

# Australian Institute for Maritime Archaeology

## NEWSLETTER

### Volume 19, Number 2, June 2000

---

ISSN 0814-1479

Australian Institute for Maritime Archaeology (Inc)  
Newsletter; Registered by Australia Post, Publication  
No. WBH 1635

Editors: Kieran Hosty & Lindsey Shaw  
Australian National Maritime Museum  
GPO Box 5131  
SYDNEY NSW 1042  
Ph: 02 9298 3777 Fax: 02 9298 3780

**Contributors** please note the deadline for contributions for the next issue of the Newsletter (19.3) is **8 September 2000**

Contributions can be sent to either Kieran Hosty (khosty@anmm.gov.au) or Lindsey Shaw (lshaw@anmm.gov.au) by email, 3.5 disc or fax.

## Australian Institute for Maritime Archaeology

AIMA Executive Council for 1999-2000

President: David Nutley  
Sen Vice President: Bill Jeffrey  
Vice President: Myra Stanbury  
Vice President: Terry Arnott  
c/- Heritage Office  
Locked Bag 5020  
PARRAMATTA NSW 2124  
Ph: (02) 9849 9574 Fax: (02) 9891 4688

Secretary: Tim Smith  
c/- Heritage Office  
Locked Bag 5020  
PARRAMATTA NSW 2124  
Ph: (02) 9849 9575 Fax: (02) 9891 4688

Treasurer: Mike Lorimer  
PO Box 189  
Dee Why NSW 2099  
(Ph): 02 9451 5228  
Email: loraden@hotmail.com.au

Auditor John A. Nurmi & Co  
2 Leslie Street  
WOOLLAHRA NSW 2025  
Ph: (02) 9389 0511

### President's Report:

The joint AIMA/ASHA conference preparations are now well under way in Adelaide. This is the first combined conference since Tasmania in 1995. It is hoped that these joint conferences may be able to become a more regular occurrence - perhaps every 2-3 years. Joint conferences have a number of advantages including the sharing of ideas across the maritime/terrestrial borders and improving cost effectiveness through increased economies of scale. Adelaide is also nicely positioned between the east, west and north of Australia so there should be a good turn out - not to mention that it is a beautiful city full of beautiful people (well with a few exceptions) and wonderful weather in November - actually I really wouldn't know about the weather.

David Nutley  
AIMA President

### Secretary's Report

#### AIMA MEMBERSHIP FEES ARE DUE FOR THE 2000-2001 FINANCIAL YEAR.

Just a reminder that Membership Fees are payable now for the current financial year (1 July 2000 - 30 June 2001). The **blue** Membership Form was included in the previous *AIMA Newsletter* and mailed to past members separately. It is requested that those members who wish to renew their membership return the form with payment (in Australian dollars) to the AIMA Secretary located at: Heritage Office, Locked Bag 5020, PARRAMATTA NSW. 2142. AUSTRALIA.

Please contact the Secretary on (02) 9849 9575 or email at [smitht@heritage.nsw.gov.au](mailto:smitht@heritage.nsw.gov.au) if you require a form or wish to check your status.

Publications currently in press include *Bulletin 23* 1999 featuring the 1999 Sydney AIMA Conference papers and a *Special Publication* featuring the La Perouse wrecks. If members have missed any of the latest *Newsletters*, please see the AIMA Web site where you can download them, or again contact the Secretary.

I hope that you enjoy this *Newsletter* and the range of exciting projects and information contained within. AIMA continues to expand its activities with the AIMA/NAS Maritime Archaeology Training courses becoming a major success. Contact the course organisers listed at the end of this *Newsletter* to learn about courses being held in your State. Check out the AIMA Website at <<http://aima.iinet.net.au>> to learn more about your Institute, its aims, role and activities. Don't forget the AIMA 2000 Conference to be held in Adelaide between 28 November–2 December, in conjunction with the *Australian Society for Historical Archaeology* (ASHA).

#### Tim Smith

AIMA Secretary

#### NOTICE OF AIMA 2000 Annual General Meeting

Attention AIMA Members: The 2000 AIMA AGM will be held in conjunction with the annual conference in Adelaide. The AGM will be held on Thursday 30 November between 5.30 p.m. and 7.30 p.m. at St. Marks College, 46 Pennington Terrace, North Adelaide, SA 5006. For details of the Agenda and meeting, please contact the AIMA Secretary on Ph: (02) 9849 9575 or email<[smitht@heritage.nsw.gov.au](mailto:smitht@heritage.nsw.gov.au)>.



#### Australian National Maritime Museum

Getting the whole story: Visitors to the *Batavia* reconstruction currently alongside the Museum's wharf are universally intrigued by the scale and magnificence of the reconstruction and the story of the voyage, shipwreck, mutiny, rescue, and eventual rediscovery and archaeological excavation.

The challenge to the Museum and the operators of the *Batavia* has been to make the story readily available to visitors. With this in mind Senior Curator Lindsey Shaw and Curator Martin Terry developed two exhibitions to provide background information on the VOC drawing from Australian and Dutch museums.

The ANMM also wanted to make this information accessible to visitors on board *Batavia* while they engrossed in the atmosphere and authenticity of the reconstruction.

Interactive digital multimedia provided the means. In the hull of the ship the visitor comes across a series of interactive video consoles that put a virtual library of information at their fingertips. The technology provides a mix of video, still images, music, voiceover and text accessed through a simple ball control unit and on screen menus.

This technology is already employed at the ANMM, in the popular *Titanic - an Interactive Exhibition* kiosks. Sponsored by Philips Electronics, these have allowed the Museum to provide detailed information in an entertaining format.

The *Batavia* Cd-I contains 64 minutes of full motion video, 50 photographs, and graphics and a voice over.

From *Signals*, 51, June 2000

#### A Curious Coincidence: two 17th century Dutch Explorers Encounter Australia:

The second Australian National Maritime Museum exhibition about the Dutch United East India Company (VOC) opens on 1 September 2000. This exhibition will feature not only the Dirck Hartogh plate on loan from the Rijksmuseum, Amsterdam and the Willem de Vlamingh plate on loan from the West Australian Maritime Museum but also some of the original watercolour views of the WA coast made in 1696.

*Where did they come from:* 31 August 2000, ANZ Theatre; Public lecture by Dr Peter Sigmond, Curator at the Rijksmuseum, Amsterdam who accompanied the Dirck Hartogh plate to Australia for its installation in Curious Coincidence. Dr Sigmond will talk about this fascinating artefact and how it found its way to a Dutch Museum ... a journey that took it from the Netherlands to Australia and back - twice.

*Endeavour 2000:* Sue Bassett, Paul Hundley and Kieran Hosty from the Australian National Maritime Museum along with Dr Abbass and the Rhode Island Marine Archaeology Project Team are continuing their work on the Revolutionary Ships of War scuttled in Newport Harbour in 1778. Readers of the newsletter may remember that historical research carried out by Dr Abbass from RIMAP indicates that two of Captain Cook's vessels HMB *Endeavour* and HMS *Resolution* were lost in Newport Harbour.

The work is being carried out thanks to a grant from Sen Robert Hill, Minister for the Environment, the Hon Peter McGauran, Minister for Federation. And

sponsorship from Australian Water Technologies, Maxwells Optical and United Airlines.

Kieran Hosty

## New South Wales

### NSW Heritage Office

**Coffs Harbour Fieldwork/ AIMA-NAS Training:** A four-day field trip to the Solitary Islands Marine Park, centered on Coffs Harbour, was undertaken between 12-14 August 2000. The trip coincided with an AIMA/NAS Part 1 course previously organised for the staff at the Solitary Islands Marine Park and a local dive shop owner. The Sunday session included an underwater survey component in the morning. The two-day course was a great success and further training was conducted on the following Monday when course graduates assisted the Heritage Office in documenting an historic wreck site at South Solitary Island.

This survey had been the major objective of an earlier February expedition but was cancelled due to bad conditions. While the seas were again high, Park Manager, Libby Sterling, plus her staff and boat, put on a great day's diving on the exposed eastern side of the island. Water visibility was about 20 metres although the resident Grey Nurse Shark colony was not in sight! A Scotch boiler reported several years earlier by recreational divers was located and surveyed together with scattered wreckage. Heritage Office research earlier suggested it was the site of the timber steamer tug *Wyong*, wrecked in 1901. The inspection confirmed this identification.

Chartered by the Government to service the lighthouse and its staff on a monthly basis, the *Wyong* had left the Bellinger River. It arrived off the island on the morning of 12 November and unloaded its stores and mail. The steamer then waited offshore on the north-east side of the island waiting for the return mail. Suddenly it was realised that the propeller was loose and the tug began drifting ashore. Anchors were let go but they failed to hold because of the water depth close to the island of 18 fathoms or over 30 metres (*Clarence and Richmond River Examiner* 30 November 1901). Captain Radcliffe and his crew of four scrambled into the small boat just in time as the *Wyong* crashed onto the rocks. The crew rowed ten miles for help, arriving at Coffs Harbour.

Busily writing their letters, the lighthouse keeper's family failed to notice the wreck event! It was only later in the day that they "*discovered the wrecked steamer .... on the eastern side of the island with her boiler burst*" (*Clarence and Richmond River Examiner*

16 November 1901). The highly motivated MPA staff are now considering undertaking the AIMA/NAS Part Two course, further shipwreck inspections within the Solitary Islands Marine Park boundaries, and possible educational/interpretative projects.

Tests are still being conducted on a timber sample recovered from the wreck of a timber vessel at Woolgoolga Beach thought to be the Canadian-built *Buster*, wrecked in 1893. This site was inspected in February. The fragmentary remains of a timber hull examined earlier at Moonee Creek just north of Coffs Harbour have been identified as an Australian hardwood, probably *Spotted Gum*. This supports the identification of the wreck as the ketch *Lady of Lorn*, built at Lake Macquarie, NSW, in 1877 and wrecked in 1889.

The Heritage Office would like to thank all those involved with the fieldwork, particularly Libby Sterling and the staff of the Marine Park Authority.

