

Australian Institute for Maritime Archaeology

NEWSLETTER

Volume 19, Number 3, September 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 (19.4) is **8 December 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

Publication Update Some of you may be wondering what has happened to the *Bulletin* that you should have received late last year! Do not despair after a few glitches, it and the current *Bulletin* are now being finalised for printing prior to the end of this year. As a result, those of you who were members last financial year will get two *Bulletins* in rapid fire but this will bring us back onto schedule – a schedule that needs to then be maintained at all costs. I would like to thank all those who have been working so hard to get both issues of the *Bulletin* into order.

In addition a *Special Publication* on the La Perouse expedition is also nearing completion.

AIMA Scholarships: Last year's AIMA scholarship project by Ewan McFee on the Torres Straits is nearing completion and the current two projects are progressing well. It would be timely for people to begin thinking about projects that may be appropriate for an AIMA scholarship application – the invitation for which will be issued in the December *Newsletter*.

Scholarship Progress reports

Ewen McPhee: 1999 Inaugural Scholarship entitled: "*The early pearling industry in Torres Strait: A comparative study of ethnicity and technology*". The broad aim of the project is to undertake a critical and structured examination of the archaeological and historical evidence associated with the land based pearl shelling stations of Torres Strait. It focuses on the different cultural and ethnic groups that were involved in the pearl shelling industry and highlights the socio-economic, cultural and maritime technological transformations that these cultures brought to Torres Strait. This research forms part of the author's Ph.D. that is being undertaken within the School of Anthropology, Archaeology and Sociology at James

Cook University, Townsville.

Archaeological surveys have been and are currently being conducted on a number of islands where historic pearl shelling stations have been located. The initial focus has been within the Prince of Wales Island Group which is comprised of Thursday, Wai Weer, Good's, Hammond, Friday and Prince of Wales Islands. An initial field season, funded with the assistance of the AIMA scholarship, has documented various features as boat slipways, and building equipment, wrecks of luggers, substantial rock groynes, signal station, managers' and workers' living quarters, wells, garden areas and substantial graves.

Pauline O'Malley: 2000 Scholarship entitled: "*The role of the Brahmin (1854) in mid-nineteenth century trade patterns*"

This project looks at the wreck of the trader *Brahmin* lost on King Island in 1854. A case study of the cargo and the vessel is being undertaken to obtain information on mid-nineteenth century trade patterns between Great Britain and Australia. Discovered by divers in 1976, no formal excavation has taken place at the site. The research involves the documentation of relics recovered from the wreck site and located at various repositories and in private collections. An investigation of the survivors' camp forms part of the brief, together with an analysis of the interaction between the survivors and the local Aboriginal population. The fieldwork component is now complete with the cataloguing of artefacts and their analysis at a draft stage. Work has begun on the written component of the project. Due for completion: end of April 2001.

Brad Duncan: 2000 Scholarship entitled: "*The East Gippsland Shipwreck Resource: development of a predictive model for shipwreck locations based on archaeological and historical data*"

This project seeks to examine factors affecting the shipwreck event to be used for developing new predictive regional methodologies and models for shipwreck relocation. It will use as its test data set the spatial clustering of shipwrecks around nodal points in the Port Albert region of Victoria. The availability of existing GIS data coverage of environmental, bathymetric and cultural information will be examined in relation to the proposed model. Due for completion: end of April 2001.

AIMA Conference: Plans for the November AIMA conference in Adelaide are well advanced. Don't leave it too late to book cheap airfares. Booking early also helps the organisers to have a good idea of just how many people are attending and how the conference

finances will pan out. It is nice to know this a little in advance of the opening session!

Joint Conference Proposals: For some time there has been discussion about the possibilities for closer ties between the various organisations involved in maritime archaeology in Australia. These organisations include AIMA, ASHA (Australian Society for Historical Archaeology), AAA (Australian Archaeological Association), AACA (Australian Association of Consulting Archaeologists), AIPA (Australian Institute for Professional Archaeologists). In addition, and the Australian Association for Maritime History (AAMH). The joint conference between AIMA and ASHA in Adelaide may be a model for other permutations of joint conferences or crossover of some membership privileges. These matters will be discussed formally at the AIMA AGM and no doubt informally (and perhaps formally) during the Adelaide conference. Those of you who are unable to attend may wish to forward your comments to me prior to the start of the conference so that these views can be considered in the deliberations. Possibilities that have been suggested to date include such things as having periodic joint conferences and sharing a common web site. It has even been suggested that amalgamation into a single body could be beneficial from a political lobbying point of view. I doubt that the latter is practical or that it could even begin to address the specific interests of most of the membership of groups such as AIMA but it should make for interesting discussion. However change and challenges can be great motivators, so, send in your thoughts.

