

MARINE PROTECTED AREAS



Marine Cultural and Historic Newsletter

Monthly compilation of maritime heritage news and information from around the world
Volume 2.12, 2005 (December)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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<i>The North American Society for Oceanic History (NASOH) and the Canadian Nautical Research Society conference on "Charting the Inland Seas: Recent Studies in Great Lakes Maritime Research" will be held in Manitowoc, Wisconsin from June 1-4, 2006-01-04</i>	17
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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 Army

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

U.S. Department of the Navy

[see entry under [Georgia](#)]

Naval Historical Center

James Schmidt, a contract archaeologist for the underwater archaeology branch of the [Naval Historical Center](#) located in Bldg. 57 of the Washington Navy Yard (WNY), has what some might say is an undeniably cool job. He dives into oceans and rivers, sometimes where there's zero visibility, trying to map out things he can't even see. Schmidt's looking for hidden treasure: over 3,000 Navy aircraft and 10,000 Navy ships sitting on the bottom of the world's waterways. And, as of recently, Schmidt's job just got a lot easier. In October, instead of feeling around the sediment-filled James River, measuring objects like guns and canons with his arm, Schmidt used state-of-the-art equipment to map out the wreckage of USS *Cumberland*, a Civil War-era ship 70 feet underwater, one of the last wooden frigates used in U.S. Naval warfare. In 1980, Clive Cussler, a well-known novelist, tried unsuccessfully to locate the USS *Cumberland* wreckage. In 1981, the two Civil War ships, the *Cumberland* and USS *Florida*, were located. During the years after, the ships were more illusive, covered with sediment stirred up by the many boats traveling in the heavy traffic area near United Joint Force Military Command Hampton Roads. More than a decade later, in 2004, Schmidt was doing a demonstration of some sonar equipment and came across the exposed *Cumberland* wreckage. "When we got out there we discovered there was a significant portion of the *Cumberland* nearby," Schmidt said. After noticing the *Cumberland*, Schmidt contacted the [National Oceanic and Atmospheric Administration](#) (NOAA) who make and produce all the charts for navigation and have a responsibility to list wrecks or obstructions that can impede modern ship navigation. In previous years, the *Cumberland* and *Florida* never appeared on NOAA's charts because they were buried in sediment. To survey the *Cumberland*, Schmidt and his team worked with groups, such as the [Hampton Roads Naval Museum](#), NOAA's [Ocean Exploration Program](#) and the [National Ocean Service](#). Schmidt used a new type of sonar called a DIDSON camera, which stands for Dual-frequency Identification Sonar, which is coined as an acoustic camera, he said, because it operates at a very high frequency and produces clear pictures. "[The camera] provided near photographic-quality images of the ship's structure, artifacts, and bottom sediments. [The] images (captured in near zero bottom visibility conditions) revealed construction details and permitted us to take very precise measurements within a relatively short timeframe," Schmidt wrote in an e-mail describing the survey's data. "We only really had a couple days on site," said Schmidt. "We probably achieved more in two or three days than what we would have in a couple weeks of diving." As valuable as wrecks like the *Cumberland* are to Virginian and American history, they also prove valuable to looters. In 1989, oyster fishermen looted the *Cumberland* wreckage. The belt buckles, tobacco pipes and other artifacts stolen from the wreck were eventually returned to the government and are now owned by the Hampton Roads Naval Museum in Norfolk, Va. Unfortunately, because of their rough treatment, they are too fragile for display. According to Neyland and Schmidt, there is a lot to learn from studying the wrecks, airplanes and war graves--human remains from lives lost at sea--that lie on the bottom of oceans and rivers. From studying and protecting sites like the USS *Cumberland*'s store, weaponry and other attributes, people can view snapshots of what life on ship and land during that time was like, said Neyland, who calls these wrecks "national treasures." Plus, with the popularity of underwater cameras, that part of America's history may be more accessible than ever as technology improves and becomes more widely available.

By Joanna Romansic – The Waterline©

http://www.dcmilitary.com/navy/seaservices/10_49/national_news/38771-1.html

Sea Services Weekly - Naval District of Washington,DC,USA (12/15/05)

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

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

National Marine Protected Areas (MPA) Center (DOC/NOAA)

The [MPA Center](#) and the [U.S. Fish and Wildlife Service](#) hosted a federal agency workshop on identifying important data needs for cultural resource management. Results from the workshop will help the development of data sets and management tools necessary to build a national system of Marine Protected Areas as called for in [Executive Order 13158](#) (Filetype/PDF). The workshop was the result of an August conference on coordinating and better integrating the existing federal network of marine managed areas outlined in the [President's Ocean Action Plan](#) (Filetype/PDF), and included representatives of the [National Marine Sanctuary Program](#), [National Park Service](#), U.S. Fish and Wildlife Service, and the MPA Center. For more information, contact [Brian Jordan](#) at Brian.Jordan@noaa.gov.

National Marine Sanctuaries (DOC/NOAA)

Florida Keys National Marine Sanctuary

(courtesy of Brenda Altmeier – Florida Keys National Marine Sanctuary)

Tane Casserley, Maritime Archaeologist for NOAA's [Maritime Heritage Program](#) presented to three Marine Studies classes (approximately 70 students) at Coral Shores High School on 12/5/05. His presentation on photomosaics inspired students who are already involved with [Florida Keys National Marine Sanctuary](#) (FKNMS) and [Anglo-Danish Maritime Archaeology Team](#) (ADMAT) working to perform biological monitoring on the Key Largo Button Wreck site. Tane provided a good program on the technologies and techniques being used by [NOAA](#) staff. He further enlightened students about the other Maritime Heritage projects that NOAA is working on Sanctuary wide.

On December 06, 2005 at the [Sanctuary Advisory Council](#)'s regular meeting, [Florida Keys National Marine Sanctuary](#) (FKNMS) Maritime Heritage Resource Inventory Team (MHRIT) volunteers, Hyatt Hodgdon and Bob Hills were presented with plaques of recognition for their generous contributions during the 2005 Button Wreck field school. Volunteers JJ Kennedy who could not be in attendance of the meeting and Denis Trelewicz were also recognized. Dr. Simon Spooner co-founder and President of the [Anglo-Danish Maritime Archaeology Team](#) (ADMAT) and Vice President of ADMAT USA were issued FKNMS Cultural Resource Permit #2005-006 for the archaeological field school on the shipwreck site known only as the Button Wreck. ADMAT is a 501c3 non-profit educational organization that is designed to assist in the protection and education of historic shipwrecks in the United States. The Button Wreck project lasted three weeks and brought together students from across the globe. FKNMS MHRIT volunteers donated their private vessels and time to run ADMAT students to and from the site. The Button Wreck project involved more than just ADMAT students when Monroe County School Board member Dr. Duncan Mathewson assisted FKNMS in establishing a lecture series for Dr. Spooner designed to provide Monroe County High Schools students with information about shipwreck documentation, monitoring and conservation. Coral Shores High School students now perform biological monitoring on the shipwreck site as part of their Marine Studies program. The Button Wreck project also infused the Upper Keys public with a taste of archaeology when Dr. Spooner presented his findings to the Historical Society of the Upper Keys. The research offered by ADMAT provided FKNMS with valuable documentation on cultural resources in the Sanctuary. FKNMS is very thankful for the support of our MHRIT volunteers for without them projects like the Button Wreck could not have happened.