**New Shipwreck Inspected:** An abandoned hulk, previously unknown to the Heritage Office, was reported by one of the Marine Park Rangers ashore at Spencer's Creek, South West Rocks, NSW. David Nutley and Tim Smith made an inspection of the site on 15 August. The unidentified paddle steamer lies on a derelict slip that includes a steam pump made in the USA and a cutting with stone-built retaining walls. The impressive remains include the paddle wheels, single engine, boiler and substantial remains of the lower hull and ceiling planking. A timber sample is currently being analysed to assist with its identification. Additional sites were also reported in the region between South West Rocks and Coffs Harbour and will lead to future field inspections. The new site would prove an ideal candidate for recording by AIMA/NAS graduates.

**MAAP Meeting:** The second meeting of the NSW Maritime Archaeological Advisory Panel Meeting was held at the Heritage Office on Wednesday 23 August 2000. The Panel reviewed survey activities, the range of publications in preparation, funding levels, proposed projects and site specific management issues.

### **Further Shipwreck Information Sheet Released**

The Heritage Office's *Shipwreck Information Sheets* featuring geographic areas along the NSW coast, now includes a sheet dedicated to Homebush Bay, Sydney. These simple two-sided A4 sheets use common mast head and detail local shipwreck histories on the reverse. They are available to the general public via the Heritage Office Web site [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au) (in two-colour) and from local council, tourist information centres, and dive shops, etc., in each area

covered.

**Interpretative Projects:** Discussions are underway to construct an interpretative plinth to the historic *K-IX* submarine wreck site near Seal Rocks. Located last July by the Heritage Office, the Dutch Consulate has kindly provided \$1000 seed funding for the project. It is hoped that a sign or plinth be placed near the Sugarloaf Point Lighthouse at Seal Rocks, which overlooks Submarine Beach and the wreck site. Discussions are under way with local council, The National Parks & Wildlife Service, Department of Land & Water Conservation and Great Lakes Tourism to examine the potential for a wider Seal Rocks Historic Shipwreck Trail.

The Heritage Office has assisted in the interpretation of the early riverine history of the Parramatta River as part of the Harris Park Interpretation Master Plan currently being finalised. The Parramatta River saw many maritime “firsts”, including the running of the first vessel built in the colony - the *Rose Hill Packet* in 1789; the first steamer to run in Australia - *Surprise* of 1831; a horse-powered vessel named *Experiment*; and the first iron hulled vessel built in Australia - the kit-built *Rapid* of 1837.

#### **Book on shipwreck-derived Coastal Place Names**

The Heritage Office is preparing the soft cover book to feature coastal place names in NSW derived from shipwreck events. Some 38 places have been identified as owing their name to particular shipwrecks. The places range from Fido Reef near Tweed Heads, named after the loss of the steamer *Fido* there in 1907, to *Jane Spiers* Beach named after the loss of that barque south of Eden in 1878. The publication will include potted histories of the disasters and a range of historic and modern photographs of the landform features. Funding for the document is now being sought.

#### **Maritime Archaeology School Study Days at the ANMM:**

Heritage Office Maritime Archaeologists continue to provide guest lectures to this unique secondary school training program in 2000. They have previously been involved with a number of separate school visits in 1998 and 1999. Lectures to groups such as The Friends of the ANMM, university students, dive clubs and historical societies have also been continuing at a steady pace.

Tim Smith and David Nutley

## **Norfolk Island**

**A tale of two islands:** Norfolk Island is located at Lat 29 degrees South, Longitude 168 degrees West - roughly 1400 kilometres off Australia's east coast.

Cook claimed the island in 1774 after landing and finding abundant pine trees and flax. His report emphasised the value of these resources to the Royal Navy, and when the First Fleet arrived in Botany Bay in 1788, a small group of convicts and free settlers was sent on to Norfolk Island. Despite the wreck of the *Sirius* in 1790, the island served as a penal settlement until 1855. The following year, the entire population of Pitcairn Island was resettled at Norfolk.

Readers of the Newsletter will recall that Pitcairn is the tiny island in the Pacific Ocean where the *Bounty* mutineers and their Polynesian women settled in 1790. Within three years Fletcher Christian and the majority of the mutineers were dead and by 1801 only one mutineer - John Adams survived. Adams is credited with nurturing the fragile and youthful Pitcairn community through the formative years. By 1856 the population of Pitcairn had reached 193, placing severe strains on the resources of the island, and when Norfolk Island was offered as a new home, the Pitcairners accepted.

After the crude wooden huts of Pitcairn, the islanders were amazed by the scale and formality of the stone house, barracks, mills, pier, bridges and gaol at Kingston. However they quickly adapted and moved into houses originally built by the Royal Engineers.

Today this area forms the Kingston and Arthur's Vale Historic Area and is jointly administered by the Australian Commonwealth and Norfolk Island Governments. The Norfolk Island Museum incorporates four separate museums within this area and is responsible for both an archaeological and social history collection. This includes material from the *Sirius* shipwreck and terrestrial excavations conducted during works programs in the historic precinct. Many of the privies contain ceramics dating to the Pitcairner occupation of buildings in the area and this is providing a reference collection for material uncovered at Pitcairn during the 1999 expedition. Transfer patterns found at Pitcairn feature prominently as more complete vessels in these deposits, and this is extremely helpful in identifying and dating material.

As the new Director of the Norfolk Island Museum, I am very conscious of the links between research at the Museum of Tropical Queensland, James Cook University and this Museum and I look forward to continuing collaboration.

Nigel Erskine, Expedition Director 1999 Pitcairn Island Project; Hon Research Fellow at Museum of Tropical Queensland, Director of Norfolk Island Museum. In *Pandora's Post Box*, June 2000.

## **Northern Territory**

**Wreck inspections in Arnhem Land:** This is the second year of an ongoing project funded through the Historic Shipwrecks Program to conduct inspections of wrecks located along the coast of Arnhem Land. In August this year I will be interviewing traditional owners of the Maningrida area, on the central Arnhem Land coast, for local knowledge as to the history and location of shipwreck sites.

**S.S. Brisbane field trip:** Plans are under way for the MAGNT to conduct a wreck inspection and produce a management plan for the historic steamship the S.S. *Brisbane*. The steamship was built in 1874 and was wrecked in 1881. It was carrying Chinese immigrants and a cargo of tea and opium from Asia enroute to Southport, Port Darwin. A number of relics have been recovered from the site by local divers, including ceramic plates and jars and also the personal belongings of crew and passengers.

The S.S. *Brisbane* was owned and operated by the Eastern and Australian Steamship Company, which also operated the steamships the S.S. *Australian*, the wreck being located in the Northern Territory and the S.S. *Catterthun*, the wreck being located in NSW.

**Final report: Management Plan for the historic shipwreck the S.S. Australian:** The management plan for the historic shipwreck S.S. *Australian* has gone through a series of negotiations and draft editions dealing with management issues of access, preservation and protection. The plan ties in closely with the management policies and practices of Gurig National Park, which is undergoing management review. One advantage of this long negotiation period has been the opportunity to include new archaeological and historical information. The final report will be sent shortly to various AIMA affiliated organisations and others.

David Steinberg  
Historic Shipwrecks Officer NT  
(08) 8999 8284 [david.steinberg@nt.gov.au](mailto:david.steinberg@nt.gov.au)

## South Australia

### Heritage South Australia

**Conference 2000:** The organising for the joint Australasian Society for Historical Research (ASHA) and AIMA Conference in Adelaide in November 2000 is well underway and is being organised between ASHA and AIMA members in Adelaide. The theme for the Conference is **Archaeology, Heritage and Tourism** and a Call for Papers is presently doing the rounds to solicit papers until the 28 April 2000.

For further information contact Bill Jeffery  
[bjeffery@dehaa.sa.gov.au](mailto:bjeffery@dehaa.sa.gov.au) fax: 61 (0) 8 8204 9455,  
phone 61 (0) 8 8204 9311.

Heritage South Australia  
91-97 Grenfell Street  
Adelaide SA 5001  
Ph: (08) 82049245  
Fax: (08) 82049455

### Flinders University

Dr Mark Staniforth has just returned from six months overseas on OSP (Outside Studies Program). Mark spent time at three universities in Europe and North America to take part in their teaching activity in the form of giving lectures and seminars in maritime archaeology and related areas primarily at a Masters (MA and MSc) level. The universities involved were the University of Southampton, UK, the University of Ulster in Coleraine, Northern Ireland and the East Carolina University, North Carolina, USA. Also, it was an opportunity to see different ways of teaching field methods, innovative uses of remote sensing equipment, and useful ways of structuring maritime archaeology teaching programs. My hosts, on the other hand, gained insights into the conditions and challenges of conducting maritime archaeology in the Australian environment, with particular interest taken in the legislative and administrative system.

After some years of teaching about shipwrecks like *Vasa* in Stockholm, the Viking ship burials in Norway and the Skuldelev ships at Roskilde (Denmark) this trip presented an opportunity to visit these famous sites *in situ*. The *Vasa* was the real highlight both in terms of the spectacular nature of the archaeological remains of the ship itself and also the excellent displays and interpretation in the Vasamuseet. It was an excellent lesson of how the quality of a museum can improve if enough time and money are invested. After 40 years of development the *Vasa* project and the museum is a showpiece of Swedish culture.

During the second half of the trip in North America Mark conducted research into shore-based whaling all the way up the coast from North Carolina to Labrador in Canada. The research included visits to whaling station sites in Massachusetts and Maine and every major (and minor) whaling museum on the US East coast as well as archival research in the Newfoundland Provincial Archives. The Kendall Whaling Museum in Sharon, Massachusetts has accepted a monograph on shore-based whaling on the Atlantic coast of North America for publication on the basis of the draft completed while in North America.

Flinders University is expanding the teaching of maritime archaeology in 2001. For the first time the Department of Archaeology will offer **ARCH 3304 Maritime Archaeology Field School** at Port Victoria and Wardang Island between 3 and 18 February 2001. A similar topic (AR 3402) has previously been taught jointly by staff of Flinders University and James Cook University of Townsville. In July 1998 and July 1999 AR 3402 was taught on Magnetic Island using the facilities and equipment of James Cook University. In 2001 ARCH 3304 will be taught in collaboration with both Heritage SA and James Cook University.