Secretary's Report

Late Membership payments for the 2000-2001 financial year.

A final reminder: Membership fees are payable for the current financial year (1 July 2000 - 30 June 2001). Interested persons are requested to return the Blue form (distributed earlier) with payment (in Australian dollars) to the AIMA Secretary located at: Heritage Office, Locked Bag 5020, PARRAMATTA NSW. 2142. AUSTRALIA, or contact the Secretary on tel (02) 9849 9575 or smitht@heritage.nsw.gov.au, to check your status.

We are already nearing the end of this calendar year and the Olympics period is now behind us. The next *Newsletter* will be the Christmas edition! Please take the time to read the following reports that reveal the breadth of work being conducted by members within and outside of Australia. For those who have not yet undertaken the AIMA/NAS Maritime Archaeology Training courses, I urge you to 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).

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>.



Australian National Maritime Museum

Endeavour 2000: In July / August 2000 Sue Bassett, Paul Hundley and Kieran Hosty from the Australian National Maritime Museum continued their work with Dr Abbass and the Rhode Island Marine Archaeology Project Team on the Revolutionary Ships of War scuttled in Newport Harbor 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.

This seasons fieldwork consisted of a remote sensing survey of two square miles of Newport Harbor and the ground truthing of located anomalies.

Work progressed well with the ANMM team, RIMAP divers and American underwater archaeologists Jon Foucher and Kerry Lynch examining a number of potential sites.

The site with the highest archaeological potential consists of a substantial ballast mound and 18th century anchor lying adjacent to a submerged modern iron or steel barge.

A small test excavation of the ballast mound revealed quite substantial structure including *in situ* frames, floors, ceilings and outer planking. Scantling

dimensions and other construction details were recorded and this information along with that obtained from timber, stone, coal and sediment samples will be used to assist in the identification of the wreck.

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

Solitary Islands shipwreck report: The Conservation Management Plan based on the earlier survey of several shipwrecks in the Solitary Islands Marine Park (reported in previous *Newsletter*) is nearing completion. The Heritage Office has now learned why it did not find the engine on the 1901 *Wyang* wreck – a local diver has advised that it was recovered and scrapped in the 1970's! Another resident noted the presence of an offshore anchor associated with the 1893 *Buster* shipwreck at Woolgoolga. A search for the anchor will be undertaken at a later date. Researcher Gwen Dundon has located some etchings of the timber steamer *Wyang*, one in its former guise as *Midget*. Interestingly, the former image was used in a German Beck's Beer advertisement published 3 years after the vessel's loss!

A further survey of an unidentified drogher at South West Rocks will be completed this month. Initial timber analysis shows it is constructed from Brush Box, a timber common to the East Coast of Australia. Tentative research suggests that the abandoned vessel might be either the drogher *Jumbo* or *Urunga*.

SS *Keilawarra* 1886 shipwreck discovered: A dive team led by John Riley has successfully located and identified the wreck of the 200-foot iron steamer *Keilawarra* near North Solitary Island, NSW (Official Number 79507, built 1878, 784 tons, Howard Smith & Sons). A significant discovery, the vessel was lost in collision with the smaller steamer *Helen Nicoll* at night on 8 December 1886. Some 40 persons were drowned in the tragic event that ranks as one of the worst peacetime shipping tragedies in NSW. The dive team (led by John Riley with Kevin Denlay) was assisted to the site by local fisherman, Darcy Wright, and dived from Chris Connell's Dive Quest, Mullaway boat. Sitting on sand in over 70 metres of water, the wreck survives in pristine condition. The site has retained a significant level of structure and contains arguably one

of the most substantial artefacts collections associated with a located iron steamship in Australian waters. Contemporary accounts painted a terrifying picture as the *Keilawarra* rose stern first into the night sky, then speared under the water in just seven minutes. In scenes reminiscent from the Hollywood *Titanic* Blockbuster movie, women and children were left to drown, lifeboats were stormed, and people slid to their deaths down the steeply slanted deck. Many who survived the initial event drowned in the cold waters. One family of eight was completely lost.