For more information, please contact [Brenda Altmeier](#) at Brenda.Altmeier@noaa.gov

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

[see entry under [Virginia](#)]

Activities in States and Territories

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

Alaska

State Agencies' News

The state announced Monday it has settled a lawsuit with Shoreline Adventures over the fate of the SS *Aleutian*, a steamship that delivered goods and people to canneries and sank on May 26, 1929, after hitting a rock in Uyak Bay near Kodiak. "I commend the efforts of both parties to resolve this lawsuit in a responsible manner that benefits the interests of Shoreline and the state," Attorney General David Marquez said in a prepared statement. "This settlement will allow Shoreline to conduct dives to this historical shipwreck while protecting the vessel and its contents as an archaeological site and ensuring that the environment will be protected and preserved," he said. Divers with Shoreline Adventures LLC found the wreck in August 2002. The company claimed the *Aleutian* was of little historic value but would be a great draw for a high-end tourist diving enterprise. The state sought to get title to the wreck under a 1987 law that grants ownership to states of abandoned shipwrecks imbedded in submerged state lands. A federal magistrate ruled in June 2004 that Alaska waited too long to express interest in the remains. The state was appealing the decision in the Ninth Circuit Court of Appeals. Shoreline wants to charge divers about \$4,000 to explore the wreck and bring up artifacts from the ship. The artifacts, mostly everyday dishes, furnishings, fixtures and bits of the boat itself, would be documented and the guest divers would then be allowed to take some of them home. Under terms of the agreement, Shoreline must submit a plan of recovery for any artifacts to the state [Office of History and Archaeology](#). That office will issue an archaeological field permit to Shoreline for a recovery operation after the plan is approved. Shoreline also is required to prepare an assessment of environmental risk of an oil release emanating from the SS *Aleutian* before conducting any recovery expedition.

The Associated Press©

<http://www.adn.com/news/alaska/story/7264886p-7176725c.html>

Anchorage Daily News - Anchorage, AK, USA (12/06/05)

[Provided by Dave McMahan, State Archaeologist for Alaska]

In December 2005, after more than two years of litigation, the State of Alaska reached a settlement agreement with Shoreline Adventures, LLC regarding the fate of the S.S. *Aleutian*, an 1898 steamer that sank in a remote area off Kodiak Island in 1929. The vessel, which is largely intact, is reported to have sank in seven minutes with a single casualty. The wreck was discovered in 220 feet of water in August 2002 by divers from Shoreline Adventures LLC, who located the target by use of a magnetometer and side-scan sonar. The State learned details of the discovery in August 2003 when an Anchorage Daily News article reported on the filing of a salvage claim in U.S. District Court. The salvors contracted with archaeologist Stanley Davis, PhD to review their plan and oversee the removal and recordation of artifacts by recreational divers paying to participate in dives. Shoreline Adventures was represented by attorney Peter Hess, who also became a partner in Dive Aleutian LLC, set up to run the recreational dive business on the site. In February 2004, concurrent with an award of salvage by the U.S. District Court in Anchorage, the State filed to intervene as a third party in the legal proceedings. The State sought to argue against the salvage award on the basis of title to the wreck under the Abandoned Shipwrecks Act and State statutes. The State objected not to non-obtrusive dives on the site, but to the proposed removal of artifacts and the potential for activities to release bunker oil. In May 2004, Shoreline Adventures LLC and Dive Aleutian LLC began leading divers to the site. Although the State succeeded in getting the S.S. *Aleutian* placed on the National Register of Historic Places in June 2004, a U.S. Magistrate denied the State's request to intervene on the basis of untimeliness. The State filed for appeal to the Ninth Circuit, and was remanded to mediation proceedings facilitated by a Ninth Circuit mediator. As a result of mediation in May 2005, the State and Shoreline Adventures LLC agreed to the key points of a settlement agreement. Following the completion of court documents by attorneys, the terms of the settlement were highlighted in an Alaska Department of Law press release on December 5, 2005 (<http://www.law.state.ak.us/pdf/press/120505-shoreline-release.pdf>). The agreement dismisses the Ninth

Circuit appeal and allows the U.S. District Court to maintain jurisdiction over the shipwreck to monitor the terms of the settlement. The settlement was covered in an Associated Press article in the Anchorage Daily News on December 7. Unfortunately those elements of the settlement favorable to the State were not adequately addressed, giving the appearance of a single-sided victory. From the State's perspective, the settlement is not perfect but provides a compromise that includes benefits to the State and scientific community. It avoids arguing the question of ownership in the Ninth Circuit, establishes operational guidelines to protect the archaeological integrity of the site and the environment, and sets forth reporting requirements. The settlement requires Shoreline to prepare an assessment of environmental risk due to oiling prior to any recovery efforts. While the State agreed to facilitate the circulation of documents and proposals, the burden is on Shoreline to secure permits and funding required for environmental assessment or remediation. Any artifact recovery efforts must take place under a State Archaeology Permit issued by the [Alaska Office of History and Archaeology](#) (OHA). Recovery is also contingent on approval of a recovery plan approved by OHA. The settlement also addressed artifacts already recovered from the steamer, giving the State a representative sample and requiring a final report.

By Dave McMahan – Alaska Office of History and Archaeology (12/22/05)

Delaware

State Agencies' News

Researchers are moving closer to learning the name and origin of the merchant ship that has been the source of thousands of artifacts which first began washing ashore on Lewes Beach near the Roosevelt Inlet last December. Dan Griffith, director of the Lewes Maritime Archaeological Project, said a British historian working in London is assisting in putting a name, country of origin, cargo manifest, owner, insurer and possibly even the captain's name with the ship that went down off the coast of Lewes sometime between 1762 and 1775. Griffith said the historian has narrowed the list to four ships – *Pitt Packet*, *Severn*, *Commerce* and *Vaughn* – known to have wrecked near Lewes in the Delaware Bay during the estimated time period. He said the British historian would use insurance records along with cargo listings and other documents to see if the ship on the bottom of the bay is one of those on the list. "We hope that insurance records will exist for all four ships, all of them British," Griffith said. He said insurance records would provide information on size and other characteristics of the ships. "Exactly how detailed that information is will vary from one policy to another. Our hope is that we'll be able to compare the cargo lists with the range of artifacts that we have to see if we can't find something distinctive enough to pin it down," Griffith said. This week the project moved its dry-lab operations from a makeshift laboratory, in a bunker at [Cape Henlopen State Park](#) to a [University of Delaware](#) lab near the [College of Marine Studies](#) main campus on Pilottown Road.