**ARCH 3304 Maritime Archaeology Field School** will provide students with an introduction to the techniques of underwater survey, position fixing, mapping, photography (including video), recording, excavation and conservation. Lectures and videos will be provided on the various research methods and techniques used by maritime archaeologists. The first part of the topic (two days) will consist of the Australian Institute for Maritime Archaeology (AIMA) and Nautical Archaeology Society (NAS) Part 1 Training program. The remainder of the topic will comprise practical exercises and associated lecture/seminars. Assessment is comprised of two components - course participation, both in practicals and lectures, as continuous assessment (50%) and site reports and student folders (50%).

Flinders University has strict requirements for diving and boating safety. As a minimum, students will need to hold a certified open water diving certificate, have logged a minimum of 15 hours, have a current diving medical certificate and have carried out a diving competency test. In addition to the normal HECS liability the topic has an additional fee of \$300 charged for participation to cover accommodation, transport and SCUBA diving costs. For those who need to do AIMA/NAS Part 1 Training there will be a further additional fee of \$100. Anyone who is not currently a University undergraduate student should contact the Topic Coordinator in order to discuss possible participation. The topic has a quota of 20 students (approximately made up of 12 students from Flinders University, 6 from James Cook University and 2 from other Australian Universities (by cross-institutional enrolment). Students should contact the Topic Coordinator as soon as possible in order to reserve a place.

In First Semester 2001 a new second year 6 unit topic called **ARCH 2004 Australian Maritime Archaeology** will be taught for the first time. Australian Maritime Archaeology (ARCH 2004) will

introduce students to the principles, theory and practice of maritime archaeology in Australia. This topic discusses the legal, ethical, safety, logistical and cultural heritage management issues associated with Australian historic shipwrecks within the general context of Australia's maritime heritage. Subjects covered during the lectures include shipwreck site formation processes, search, survey, recording and excavation techniques, maritime heritage management and maritime archaeological displays in Australian museums. Case studies include the Dutch VOC ship *Batavia*, the Royal Naval vessels *Pandora* and *Sirius* and the colonial period shipwrecks of *Rapid*, *James Matthews*, *William Salthouse* and *Sydney Cove*. Demonstrations, practical sessions and fieldwork are included in the syllabus but SCUBA diving qualifications are not required for this topic. In Second Semester 2001 a revised third year 6 unit topic called **ARCH 3005 Underwater and Coastal Archaeology** will be offered. Underwater and Coastal Archaeology (ARCH 3005) introduces students to the principles, theory and practice of underwater and coastal archaeology. Subjects covered during the lectures include crannogs and lake settlements, submerged harbour works and cities, underwater cultural resource management and underwater archaeological displays in museums. A primary focus of this topic is on maritime archaeology from all parts of the world and it examines the material aspects of seafaring from the earliest watercraft to shipwrecks of the twentieth century. Archaeological evidence about Bronze Age trade, the changing technology of ship-building and concepts like the shipwreck as time capsule will be examined. Archaeological evidence from the past ten thousand years will be used to examine issues such as technological change, transportation, exploration, international trade, culture and seafaring sub-cultures.

For further details contact:

Dr Mark Staniforth – Topic Coordinator  
Senior Lecturer in Maritime Archaeology  
Department of Archaeology  
Flinders University  
GPO Box 2100  
Adelaide SA  
Phone (08) 8201 5195  
Fax (08) 8201 3845  
Email Mark.Staniforth@flinders.edu.au

## Tasmania

**Tasmanian Shipwrecks Book:** The second and final volume of the Tasmanian Shipwrecks publication has recently been completed and is now available for sale.

Written by Graeme Broxam and Mike Nash this volume covers all shipwrecks in Tasmanian waters during the 20th century. It provides basic details of each loss, reference information and photos of the vessels where possible. The 400 page hard cover book produced by Navarine Publications is available for \$40.00 including GST and postage. Contact Mike Nash for further details or ordering.

**Tasmanian Maritime Museum:** Mike Nash is involved in the setting up and management of the Maritime Museum of Tasmania, located near the Hobart waterfront. The museum was formerly located at an historic house at Battery Point that was sold by the State Government in 1999. Funds from the sale and other grants enable the museum to move its collection and set up new exhibits at the Carnegie Building (1904) opposite Constitution Dock. The Queen during the recent Royal Tour officially opened the new museum in March 2000. The new exhibitions cover exploration, port development, whaling, shipbuilding, river trade, ferries and a number of smaller themes. Further displays on shipwrecks and naval visits are presently being developed. The museum is also looking to expand its operations to displays at other venues eg: yachting during the annual Sydney to Hobart race and shipbuilding at Port Arthur penal settlement.

**May Queen:** The historic ketch *May Queen*, Tasmanian built in 1867 is finally undergoing the first stage of an ambitious conservation project. Concern about the fate of the neglected vessel was first raised three years ago and after much pushing the Hobart Ports Corporation (the current owners) commissioned a conservation plan from Mike Staples. Initial funding of \$40,000 for the work has been obtained from the Ports Corporation and the Federal Government. The Maritime Museum of Tasmania is now acting as a channel for funding activities aiming at a total of \$300,000 for the completion of the project.

**Brahmin:** A project to record and study the artefact collections from the historic shipwreck *Brahmin* is currently being undertaken by Flinders University student Pauline O'Malley. The *Brahman* was wrecked on King Island in 1854 and rediscovered by local divers during the late 1970s who removed a large quantity of material. Fortunately this material was not widely dispersed and has largely remained on the island in private and museum hands. The artefacts mostly represent a large variety of cargo items from Britain including slate, lead shot, ceramics, glassware, bottled spirits, metal ware etc. A brief report on the site was previously published in the AIMA Bulletin in 1989. Pauline's research is being assisted by the Department and the annual AIMA study grant.

**Maritime Heritage Trail:** On the subject of King Island, the local community has recently received a Federal tourism grant of \$38,000 for the development of a maritime heritage trail on the island. The signage and brochure will largely concentrate on a number of the more prominent wreck sites but will also include sealing, lighthouses and ports. The Department over the next six months will assist with the research and management of the project.

## VICTORIA

### Heritage Victoria

**Get Strong Tempests:** The Reef to Cape (Point Lonsdale to Cape Otway) fieldwork held between 20-31 June coincided with a five day 6-8 foot swell on the aptly named Surf Coast, followed by 25-40 knot onshore winds. Collections of artefacts in private collections and historical societies were recorded and locals interviewed. And then it went all but flat with perfect wind conditions for two weeks afterwards! Well our run of luck with weather and fieldwork had to end sometime (sob).....

**Geriatric Ships Timbers?** The 'Mahogany Ship' alias 'Buried Piece of Oak Timber' excavation is gathering momentum with all the requirements for permits and pre-disturbance surveys having been carried out, a date should be announced soon once the permits have been approved by the relevant land managers and authorities.

**Gonna Sink Totally ?** Hopefully not as the tender for an engineering feasibility study for stabilisation of the collapsing *Cerberus* (ex-Victorian colonial navy Monitor class breastwork turret ship) has been granted to engineering firm Gutteridge, Hoskins & Davey (GHD) Pty Ltd. Computer modeling will be used to determine the optimum possibilities for stabilising the structure while raising it to its above water, pre-collapse profile.

**GST-inclusive Survey:** The next AIMA/NAS courses are scheduled for:

Part I: 2-3 September 2000

Part II: 25-26 November 2000

**Goey Steamship Trilateration:** The next *City of Launceston* (1865) fieldwork is scheduled for between 22 October –12 November 2000.

**Global Shipwreck Titbits:** The Victorian shipwreck database is now on-line at [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au). Data is currently being manually transferred across

from old combined fields into new split fields so not all the information for all shipwrecks is complete at this stage. The new database is the result of years of lobbying Departmental IT for specific changes to integrate with the National Historic Shipwrecks Database due to previous difficulties in data transfer. Any feedback is welcome.

Ross Anderson  
Maritime Heritage Unit  
Heritage Victoria

## Maritime Archaeological Association of Victoria (MAAV)

**Venus Bay Fieldtrip:** The weather in Melbourne on 5 May was not encouraging. Strong southerlies, overcast sky and regular flurries of heavy rain. It was far worse on the coast. At Kilkunda, surf could be seen sending spray up above the cliff line. Not an auspicious start to a field trip so long in the planning.

On the weekend of 5- 8 May, members of the M.A.A.V. assembled at Inverlock on the East Gippsland coast to survey a number of wreck sites scattered between Cape Patterson and Waratah Bay. It was hoped the forecasted very low tides would allow access to several wreck sites in the intertidal zone.

First wreck on the itinerary was an inspection of the iron barque *Magnat*, which stranded on a beach south-east of Anderson Inlet on 9 March 1892. Access to the beach was via a very narrow, sandy track that snaked behind the dunes. On the beach an angry grey and white sea pounding away limited visibility but the site was eventually located, buried under a sand hump in the beach. Closer inspection revealed a scour around the stern post, with some hull plate and frames visible just forward on the starboard side. It was almost dark when the exit from the beach was relocated and the team made their way back to base. Densely packed coastal scrub played havoc with the sides of Malcolm's cruiser, providing plenty of work for his detailers.

Saturday morning was 0600 start. The wind was still howling out of the south-east, before moving to the south-west. It was damp, grey and cold, but the MAAV team was keen.

Near Harmers Haven a large intertidal rock shelf extends out from the beach and sand dunes. On this shelf lies the remains of the composite (?) wooden barque *Artisan*, driven ashore during a storm on the 23 April 1901 while bound to Newcastle in ballast from Manila. The site consists of a wide scatter or rider knees some with fastenings in place and several sections of timber hull that were not located on this trip. The knees were duly measured, drawn and

photographed, while the wind blew the tide onto the rocks behind the survey team.

Meanwhile at Wreck Creek, a small team was attempting to locate the wooden barque *Amazon*, driven ashore on 15 December 1863 and now well hidden by the sand. Although the team recorded numerous hits with the magnetometer the air probe's results were less conclusive.

