of the pieces strewn from the water line to the soft sand of Jekyll's south beach. <http://www.thebrunswicknews.com/front/282260603671013.php>
Brunswick News - Brunswick,GA,USA

(courtesy of [Jason Burns, Georgia State Underwater Archaeologist](#))

Did you know that Rome's waterways still hold clues to its past as a thriving river port? A new window exhibit at the Rome Area History Museum highlights this summer's underwater archaeological survey conducted at the confluence of Rome's three rivers. The survey was conducted by members of M.A.R.C., [Marine Archaeological Research & Conservation](#), a Florida-based volunteer dive group and coordinated by Jason Burns, underwater archaeologist for the Georgia Department of Natural Resources, Historic Preservation Division. Burns spoke about the survey at the Rome Area History Museum on November 9 at 7:00 pm. A viewing of a 32-minute video of the survey, including underwater footage of the Dixie Steamboat site, followed the talk.

For more information, visit online at <http://www.romehistorymuseum.com/History.htm> .

<http://www.romegeorgia.org/newsview.asp?newsid=30168>

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(courtesy of [Jason Burns, Georgia State Underwater Archaeologist](#) – from July)

Archaeologists have been digging up pottery, stone tools and other artifacts in Georgia for years, but until recently there was no coordinated effort to locate the historic treasures submerged along the coast and in rivers and streams. As the state's first official underwater archaeologist, Jason Burns is organizing a network of divers and historians to identify the state's submerged relics, including 2,000 shipwrecks. The [West Georgia Underwater Archaeological Society](#), a group that Burns is working with, has been studying submerged bridges and steamships in West Point, located on the Chattahoochee River north of Columbus. The divers have located the supports for a covered bridge built in 1838 by Horace King, a former slave who became one of the South's leading covered bridge builders. "There's a lot under the waterways of Georgia that we've lost and don't know about," said Charles Kelly, the society's president. Bob O'Daniels, an underwater bridge inspector for the Georgia Department of Transportation, said divers and historians in [northwest Georgia](#) are forming a group to study submerged artifacts, including a steamboat in the Coosa River near Rome. Cities like Albany, Rome, Augusta and Columbus may seem landlocked in this age of interstate highways, piggyback rail cars and over-the-road trucks, but in the 1800s, they were heavily dependent on paddle-wheelers and some even had shipyards.

http://www.macon.com/mld/macon/news/local/states/georgia/counties/houston_peach/9179689.htm?template=contentModules/printstory.jsp

MaconTelgraph.com - Macon,GA,USA

Idaho

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

Long before pioneers, loggers and wealthy retirees discovered the charms of Lake Coeur d'Alene, its shores were considered prime real estate. Going back thousands of years, families have lived along the lake, fishing for mammoth bull trout in its blue depths and digging water potatoes near the shore. Archaeologists are now gathering evidence of prehistoric lakeside dwellers. In some areas, remnants of ancient villages have been found buried under deep layers of sediment. Some sites, however, have yielded only small flecks. The work is part of a first-ever survey of prehistoric sites from the lower reaches of the rivers feeding into Lake Coeur d'Alene down the banks of the Spokane River all the way to Long Lake. The investigation is funded by Avista Utilities as part of its requirements for securing a new federal permit to operate hydroelectric dams in the region.

<http://www.spokesmanreview.com/idaho/story.asp?ID=37348>

Spokesman Review.com (subscription required) - Spokane,WA,USA

Maine

In a chance meeting on a pier at Maine's Fort William Henry State Park in 1991, two young scallop divers told marine archaeologist Warren Riess about some lead ingots they discovered on the sea floor near Pemaquid Harbor. They had even tested the soft metal with a dive knife, but the bars were too heavy to lift out of the mud. And, unfortunately, the divers were no longer sure of the exact location. For Riess, news of the ingots was a tantalizing lead; it could have been a real break in solving a more than 350-year-old mystery. For 14 years, the research associate professor of history at the University of Maine's Darling Marine Center in Walpole, Maine, and scores of colleagues have been looking for the remains of a 17th-century English galleon, the *Angel Gabriel*, which had gone down in or near the harbor in a hurricane in 1635. If true, the ingots find was a glimmer of hope. Merchant records indicate that the *Angel Gabriel* had carried lead on previous voyages, although the ship's manifest for her fateful trip to Pemaquid has never been found. Up to that point, Riess and his colleagues had searched in vain. Today, the *Angel Gabriel* is one of the more than 800 shipwrecks of vessels 40 feet and longer known in Maine waters — historical treasures now fading into obscurity. Historians know they're out there, somewhere, but time is running out.