By Henry J. Evans Jr. – Cape Gazette©

<http://www.capegazette.com/storiescurrent/1205/lewesshipwreck123005.html>

Cape Gazette – Lewes, DE, USA (12/30/05)

Florida

[see entry under [Florida Keys National Marine Sanctuary](#)]

Other State News

The St. Johns River is not the kind of place where you go diving for fun. It is exploration by Braille, a matter of feeling your way along when you can't see your hand on your mask in the tea-colored water. You have to have a reason to be there. Bill and Sandi Rivers' reason was a search for the USS *Columbine*, a Union gunboat sunk in one of the strangest battles ever fought. Bill had been diving most of his life but Sandi was fairly new to it. Her experience was in saltwater and the clear water springs, nothing in the tannin-stained river. They put on their scuba gear and dove into the river just south of Palatka in 2003. After hours of searching, they reached out and grabbed what they thought was a mystery of history. What they found was a matter of debate. In the next two years, another diver, the state and the Navy would all get involved, but none would bring any clarity to what the Riverses revealed. The *Columbine* was a sidewheeler steamer originally built as a tugboat. It was 117 feet long with a wood hull, but it could operate in 5 or 6 feet of water, making it perfect to cruise the St. Johns River. So when the Civil War broke

out, the United States converted it into a gunboat. Union forces controlled Jacksonville, Palatka and everything on the east bank of the St. Johns River by 1864. U.S. ships patrolled north and south, moving men and supplies and seeking the Confederate forces that attacked and quickly disappeared into the woods. On May 22, the *Columbine* and two other Union ships sailed from Jacksonville to Palatka with about 700 members of the 35th U.S. Colored Troops, the African-American unit made famous in the movie *Glory*. Many of the troops got off in Palatka, but the *Columbine* continued south. On its way back north from Welaka in the afternoon, its commanding officer, Ensign Frank Sanborn, expected an ambush from the rebel company that had caused them so much trouble. As the *Columbine* neared Horse Landing, it opened fire on the bank in case rebels were hiding there. The battle was on. The number of men on the *Columbine* varies in different reports from 50 to 150. Soldiers jumped ship during the battle and tried to swim to the east bank. Some made it to land and to St. Augustine. Some drowned in the river. Dickison reported that he took 65 prisoners and that about 20 Union soldiers were killed. When the rebels burned the boat, the fallen troops were still on it. "She also formed a funeral pyre," Sanborn reported, "for those who fell while nobly defending her and the flag from dishonor." The Riversees want the state to declare the site a war grave. "We figure there's 10 men still down there," Bill Rivers said. [Editors Note: Continue reading the article for more information on the controversy behind the identification of this site]

By Roger Bull – The Florida Times-Union©

http://www.jacksonville.com/tu-online/stories/121805/lif_20589038.shtml

Jacksonville.com (subscription) – Jacksonville,FL,USA (12/18/05)

Executive Director Kathy Fleming of the [St. Augustine Lighthouse and Museum](#), Inc., has appointed Chuck Meide, MA, RPA, as the new Administrative Director of the [Lighthouse Archaeological Maritime Program](#) (LAMP). LAMP, founded in 1999, is the research arm of the St. Augustine Lighthouse and Museum, appropriately located in the nation's oldest continually occupied port city. It is one of the few private maritime archaeological research institutes in the country. As Administrative Director, Mr. Meide will be in charge of designing and implementing an ongoing research program aimed at searching for and investigating historic shipwrecks and other maritime archaeological sites in the waters of St. Augustine and beyond. He will also work with the Museum's Director of Maritime Education to develop outreach and education programs, and seek to expand a successful internship program for graduate and undergraduate students. Among his first priorities will be to hire another archaeologist to help carry out this work, and to raise funds, through grants and other sources, in order to acquire much-needed boats and equipment and to help the program grow. Mr. Meide will replace John W. 'Billy Ray' Morris III, who founded and successfully lead LAMP until stepping down earlier this summer. 'I am delighted and honored at the opportunity to continue the tradition established by Billy Ray,' Meide added, 'a tradition of conducting meaningful research of the highest quality, and of forging partnerships with the local community, with schools and universities, and with other archaeologists and agencies. I cannot envision a more fitting and satisfying job than to return to my home waters, working with the residents of Florida's First Coast to discover and study the physical remains of our rich maritime heritage.'

St Augustine Lighthouse and Museum, Ltd©

<http://www.staugustinelighthouse.com/news/article.php?aid=61>

St. Augustine Lighthouse and Museum – St. Augustine,FL,USA (12/20/05)

For more information on maritime archaeology at the St. Augustine Lighthouse and Museum, go to <http://www.staugustinelighthouse.com> or call (904)829-0745.

Georgia

Other State News

A hurricane struck Coastal Georgia in September 1813 with such fury that an American gunboat, known as No. 168, was driven 7 miles inland before washing onto a marsh on Harriett's Bluff. The same storm, which pummelled the coasts of Florida, Georgia and South Carolina, also sank two other American vessels, called Jeffersonian gunboats, that were ported at a remote Colonial outpost called the battery of Point Peter, in what now is St. Marys. A recent archaeological excavation of the battery of Point Peter revealed a wealth of information, including verification that St. Marys was the site of the last battle of the War of 1812. Now a group of residents from the region has created what is being called the St. Marys Gunboat

Project. Organizers say they want to search for the two gunboats that sank off the coast during the hurricane and raise any artifacts that might be found. Michael Higgins, chairman of the merchant marines affairs committee for the Navy League's Golden Isles Council, said he became interested in finding the gunboats after learning about the Point Peter outpost. "What isn't known is the role Georgia played in the War of 1812," Higgins said. "The last naval engagement of the war in U.S. territorial waters was here. The war ended here." Several community leaders are excited about the project. State Rep. Cecily Hill, R-St. Marys, plans to introduce a resolution to the General Assembly when it convenes in January to create awareness about the county's role in the war. "I'm all for it," Hill said of the search for the gunboats. "I want people to know the role Camden County played in our history." Higgins said he has "a good idea" of where the two boats could be, based on months of research. But he declined to say. He wants to preserve the sites for a formal underwater excavation and to protect the vessels from possible looters. "We have a good ballpark now," he said. Funding for the project will come from private donations and government grants, Higgins said. Research indicates the entire crew on the gunboat known as No. 161 was rescued. But 20 of the 26 sailors on No. 164 went down with the ship. In November 1813, an attempt to salvage the two boats was abandoned, Higgins said he has found in his research. Jason Burns, deputy state underwater archaeologist for the [Georgia Department of Natural Resources](#), said the odds are about 50-50 the boats will be found. "We have a couple of areas where we know they're not," based on a study of waters near the battery at Point Peter during the initial excavation, Burns said. If the boats are found, Burns said, his agency would be responsible for excavating the sites. Their condition would depend "on how fast they went down, how fast they were covered [by sand and silt]," he said. The boats and artifacts could be in good condition, if they were covered by sand fairly quickly after the boats sank, Burns said. If the boats are found, permission for any further effort would have to be granted by the Navy because the boats still are government property, said Jack Green, a public affairs officer with the [Naval Historical Center](#). "We are aware of this effort," Green said. "If and when they find these Jeffersonian gunboats, they would have to apply for a permit. The artifacts would belong [to] the [U.S. Navy](#)." It's not unusual for Navy artifacts to be loaned to museums for display, Green said. "It depends on what's left." The project could be significant, Green said, because there are no intact Jeffersonian gunboats on display anywhere in the nation.