The Heritage Office, in association with the local diving and fishing industries, Solitary Islands Marine Park and Water Police, are discussing suitable options to manage the site. One approach would be the implementation of a permit-controlled Protected Zone around the wreck under the Commonwealth *Historic Shipwrecks Act 1976*. The Office is continuing its research into the vessel, the loss, and impact on the local communities involved. Located in deep water outside of the present Solitary Islands Marine Park reserve, the site is only accessible to mixed gas divers.

Further Shipwreck Information Sheets

Two draft sheets have been produced for the *Shipwreck Information Sheets* series. The newly developed sheets cover Tweed Heads and Seal Rocks shipwrecks. The developed sheets are available from the Heritage Office Web site www.heritage.nsw.gov.au (in two-colour) and from local council, tourist information centres and dive shops, etc., in each area.

Tim Smith and David Nutley

Norfolk Island

No news for this issue

Northern Territory

No news for this issue

South Australia

NEWS FROM HERITAGE SOUTH AUSTRALIA

Three trails are presently being installed across South Australia. They are the Port Elliot Maritime Heritage Trail, the Garden Island Maritime Heritage Trail, and the Southern Ocean Shipwreck Trail. A brochure has been published to complement the Port Elliot trail, and booklets are being produced for the Garden Island and Southern Ocean trails.

An badly corroded anchor from historic Turret steamer shipwreck *Clan Ranald* has been transported from its display site on the cliffs above the wreck to our conservation laboratory at Netley. The 2.8 tonne anchor will undergo treatment for at least two years before being returned to Edithburgh on the Yorke Peninsula (see Press Release).

The survey of whaling station sites has had some success, with reasonable results produced from the preliminary survey work. While positive identification of sites is still tentative at this stage, three to four previously unknown stations have been located in the Ceduna/Denial Bay region. One of these appears to be the survivor's camp from the whaling vessel *Camilla* wrecked in 1844. Much closer to home base, a site has been found on the Fleurieu Peninsula, which might relate to the Cape Jervis whaling station. It is hoped that management plans for these sites will be produced by the end of the year. Further survey work on these sites will most likely be done in association with the Archaeology Department of Flinders University

The preliminary program for the joint Australasian Society for Historical Archaeology (ASHA) and AIMA Conference in Adelaide in November 2000 can now be accessed through the websites of AIMA, ASHA, Heritage SA and Flinders University. The theme for the Conference is **Archaeology, Heritage and Tourism**. For further information contact Bill Jeffery bjeffery@dehaa.sa.gov.au fax: 61 (0) 8 8204 9455, phone 61 (0) 8 8204 9311.

As part of the 200 year celebrations for the Baudin and Flinders encounter off South Australia, Heritage SA are looking for a small anchor dropped by Freycinet of the *Casuarina* when he did his surveys off the South Australian coast in 1803. This is in addition to some work by Heritage SA on other places and sites associated with the French and English explorers. This work is being carried out in coordination with Tourism SA, which are planning some big events for 2002!!!

Bill Jeffery & Terry Arnott
8/9/2000

Flinders University

Flinders University MA (by research) student Pauline O'Malley, under the supervision of Dr Mark Staniforth, is currently researching the role of *Brahmin* (wrecked on King Island in May 1854) in the patterns of trade between the United Kingdom and Australia in the mid-nineteenth century. Pauline expects to complete her MA in 2001. *Brahmin* was declared a historic shipwreck in 1987 and the site is significant as an example of a ship built specially for the trade between

the UK and India. The wrecksite has been inspected but never archaeologically excavated and still contains part of its cargo of general merchandise.

With funding support from Tasmanian Parks and Wildlife Service and Flinders University Pauline O'Malley, Matt Schlitz and Mark Staniforth travelled to King Island for 5 days in September 1999. They met with Mike Nash (Tasmanian Parks and Wildlife Service) and visited the survivor's camp as well as conducting recording and photography (courtesy of Matt) on several collections of artefacts from *Brahmin*.