<http://www.umainetoday.umaine.edu/Issues/v4i5/remains.html>

UMaine Today: Creativity and Achievement at the University of Maine Volume 4 Issue 5

Michigan

The Great Lakes Shipwreck Historical Society held its annual Memorial Ceremony for the sailors who were lost in the wreck of the Great Lakes steamer *Edmund Fitzgerald* on November 10th at the Shipwreck Museum. The *Fitzgerald* was seeking shelter off Whitefish Point on that Monday evening in 1975, 29 years ago. Around 7:10 p.m., all visual and electronic contact was suddenly lost with the 729-foot ore carrier. Still among the most puzzling of Great Lakes shipwrecks, the *Fitzgerald's* story has become the lakes' most famous legend. A simple ceremony included reflections, music and tolling of the *Fitzgerald's* bell - 29 times for each missing crewman - with one more toll to remember all mariners who have been lost on the Great Lakes.

For more information, contact the Great Lakes Shipwreck Historical Society at 635-1742 or visit their Web site at www.ShipwreckMuseum.com.

<http://www.sooeveningnews.com/articles/2004/11/06/news/news949.txt>

Sault Ste. Marie Evening News - Sault Ste. Marie,MI,USA

The gales of November came early and late on the Great Lakes for two vessels that sank six decades apart and now are featured on a new video of shipwrecks. The one-hour documentary from Southport Video Productions tells the sad tales of four famous wrecks, including the November tragedies of the *Edmund Fitzgerald* and the schooner *Rouse Simmons*. Also featured in the documentary are the dockside sinking of the S.S. *Eastland* in Chicago and the ramming of the freighter S.S. *Cedarville*. Mark Gumbinger, producer and director for Southport Video Productions in Kenosha, Wisconsin, said the latest video is an important contribution to recording the maritime history of the Great Lakes and is packed with information in an entertaining fashion.

<http://www.mlive.com/news/bctimes/index.ssf?/base/news-4/1101314708188291.xml>

The Bay City Times - Bay City,MI,USA

Minnesota

November 10th marked the 29th anniversary of the sinking of the *Edmund Fitzgerald*. The ore carrier was caught in a storm and sank in Canadian waters on its way to Detroit. The entire 29-man crew was lost. This anniversary was marked with a ceremonial beacon lighting at the Split Rock Lighthouse on Minnesota's North Shore of Lake Superior. The lighthouse was closed temporarily at 4:30 p.m., and the names of the 29 crew members were read to the tolling of a ship's bell. After the ceremony, the beacon was lit and the tower opened for visitors to tour. For 19 years, employees of the decommissioned lighthouse have honored the crew of the *Fitzgerald* -- and all other shipwreck victims -- with a dusk beacon-lighting ceremony.

For more information see Split Rock Lighthouse web site:

http://www.dnr.state.mn.us/state_parks/split_rock_lighthouse/index.html

New Jersey

They sold their farms, left loved ones and bet everything on a future in the New World. But most of the passengers aboard the ship *New Era* never landed on the Jersey Shore. On Nov. 13, 1854, the lives and dreams of 300 mostly German immigrants sank into the sea with the 1,340-ton vessel off what is now the Sixth Avenue beach in Asbury Park. Their cries traveled across Deal Lake. About 20 people gathered yesterday morning -- on the 150th anniversary of the tragedy -- at the mass grave marker at the Old First United Methodist Church cemetery on Locust Avenue in West Long Branch. They then prayed before the *New Era* anchor at the St. Andrew's Church By the Sea in Allenhurst. "Because of what it means to all of us," said Richard Fernicola, an Ocean Township doctor who had preserved the anchor. "In a sense, we never lost the *New Era*. The *New Era* is right in this room."

<http://www.app.com/app/story/0,21625,1111920,00.html>

Asbury Park Press - Asbury Park,NJ,USA

New York

Recently discovered artifacts from the Revolutionary War's Battle of Valcour Island will make their way to the [Westford Museum](#) as an exhibit that connects the battle directly to Westford. In 1999, New York State

Police diver Edwin Scollon was testing diving equipment in Lake Champlain when he discovered a shattered cannon near Valcour Island, south of Plattsburgh, N.Y. After consulting with the director of the Lake Champlain Museum, Arthur B. Cohn, the two men collaborated to form the Valcour Bay Research Project, whose first mission was raising the long-lost cannon from the bottom of the lake. Since the discovery of the cannon, the project has found several artifacts, such as cannon balls, parts of the ship, and soldiers' personal gear, linked to the 1776 naval engagement between American General Benedict Arnold and Sir Guy Carleton's British fleet. The Battle of Valcour Island, also known as the Battle of Valcour Bay, is considered to be the first naval battle fought by the Colonies during their fight for independence from Great Britain. Considering the historical significance, the project hired a research team to investigate the cannon.

http://www.boston.com/news/local/articles/2004/10/28/sad_piece_of_westford_history_plucked_from_lake/

Boston Globe - Boston,MA,USA

A pre-Civil War era schooner, the *Etta Belle*, has been discovered in deep waters off Lake Ontario near Sodus Point by shipwreck enthusiasts Jim Kennard and Dan Scoville. According to newspaper accounts, the ship was on route from Little Sodus to Toronto, Canada, and was loaded with a full cargo of coal. The oak-hulled schooner, which had reportedly sunk during calm weather in the early evening of Sept. 3, 1873, was found using the help of side scan sonar equipment specially-built by Kennard. Kennard said in the fall of 2003, he and Scoville were searching an area northeast of Sodus on the way to Oswego. "The schooner was found in approximately 200 feet of water, beyond the safe limits (135 feet) for recreational scuba divers," said Kennard.