After a long lunch in order to thaw out and recover from the early start, the team headed off for Walkerville on the eastern side of Cape Liptrap. The sun peeped through and highlighted the rugged western side of Wilson's Promontory, over the water to the south-east. The calm conditions found inshore on the south-west corner of the bay contrasted sharply with the windblown conditions on the opposite side of the Cape. The boats were organised and preparations made for diving.

Walkerville South nestles into the cliffs at the south-west corner of Waratah Bay and was the site of a small settlement associated with a number of lime burning kilns in the area. A pier was built in 1877 to accommodate vessels used in the coastal trade and the number of vessels involved in the coastal trade including the brigantine *Bravo* and the schooner *Rubicon* were lost in the Bay.

Underwater visibility in the Bay was surprisingly good and a team (John Mills, Priya Cardinaletti, Eric Langenberg, Paul Brock, Malcolm Venturoni and John Hargreaves) was sent off to survey the previously located site of the *Rubicon*.

Meanwhile, out in the Bay, John Munro's team, Peter Taylor, Andrew Foote and James Parkinson, with the Manta Board and magnetometer were involved in searching for some of the other sites. James' boy tow fish spotted a winch and metal shaft after only a few minutes of trolling.

On Sunday the M.A.A.V. team marshaled once more at Walkerville south to continue their survey work on the *Rubicon*. Although the sea was calmer, water visibility had deteriorated significantly making surveying difficult, but the team was able to produce a detailed site plan.

The trolling team had similar difficulties out in the Bay but eventually relocated the previous day's site. The objects were relocated and the long shaft identified as belonging to a Trotman style anchor. This appears to be a new site and as coal was also located in the vicinity it's possible the *Bravo*, although another collier the *Alcandre* was also lost in the vicinity.

On the Monday morning, the team made their way to an isolated stretch of beach south-east of Tarwin Meadows. After searching the low water line, the remains of the wooden barque *Duke of Wellington* were located amongst the rocks. Unfortunately most of the site was buried under the sand.

This was a very successful field trip. Special thanks to Malcolm Venturoni who organised the weekend away, Malcolm V and Peter Taylor for historical research, John Munro and John Osmond for the use of the boats.

John Hargreaves. MAAV *Wreckings*, June 2000

## Queensland

### Queensland Museum

**A New Museum in Tropical Queensland:** the Premier of Queensland opened the new Museum of Tropical Queensland in Townsville, part of the Queensland Museum Network, on 3 June 2000. Museum of Tropical Queensland closed to the public in September 1999 having operated as a one-gallery museum for eleven years. In its new form, the museum has six large public galleries. Its drawcard is the exhibition of artefacts from HMS *Pandora*.

Parallel with the development of the new Museum of Tropical Queensland, is the relocation of the State Maritime Archaeology Section from the Queensland Museum in Brisbane to the Museum in Townsville – making Townsville the centre of maritime archaeology in Queensland.

For further information see [www.mtq.qld.gov.au](http://www.mtq.qld.gov.au).

Janet Campbell and Warren Delaney are unfortunately not making the move to Townsville, as they have commitments that are keeping them in Brisbane. They are hopefully both to be re-deployed within the Queensland Museum.

Peter Illidge (Pandora Ops Manager) and Andrew Viduka (Conservator) are already in Townsville and can be contacted at:

Maritime Archaeology Section  
The Museum of Tropical Queensland  
Flinders St East  
Townsville 4810  
email: [pandora@mtq.qld.gov.au](mailto:pandora@mtq.qld.gov.au)

Peter Illidge 07 - 47 260 610  
Andrew Viduka 07 - 47 260 616

Mar Arch Lab 07 - 47 260 619  
Peter Gesner 07 - 47 260 625 (after 30 Jan 2000)

***Pandora 2001:*** This expedition will be the last one in the current series. The Museum is hoping to finish excavation work in the deepest part of the wreck (the spirit and fish rooms). Peter is not expecting to encounter any large concreted material there, as this part of the ship originally held the bottled spirits and liquor stores and probably the casked / barreled salted and pickled provisions.

**Who was Harry:** Archival research has started to trace the descendants of some of the men (called Tom, Dick and Harry) who died when *Pandora* sank and whose remains have been found during archaeological investigation.

This research is a long shot but worth trying, not just because it will give us more information on the *Pandora's* crew but may also allow us to identify living descendants from the DNA extracted from Harry's bones.

To date the Museum has concentrated on one James Cullimore, one of the ordinary seamen. James left a will to his sister Elanor who was married to someone called John Roberts in December 1791. Because of the nature of DNA match-ups - the males carried the mtDNA from their mother but do not pass it on. Women only pass it on. In order to trace living descendants Peter needs to find Eleanor's and John's daughters, granddaughters, great granddaughters etc.

Peter Gesner, *Pandora's Post Box* June 2000

**So long and thanks for all the fish: Janet Campbell writes** I have been part of the *Pandora* Project since 1989. I was then a recent graduate of archaeology from the University of Queensland. At that time the focus was land-based pre-historic Australian Aboriginal sites. It was a quantum leap learning to apply those general principals of archaeology in 33 metres of seawater.

But apply them I did and the next ten years flew by. Field trips, recovering objects, historic research, and exhibition work...rarely did we have time to stop and smell the daisies. But we had fun and our knowledge deepened on this little known part of our history.

And so for me now I say *adieu*. But mere geography cannot stop my interest in this wonderful ship that ended its years of service quite by accident on our Barrier Reef.

Janet Campbell. *Pandora's Post Box* June 2000

***Oils ain't oils*** Exploration of the Pacific by the British in the late 18th century required the use of olive oil to replace the ration of butter for the ship's complement. So far, the *Pandora* teams have recovered four olive jars from the wrecks. These beautiful terracotta jars stand nearly 100 cms high and have a pleasing shape - unfortunately not repeated in today's olive oil containers.

The last jar to be recovered from the wreck in 1999 was full of items. A veritable 18th century version of a 'vegemite jar' full of odds and ends. Its contents on first examination revealed several leather wraps containing nails and tacks. An in depth mini archaeological excavation of the contents of the jar has revealed far more than just nails. After chipping away the binding concretions, iron spikes, ringbolts, and a hammerhead emerged. The mini dig is only half completed. Who knows what the next few centimetres will reveal. (Editors Note: to overseas readers vegemite is a well known Australian savory spread and vegemite jars are often re used throughout Australia to store all sorts of material in)

Peter Illidge. *Pandora's Post Box* June 2000

## South Australia

### ***Archaeology, Heritage and Tourism Joint Annual Conference***

**Australian Institute for Maritime Archaeology (AIMA)**

and

**Australasian Society for Historical Archaeology (ASHA)**

**27<sup>th</sup> November 2000—2 December 2000**

Venue:- St Mark's College, Pennington Terrace, North Adelaide

Over 100 papers have been offered from around Australia, Argentina, UK, USA, South Africa and Finland. In addition to a full program on the theme *Archaeology, Heritage and Tourism* many papers have been offered on other topics, such as the *archaeology and cultural landscapes of confinement, the research of indigenous cultures, mining communities and teaching historical archaeology*. A program is currently being developed and should be posted on this website by mid-August.

From the 25<sup>th</sup> to the 27<sup>th</sup> of November 2000, Flinders University will host the National Archaeology Students Conference. For further information contact Sally May

at Flinders University [Sally\\_May@Hotmail.com](mailto:Sally_May@Hotmail.com)

In general the program for the AIMA/ASHA conference and its timing looks like this:

27 November: Native Title Workshop—all day  
Parallel sessions to include meetings of Government historical archaeologists, Government maritime archaeology practitioners, Historic Shipwreck Delegates

28 November –1 December: Conference sessions including many parallel sessions

2 December: Public Lectures; Annual General meetings of the two organisations will be conducted after hours during this time.

For further information in regard to:

The maritime archaeology components of the conference, contact Bill Jeffery

[bjeffery@deh.sa.gov.au](mailto:bjeffery@deh.sa.gov.au)

Historical archaeology, contact Bill Adams

[bill.adams@flinders.edu.au](mailto:bill.adams@flinders.edu.au).

Native Title Workshop, contact

[Pamela.Smith@flinders.edu.au](mailto:Pamela.Smith@flinders.edu.au)

In regard to the venue, St Mark's College, contact [tarnott@deh.sa.gov.au](mailto:tarnott@deh.sa.gov.au) as he needs to make the booking for the college--[stmarks@camtech.net.au](mailto:stmarks@camtech.net.au)

If you would like to register your interest in attending the conference please forward your name, address, email address and phone number to Bill Jeffery.

Cheaper fares, in addition to the advanced purchased fares can be obtained through Ansett Australia by using this master file number, MC06733.

## Western Australia

***The Abrolhos Islands Archaeological Sites: Interim Report:*** Australian National Centre of Excellence for Maritime Archaeology Special Publication No. 5 Edited by Myra Stanbury, is now available. It outlines interim results from the 1999 Beacon Island excavations initiated under the Coast Care Grant. Juliette Pasveer and Maritime Museum staff continue the research with an expectation to return to the site later this year.

**Sonar Survey in the Netherlands:** NISA

(Netherlands Institute of Ship Archaeology) requested the use of the Australian Centre of Excellence's HPASS (High Precision Sonar Acoustic Survey System) on a 3rd century AD Roman Bridge site in

Maastricht, The Netherlands. This was an opportunity to showcase the system overseas having successfully deployed it on HMS *Pandora* in QLD and the *City Of Launceston* in Victoria. Corioli Souter took the unit across in May and successfully deployed it in the Maas River. The system used in conjunction with Site Surveyor software produced results with a residual error of 40 mm over a 50-metre area. The Dutch team also undertook traditional tape surveys, with the measurements inputted into Nick Rule's Web program. This provided an opportunity to compare the two techniques. On a single dive (approximately 90 minutes) a pair of divers using tapes could, on average, obtain 60-70 measurements. The HPASS system, in the same time could achieve up to 400 individual measurements. These were exceptional results especially when we take into consideration that the HPASS operator was unfamiliar with the site, hampered by poor visibility (0-80 cm) and wearing a leaking drysuit! It is hoped that the system can be tested on the North Sea shipwreck sites next season.