By Gordon Jackson – Florida Times-Union©

http://www.jacksonville.com/tu-online/stories/121805/geo_20593894.shtml

Jacksonville.com (subscription) – Jacksonville,FL,USA (12/18/05)

Maine

Other State News

(courtesy of NPS [Heritage News](#), December 2005)

Discovering century-old wooden shipways buried under several feet of dirt is a bit like finding gold in the backyard for officials at the [Maine Maritime Museum in Bath](#). That's because the shipways, which are on museum property, are remnants from a period in Bath's history when wooden shipbuilding was at its peak. A team of archaeologists is documenting and preserving artifacts from the site where the Percy and Small Shipyard operated until closing in 1920. Officials say the shipways could have played a role in the launching of the *Wyoming*, the largest wooden schooner ever built. The tall ship *Wyoming* was launched from Bath in December 1909. The museum also has commissioned a team of designers to create a full-scale sculpture of the *Wyoming* where the original was built. Before reusing the site, however, the museum had to conduct a full-scale archaeological review. The excavation is nearly complete, with construction of the sculpture set to begin in the spring. "We are thrilled that the museum had the foresight to see the historic importance of this shipyard and to invite us to do an artistic interpretation," said Andreas von Huene. He and his partner, Joe Hemes, were selected from 80 applicants in 2002 to design the 437-foot-long white steel sculpture. The 134-foot-high skeletal replica of the *Wyoming* will feature six masts and stretch from Washington Street across a museum field to the banks of the Kennebec River.

Kennebec Journal©

<http://kennebecjournal.maintoday.com/news/local/2190483.shtml>

MaineToday.com – Portland,ME,USA (11/29/05)

The owners of the historic three-masted schooner depicted on Maine's commemorative quarter have stepped up efforts to sell the vessel with hopes that it will remain a fixture along the Maine coast. The 105-year-old *Victory Chimes*, the last schooner of its type, is for sale for \$1.5 million. So far, most interest has come from outside the United States, said Kip Files, the skipper and co-owner. Files, 54, said the time has come to think of his future and the ship's future. He and Paul DeGaeta bought the ship from Domino's Pizza in 1990 and have kept it sailing as part of the [Maine windjammer fleet](#) in Rockland. "She's worth saving, she's such a wonderful vessel," Files said. "Hopefully, someone will come along with as much passion about saving U.S. maritime history as Paul and I have." But it could prove difficult to find a buyer for the 132-foot schooner, originally named the *Edwin and Maud*, which was built in Delaware in 1900 to carry bulk fertilizer, lumber, grain and other products under sail in Chesapeake Bay and points along the East Coast. In 1954, it was purchased by a Maine syndicate, brought to Penobscot Bay for passenger cruises and renamed the *Victory Chimes*. In the years since, it has come to symbolize the rugged Maine coast and its maritime tradition - so much so that the [Maine state quarter](#) issued by the [U.S. Mint](#) in 2003 is designed to look like the *Victory Chimes* sailing by Pemaquid Point Light.

By Clarke Canfield – The Associated Press©

<http://pressherald.maintoday.com/news/state/051219chimes.shtml>

MaineToday.com - Portland,ME,USA (12/19/05)

Massachusetts

Other State News

Scientists mapping the seabed under a proposed wind farm in Nantucket Sound were stunned by their find: evidence of a submerged forest under 6 feet of mud. It's hardly the lost city of Atlantis, but the piece of birch wood, the yellowish-green grass, soil, and insect parts appear to be part of a forest floor that lined the coastline 5,500 years ago, before being swallowed by the sea that rose after the last ice age. Nearby is evidence of a drowned kettle pond and marsh. The find has scientists abuzz because if a preserved forest rests below the sea, maybe artifacts from ancient cultures do, too -- items that could help answer some of the most vexing questions about early people in North America. As more energy projects are proposed off New England, archaeologists say, there will be more opportunity for even bigger finds. "We've been arguing for years whether there are remnant prehistoric landscapes out there and now we know they can exist," said Victor Mastone, director and chief archaeologist of the [Massachusetts Board of Underwater Archaeological Resources](#). "This means there is the potential to go after the big theory of how did people get here and how they lived." Cape Wind Associates, which has proposed the wind farm, redesigned the 130-turbine project this year to avoid the discovered area. So much of the world's water was locked up in glaciers during the ice age, ocean levels plummeted at least 300 feet. New England's continental shelf was exposed and in some places, the coastline extended more than 75 miles from its current location. Even at the end of the ice age 10,000 years ago, when melting glaciers were causing sea levels to rapidly rise, New England's coastline -- etched with river valleys, forests, and lakes -- stretched miles farther than today. The earliest evidence of Native Americans in New England has come from around this time -- a period when hunters could have walked from Falmouth to Nantucket. The earliest evidence of Native Americans in New England has come from around this time -- a period when hunters could have walked from Falmouth to Nantucket. Tantalizing clues to these times have been extracted from the sea. New England fishermen have hauled up woolly mammoth and mastodon teeth dozens of miles from shore. A Native American campsite was found on the banks of a submerged riverbed off Maine's Deer Isle. At Odiorne Point State Park in Rye, N.H., visitors at low tide can still find tree stumps and roots dating back almost 4,000 years. But these finds have little archaeological context. Scientists say the mastodon and mammoth teeth could have been swept out to sea by currents. The Native American campsite was so eroded it was difficult to extract a detailed story of the time period. And if any submerged settlements were at the Rye Beach drowned forest, erosion washed them away. "That's why the Nantucket Sound site is important," said David Robinson, senior underwater archaeologist for [The Public Archaeology Laboratory Inc.](#) in Pawtucket, R.I. He discovered the Nantucket Sound site two years ago. "It provides evidence to say these land forms can survive," he said. Through several sediment samples taken 30 to 50 feet below the water's surface east of Horseshoe Shoal, Robinson pieced together the ancient landscape. The birch wood retrieved from the site is only about 4 inches long and 2 inches in diameter. But the delicate root hairs, leaf pieces

and seeds in the samples tell Robinson and other scientists that the area probably was entombed under mud, and thus kept safe from stormy seas and tides.

By Beth Daley – The Boston Globe©

http://www.boston.com/news/local/articles/2005/12/04/sunken_treasure/

The Boston Globe – Boston,MA,USA (12/04/05)

New York

Other State News

A group of [Army archaeologists](#) have made a unique discovery at [Fort Drum](#). They've found a prehistoric boat-building site near what would have been the shoreline of glacial Lake Iroquois. Archaeologists say the site is about 11,000 years old. That's around the time Indians first arrived. The findings will be presented next spring at an annual archaeology conference. Fort Drum is currently expanding for a new brigade of 6,000 soldiers. Any time the ground of a federal installation is disturbed, archaeologists must first survey the site.