<http://www.pall-times.com/articles/2004/11/24/news/news2.txt>

Oswego Palladium Times - Oswego,NY,USA

<http://www.democratandchronicle.com/apps/pbcs.dll/article?AID=/20041118/NEWS01/411180363/1002/NEWS>

Rochester Democrat and Chronicle - Rochester,NY,USA

North Carolina

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm> and [Richard Lawrence](#), Head of North Carolina's Underwater Archaeology Unit)

It was tedious work as Connie Mason traced the silhouette of an 18th Century iron nail into a foam surface. The end result was a slot, perfectly suited for the small artifact, found at the site of what is believed to be the wreckage of the pirate Blackbeard's flagship. "I just have to do that 800 times," said Mason, collections manager for the N.C. Maritime Museum in Beaufort. More than 800 nails came in with the first shipments of artifacts moved from the *Queen Anne's Revenge* Project's conservation lab in Greenville to the Maritime Museum's Blackbeard Repository this fall. The nails came from a concretion attached to one of the cannons retrieved from the shipwreck site. They could have been on board when the ship was taken or the pirates may have kept them there for trade purposes or for use in minor repairs, said David Moore, museum nautical archaeologist and Blackbeard historian.

Further information about the 2004 field season and conservation of artifacts can be found at the *Queen*

Anne's Revenge web sites <http://www.qaronline.org/fallReport04.htm> and

<http://www.qaronline.org/sept04.htm>

<http://www.newbernsj.com/SiteProcessor.cfm?Template=/GlobalTemplates/Details.cfm&StoryID=18311&Section=Local>

Sun Journal - New Bern,NC,USA

Utah

History, archaeology, genealogy, romance and courage are all part of the lore of the Civil War submarine, *H.L. Hunley*, as recounted last week in the Salt Lake Main Library. The raising of the sunken Confederate sub from waters off Charleston, S.C., and its excavation are one of greatest archaeological feats in many years. The hand-cranked *Hunley* was the world's first successful attack submarine, sinking a Union blockading ship, the USS *Housatonic*, on the night of Feb. 17, 1864. Although the *Hunley* signaled that it had carried out the attack, it never returned to Charleston. All eight crewmen were buried in a Charleston

cemetery with military honors earlier this year, but researchers are still working to learn why it sank. Robert Neyland, director of the Charleston, S.C.-based Hunley Project, brought the story of the submarine's recovery and excavation to Salt Lake City with a lecture in the Main Library, 210 E. 400 South.

<http://deseretnews.com/dn/view/0,1249,595103791,00.html>

Deseret News - Salt Lake City, UT, USA

From the Halls of Academia

North Miami Beach High School

Banana-yellow kayaks glide like slivers of fruit through the waters of Biscayne Bay, where a dozen North Miami Beach High students transform the water into their "borderless" classroom. The teens are part of the Marine Academy of Research and Recreation in Nautical Environments, a program during school hours which is geared toward preparing students for careers in marine science, research and even the cruise industry. The program takes place mainly at Oleta River State Park and at the Coconut Grove Sailing Club -- which has donated its waterfront facilities and the use of its sailboats to the program. North Miami Beach High students who have learning and physical disabilities also will be integrated into the academy. These students often suffer from Down syndrome, cerebral palsy and speech impediments. This school year, students will construct their own automated underwater vehicle that will collect samples from the sea floor. It'll be made of PVC tubes and tethers, said earth and space science teacher Mary Bacon. Students also will conduct underwater archaeology, study maritime law and ecology and learn how to snorkel and scuba dive.

http://www.miami.com/mld/miamiherald/news/local/states/florida/counties/miami-dade/cities_neighborhoods/east/10055126.htm?1c

Miami Herald (subscription) - Miami, FL, USA

Global Perspectives

International Waters

Undersea tourists and souvenir hunters are hastening the decay of the *Titanic*, says United States explorer Bob Ballard, the man who discovered the world's most famous shipwreck nearly 20 years ago. In a visit to the site of the *Titanic* last June, his first since 1985, Dr Ballard was shocked at how fast the wreckage had deteriorated and he wants the US Congress to pass legislation giving greater protection to the sunken vessel. Most alarming, he said, was damage caused by submersibles landing on the deck of the *Titanic*, which hit an iceberg and sank in the North Atlantic on April 14, 1912, on its maiden voyage from Southampton, England to New York. "It's sort of like going into the Louvre [Museum in Paris] with a bulldozer," Dr Ballard said of the submersibles landing on the deck of the once-luxury liner. Dr Ballard will be in Washington this week, lobbying for Congress to approve a treaty signed by the State Department in June aimed at protecting the *Titanic* wreck. He hopes France and Russia, from where many tour operators to the *Titanic* operate, will sign the treaty. Britain signed the accord in November 2003.