**James Matthews (1841) Excavation:** Dr McCarthy is gearing up for a small excavation which will include an analysis of the state of timbers post burial, following the excavations of the late 70s and a revisiting of some of the structural and post depositional studies earlier conducted. This has been made possible by a grant from Joe Matthews of Texas, who has an abiding interest in the *James Matthews* having purchased a farm of De Burgh, a diarist on board when the vessel was lost. Participants of the AIMA/NAS program will be able to start accreditation towards their Part 3 qualification using this excavation as part of their fieldwork. MAAWA (Maritime Archaeological Association of WA) members will also be participating. A welcome is made to practitioners able to make their way here in September. Those interested contacted Mack. Tel: 089 431 8436 Email: michael.mccarthy@Museum.wa.gov.au

**New Maritime Museum:** Preparations for the new Maritime Museum to be built at Victoria Quay in Fremantle are well underway. For progress details of the development project, which will be continually updated, follow the links at [www.mm.gov.au](http://www.mm.gov.au)

**Turkey:** Jeremy Green is presently working on a site in Turkey where he is introducing George Bass to the wonders of the Site Survey PR Photomodeller and StereoMaker programs. He returns mid September.

**POST GRAD DIPLOMA IN MARITIME ARCHAEOLOGY:** Negotiations are currently underway for the next PostGraduate Diploma in Maritime Archaeology held at Curtin University. The commencement date is currently July 2001.

Enquires should be addressed to:  
Professor David Dolan  
Research Institute of Cultural Heritage  
Curtin University of Technology  
PO Box U1987  
PERTH WA 6845  
Tel: (08) 92663831 Fax: (08) 92663836

Corioli Souter  
Western Australian Maritime Museum

## AROUND THE WORLD



### News from the Internet

**Mary Rose Database Online:** From Stuart Vine, SUBARCH, April 2000: There's a database of all the artefacts from the Mary Rose available on the website now. No pictures unfortunately, you'll have to wait for the Finds Catalogue for those. Two details, it is a Java based program, so you'll need to have Java turned on in your browser (just in case you don't normally) and it takes a few minutes to load; there are 14,091 records. url is [www.maryrose.org](http://www.maryrose.org)

**HMS Pandora Museum Link:** From Peter Gesner, SUBARCH A new museum site (called the 'Pandora Museum' in the vox pop) the MTQ is due to open officially on 3 June 2000 - its principal object display wise is the *Pandora* Project. The exhibition also features a section called 'Shipwrecks & You' which is a database of accessible wrecks in Queensland coastal waters - soon to be on-line hopefully! In the meantime please check out the MTQ's new URL [www.mtg.qld.gov.au](http://www.mtg.qld.gov.au)

**USA to end GPS Selective Variability:** From Andrew Hall, posted on SUBARCH 2 May 2000 STATEMENT BY THE PRESIDENT REGARDING THE UNITED STATES? DECISION TO STOP DEGRADING GLOBAL POSITIONING SYSTEM ACCURACY Today, I am pleased to announce that the United States will stop the Intentional degradation of the Global Positioning System (GPS) signals available to the public beginning at midnight tonight. We call this degradation feature Selective Availability (SA). This will mean that civilian users of GPS will be able to pinpoint locations up to ten times more accurately than they do now. GPS is a dual-use, satellite-based system that provides accurate location and timing data to users worldwide. My March 1996 Presidential Decision Directive

included in the goals for GPS to: encourage acceptance and integration of GPS into peaceful civil, commercial and scientific applications worldwide; and to encourage private sector investment in and use of U.S. GPS technologies and services. To meet these goals, I committed the U.S. to discontinuing the use of SA by 2006 with an annual assessment of its continued use beginning this year.

The decision to discontinue SA is the latest measure in an on-going effort to make GPS more responsive to civil and commercial users worldwide. Last year, Vice President Gore announced our plans to modernize GPS by adding two new civilian signals to enhance the civil and commercial service. This Initiative is on-track and the budget further advances modernization by incorporating some of the new features on up to 18 additional satellites that are already awaiting launch or are in production. We will continue to provide all of these capabilities to worldwide users free of charge.

My decision to discontinue SA was based upon a recommendation by the Secretary of Defense in coordination with the Departments of State, Transportation, Commerce, the Director of Central Intelligence, and other Executive Branch Departments and Agencies. They realized that worldwide transportation safety, scientific, and commercial interests could best be served by discontinuation of SA. Along with our commitment to enhance GPS for peaceful applications, my administration is committed to preserving fully the military utility of GPS. The decision to discontinue SA is coupled with our continuing efforts to upgrade the military utility of our systems that use GPS, and are supported by threat assessments, which conclude that setting SA to zero at this time would have minimal impact on national security. Additionally, we have demonstrated the capability to selectively deny GPS signals on a regional basis when our national security is threatened. This regional approach to denying navigation services inconsistent with the 1996 plan to discontinue the degradation of civil and Commercial GPS service globally through the SA technique.

Originally developed by the Department of Defense as a military system, GPS has become a global utility. It benefits users around the world in many different applications, including air, road, marine, and rail navigation, telecommunications, emergency response, oil exploration, mining, and many more. Civilian users will realize a dramatic improvement in GPS accuracy with the discontinuation of SA. For example, emergency teams responding to a cry for help can now determine what side of the highway they must respond to, thereby saving precious minutes. This increase in

accuracy will allow new GPS applications to emerge and continue to enhance the lives of people around the world.

**Richard Gould's new book *Archaeology and the Social History of Ships*** I thought it might be worthwhile to let AIMA know about my new book, "Archaeology and the Social History of Ships," which has just been issued by Cambridge University Press. Among other things it discusses several important Australian shipwrecks, including the *Batavia*, *Xantho*, and *Pandora*. Cambridge University Press should be sending a copy of the book to the AIMA Bulletin for review, but in the meantime, anyone who would like to find out more about it can check my website at: [www.maritimearchaeol.com](http://www.maritimearchaeol.com)

For further information please contact  
Richard Gould, Professor & Chair  
Dept. of Anthropology, Box 1921  
Brown University, Providence, RI 02912 U.S.A.

**Hunt for jewels upsets relatives:** Jim Michon, posted on SUBARCH 23 May ; ARTHUR LEATHLEY, AVIATION CORRESPONDENT The hunt for flight 111's sunken treasure

FAMILIES of more than 200 people killed in an aircraft crash have condemned a "deplorable" plan by the British insurers Lloyd's to try to salvage £150 million in lost treasure from the seabed where the bodies of their loved ones lie. Lloyd's, the London insurance market, has applied for permission to search for jewels, gold and currency off the coast of Nova Scotia, where a Swissair jet crashed with the loss of all 229 people on board in September 1998.

A huge salvage operation is being planned by the insurers, formerly known as Lloyd's of London, to retrieve a tube containing more than 4lb of diamonds and 10lb of other jewels, together with huge quantities of gold and banknotes carried on the ill-fated Flight 111.

Lloyd's insisted that the application was intended to ward off other speculators and divers prepared to search the ocean bed some 200 ft below the surface. However, victims' relatives, lawyers and politicians say that commercial greed was leading to the desecration of the victims' underwater graveyard.

The Swissair jet crashed into the Atlantic near the fishing village of Peggy's Cove after pilots had failed to make an emergency landing at Halifax, Nova Scotia. Most of the bodies and many belongings on board the New York-Geneva flight are still missing after salvage

teams were forced to give up their search weeks after the disaster.

The diamonds had been packed into a stainless steel tube, which may have disintegrated on impact or been driven deep into the seabed, according to investigators. Gold and banknotes were stored in shockproof safes. They included a consignment of millions of dollars in US notes being transferred from an American bank to a branch in Switzerland. The original recovery operation, which included navy divers, draggers and a giant vacuum dredging ship, recovered millions of pieces of wreckage from the sea bottom, but neither diamonds nor other valuable cargo.

Lloyd's said in a statement last night: "Restrictions relating to access to the crash site were recently lifted by the Canadian authorities. This enables anyone, including speculators, to dive at the site and to recover items from the seabed. The Lloyd's application for a license is simply intended to preserve our rights to the recovery of items against which we have paid insurance claims."

Adam Smyth, the British legal director of International Aviation Safety Association, a campaign body formed by relatives of Swissair victims, described the action as utterly deplorable.

"As far as we are aware, Lloyds of London have made little or no effort to consult those who lost loved ones in the crash or other groups concerned. To say that this is causing further distress is an understatement. This proposal is reprehensible and there is every possibility that they may recover something more precious to the families than diamonds."

Ian Shaw, whose daughter, Stephanie, died in the crash, said: "It is appalling. It is another example of how mercenary urges go before any sense of morality."

It is a desecration of those who died and those who endured the appalling sights and devastation of that night." Mr. Shaw referred to the crash site as "a holy place" and thought that it would be the wish of the Canadian people to keep it a protected area.

Bill Eastbrooks, a member of the Nova Scotia legislature, described the reported plan as tasteless.

The proposed search, planned for this summer, will not be able to make use of Canada's diesel submarine *Okanagan*, used immediately after the disaster, as it has since been decommissioned.

However, the USS *Grapple*, used in the original search and again last year in the hunt for wreckage from the jet in which J. F. Kennedy Jr., his wife and sister-in-

law died is likely to be available.

**Denbigh Project:** From Andrew Hall posted to SUBARCH 27 May 2000. Friends and Colleagues: A new field season is getting underway on the *Denbigh* Project, an effort to document and preserve the wreck of the American Civil War blockade runner *Denbigh*. Built in 1860 as a Merseyside paddle steamer, she was converted to blockade running during the latter part of the war, and ran between Havana and Mobile, Alabama and Havana and Galveston, Texas. In all, she made thirteen successful round voyages, becoming the second most successful blockade runner of the war. *Denbigh* ran aground and was destroyed at Galveston by Federal naval vessels in late May 1865, more than a month after the Lee's surrender at Appomattox Court House.