TWEAN news channel of Syracuse©

http://news10now.com/content/all_news/?ArID=55398&SecID=83

News 10 Now - Syracuse,NY,USA (12/12/05)

Original story by William Kates – The Associated Press© dated 12/10/05 can be viewed at:

<http://www.freerepublic.com/focus/f-news/1541853/posts>

North Carolina

[see entry under [International Log Boat Symposium](#)]

South Carolina

Other State News

Scientists chipping away the hard layer of mud that covers the Confederate submarine [H.L. Hunley](#) have discovered that a view port on the front of the vessel is missing. If no pieces of the view port are found in the ship, then it is possible the tower was knocked off when the sub sank. That would conflict with the prevailing theory that the tower was blown in by an enemy warship, causing the *Hunley* to fill with water. As scientists break away the concretion covering the *Hunley*, they are finding clues that they hope will explain why the historic vessel disappeared right after it became the first submarine ever to sink an enemy warship in 1864. "Any damage to those viewports could have been fatal to the *Hunley*," said state Sen. Glenn McConnell, R-Charleston and chairman of the South Carolina Hunley Commission. "What is significant therefore about the find is that we don't find a damaged viewport, we find one completely missing." Other evidence uncovered in the restoration process indicates that the crew of the Union's *Housatonic* may have spotted the *Hunley* because the glow of lights likely seeped through the view port on the front conning tower. Unlike other deadlights running along the top of the submarine, the lights on the conning tower did not have covers to block the glow of candles. Records indicate that the *Hunley* was spotted and fired on moments before its crew shot a torpedo at the *Housatonic*. The new clues are heightening interest in what is hidden behind a century of packed mud in other parts of the ship. "It makes now more important than ever to examine the front tower and hatch and determine if the hatch was in fact completely fastened or was injured by potentially the damage from the front eyepiece," McConnell said. He said with the removal of the concretion, the Hunley Commission could begin to see "a discovery a month."

By John C. Drake – The Associated Press©

<http://www.thestate.com/mld/thestate/news/local/13502283.htm>

The State.com – Columbia,SC,USA (12/28/05)

Virginia

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

State Agencies' News

(courtesy of NPS [Heritage News](#), December 2005)

Chesapeake Bay deck boats were typically made of wood, 40-60 feet long, with an enclosed hull, and a single mast and boom configuration. In the early 20th century, deck boats served the people of the Chesapeake Bay much as automobiles, trucks, and railroads do today. The *Elva C.*, an excellent example of a deck boat, was built in 1922 by Gilbert White for Captain Lee Abbot of Foxwells who named the boat for his daughter. The boat was used for fishing and freight hauling by three owners until she was donated to the Reedville Fisherman's Museum in 1989. The *Elva C.* was listed in the [National Register of Historic Places](#) on October 4, 2005.

For more information, visit [Virginia Department of Historic Resources](#).

From the Halls of Academia

University of Delaware

[see entry under [Delaware](#)]

University of South Hampton

It's no nightingale, but a new seismic technology nicknamed Chirp is making music for the ears of archaeologists interested in the wrecks of sunken ships. Named for the bird-like blips it makes in action, GeoChirp 3-D is able to generate [three-dimensional images](#) of just about anything lying beneath the seafloor, including shipwrecks hidden under years of muck and sand build-up. Chirp is "a seismic system that works by firing sound waves at the seafloor and measuring the reflections as they bounce back from objects and different rock layers in the seabed," writes the UK's [Engineering and Physical Sciences Research Council](#) (EPSRC) in a recent edition of their quarterly publication "Newsline". Unlike the traditional two-dimensional method of slicing the seabed vertically from the top down, Chirp produces a cube of information. "The processed output from this system is a true 3-D 'volume,' as though when looking at the seabed you had switched on your 'X-ray vision' and were able to see buried objects," explained Peter Hogarth, technical director with [GeoAcoustics Ltd](#), the manufacturer of Chirp. The oil industry has used a similar 3-D seismic system for several decades to detect untapped pockets of hydrocarbon. In that industry, a less detailed resolution over a wider area works just fine, said Justin Dix, professor of marine geophysics and geoarchaeology at [Southampton University](#). For studying shipwrecks, the resolution needed to be much more focused. "Archaeology is precise," Dix said in a recent telephone interview. "Unlike the oil surveyors, we wanted to know what was happening between the lines down to a few centimeters accuracy." Currently, Dix and other researchers from the university's [School of Ocean and Earth Sciences](#) (SOES) are using the equipment to explore *The Invincible*, a mid-18th century English naval vessel. The wreck, which sits partially buried off the south coast of England, has been the focus of study since 1980. Shipwrecks are ideal candidates for systems like Chirp because wooden material sends off very strong seismic reflections, Dix said. Chirp's non-invasive nature also makes it a perfect fit for the field of maritime archaeology in general. "The primary role of this new technology is to protect heritage," he said. "We can't bring ships up to display in museums, so the focus with a wreck becomes what we can find out without actually touching it." With the *Invincible*, 3-D models will be given to dive teams so they know exactly where to look, thus minimizing damage their presence might do to the ship. The technology wouldn't be good for discovering new wrecks, according to Dix. "Chirp can cover a small footprint of couple of hundred meters squared, which is great if you have an idea of where to look," he said. "It can't survey large areas." The 3-D Chirp sub-bottom profiler was developed by the [National Oceanography Centre](#), Southampton (NOCS) in collaboration with GeoAcoustics Ltd. and the [Institute of Sound of Vibration Research](#) (ISVR) at Southampton University. The project was funded by the EPSRC, GeoAcoustics Ltd and [English Heritage](#).

By Heather Whipps – Live Science©

http://www.livescience.com/history/051219_3D_shipwrecks.html

LiveScience.com - New York,NY,USA (12/19/05)

University of Victoria

[see entry under [Heritage Harbour Revitalization Course](#)]

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.

Global Perspectives

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

Outer Continental Shelf and International Waters

The explorer who discovered the wreck of the *Titanic* 20 years ago has disclosed that he intends to preserve its crumbling hull with a special anti-fouling paint under ambitious plans to turn the vessel into an ocean-bed museum. Robert Ballard, 63, a Kansas-born oceanographer, has long been worried about the deteriorating state of the wreck, which lies 2 miles below the surface, 380 miles off Newfoundland. Tiny microbes are feeding on its hull and a recent survey found that the mast could disintegrate within five years. Last summer a film crew witnessed the partial collapse of the roof of the Marconi radio cabin. To stop the rot Ballard has come up with the idea of cleaning the hull and spraying it with a paint that would effectively seal it, minimising the damage from bugs and rust. His ultimate aim is to install remote controlled cameras on the wreck to show the public “the biggest icon beneath the sea” from the comfort of land. “If you can preserve Westminster Abbey, then why not the *Titanic*?” Ballard said last week in an interview. “Is it not one of the most historical shipwrecks in the world? Why shouldn’t we preserve it?” The paint would be applied by remotely operated vehicles rather than humans, he explained. “There is no reason why they cannot work as well underwater as above, at 12ft or 20,000ft.” Ballard said he first had the idea of painting the *Titanic* the following year, when he discovered a section of the hull which had been below the original waterline and which was still pink, preserved by its anti-fouling agent. As well as the effect of the microbes he has been concerned about damage done by wealthy tourists who pay up to £30,000 for a five-hour round trip in a three-man *Mir* submarine to visit the wreck. Ballard has railed against such trips, claiming they are damaging the ship. He has denounced as grave-robbers those who take away parts of the vessel or the belongings of those who died there. They “are loving the *Titanic* to death”, he said. He wants to start work on the bow section, which is in relatively good condition, rather than the stern, which is badly damaged. “The *Titanic* is an eggshell,” the explorer said. “The deeper you go in, the more preserved it is. I just want to preserve the hull.” Ballard is not rushing into the project, however. He will practise the techniques that he will need by joining missions already planned by the Greek and Ukrainian governments in search of wrecks in the Aegean Sea and the Black Sea.