<http://www.abc.net.au/news/newsitems/200411/s1244199.htm>

Reuters via ABC News Online-Australia

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

A new piece of the *Titanic's* hull has been found deep in the North Atlantic, according to the company granted exclusive rights to salvage the ship. RMS Titanic Inc says the 30-meter hull section was part of a massive debris field, found more than 3 kilometers underwater. The find comes as a U.S. researcher presents his new theory about why the ship that carried 2227 passengers and crew struck an iceberg four days into its maiden voyage from Southampton, England, to New York. Ohio State University engineer Professor Robert Essenhigh has just told the Geological Society of America meeting in Denver that he believes a smoldering fire in a pile of stored coal, and attempts to control it, led to the ship increasing speed as it navigated dangerous, iceberg-laden waters. Together, the two findings may reveal more information about the ship's final hours, why it collided with the iceberg, and how the vessel eventually broke apart.

<http://www.abc.net.au/science/news/stories/s1239449.htm>

ABC News Online-Australia

Australia

An international shipwreck hunter visiting Australia to firm up plans to search for the wreck of HMAS *Sydney* says he is confident of getting the approvals needed to go ahead with the project. David Mearns has confirmed he will work with Perth-based group HMAS Sydney Search to find the ship and the German raider *Kormoran*, both of which sank off the Western Australian mid-west coast in mysterious circumstances in 1941. Mr Mearns will visit Canberra during his trip to Australia, to seek the navy's support for the search and approval from the Commonwealth Department of Environment and Heritage to find the *Sydney*.

<http://www.abc.net.au/news/newsitems/200411/s1246259.htm>

ABC Regional Online - Australia

Denmark

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

It's been the season for Vikings, with a replica of a warship originally crafted in Dublin setting sail in Denmark and some important discoveries in the British Isles. Danish researchers at the Viking Ship Museum in Roskilde have spent four years replicating a 90-foot-long ocean-going warship based on the museum's Skuldelev 2 shipwreck. The vessel was one of five Viking ships deliberately sunk in the late eleventh century to block a channel at Skuldelev, Denmark. Archaeologists erected a cofferdam around the ships in 1962 and spent seven years excavating them. While Skuldelev 2 was the largest of the cargo and warships discovered at the site, it was also the least preserved, with only a quarter of its hull remaining. Experts have nonetheless been able to reconstruct how the ship was built, and through its building materials trace its manufacture back to the Dublin area in the 1040s. The replica will face two years of sea trials before it sails to Dublin in 2007.

<http://www.archaeology.org/0411/newsbriefs/viking.html>

Archaeological Institute of America Volume 57 Number 6, [November/December 2004](#)

Greece

At first glance, business software developers have little in common with Indiana Jones. But the emerging field of software archaeology applies some of the same skills, if not the dashing adventure. In 1900, a Greek sponge diver found the wreck of a 2000-year-old ship near the island of Antikythera. The sunken ship yielded up the usual ancient booty, but among the loot was something unusual: a corroded lump of metal with a large wheel on its front. Decades later, gamma-ray examinations showed that the artifact contained bronze gears and wheels. Science historians now call the device the Antikythera Mechanism, and science historians agree that it is the earliest known computing machine. To this day, however, despite many tests, simulations and reconstructions, no one knows exactly what the Antikythera mechanism actually computed. While the favorite theory alleges that it calculated the position of the stars to aid navigation at sea, its designers and builders are long dead, ancient literature lacks a single mention of such devices and the only documentation it bears is an inscription suggesting the island of Rhodes as the place it was built.

<http://www.builderau.com.au/program/0,39024614,39131500,00.htm>

Builder AU - Australia

India

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

Eight medieval temples in Himachal Pradesh that have been lying submerged inside a lake for decades will now be relocated by the Archaeological Survey of India (ASI). The 15th century Nagara style temples in Bilaspur town, 90 km from here, have been lying submerged under the Gobind Sagar Lake, the backwards of the Bhakra hydro project built nearly four decades ago. The tops of some of these stone temples are visible when the water level drops in summer. "We have approached the ASI to transplant these temples as the water is damaging them," said an official of the department of language, art and culture. The department has sanctioned Rs.1 million (\$22,000) as the initial funding for the project. The temples will be moved to a nearby area at a higher elevation.