The *Denbigh* Project Mailing List is an announcement list that distributes regular updates and news on the status of the project. During the 2000 field season, which runs through July, we will be providing weekly updates on current activities and events during the excavation. For those of you who, like me, Occasionally suffer from mailing-list overload, fear not this will be a very low volume list. To join the list, go to: <http://denbigh.listbot.com/> For further information on the project, see:

<http://nautarch.tamu.edu/PROJECTS/denbigh/denbigh.html>

**Native American Canoes found:** Posted on SUBARCH 3 June 2000: GAINESVILLE, Fla. (AP) - Drought has exposed more than 20 ancient Indian canoes at the bottom of a lake.

A team from the Florida Bureau of Archaeological Research is working quickly to document the find, after which the canoes will be reburied in the lake bottom. Otherwise, the canoes could crumble in a matter of days if left exposed to the air and sun, said archaeologist Melissa Memory.

The canoes were discovered by high school students this week at Newnan's Lake, where the water level has dropped because of a dry spell. The canoes are up to 22 feet long and have pointed sterns and rounded bows. They are believed to be between 500 and 3,000 years old and were probably used as fishing boats in the tall grasses around the edge of the lake.

Archaeologists are taking measurements and looking for clues to how the canoes were built. They will also take samples to determine the type of trees used and may do radiocarbon testing to determine their exact age. The data collected will be added to that of more

than 300 canoes already documented, said James Levy, the bureau's historic conservator. The canoe discovery "is a big number to find at one time," Levy said.

**Ancient Cities found of Egypt:** From Andrew Hall, posted SUBARCH 4 June 2000: ALEXANDRIA, Egypt (Reuters) - Archaeologists on Saturday showed off relics retrieved from the nearly complete ruins of ancient cities they said they had discovered on the seabed off the Egyptian coast.

The joint French and Egyptian team said the cities of Menouthif and Herakleion, submerged more than 1,000 years ago, lay in five to 10 meters (15-30 feet) of water about six km (3.75 miles) off the Mediterranean city of Alexandria.

*We are very excited because we are used to finding the remains of a tomb, a church or a mosque, but this time we are finding complete cities -- cities that were heard about from the classical writings,* said Gaballah Ali Gaballah, head of Egypt's Supreme Council of Antiquities.

*Most probably they disappeared because of seismic causes,* said Franck Goddio, head of the Paris-based European Institute of Marine Archaeology.

A rise in the Mediterranean sea level and sudden submersion caused by earthquake, or climate changes, could explain the annihilation of the cities, he said.

The cities were legendary in antiquity for their wealth and arts as well as their many temples dedicated to the gods Serapis, Isis and Osiris.

An intricately carved 1.5-meter (five-foot) black granite statue of Isis was shown to the media after being raised from the seabed.

Also discovered during two years of undersea exploration were the head of a pharaonic statue of a sphinx, jewelry and gold coins dating from the Byzantine and Islamic eras. The archaeologists said the coins showed the region had not been submerged until the eighth century, although the cities had been founded many hundreds of years earlier.

The archaeologists said they had also identified two other submerged cities in the same area, Canopus and Thonis, but had not yet retrieved relics from them. See also image at:

<http://dailynews.yahoo.com/h/p/nm/20000603/sc/mdf81739.html>

**New Batavia Video:** From Roger Smith, Posted Australian Museum Forum, 13 June 2000; List members with an interest in the Golden Age of Dutch

17th Century Art & Society, and matters maritime, will no doubt be interested in viewing this direct link web page:

[http://www4.wave.co.nz/~jollyroger/museum\\_products/Batavia/batavia.html](http://www4.wave.co.nz/~jollyroger/museum_products/Batavia/batavia.html)

Global Museum has been fortunate enough to secure the exclusive web rights to this new video which also graphically shows the construction of the replica *Batavia* and her voyage to Sydney Harbour

Enjoy this sumptuous 45 minute video that captures the Golden Era of 17th century Holland; a period of burgeoning growth and arts works by masters such as Rembrandt and Vermeer. The seascape emerged a separate genre and in this film are example of Dutch marine masters and the world's first "war correspondents", artists who went to sea to paint famous battles.

The ship yard of Master Builder, Willem Vos and his reconstructed 17th century merchant ship *Batavia* are also shown and maritime historian Herman Ketting explains how marine art gives him vital details on ship design and on typical shipboard life of the times Masters of Sea & Sail - a truly vigorous and informative 'eye-witness' account of one of the most colourful periods of Dutch history

Produced by VISSER & VAN RIJCKEVORSEL FILM. Distributed by WORLD CLASS TECHNOLOGIES Sydney, Australia

**Monitor Mission Underway:** From John Broadwater, posted on SUBARCH 3 July 2000: The year 2000 expedition to the *Monitor* National Marine Sanctuary is underway. Dive teams from the U.S. Navy and the National Oceanic and Atmospheric Administration (NOAA) are conducting a stabilization and recovery mission. The *Monitor's* hull will be stabilized and, weather and time permitting, her steam engine will be recovered.

You can read about the expedition and view daily site reports at: <http://www.mariner.org/monitorcenter/>

**Spanish Government win rights over treasure hunters:** J Goold posted on SUBARCH 22 July 2000: Over the last two years, numerous subarch messages have been posted by some representatives of commercial salvage interests fulminating about the fact that Spain has appeared in the US courts to protect two Spanish vessels (*La Galga* - a frigate lost in 1750 and *Juno* - a frigate lost in 1802 with over 430 soldiers, sailors and their families) from commercial exploitation over Spain's objections.

Although I am a subscriber to subarch and am Spain's

counsel, I have not responded because subarch already has far too much message traffic about the treasure hunter - archaeology debate and I know better than to try my case in the newspapers (or on the Internet).

In light of all that has been posted, however, subarch subscribers should be advised that the United States Court of Appeals for the Fourth Circuit ruled today in favor of Spain, affirming all of Spain's rights as owner of its Royal vessels against claims that they have been abandoned or that commercial interests may conduct salvage operations over Spain's objections.

The ruling was entered against a salvage firm named Sea Hunt, represented by Peter Hess and others, and the Commonwealth of Virginia, which had granted a 75%(Sea Hunt) - 25% (Virginia) license to Sea Hunt.

The decision includes an extensive review of the treaties applicable to Spanish vessels in North America, as well as the principles of international law applicable to the US, Spain, Great Britain and other nations that protect sovereign vessels from unauthorised disturbance.

To give a sense of the Court's reasons for rejecting Sea Hunt's claims, I quote from the concluding portion of the opinion: "Courts cannot just turn over the sovereign shipwrecks of other nations to commercial salvors where negotiated treaties show no sign of abandonment, and where the nations involved all agree that title to the shipwrecks remains with the original owner. Far from abandoning these shipwrecks, Spain has vigorously asserted its ownership rights in this proceeding. Nothing in the law of admiralty suggests that Spain has abandoned its dead by respecting their final resting place at sea."

## Associations

**Australian Archaeology Association (AAA):** Subscriptions for 2000 are due in January.

If you have recently paid for 2000, receipts are normally sent out with the journal. If you need a receipt urgently e-mail Richard Fullagar or the AAA Treasurer Huw Barton:

[barton@acl.archaeology.usyd.edu.au](mailto:barton@acl.archaeology.usyd.edu.au)

If you have not paid up or wish to join or subscribe to the journal Australian Archaeology, please contact:

Richard Fullagar  
AAA Membership Secretary  
25 Balfour Road

Austinmer NSW 2515  
Australia  
OR FAX (CREDIT CARD PAYMENT ONLY):  
+ 61 (0) 242674547 (phone/fax)

Or contact Richard by email: [fullagar@uow.edu.au](mailto:fullagar@uow.edu.au)  
Or check out the website  
<http://www.archaeology.usyd.edu.au/AAA/>  
There is information about the organisation, conferences and membership.

**The Australasian Society of Historical Archaeology (ASHA):** For further information please contact:  
The Secretary  
Australasian Society of Historical Archaeology  
Box 220  
Holme Building  
University of Sydney NSW 2006

**Nautical Archaeology Society (NAS):** Please contact:  
The Membership Secretary  
206 Moorview Way  
Skipton N Yorks BD23 2TN  
England

## Grants and funding

**George Alexander Foundation & Ian Potter Foundation :** Value up to \$100,000. Awarded to Australian organisations for projects in areas including arts, fellowships, travel, grants and research. Closing dates mid April; mid July. Contact Executive Secretary George Alexander Foundation and Ian Potter Foundation  
Level 5, 1 Collins Street  
Melbourne Victoria 3000  
Ph (03) 9650 3188

**Fellowships :** Sackler Research Fellowship in the History of Astronomy and Navigational Sciences; Caird Senior Fellowship - 17th century Dutch maritime paintings - medals - 18th century prints; Caird Junior Research Fellowship in (British) Naval and Maritime History and Associated Studies.

Details from:  
National Maritime Museum  
Head of Research  
Greenwich SE10 9NF England

**United States Cultural and Academic Specialist Grants:** Awarded to American specialists to spend two to six weeks at an Australian museum or gallery to work on specific projects or work as consultants.

Available on a shared cost basis with USIS (United States Information Service) Contact: Noeline R. Milson, USIS  
Ph: (02) 6270 5966  
Fax: (02) 6273 3051.