The extent of the collections proved larger than had been expected and Pauline undertook a second visit of 8 days to complete the work in 2000 courtesy of her half share of the annual AIMA scholarship. Sincere thanks are due to all whom have participated in the work for their help and also to King Island Historical Society, Rob Cooper and Christian Robinson for access to their collections and their generous help.

On the 2nd and 3rd of September fourteen undergraduate students from the Flinders University third year Maritime Archaeology (ARCH 3005) topic, braved the mud and mosquitos in order to carry out fieldwork in Port Adelaide. During this weekend, students were engaged in the recording of four sites, a currently unidentified wooden vessel in Angas Inlet (near the Torrens Island power station), the remains of the abandoned six masted schooner *Dorothy H. Sterling* in the North Arm, the Port Adelaide Torpedo Boat Station and an old channel beacon adjacent to the since reclaimed 'False Arm' of the Port Adelaide River.

Mark Staniforth has published a paper titled "A future for Australian maritime archaeology" in *Australian Archaeology* Number 50 pp.90-93 and a book review of Mensun Bound's *Excavating Ships of War* in *Historical Archaeology* Vol 34 No 2 pp. 139-140.

There are some changes to the Graduate Diploma in Maritime Archaeology that has been offered in WA in previous years. It is proposed that from 2002 it will be offered by both James Cook University and Flinders University in association with the WA Maritime Museum in the form of a semester of coursework at either JCU or Flinders followed by a semester of "*practicum*" in the Department of Maritime Archaeology at the WA Maritime Museum. This would form the Graduate Diploma and students would be able to go on to complete an MA by writing a minor thesis. Details remain to be worked out and comments from maritime archaeology practitioners would be welcomed either by email or at the AIMA conference in November.

Dr Mark Staniforth, Senior Lecturer in the Department

of Archaeology (School of Humanities) at Flinders University has been elected to the prestigious international Advisory Council on Underwater Archaeology (ACUA). The ACUA is a committee of the Society for Historical Archaeology (SHA) that is working to educate and advise scholars, governments, sports divers, and the general public on issues relating to underwater archaeology, conservation, and submerged cultural resource management. ACUA has an international membership and in recent years has been increasingly involved in representing underwater archaeology in forums like UNESCO. Mark is the first Australian maritime archaeologist to be elected to ACUA.

ARCH 3304 Maritime Archaeology Field School will take place at Port Victoria and Wardang Island between 3 and 18 February 2001. Anyone who is not currently a University undergraduate student should contact the Topic Coordinator in order to discuss possible participation. University students should contact the Topic Coordinator as soon as possible in order to reserve a place. For further details contact:

Mark Staniforth, Nathan Richards and Pauline O'Malley

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

About the Department:

<http://www.ehlt.flinders.edu.au/archaeology/>

Society for Underwater Historical Research (SUHR).

The SUHR is continuing work on the Holdfast Bay Jetty Project. While some limited fieldwork is still required, the main focus is on the exhibition to be housed in the Holdfast Bay Interpretive Centre, located at Glenelg.

Current work has been concentrating on providing Chris Lewczak, who has been conducting honours research at Flinders University on the Holdfast Bay excavations with materials for his thesis, and compiling the report and artefact catalogue for eventual publishing.

The SUHR will be holding its AGM on Wednesday 13 September, when a new executive is expected to be voted in.

Nathan Richards (SUHR)

Tasmania

Mike Nash is working on a number of projects at the moment and will provide further details in the December AIMA Newsletter.

Victoria

Heritage Victoria

No news this issue

Maritime Archaeological Association of Victoria (MAAV)

Queensland

Queensland Museum

The Maritime Archaeology Section (MAS) has settled into its spanking new offices at the Museum of Tropical Queensland (MTQ) in Townsville. The *Pandora* Gallery opened with much pomp, ceremony and circumstance on 3 June last - to date all the reviews have been extremely positive. There are 3 of us (Gesner, Illidge and Mann) employed full time in the MAS at the moment, and Vivienne Moran - who's temporarily "deep North" as a temporary contractor working on *Yongala* management issues- makes 4. Andrew Viduka is in charge of the MTQ's Conservation Section, which deals almost entirely with Maritime Archaeological collections.