<http://www.newkerala.com/news-daily/news/features.php?action=fullnews&id=40963>

Indo-Asian News Service via newkerala.com-India

Indonesia

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

In the blue waters of the Java Sea, a drama is unfolding around an ancient cargo of sunken treasure, but with corruption and bureaucracy never far from the surface in Indonesia, the tale owes more to Franz Kafka than Indiana Jones. A team of divers, including two Australians, two Britons, two French, a Belgian and a German, has been working for months to excavate a vessel laden with rare ceramics which sank more than 1,000 years ago off Indonesia's shores. But with items expected to fetch millions of dollars in European auction houses, the work has become embroiled in a murky dispute between the divers and Indonesian authorities over who will profit from the sub-aquatic swag. An official report by Indonesia's Agency for the Protection of Underwater Heritage seen by AFP accuses the operation of "employing illegal foreign workers who are excavating precious sunken artifacts".

http://story.news.yahoo.com/news?tmpl=story&cid=1540&ncid=1540&e=4&u=/afp/20041119/sc_afp/indonesia_archaeology_041119033607

Agence France Pesse News - France

Iran

The water-filling operation for the Karoun 3 dam, which threatens to submerge historical sites in southwestern Iran, was kicked off Monday, as Iran's cultural heritage officials turned down the invitation to take part in the ceremony, attended by Energy Minister Habibollah Bitaraf. The dam is located east of Izeh, in the Khuzestan province, home to ancient civilizations and monuments. Now archeologists have just one month to rescue Elamite sites and 6 months to salvage relics left over from the Iron Age. A team of Iranian archaeologists have already expressed its willingness to join the experts currently working at the Izeh historical site to help identify, document and save the ancient Elamite site. Iran lacks either the necessary underwater archaeology expertise or proper equipment so it will be almost impossible to save the site unless foreign experts are invited, said Mahmud Mireskandari of the underwater archaeology team at the Cultural Heritage and Tourism Organization (CHTO).

http://www.iranian.ws/iran_news/publish/article_4425.shtml

Persian Journal-Iran

As evidenced by archeological documents, the ancient city of Kish, the wall of the ancient city of Gorgan, Takht-e Suleiman and part of the Portuguese Castle are submerged in Iran's coastal waters. Although Iran's underwater archeological activities are over half a century old, this topic is yet to be treated in a suitable manner. The necessity of establishing an underwater archeological group has been always felt due to Iran's long marine borders and presence of a powerful navy during various periods of Iran's history, especially during the rule of Achaemenids. Therefore, ICHO established an underwater archeology group in 1999 in line with conventions for preserving underwater cultural heritage as a research and field group supervised by the Archeology Research Institute. The group has so far carried out three independent expeditions off the coasts of Siraf Port, Kish and Lahijan, but information about the results of their studies is largely lacking or scanty.

http://www.iranian.ws/iran_news/publish/article_4325.shtml

Persian Journal-Iran

Malta

Over the past two and a half years the University of Malta, through the Foundation of International Studies, participated in the EU project ([ANSER](#)) Anciennes Routes Maritimes Mediterraneennes financed under the Interreg IIIB Medoc program. Participating countries included Italy, France, Spain, Algeria, Morocco and Portugal. The focus of this project was varied and included the research of harbors, trade routes and commercial exchange in the western Mediterranean, and the communication of this research to the general public. One of the main objectives of ANSER is the setting up of a scientific database containing information on objects and materials exchanged in the ancient Mediterranean that can be used by researchers and students alike. Works on its contents are currently in progress but part of it is already up and running.

<http://www.di-ve.com/dive/portal/portal.jhtml?id=160839&pid=null>

di-ve.com - Malta

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.

Myanmar

Myanmar plans to next year begin retrieving cultural treasures that have been buried under riverbeds for centuries, a local cultural journal reported Wednesday. Foreign experts will train people from Myanmar's archaeology and water resources departments in underwater archaeology skills next year, and the hunt should start soon after, Flower News said. The official said the Great Bell of Dhammazedi, which has been lying in Yangon River for centuries, will be among the treasures salvaged if the training proves successful. Ordered cast by a monarch who donated it to the capital's Shwedagon Pagoda in 1476, the giant bronze bell was stolen by a Portuguese adventurer. But the vessel carrying the bell sank. Until the late 1800s, the top of the sunken bell could still be seen at low tide.