**Australia Council Grants:** The Council provides grant money for many cultural activities. For comprehensive details and application procedures please see the Australian Council for the Arts Grants Handbook. Available from the Australia Council on (02) 9950 9000  
Belconnen ACT 2616

**2001 Samstag** – Applications are being sought for The Millennial Anne and Gordon Samstag International Visual Arts Scholarships. Applications close 30 June 2000. Forms available from [www.inisa.edu.au/samstag](http://www.inisa.edu.au/samstag) or Ph (08) 8302 0868

**The One Stop Arts Shop:** This site provides a single access point to all possible avenues of support available for people in the cultural sector. Access through the website [www.artsinfo.com.au](http://www.artsinfo.com.au)

## New Books, Publications, Videos and Articles



**SHA / SPMA Book Announcement:** All inquiries should be directed to the David Brown Book Company, PO Box 511, Oakville, CT 06779, USA  
Tel: 800 791 9354 Fax: 860 945 9468  
E-mail: [david.brown.bk.co@snet.net](mailto:david.brown.bk.co@snet.net)

**Old and New Worlds Historical / Post-Medieval Archaeology:** Papers from the Societies' joint conferences at Williamsburg and London 1997 to mark thirty years of work and achievement edited by Geoff Egan for SPMA and Ronn Michael for SHA

Even before the *Mayflower* sailed across the Atlantic in 1620, the material and cultural lives of the 'Old' and 'New' worlds were inextricably linked. New ceramics, new foods, new ideas of space, even new types of tobacco pipe moved across the ocean and continued to spread over the next 400 years. This book reflects the techniques which archaeologists have used over the last thirty years to try and unravel, from this mass of material evidence, the lives of early Americans, and their English contemporaries. As well as shedding new light on the past, this book also discusses the unique methodologies which historical archaeologists (in both

Britain and the US) have developed to study early modern and industrialised societies. The use of written sources to enrich archaeological evidence is well-established, but the papers in this book also discuss new theoretical approaches focusing on ethnicity and domestic space, and new practical techniques using environmental as well as artifactual evidence.

404p with many b/w plates (Oxbow Books, in association with the Society for Historical Archaeology and Society for Post-Medieval Archaeology, 1999)  
1900188929 Hb \$60.00

## Forthcoming Conferences

**Tradition and Innovation: Advances in Conservation – 18<sup>th</sup> International Congress: 10 – 14 October 2000** Melbourne, Victoria. Contact Jullian Bickersteth, International Conservation Services. 53 Victoria Ave, Chatswood, NSW, 2057. Ph (02) 9417 3311 or email [j.bickersteth@ibm.net](mailto:j.bickersteth@ibm.net)

**ICOM/CECA 2000 Christchurch New Zealand**  
The first ICOM/CECA Conference to be held in New Zealand Conference Theme - "Culture as Commodity" 29 October - 3 November 2000, Christchurch  
What is ICOM/CECA? ICOM (International Council of Museums) is a global umbrella organisation for all-professional museum functions and services. Within ICOM, CECA are the Committee for Education and cultural Action. Is one of the largest committees of ICOM and is made up of museum educators and other museum professionals with an interest in education. Members are drawn from more than 70 countries, from museums of all types and are concerned with all aspects of museum education research, management, interpretation, exhibitions, evaluation and media.

For further information please contact the Conference Convenor Conference Secretariat  
P. Anthony Preston or Megan O'Brien  
Robert McDougall Art Gallery  
Conference Innovators  
Tel: 64 3 365 0915 Tel: 64 3 379 0309  
Fax: 64 3 365 3942 Fax: 64 3 379 0460  
E-mail: [tony.preston@ccc.govt.nz](mailto:tony.preston@ccc.govt.nz)  
Email: [megan@conference.co.nz](mailto:megan@conference.co.nz)

**Third International Marine Archaeological Conference of the Baltic Sea March 21 - 24, 2001 in Rostock, Germany** Life on board of ships as revealed by maritime archaeological investigations - the social cultural aspects of shipfinds and harbour constructions

in the Baltic Area

The aim of this conference is to concentrate on socio-cultural developments of the exchange between maritime societies as reflected by investigations of shipwrecks and harbour constructions.

For further information contact The Rostock Maritime Museum, Dept. of Ship Archaeology, Maik-Jens Springmann, August-Bebel-Strasse 1  
18055 Rostock, Germany  
Phone: ++49(0)381/25 20 60  
Fax: ++49(0)381/27 254  
E-mail: [archsa@t-online.de](mailto:archsa@t-online.de)

## Further Studies, Internships and Fieldwork opportunities

**Montclair State University's Center for Archaeological Studies is proud to announce its Summer 2000 Archaeology Field School** in New Jersey, USA. Our field school takes place in the 'Deserted Village' of Feltville / Glenside Park, a National Register of Historic Places District. The Feltville Archaeology Project is a multi-year interdisciplinary study of the history and archaeology of this important early industrial / utopian village, including analysis of changing patterns of land use, economy, ideology, architecture, industry and class structure. Our field school is open to students of all ages and educational backgrounds.

Interested list members should review our field school information at

<http://www.chss.montclair.edu/archaeology/fldschl>.

Matthew S. Tomaso,  
Coordinator, Centre for Archaeological Studies  
Director, Feltville Archaeology Project  
Principal Investigator, Arch2 Consulting Services  
Office: +1 (973)655-7990  
Home: +1 (732)805-9756

**Boston University Underwater Archaeology Field School in Bermuda:** We are offering a four-week pilot field school program involving research on an early historic shipwreck within the Bermuda reef area, as part of the ongoing maritime heritage management program being run by the Bermuda Maritime Museum. The current dates are from August 6th to September 3rd, 2000. Students will receive 4 credits for CAS AR 503 "*Archaeological Field Methods: Survey and Excavation*", upon successful completion of course requirements. In addition to the normal prerequisites (CAS AR 101 and CAS AR 102), students will also be

required to have valid scuba certification (e.g. PADI "Open Water"). The wreck site will of course be investigated within the context of Bermuda's maritime history, as presented in evening lectures and field trips around the islands, and through specific discussions of maritime and nautical archaeology theories and practice.

For further information contact

Claire Calcagno  
Department of Archaeology  
Boston University  
675 Commonwealth Avenue, Suite 347  
Boston, MA. 02215 USA

tel: (617) 353.3415 (work)  
fax: (617) 353.6800  
e-mail: [calcagno@bu.edu](mailto:calcagno@bu.edu)  
<http://www.bu.edu/archaeology/faculty/beaudry/beaudry.html>

**Denbigh Shipwreck Project Seeks Crew for 2000 Field Season.** The Institute of Nautical Archaeology's third field season of underwater excavation on the Civil War blockade-runner Denbigh will take place at Galveston in the summer of 2000. Time frame is two or three months max, mid-May to mid-August. A small stipend to partially defray expenses may be offered. Preference to applicants with experience in nautical archaeology and related disciplines. Students and others with special skills are encouraged to apply. SCUBA certification required for divers. There may be volunteer opportunities for non-divers. E-mail expression of interest and resume to Barto Arnold at [barnold@tamu.edu](mailto:barnold@tamu.edu). For details on the project please see our web site:

<http://nautarch.tamu.edu/PROJECTS/denbigh/denbigh.html>

**Work experience opportunity** From: [sea-site@mailbase.ac.uk](mailto:sea-site@mailbase.ac.uk) 10 January 2000

For a number of years the Archaeological Diving Unit has offered those interested in a career in marine archaeology the opportunity to gain work experience in the field. This year we intend to continue in a slightly modified form.

We are still happy to have daily visitors on board *Scimitar* during diving and survey work, and warmly welcome students, sport divers, archaeologists, administrators etc. so they can have a brief glimpse of what we get up to.

This year we are offering budding professionals the

chance to become an integral part of our team for a longer period, between two and six months.

Although this is not a salaried position and people would be unpaid volunteers, all food and accommodation expenses, together with reasonable travel costs within the UK, would be covered. For this reason we only have the resources for one such person at a time.

We are doing this is to give committed young archaeologists the chance to broaden their experience of professional archaeological work at sea. It will allow direct involvement in a range of activities such as wreck site assessment, archaeological surveying, geophysical surveying, hands-on experience with instrumentation and software frequently used in marine archaeology, dealing with people, as well as involvement in professional diving operations with surface supplied equipment.

If you are keen to learn first hand how the only full-time marine archaeological team in the UK operates, we are keen to hear from you, so please get in touch as soon as you can.

Martin Dean Director  
Archaeological Diving Unit  
University of St Andrews  
Fife KY16 9AJ UK

Tel. 01334 462919

Fax. 01334 462921

Mobile 0836 226 346

e-mail [mld@st-and.ac.uk](mailto:mld@st-and.ac.uk)

<http://www.st-and.ac.uk/institutes/sims/adu.html>

---

### AIMA Code of Ethics

---

**Definition:** A Maritime Archaeologist is a person who:

- holds an honors or other post-graduate degree in Maritime Archaeology or in another area of Archaeology with a major in Maritime Archaeology; **or**
- has gained Australian State or Commonwealth recognition as a maritime archaeologist plus a minimum of two and a half years of full time professional experience applying the theories, methods and practices of Maritime Archaeology to the identification, evaluation, documentation or treatment of maritime archaeological sites in Australia and its Territories (one year experience in maritime archaeology must be under supervision of a maritime archaeologist); and products and activities that demonstrate the

successful application of acquired proficiencies to the practice of maritime archaeological preservation.

## **A. CODE OF ETHICS**

### **1. The Archaeologist's Responsibility to the Public**

#### **1.1 An archaeologist shall:**

- a) Recognise a commitment to represent archaeology and its research results to the public in a responsible manner;
- b) Actively support conservation of the archaeological resource base;
- c) Be sensitive to, and respect the legitimate concerns of, groups whose cultural histories are the subjects of archaeological investigations;
- d) Avoid and discourage exaggerated, misleading, or unwarranted statements about archaeological matters that might induce others to engage in unethical or illegal activity;
- e) Support and comply with the terms of the ICOMOS Burra Charter.

#### **1.2 An archaeologist shall not:**

- a) Engage in any illegal or unethical conduct involving archaeological matters or knowingly permit the use of her/his name in support of any illegal or unethical activity involving archaeological matters;
- b) Give a professional opinion, make a public report, or give legal testimony involving archaeological matters without being as thoroughly informed as might reasonably be expected;
- c) Engage in conduct involving dishonesty, fraud, deceit or misrepresentation about archaeological matters;
- d) Undertake any research that affects the resource base for which he/she is not qualified.

### **2. The Archaeologist's Responsibility to her/his Colleagues**

#### **2.1 An archaeologist shall:**

- a) Give appropriate credit for work done by others;
- b) Stay informed and knowledgeable about developments in her/his field or fields or specialisation;
- c) Encourage less qualified or experienced co-workers to develop skills and experience through participation in archaeological projects;

- d) Communicate and co-operate with colleagues having common professional interests;
- e) Give due respect to colleagues interests in, and right to, information about sites, areas, collections, or date where there is a mutual active or potentially active research concern;
- f) Know and comply with all laws applicable to her/his archaeological research, as well as with any relevant procedures promulgated by duly constituted professional organisations;
- g) Report knowledge of violations of this Code to AIMA and other appropriate authorities.