Obviously there is scope for expansion - believe me, I'm trying - as our vision is to not just be (what I prosaically refer to as) a "one shipwreck-show". In spite of our best efforts, however, *Pandora*-related activities are still taking up most of our time. The main issues are conservation and collection-management related what with approximately half of the collection still not yet relocated to the MTQ. Consequently Gesner

spends some of his time down in Brisbane at the QM - the schedule is to have it all safely bedded down at the MTQ by February 2001! We're estimating another 18 to 24 months after that before the entire collection is appropriately 'squared away' and fully accessible for research.

Fieldwork is being limited for the short term. The 2001 *Pandora* Expedition has been post-poned.

Peter Illidge will continue to carry out a basic wreck inspection program, concentrating mainly on Torres Strait (especially on sites associated with the pearling industry; in this context the MAS will continue to assist and collaborate with JCU Ph.D. candidate Ewen McPhee) During a survey conducted in April 2000 a number of promising lugger sites were located as well as survey work carried out on remains of the Wai Weer Island shelling station. JCU graduate Coleman Doyle - one of the MTQ's Visitor Services staff- is assisting with a wreck trail program focusing on Magnetic Island.

Peter Gesner
Sr Curator Maritime Archaeology / *Pandora*
Project Director,
Museum of Tropical Queensland
70-102 Flinders St E
Townsville
Australia 4810

ph: +61 47 260 625
fax: +61 47 212 093
e-mail : peterg@mtq.qld.gov.au
<http://www.mtq.qld.gov.au>

Western Australia

Western Australian Maritime Museum

Two Dutch objects discovered by John Lort Stokes

Last year, the Western Australian Maritime Museum received by Deed of Gift from the Nicholson Museum, Sydney University, two significant historic objects - a large, ornate gilded bronze sword belt buckle and a small, finely engraved glass tumbler. Both were recovered from Gun Island in the Pelsaert Group of the Houtman Abrolhos, by Lieutenant John Lort Stokes of the British Admiralty survey ship HMS *Beagle* .

In April 1840, Commander John Wickham and Lieutenant John Lort Stokes surveyed the Houtman Abrolhos. These islands, as Wickham noted had been rarely, or never been visited, excepting by those who have been unfortunate enough to suffer shipwreck upon the dangerous reefs that form their sea, or western barrier,-and that they have been the cause of such disasters, the western shores of those islands that compose the southern group [Pelsaert Group] most plainly show, being literally strewn with wreck; some of which is of a large scantling and apparently very old, -probably the remains of the Dutch ship "*Batavia*", in which

Commodore Pelsart (*sic*) was wrecked in 1629, and of the *Zeewyk* wrecked in 1727.

On April 24, Stokes and Wickham went ashore on an island, which they named Gun Island (on account of their finding on it a small brass four-pounder gun, now in the Tower of London). They also found quantities of ornamental brass work for harness, on which the gilding was in a wonderful state of preservation; a number of glass bottles and pipes and two Dutch doits, bearing date 1707 and 1720.

These discoveries left them in no doubt that [they] had found the island on which the crew of the *Zeewyk* were wrecked, in 1727, and where they remained so long, whilst building, from the fragments of their vessel, a sloop [the *Sloepie*], in which they got to sea

On the *Beagle's* return to Sydney, Stokes presented the buckle and the glass to his friend Major W.H. Christie, once the Postmaster General of the colony, who then donated them to the Sydney University Museum.

An announcement in the *Sydney Morning Herald* 'The Wreck of the *Batavia*-Curious Historical Relics' linked the objects to the wreck of that vessel, even suggesting that the buckle 'may (possibly) have been worn by the pirate Cornelis himself'. [Jeronimus Cornelisz was the leader of the *Batavia* mutineers.]

Christie responded to the newspaper article in a letter to the Curator of the Sydney University Museum, dated 10 November 1869. Explaining the background of the objects Christie states that: The articles remained in my davenport [a kind of small ornamental writing-table filled with drawers] for some twenty-nine years, and the memorandum, in my handwriting, that I found with them at the end of that period was as follows: 'Buckle and glass from the wreck of the *Batavia*, lost off the coast of Western Australia, on the 4th of June, 1629Š'

Having consulted Stokes' book *Discoveries in Australia*, published in 1846, however, he determines that: it might be gathered that the relics in your museum are from the *Zeewyk*.

Of course, this is possible, but from my believing that the memorandum attached to them was written on Captain Stoke's dictation very soon after the actual took place, I am inclined to think that it can be depended on, but purpose taking steps to clear up this point.