<http://english.daralhayat.com/culture/11-2004/Article-20041103-ff8959ff-c0a8-10ed-003a-92db2a4dde42/story.html>

Dar Al-Hayat - Saudi Arabia

Norway

A well preserved wreck of a large sailing ship from around 1750 has been discovered at a depth of around 170 meters, only 500-600 meters from the township of Bud in Romsdal, in the north west coastal waters of Hustadvika. The wreck was found during surveying work in connection with the planned Hydro underwater pipeline which will be built to the Ormen Lange shore terminal which is under construction at Aukra. The find is unique, also internationally. It has not been pillaged by wreck robbers; neither has it been destroyed by trawls or nets. The sea bottom around the wreck is virtually covered by historically valuable artifacts, like old wine and liquor bottles, ceramics, chinaware, the ship's bell, two cannons, kitchen utensils and remnants of the ship's rigging and woodwork. There are no local records of this shipwreck, and the ship's nationality is not yet determined. Most probably it is a trading vessel. The ship is at least 40 meters long, and probably well preserved, since it is covered by sandy silt.

http://www.norwaypost.no/content.asp?cluster_id=26490&folder_id=21

Norway Post - Baerum, Norway

(courtesy of Ayse Atauz, aysedevrim@HOTMAIL.COM on the Sub-Arch List Server)

The Ormen Lange Marine Archaeology Project is the most technologically advanced underwater archaeology research project ever undertaken. In 2003 NTNU Vitenskapsmuseet discovered a historic shipwreck (late eighteenth century) close to one of the planned Ormen Lange pipeline routes. Since the shipwreck is protected under the Law of Protection of Cultural Heritage, additional investigations of the wreck site are necessary before the pipeline can be installed. Due to the substantial water depth of 160 to 200 meters SCUBA diving is impossible and mandates the use of remotely operated vehicles (ROVs) to conduct all mapping, surveying, sampling and excavation.

For more information, visit the new web-site <http://www.vitenskapsmuseet.no/ormenmarin/>

South Africa

Operation Zembe (Operation Axe), a project started two years ago to search underwater off the Cape Coast for traces of pre-historic man, has received international recognition. An international team of divers has arrived in Cape Town under the auspices of the Scientific Exploration Society to expedite the search for pre-historic tools and settlements beneath the seas of South Africa. Operation Zembe started off as a joint venture between the South African Institute of Maritime Archeology and the South African Navy after the discovery of two stone hand axes in Table Bay. The axes were found by Bruno Werz, a local marine archeologist, in 1995 and 1996 while divers were exploring the wreckage of two Dutch East India Company ships, the *Oosterland* and the *Waddinxveen*, which sank during a violent storm in 1697. They indicate that hominids occupied this area between 300 000 and more than one million years ago. Prior to this the oldest artifacts found on the sea bed - off the Greek Island of Kerkyra, were 45 000 years old.

http://www.sabcnews.com/sci_tech/science/0,2172,92386,00.html

South African Broadcasting Corporation – South Africa

<http://www.onlypunjab.com/fullstory1104-insight-Dive+South+Africa+Is+Proud+To+Be-status-9-newsID-1852.html>

Onlypunjab.com (press release) - Punjab, India

Spain

Global Marine Ltd. (Pink Sheets: GLBM) announced today that the Company would open a Spain based subsidiary to resume marine archeological, investigation and the search and recovery of numerous shipwreck targets including a number of very well documented Spanish Galleons and a located WWII submarine. Global Marine (GLBM) acquired a significant database of shipwreck targets located in Spanish, North American, Caribbean, Central American, UK and South China Sea waters by acquiring SeaSearch Scientific Corp. subsequently, all documentation and verifiable targets were transferred to GLBM under agreements released and filed previously. The Spanish based subsidiary will begin operations in late November, which will allow further research, marine archeology, search and recovery operations and continuity with the specific Spanish authorities to operate in the region. Global Marine will employ the latest in marine technology for location, identification, documentation, sound archeological techniques, recovery and preservation including underwater cinematography. The Company has developed a unique revenue generating system, which will include; diving and participation in the "Treasure Hunt" as part of the crew onboard the Dive Ship, "live" web broadcast of the exploration and educational marine internet forums, personal training using the latest in marine exploration technology, marine documentary film, and other ancillary products, which include sponsorships to interested individuals, and corporations that will be providing additional high-tech marine exploration and diving equipment. Through the Company's Spanish shipwreck historian, researcher and financier, GLBM - Spain will have the Rights to large search areas off the coast. These rights also include the "Finder Rights" of yet to be announced shipwrecked cargo galleons. The Rights extend to March 2005, and may be extended by the "Holder". http://home.businesswire.com/portal/site/google/index.jsp?ndmViewId=news_view&newsId=20041111005603&newsLang=en