### **2.2 An archaeologist shall not:**

- a) Falsely or maliciously attempt to injure the reputation of another archaeologist;
- b) Commit plagiarism in oral or written communication;
- c) Undertake research that affects the archaeological resource base unless reasonably prompt, appropriate analysis and reporting can be expected;
- d) Refuse a reasonable request from a qualified colleague for research data.

### **3. The Archaeologist's Responsibility to Employers and Clients.**

#### **3.1 An archaeologist shall:**

- a) Respect the interest of her/his employer or client, so far as is consistent with the public welfare and this Code of Ethics;
- b) Refuse to comply with any requests or demands of an employer or client which conflict with this Code of Ethics;
- c) Recommend to employers or clients the employment of other archaeologists or other expert consultants upon encountering archaeological problems beyond her/his own competence;
- d) Exercise reasonable care to prevent her/his employees, colleagues, associates and others whose services are utilised by her/him from revealing or using confidential information. Confidential information means information of a non-archaeological nature gained in the course of employment which the employer or client has requested be held inviolate, or the disclosure of which would be embarrassing or would likely to be detrimental to the employer or client. Information ceases to be confidential when the employer or client so indicates or when such information becomes publicly known.

#### **3.2 An archaeologist shall not:**

- a) Reveal confidential information, unless required by law;
- b) Use confidential information for the advantage of herself/himself or a third person, unless the client consents to full disclosure;
- c) Accept compensation or anything of value for recommending the employment of another archaeologist or other person, unless such compensation or thing of value is fully disclosed to the potential employer or client;
- d) Recommend or participate in any research which does not comply with the requirements of the Standard of Research Performance.

### **B. STANDARD OR RESEARCH PERFORMANCE PREAMBLE**

The research archaeologist has a responsibility to attempt to design and conduct projects that will add to our understanding of past cultures and/or that will develop better theories, methods, or techniques for interpreting the archaeological record, while causing minimal attrition of the archaeological resource base. In the conduct of a research project, the following minimum standards should be followed:

- 1.** The archaeologist has a responsibility to prepare adequately for any research project whether or not in the field. The archaeologist must:
  - 1.1** Assess the adequacy of her/his qualifications for the demands of the project, and minimise inadequacies by acquiring additional expertise, by bringing in associates with the needed qualifications, or by modifying the scope of the project;
  - 1.2** Inform herself/himself of relevant previous research;
  - 1.3** Develop a scientific plan of research which specifies the objectives of the project, takes into account previous relevant research, employs a suitable methodology, and provides for economical use of the resource base (whether such base consists of an excavation site or of specimens), consistent with the objectives of the project;
  - 1.4** Ensure the availability of adequate staff and support facilities to carry the project to completion, and to adequate curatorial facilities for specimens and records;
  - 1.5** Comply with all legal requirements, including, without limitation, obtaining all necessary governmental permits and necessary permission

- from, landowners or other persons;
- 1.6 Determine whether the project is likely to interfere with the program or projects of other scholars and if there is such a likelihood, initiate negotiations to minimise such interference.
  2. In conducting research, the archaeologist must follow her/his scientific plan of research, except to the extent that unforeseen circumstances warrant its modification.
  3. Procedures for field survey or excavation must meet the following minimal standards:
    - 3.1 If specimens are collected, a system for identifying and recording their provenances must be maintained.
    - 3.2 Uncollected entities such as environmental or cultural features, depositional strata, and the like, must be fully and accurately recorded by appropriate means and their location recorded.
    - 3.3 The methods employed in data collection must be fully and accurately described. Significant stratigraphic and/or associational relationships among artefacts, other specimens, and cultural and environmental features must also be fully and accurately recorded.
    - 3.4 All records should be intelligible to other archaeologists. If terms lacking commonly held references are used, they should be clearly defined.
    - 3.5 Insofar as possible the interest of other researchers should be considered. For example, upper levels of a site should be scientifically excavated and recorded whenever feasible, even if the focus of the project is on underlying levels.
  4. During accessioning, analysis, and storage of specimens and records in the laboratory, the archaeologist must take precautions to ensure the correlations between the specimens and the field records are maintained, so that provenance, contextual relationships, and the like are not confused or obscured.
  5. Specimens and research records resulting from a project must be deposited or placed under the control of an institution with permanent curatorial facilities.
  6. The archaeologist has responsibility for appropriate dissemination of the results of her/his research to the appropriate constituencies with reasonable dispatch.
    - 6.1 Results viewed as significant contributions to substantive knowledge of the past or to advancements in theory, method, or technique should be disseminated to colleagues and other interested persons by appropriate means, such as publications, reports at professional meetings, or letters to colleagues.
    - 6.2 Requests from qualified colleagues for information on research results ordinarily should be honoured, if consistent with the researcher's prior rights to publications and with her/his other professional responsibilities.
    - 6.3 Failure to complete a full scholarly report within 10 years after completion of a project shall be construed as a waiver of an archaeologist's right to primacy with respect to analysis and publication of the data. Upon expiration of such 10 year period, or at such earlier time as the archaeologists shall determine not to publish the results, such data should be made fully accessible for analysis and publication to other archaeologists.
    - 6.4 While contractual obligations in reporting must be respected, archaeologists should not enter into a contract which prohibits the archaeologist from including her or his own interpretations or conclusions in contractual reports, or from a continuing right to use the data after completion of the project.
    - 6.5 Archaeologists have an obligation to accede to reasonable requests for information from the news media.
    7. Archaeologists have a responsibility to prevent the publication of precise site locations whenever such publication might lead to vandalism of the sites.

Rock Art Research, A.N.A. **Reporter** (1985), 16(8):3  
Australia I.C.O.M.O.S. **The Burra Charter I.C.O.M.O.S.**, 1981

Dunnell, R.C., 1984, The ethics of archaeological significance decisions. In: Green, E. (ed), **Ethics and values in archaeology**, 1984:62-74. The Free Press, New York.

Society of Professional Archaeologists, 1984, Code of Ethics and Standards of Research Performance. In: Green, E. (ed), **Ethics and values in archaeology**, 1984:22-27.

Wildesen, L.E., 1984, The search for an ethic in archaeology: a historical perspective. In: Green, E. (ed), **Ethics and Values in archaeology**, 1984:3-12.

## AIMA/NAS Training Newsletter

Please send any contributions or comments to:

AIMA National Training Officer  
46 Gale RD  
MAROUBRA 2035  
ph/fax 02 9344 3120  
cosmosc@ozemail.com.au

**Issue 6**

**July 2000**

---

### **News from National Training Officer**

Observing the courses that have been run this year there is a welcome trend appearing where courses are being run in conjunction with maritime archaeological projects. This is a win win situation for all involved. The maritime archaeologists are starting to utilise trained AIMA/NAS graduates while the graduates are gaining practical hands-on experience. Lets hope this happy synthesis continues.

### **News from around the States**

**News from New South Wales:** On the weekend of the 29/30 of July we ran our most recent Part I course in Sydney at the Australian National Maritime Museum. There were total 11 students and all involved had a

good time.

The next course in NSW is a Part I on the 12/13th of August and is to be held at the Jetty Dive Centre in Coffs Harbour. This is the first course to be held outside of the Sydney area and has already attracted 9 students.

Recently we have been approached regarding the possibility of running a course on Bathurst Island. It is still only in the preliminary stages of planning but if enough people express interest and a suitable venue is obtained then there seems to be no reason why not.

The Part II course that has been advertised for September the 23/24th has unfortunately had to be cancelled. As you can imagine it will be a mad house at this time in Sydney because of the Olympics and it is

not possible to obtain a suitable venue that would guarantee access for students. We are however looking at running this course towards the end of November - I'll keep you up-to-date on any developments.

As a final quick note, the students that took the Part II course in October of last year are nearing completion of their report component of the course. Several students have completed drafts and some such as Reg Torrington have even had some of their research work published. Reg is doing his report on the HMAS Parramatta Memorial and he recently had an article published in the Naval Historical Review, Volume 21 No 2, 2000.

Stirling Smith

**News from South Australia:** In February Nathan Richards ably assisted by Cass Philippou, Bill Jeffery and Viv Moran conducted an AIMA/NAS Part 1 Training course. The nine participants were all SUHR members and some were Flinders University students. The course was run over 8 sessions of 2 hours each over multiple weeks and it was prerequisite for participation in the Holdfast Bay project. This was the fourth Part I course held in SA and brings the total number of Part I students to 42.

South Australia plans to hold an AIMA/NAS Part 1 Training course on Saturday and Sunday 25 and 26 November 2000 just prior to the joint ASHA/AIMA Conference. Participants will then be able to attend the conference and claim their attendance towards their Part II qualification.

The Department of Archaeology at Flinders University

is planning a new topic for University undergraduate students. ARCH 3304 Maritime Archaeology Field School will be held at Port Victoria and Wardang Island between 3 and 18 February 2001 and will provide students with an introduction to the techniques of underwater survey, position fixing, mapping, photography (including video), recording, excavation and conservation. Lectures and videos will be provided on the various research methods and techniques used by maritime archaeologists. The first part of the topic (two days) will consist of the Australian Institute for Maritime Archaeology (AIMA) and Nautical Archaeology Society (NAS) Part 1 Training program. Anyone who is not currently a University undergraduate student should contact the SA State Tutor in order to discuss possible participation.

Dr Mark Staniforth

**News from Victoria** The dates and details of upcoming courses are as follows:

Sept 2-3: AIMA/ NAS Part 1 course, Polly Woodside Melbourne Maritime Museum and practical site survey exercise. Cost \$140.00

Sat 28 October: Special evening lecture, AIMA/NAS Part II, Underwater archaeological photography, Patrick Baker, Western Australian Maritime Museum, Portarlington. Cost \$15.00

Nov 25-26: AIMA NAS Part II, Polly Woodside Maritime Museum and practical site survey exercise. Cost to be advised.