By Jessica Berry – Times Newspapers Ltd©

<http://www.timesonline.co.uk/article/0,,2089-1904149,00.html>

Times Online – United Kingdom (12/04/05)

The discovery of two large pieces of the *Titanic*'s hull on the ocean floor indicates that the fabled luxury liner sank faster than previously thought, researchers said Monday. The hull pieces were a crucial part of the ship's structure and make up a bottom section of the vessel that was missing when the wreck was first located in 1985, the researchers said. After the bottom section of the hull broke free, the bow and stern split, said Roger Long, a naval architect who analyzed the find. The stern, which was still buoyant and filled with survivors, likely plunged toward the ocean floor about five minutes later. Previous researchers believed the ship broke in just two major pieces, the bow and stern, which was how the sinking was depicted in the 1997 film version of the catastrophe. David Brown, a *Titanic* historian, estimated before the latest find that the stern took 20 minutes to slide into the water. The newly found hull sections, located about a third of a mile from the stern of the wreck, were examined during an expedition in August sponsored by [The History Channel](#). On Monday, *Titanic* experts met at [Woods Hole Oceanographic Institution](#) to discuss their analysis of the find for a documentary to be aired on the cable channel on Feb. 26. The sections, both about 40 feet by 90 feet, were once a single section and were found in good condition, with red bottom paint still visible. The missing sections had been believed to have fragmented into hundreds of small pieces.

By Jay Lindsay – The Associated Press©

<http://www.cnn.com/2005/TECH/science/12/05/titanic.find.ap/>

CNN.com –USA (12/05/05)

Australia

The [New South Wales] [NSW Heritage Office](#) has almost certainly discredited claims by a TV documentary team to have found the resting place of a Japanese midget submarine that raided Sydney Harbour during World War II. The sub, known as M24, was one of three Japanese midget submarines that entered the harbour on May 31, 1942. Its two crewmen killed 21 Australian sailors when one of its torpedoes hit the converted Manly ferry HMAS *Kuttabul*. The other two subs were both recovered from the bottom of Sydney Harbour, but mystery has surrounded the whereabouts of M24 after it was tracked leaving the harbour but failed to reach the mother sub. Last month Australian filmmaker Damien Lay, a co-producer of the Foxtel TV documentary that attempted to trace the M24's last hours, [claimed](#) he had discovered the location of the sub near Broken Bay, north of Sydney. Mr Lay said the results of a number of technical surveys, including sub-bottom profiling, magnetometer readings and side scan sonar tests, showed an object with the same dimensions as M24 lying 20 metres underwater east of Lion Island. He handed over his evidence to the NSW Heritage Office, which is responsible for the management of the state's underwater heritage, including historic shipwrecks. But Planning Minister Frank Sartor reported today that a Heritage Office investigation had failed to unearth any evidence of a buried sub. Mr Sartor said a remote sensing archaeological survey, carried out east of Lion Island, had no success. "Unfortunately, one of Australia's great maritime mysteries will remain a puzzle, for now, with the sonar survey failing to unearth any evidence of a buried sub," Mr Sartor said. "This will undoubtedly be a disappointment to the families of the Japanese crew, along with Australia's veteran community, history buffs and locals." Leading remote sensing sonar specialists conducted a side scan sonar survey to remotely image the seabed, as well as a sub-bottom profiling survey, the Heritage Office report said. The sand column imaging technology found the site only had two to three metres of sand - not enough to conceal a midget submarine which has a hull circumference alone of almost two metres. Mr Sartor said the Heritage Office would also carry out a magnetometer survey at the target site to confirm the findings, but there was little hope of finding the sub. "The chances already are about 99 per cent that there is no buried midget submarine near Broken Bay," Mr Sartor said.

AAP©

<http://www.smh.com.au/news/national/probe-fails-to-back-midget-sub-claim/2005/12/19/1134840783061.html>

The Sydney Morning Herald – Sydney, Australia (12/19/05)

China

[see entry under [Kenya](#)]

Stormy waves cut short the voyage of the Chinese merchant vessel as it left a southern port laden with exquisite porcelain 800 years ago to sell its wares along the ancient trade route known as the Marine Silk Road. Now Chinese scientists want to awaken the ship from its slumber in the silt 20 nautical miles off the coast of Guangdong, which British sailors have long known as Canton. The treasure on board is truly amazing and impossible to value. Initial excavations have revealed beautiful green glazed porcelain plates, blue porcelain and tin pots, as well as chinaware specially designed for foreign markets. There could be anything up to 70,000 relics on the ship. Some cultural relics experts in China say the value of the find could be equal to that of Emperor Qin Shi Huang's terracotta warriors in Xian. Archaeologists believe the ship dates back to the second period of the Song Dynasty (1127-1279). At 25 metres (83ft) long and 10 metres (33ft) wide, it is the largest cargo ship from that golden period of Chinese merchant history discovered so far. The overland Silk Road, which runs from western China to Europe, is probably a better known trading route. However, Chinese traders began selling silks, porcelain and tea along the Marine Silk Road about 2,000 years ago, from southern ports in Guangdong and Fujian to countries in South-East Asia, Arab countries and Europe. The ship is well preserved, lying upright on the seabed with its hull hard and intact. In what promises to be a complex feat of engineering, the scientists want to use a huge steel basket to lift the vessel out in one piece, better to preserve its original looks. The ship is 20 metres below the waves. They will then store it in a giant salt-water tank in a purpose-built museum. Discovered by accident in 1987, the merchant ship was named *Nanhai No 1* (*South China Sea No 1*). Since then it has been pinpointed precisely using state-of-the-art global positioning system technology. "It is unprecedented

in the field of underwater archaeology, both at home and abroad," Zhang Wei, director of the Underwater Archaeology Centre at [China's National Museum](#), told the Xinhua news agency.

By Clifford Coonan – The Times©

<http://www.timesonline.co.uk/article/0,,25689-1969222,00.html>

Times Online – United Kingdom (01/04/06)

Greece

When it was first proposed, it seemed like a good idea: open up the Greek seas to divers and create a paradise for tourists underwater. Those who backed the law never thought of it as a windfall for looters, nor did it occur to them that it might put the acquisition policies of museums under further scrutiny. But the Greek parliament's unprecedented recent step to allow divers access to the once forbidden coastline has raised fears that archaeological riches preserved in an untouched world will be taken by ruthless thieves.

"There are treasures in our seas," says Dimitris Athanasoulis, president of the Archaeologists' Association.