Business Wire (press release) - San Francisco,CA,USA

Sweden

Shipworm has spread to the Baltic Sea. If it continues to spread, it threatens to destroy still well-preserved and irreplaceable shipwrecks and other marine archeological remains along the coast of Sweden, according to Carl Olof Cederlund, professor of marine archeology at Södertörn University College in Stockholm and the Swedish representative in the EU project that has now determined the spread of shipworm to the Baltic for the first time. "Up till now the Baltic has been regarded as a haven against shipworm. This is one of the reasons why it was possible to find the royal warship *Wasa* and other large wooden vessels in such excellent condition after centuries at the bottom of the sea," adds Carl Olof Cederlund. The EU project has been carried out by six countries and is now presenting its results regarding the protection and preservation of underwater cultural environments, primarily well-preserved shipwrecks in northern Europe. One of the wrecks is the Dutch snaubrigg *Vrouw Maria*, which sank in the Finnish archipelago in 1771. It is still fully preserved, with its rigging intact. It has not been attacked by shipworm, which, on the other hand, is the case with a kogg from the 13th century off the German Baltic coast. German scientists involved in the project have been able to show that the wreck evinces extensive damage from shipworm, *Teredo Navalis*. It remains to be determined just how shipworm has managed to get a foothold in the Baltic. It may have been brought in with water of higher salinity that penetrated the Danish Belts, in connection with storms, for example. It may also be that shipworm from other marine areas has been carried onboard vessels into the Baltic and released with ballast water there. In Sweden the EU project has focused on the steam wheeler *E. Nordevall*, launch in 1837, one of the first steamships built in Sweden, which sank in 1856. Today it lies intact at the bottom of Lake Vättern. The three-year EU project is called Monitoring, Safeguarding and Visualizing North European Shipwreck Sites, abbreviated MoSS. The project is the first project in marine archeology to be supported by the EU's European Community Culture 2000 Program. It is organized and executed by partners in Finland, Sweden, Denmark, the Netherlands, the United Kingdom, and Germany.

The address to the project's Web page is: <http://www.mossproject.com>
http://www.innovations-report.de/html/berichte/umwelt_naturschutz/bericht-36775.html
 innovations report - Bad Homburg,Germany

Taiwan

The official launch of an international marine research station on the Pratas Islands, known locally as the Dongsha Islands (東沙島), a disputed group in the South China Sea, has initiated a process of internationalizing related oceanic issues ranging from scientific research to ecotourism promotion. "The establishment of an international scientific research station there will facilitate future international scientific collaboration, further ensuring both cultural and ecological conservation," Hsieh said. "We aim to explore many interesting fields, including the conservation of coral reefs, the underwater cultural heritage involving sunken boats and ecotourism," Hsieh said. Two years ago, scientific research led by the Kaohsiung-based National Sun Yat-sen University (NSYSU), first took an image of a mysterious sunken merchantman at a depth between 50m and 70m near Dongsha Island. Project investigator Chen Yang-Yih (陳陽益), who is also dean of NSYSU's College of Marine Sciences, told the *Taipei Times* that the 200m-long cargo ship was of design common a century ago, and could possibly have belonged to one of the active European trading powers of the time, such as Spain, France, Britain, or the Netherlands. Chen said available documents suggest that some 30 ships of a similar size went missing in the area of the Dongsha Islands. "We hope to further study not only the sunken boat but also related history about the exploration of marine resources," Chen said. Scientists believe that research in the area might reveal hitherto unknown details about the history of human migration around the Asia-Pacific region.

<http://www.taipeitimes.com/News/taiwan/archives/2004/11/08/2003210169>

Taipei Times - Taipei, Taiwan

National Sun Yat-sen University in Kaohsiung, southern Taiwan, has reported a suspected sunken vessel in 40 meters of water near the Tungsha (Pratas) islands in the South China Sea. Liu Chin-Yuan, director of the university's Institute of Undersea Technology, unveiled the results of his research of the waters around the islands over the past year in a seminar held in Kaohsiung. Liu said that his team has been collecting information and carrying out inspections since last year and that in May and June this year, it detected via sonar what the team suspects is a sunken ship. Possible salvage operations, however, will have to wait for further confirmation, he said. Hsieh Hsin-tsi, president of the Chinese Underwater Archaeology Society, said that the average depth of the water around Taiwan is 70 meters and that the suspected vessel is at 40 meters. He said the possibility of finding sunken ships in the waters around the Pratas islands is high based on historical records and various inspections. National Sun Yat-sen University conducted the survey at the commission of the Marine Bureau of the Kaohsiung city government, which administers the islands

<http://english.www.gov.tw/index.jsp?action=cna&cnaid=4110>

Taiwan Headlines - Taipei, Taiwan

United Kingdom

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

Divers off the Welsh coast may have found the wreck of a ship from the last foreign invasion of mainland Britain, over 200 years ago. The discovery by a husband-and-wife diving team off the Pembrokeshire coast could rewrite history, once it is formally identified. Until now it was widely believed no ships were lost when the French landed at Carregwastad near Fishguard, in 1797. But items found off Strumble Head by Pembrokeshire Scuba Diving Club appear to be from a large warship dating back to the Napoleonic era. The wreck, which lies under 30 meters of water, was found by chance last year by Richard and Rebecca Hughes of Merlin's Bridge, near Haverfordwest.