"This will open the floodgates to smugglers. It'll serve to encourage them at a time when evidence shows the trafficking of antiquities is on the rise." Last month, as Athens announced legal action against California's Getty Museum to reclaim an array of antiquities whose rightful owners, according to authorities, died at least 2,000 years ago, the row reached a new pitch. At issue are thousands of shipwrecks believed to be buried in the Mediterranean. Greece is thought to host most of these submerged gems, with an undisclosed number, say experts, dating to the golden age of the 5th century BC. And, like later vessels from the Roman, Byzantine and early modern periods, those ships sank with priceless cargoes intact. "If you think of at least one ship going down a year then there would be at least 6,000 of them down there now," says Katerina Delaporta, who heads the department of marine antiquity at the [ministry of culture](#). "There could be double that," she says. "What is really bad is that this legislation not only contradicts constitutional laws that go back to the foundation of the Greek state on how our archaeology should be protected, but it also allows people to dive at great depths with the latest technology."

Previously, divers were given access to just 992 kilometres of the 16,000 kilometres of Greek coastline.

Under the new legislation, however, they will be able to explore vessels and "archaeological parks" along the entire seabed freely.

China Daily©

http://english.people.com.cn/200512/07/eng20051207_226266.html

People's Daily Online - Beijing, China (12/07/05)

Israel

Two remarkably well-preserved wooden anchors more than two millennia old, discovered recently on the shores of the Dead Sea, are now on view opposite the book shop at the [Israel Museum](#), on loan from the [Israel Antiquities Authority](#). Over the last few decades, Israel's diversion of water from Lake Kinneret into the national water carrier has caused the progressive drop in the level of the Dead Sea, reducing its size by nearly half. The receding waters uncovered the two wooden anchors, which were spotted by archaeologist Dr. Gideon Hadas during a stroll along the shore. The first anchor, approximately 2,500 years old, was found where the Ein Gedi harbor was once located, and may have been used by the Jews of biblical Ein Gedi. The later anchor, some 2,000 years old, was constructed according to the best Roman technology and probably belonged to a large craft used by one of the rulers of Judea. As the sea recedes further, we may yet get to see the ship to which this anchor belonged. The 2000-year-old anchor, which originally weighed a massive 130 kg., is made from a Jujube tree and was reinforced with lead, iron and bronze. While the wooden parts are very well-preserved, its metal parts have disappeared almost entirely. Their traces have survived only in the crystals encasing the anchor. The design of the anchor is surprisingly modern: there are two flukes which were reinforced with a hook joint and a wooden plate fixed with wooden pegs, and a lead collar. The anchor also had a tripline, which was used to haul it out of the water. The ingenious earlier anchor, with some of its ropes still attached to it, is in an astonishing state of preservation. The oldest Dead Sea anchor known, it was made from the trunk of an acacia tree, with one of its branches sharpened to a point and originally reinforced with metal, to engage the seabed. Amazingly enough, most of the trunk is still covered in bark. The 12.5 meter-long ropes were made from date-palm fibers, each fashioned from three strands and lashed into grooves in the wood. Both anchors were weighted with a heavy stone lashed laterally.

By Meir Ronnen – The Jerusalem Post©

<http://www.jpost.com/servlet/Satellite?cid=1134309585514&pagename=JPost%2FJPostArticle%2FShowFull>
The Jerusalem Post – Jerusalem, Israel (12/15/05)

Kenya

The fate of an underwater archaeological project to excavate a 15th century ship that sank in the Indian Ocean, off Lamu islands, will be known next week. A team of Chinese officials is due in Kenya to discuss a memorandum of understanding with the Government. The delegation, led by the chief of the state administration of cultural heritage (the equivalent of minister for National Heritage), Mr Shan Jixiang, will hold discussions with Kenyan officials before signing an agreement for the partnership in the project. According to communication to the office of the Vice-President and ministry of Home Affairs, the delegation will be in Kenya on December 19-23 for the mission, a follow-up of a technical survey carried out by Chinese and Kenyan experts. Other senior Chinese officials expected are Mr Gu Yulai, the general director of the protection of cultural heritage; Mr Zhang Jianxin, the director of foreign affairs, and Mr Tang Wei, a senior official in the department. The multi-million-shilling project, says the head of coastal archaeology at the [National Museums of Kenya](#), Mr Herman Kiriama, will also seek to unravel further historical evidence on the ship, part of a fleet led by legendary Chinese mariner Zheng He, who visited the East African coast about 600 years ago. Another team of Chinese archaeologists, led by the head of antiquity, Mr Yan Yalin, carried out surveys at Shanga, around the Pizzeria rocks, locally known as Mwamba Hassani, in August and laid the ground work for the excavation.

By Mazera Ndurya – Daily Nation©

http://www.nationmedia.com/dailynation/nmgcontententry.asp?premiumid=0&category_id=1&newsid=63318

Daily Nation(subscription) – Nairobi, Kenya (12/13/05)

Malta

The police have filed charges against six expert divers accusing them of stealing and destroying priceless underwater heritage from Maltese territorial waters, in the first ever case of marine heritage pilfering to end up in a Maltese court. The accused face a maximum six years imprisonment sentence and a fine of between Lm500 and Lm50,000. The case is expected to start being heard in January following months of wide-ranging investigations by the police Cultural Heritage Crimes Unit and the superintendence of cultural heritage, as revealed by MaltaToday last September when the first suspects were arrested following raids on private collectors and a scuba diving school. The suspects, who include two foreigners, stand accused of looting heritage items from Malta's seabed, some of them dating back to the Roman period. They are also charged with holding illegal exploration for national heritage which would require a special licence, illegally removing the discovered artefacts without a permit from the heritage authorities, failing to report their discoveries to the authorities, and damaging and destroying heritage items. The items seized by investigators that will be presented as evidence in court include ancient amphoras, cannonballs from the period of the Knights of St John, and priceless artefacts pilfered from a World War I shipwreck off St Thomas Bay – the 153-metre ship *SS Polynésien* known as one of the greatest shipwrecks in the world. Among diving circles, it is also known as “the plate ship” because of the impressive number of fine porcelain plates, brass lanterns, period decorations and furnishings buried on the wreck, together with, it is believed, priceless sealed champagne bottles dating back to the WWI period. MaltaToday's coverage of the arrests had also triggered a petition to the culture minister signed by more than 500 bona fide scuba divers and concerned citizens, calling for an amnesty to collectors who present their underwater artefacts to the authorities. “The aim of this petition is to protect the artefacts which over the past years have been salvaged from the seabed and now form part of private collections,” the petition read. “The diving community is now aware that investigations are underway and there is the risk that some antiquities and artefacts may even be destroyed intentionally by their possessor in an effort to avoid being prosecuted.” The minister, Francis Zammit Dimech, however remained noncommittal when asked for his position.