http://icwales.icnetwork.co.uk/0100news/0200wales/tm_objectid=14867658&method=full&siteid=50082&headline=-divers-find-mystery-napoleonic-warship-name_page.html

icWales – Wales, UK

(courtesy of Tane Casserlay, Monitor NMS)

Marine archaeologists have found in the mudflats of the Thames estuary the remains of an Elizabethan merchant ship which may have been carrying out a secret trading mission. The 100 ft-long vessel, one of the few Tudor merchant vessels ever found around Britain's coast, is of immense archaeological and historical importance. The ship was built of East Anglian oak at an east coast ship-building centre, probably Ipswich or Aldeburgh, around 1575 and its cargo and armaments suggest it may have been illegally trading with England's arch enemy, Spain. Armed with at least four 3-inch-bore cannon, it was

carrying a cargo of more than 100 8-metre-long folded iron bars, a few tin and lead ingots and a small number of Spanish olive jars, probably containing olive oil, when it sank, almost certainly in the 1580s or 1590s. It is not known where the ship was bound or where it was coming from when it was lost some six miles off the coast of north-east Kent.

http://news.independent.co.uk/uk/this_britain/story.jsp?story=584022

The Independent – UK

More than 300 years ago, the flagship of the Royal Navy set sail on a secret mission to deliver a vast bribe to a wavering ally in the war against France. But HMS *Sussex* never arrived, prompting the Duke of Savoy to switch sides in exchange for French gold. A violent storm off the coast of Gibraltar had swamped the ship, which sank with its precious cargo and the loss of all but two of its crew in 3,000 ft of water.

However, an American salvage company and a Scottish archaeologist now believe they have found what could be the world's richest wreck. The plan to raise the *Sussex*'s gold, which was originally given the code-name Operation Cambridge, has been shrouded in almost as much secrecy as the original mission to prevent anyone plundering the wreck. It has also proved highly controversial, with some archaeologists claiming the salvage company's unique agreement with the Ministry of Defense, which stands to win a share of the recovered gold, could set a precedent for "the looting of wrecks around the world".

<http://news.scotsman.com/international.cfm?id=1332402004>

The Scotsman - Edinburgh, Scotland, UK

(courtesy of Robert Mutch at <http://www.munarchaeology.com/munarchaeology/news/main.htm>)

Experts from the Mary Rose Trust who preserve King Henry VIII's favorite warship are jubilant after being asked to preserve the remains of a 2,500-year-old Greek trading vessel raised from the deep. About 700 sodden timbers were transported halfway across Europe last week from a wreck site off Sicily to the trust's conservation facilities. The timbers will be submerged in water-soluble wax for four years, in a process similar to that used to conserve the hull of the Mary Rose, and then freeze-dried in a huge vacuum chamber. If the work goes according to plan, the Portsmouth team may eventually be asked by the Italian authorities to rebuild the 60ft-long ship.

<http://www.portsmouthtoday.co.uk/ViewArticle2.aspx?SectionID=455&ArticleID=892635>

The News – Portsmouth, UK

Upcoming Events

The USS Arizona Memorial will hold its 63rd Annual Pearl Harbor Day Commemoration on Tuesday, December 7, 2004. The ceremony will be held shore-side from 7:45 a.m. to 9:00 a.m. at the USS *Arizona* Memorial Visitor Center. The program is free of charge and open to the public. The remembrance service will include military music selections, Morning Colors, a prayer of remembrance, wreath presentation, Hawaiian blessing, rifle salute, and Echo TAPS. A Moment of Silence will be held with the USS *Chung-Hoon* Passing in Review. In addition, the Hawaii Air National Guard will perform a Missing Man Flyover.

<http://data2.its.nps.gov/digest/headline.cfm?type=ParkNewsEvents&id=15311&urlarea=eventsalendar>

NPS Digest-DOI,NPS,USA

Society for Historical Archaeology will hold the 38th Annual Conference on Historical and Underwater Archaeology on January 6-9, 2005 in York, England.

For more information see conference web site: <http://www.sha.org/About/Conferences/mt2005.htm>

Archaeological Institute of America will hold the 106th Annual Meeting on January 6-9, 2005 in Boston, Massachusetts.

For more information see conference web site <http://www.archaeological.org/webinfo.php?page=10096>

MPA Center Plans West Coast State Workshop on National System Development. The MPA Center met with state coastal and ocean managers to continue planning the west coast state MPA national system development workshop. The workshop, slated to take place in Tiburon, California on Feb. 2-3, 2005 is being hosted by the Resources Agency of California. Members of the workshop planning team include

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MPA Center staff Jonathan Kelsey, Brian Jordan, Sarah Lyons, and John Lopez, and state representatives including Brian Baird (CA), Athline Clark (HI), Doug Woodby (AK), Greg McMurray (OR), and Doug Myers (WA). (J. Lopez). Cultural Heritage breakout groups will meet during some of the sessions to discuss the cultural resource component of the National MPA System Development.