By Karl Schembri – Malta Today©

<http://www.maltatoday.com.mt/2005/12/25/t1.html>

Malta Today – Malta (12/25/05)

The Netherlands

The Dutch Government has started taking possession of tens of thousands of dollars worth of silver bullion that it last saw 266 years ago. The silver had been on a Dutch East India Co. ship that vanished in a storm in the English Channel in 1739. Although wreckage was found at the time on Britain's south coast, nobody knew precisely where it had sunk. The disaster meant that the Dutch East India Co. lost around 250 crew and soldiers, and a large silver treasure, which was on the way to the East Indies to be converted into local coinage. Despite the disappearance of the ship, the *Rooswijk*, the lost vessel and its treasure remained the property of the Dutch East India Co. When the company was taken over by the Dutch government in 1798, the Netherlands became the legal owners of the vanished bullion. Last year a British sports diver — Cambridgeshire carpenter Ken Welling — found the wreckage. The Dutch Government was contacted, and the discovery was kept secret until this week, when Holland's Finance Minister, Joop Wijn, took possession of original wooden chests full of bullion. The silver was handed over at a ceremony in Plymouth Harbour aboard a frigate of the Royal Dutch Navy, the *De Ruyter*. The loss of the *Rooswijk* in December 1739 was a financial disaster for the Dutch East India Co. and for Holland as a whole, as well as being a catastrophe in human terms. There were no survivors, and the world learned of the disaster because English fishermen, looking for potentially valuable storm debris found a wooden chest full of letters that identified the ship as the *Rooswijk*. It had sank just a day after sailing from the Dutch coastal island of Texel. Before yesterday's handover to the Dutch, a full archaeological study has been carried out into the hundreds of bars recovered. Most were still in their original wooden chests. The discovery of so many silver bars complete with "packaging" is unique, and is helping archaeologists understand the scale and nature of the 18th-century international bullion trade, which financially underpinned most of the European colonial ventures of that time. "This discovery is unique," said marine archaeologist Alex Hildredas. "It has provided a near complete assemblage of silver ingots cast for a single voyage, and would have been melted down to produce coinage if the vessel had not sunk."

By David Keys – The Age©

<http://www.theage.com.au/news/world/holland-gets-its-sunken-treasure-back/2005/12/12/1134236003221.html>

The Age.com.au – Melbourne, Vitoria, Australia (12/13/05)

United Kingdom

[see entries under [University of Southampton](#) and [The Netherlands](#)]

Upcoming Events

The Society for Historical Archaeology (SHA) Annual Conference on Historical and Underwater Archaeology will be held in Sacramento, California from January 11-15, 2006.

The theme for the [SHA](#) 2006 conference is "Life on the Edge." In commemoration of such disparate but related events as the 100th anniversaries of the Antiquities Act and the San Francisco Earthquake, the 2006 meetings will focus attention on the archaeology of the edges of empires, oceans, disasters, technologies, innovations, partnerships, and cultures. In addition, a number of combined terrestrial and underwater symposia are being developed, and sessions and workshops showcasing new methods and technologies are also in progress. Plans also include a fascinating demonstration by forensic search dogs, a far-reaching and forward-looking thematic plenary session, and a collection of informative papers, posters, workshops, and tours throughout the conference.

For more information, visit <http://www.archaeocommons.org/sha2006/program.html>.

International Log Boat Symposium will be held in Beaufort, North Carolina from April 6-8, 2006-01-04

The [North Carolina Maritime Museum](#) in Beaufort, North Carolina, is hosting the first International Log Boat Symposium, April 6-8, 2006. Attendees will hear papers discussing logboats, their construction, and their cultural contexts around the world, explore a working boatshop and carefully preserved eighteenth

century buildings, and enjoy sailing traditional watercraft, including several logboats, all within the context of a seaport whose downtown is on the National Register.

For more information, contact [Paul Fontenoy](mailto:paul.fontenoy@ncmail.net), at paul.fontenoy@ncmail.net.

58th Annual Meeting of the Florida Anthropological Society will be held in Stuart, Florida from May 12-14, 2006

The [Southeast Florida Archaeological Society](http://www.sefas.org) (SEFAS) extends a warm welcome from the Treasure Coast as we celebrate the [Florida Anthropological Society](http://www.fasweb.org) (FAS) 58th Annual Meeting and the 10th Anniversary of SEFAS. Plans are underway for the FAS meetings, which will be held May 12-14, 2006 at the Wolf High Technology Center, Indian River Community College, Chastain Campus in Stuart, FL.

<http://www.fasweb.org/meeting.htm>

For more information, contact [Pat La Susa](mailto:la_susa@msn.com), 2006 FAS Conference Chairman, at la_susa@msn.com.

A Heritage Harbour Revitalization course will be held in Victoria, British Columbia, Canada from May 8-13, 2006-01-04

The [Cultural Resource Management Program](http://www.culturalresource.ca) at the [University of Victoria](http://www.uvic.ca) is pleased to offer the following 6-day immersion course "Heritage Harbour Revitalization" for professionals in museums, heritage associations, and maritime organizations. This exciting course is scheduled from May 8 to 13, 2006 in beautiful Victoria, British Columbia, Canada. Enrolment options allow you to choose to take courses either to enhance professional development or to build academic credit.

Individual course descriptions and registration forms are available by contacting us at crmp@uvcs.uvic.ca or by visiting our web site at <http://www.uvcs.uvic.ca/crmp/courses/ha489a.aspx>

The North American Society for Oceanic History (NASOH) and the Canadian Nautical Research Society conference on "Charting the Inland Seas: Recent Studies in Great Lakes Maritime Research" will be held in Manitowoc, Wisconsin from June 1-4, 2006-01-04

We invite you to participate by presenting a paper at the conference. Possible topics include Maritime Commerce and Industries, Naval History, Fisheries, Underwater Archaeology, Weather and Navigation, Historic Vessels, and Coast Guard. While the primary geographic focus is the Great Lakes, papers dealing with other regions will be considered. Please submit an abstract including name, affiliation, location, telephone, fax, and email address, title of the paper, and a brief description of its contents not to exceed 200 words. Submissions must be received no later than March 31st, 2006.

For more information, please visit <http://www.ecu.edu/nasoh/> or <http://www.marmus.ca/CNRS/cnrse000.htm> or contact [Victor Mastone](mailto:victor.mastone@state.ma.us), Director of Massachusetts Board of Underwater Archaeological Resources, at victor.mastone@state.ma.us.

Second Centre for Portuguese Nautical Studies (CPNS) will be held in Mossel Bay, Southern Cape Province, South Africa from August 6-8, 2006

Following the major success of our first conference held during August 2004 the [Centre for Portuguese Nautical Studies](http://www.cpnssa.org) (CPNS) is proud to announce the second CPNS Maritime Archaeology & History Conference organized in co-operation with the [Dias Museum](http://www.diasmuseum.org), to be held in Mossel Bay, Southern Cape Province, South Africa, from 6-8 August 2006. We invite all interested parties to indicate their interest, to attend and/or to present a paper at this major international event. Experts from across the world will join us in discussions on various aspects relating to Portuguese Maritime History during the *Carreira da India* period. Persons interested in presenting topics at the conference are asked to contact us as soon as possible, and provide us with a suggested topic/s. You will be under no obligation to attend or speak but we need some input to start planning the program. Final commitments only needed by end February 2006. You are welcome to suggest any topic relevant to Portuguese Maritime History during the period and also to suggest additional workshops you would be interested in attending or presenting.

For more information, please visit <http://www.cpnssa.org/> or contact Paul Brant, Director of CPNS, cpns@cpnssa.org or pbrandt@medic.up.ac.za.