At all events, I am very glad I sent the articles to the University. They may now interest future generations

of Australians, and will serve to hand down the nature of the distinguished officer from whom I received them. Faithfully yours, W.H. Christie.

For many years, Stoke's belief that both the *Batavia* and the *Zeewijk* were wrecked in the southernmost group of the Abrolhos Islands confused historians and others in their search for the infamous *Batavia* Not until the discovery of the wreck in 1963, in the Wallabi Group of the Houtman Abrolhos, was the mystery solved.

It may be concluded now that Christie's valuable relics did indeed come from the wreck of the VOC ship *Zeewijk*.

While nothing in the existing Maritime Museum collection compares with the magnificent sword belt buckle (which would have been worn, according to the fashion of the day, in front, obliquely-on a leather belt settled like the ribbon of a Chivalric Order; not fastened round the waist), a large quantity of glassware, including small engraved glasses similar to that given to Christie, have been recovered by WAMM maritime archaeologists from underwater and land sites associated with the wreck of this vessel and the survivors' campsites on Gun Island.

Many of these objects are on display in the Dutch Wrecks Gallery at the WA Maritime Museum.

The new acquisitions are the only Dutch shipwreck relics recovered by Stokes known to exist in Australia. But it is possible that he made other presentations to influential colonial people. Possibly, the descendants of these people may also have valuable presents from Stokes hidden away in their drawers!

During my recent travels I visited Stokes' birthplace-Scotchwell House-in Haverdwest, Pembrokeshire, South Wales. By courtesy of the present owners, Steve and Glenda Llewellyn, I was taken to the room where Stokes was born, in 1812, and eventually died, aged 73 years, on 11 June 1885. He, and other members of his family are buried at nearby St David's Church, Prendergast, and their tombstones having recently been replaced with white marble edifices as part of a local heritage preservation program.

Myra Stanbury
Curator, Maritime Archaeology

James Matthews: *The James Matthews* program is well underway with near completion of 'non-disturbance studies' phase. By design the program has

now become an 'all-of-staff' effort with a strong conservation (organics and metals) element - Vicki Richards, Ian Godfrey and Ian MacLeod, remote-sensing, (side scan/magnetometer/metal detection) electronic measurement (HPASS)-Corioli Souter and Jeremy Green, biological and natural science-Pat Baker photography, co-ordinating expert input into seagrass studies, Geoff Kimpton-site sketches, museum attendant, volunteers and education involvement through visitations and briefings on site, and an NAS/MAAWA presence-through Corioli.

We will also be attempting (through Vicki Richards and her colleagues) the analysis and recovery of sulphate reducing bacteria and other microbial 'greeblies' from the sediments with a view to examining their effect on the site, its fittings and fixtures both organic and metallic (Though wooden, James Matthews had iron knees).

The location of the wreck within minutes of shore and less than half an hour from properly-equipped laboratories with expert personnel has provided a very useful opportunity to attend further to this 'unfinished business' in underwater archaeology in the wake of earlier attempts elsewhere (including *Pandora* and the Yorktown site) and others in progress.

She and the two Ian's, assisted by Jon Carpenter (who has co-ordinated the metal detection program around the site) will also be conducting corrosion measurements across the ironwork on site with a view not only to the analysis of the status of those fittings but also in examining the question of 'reproducibility' of corrosion measurements across time and in the hands of a variety of operators on a particular site. This will be prove important step in the validation of shipwreck corrosion studies. Attention will also be paid to the issue of the accurate on-site (cf in laboratory) measurement of corrosion depth through a concretion layer.

On a theoretical level Flinders 'U' are now involved through Mark Staniforth who was one of the originals at the 70s/80s excavation under Graeme Henderson and who joined us for a week or so recently in response to my 'global' invitation for expressions of interest and involvement. He will be utilising the *James Matthews* as a case study in the establishment of a consumer society in the Colonies. Other studies and the involvement of other practitioners and institutions will be facilitated as the opportunity arises.

Presently we are examining the fact that the *James Matthews* was wrecked and abandoned on a reef at a considerable distance from the present site. This avenue of research was conducted when it became

apparent that the position of the wreck and its configuration did not fit the contemporary accounts. Volunteer researcher and maritime author Rod Dickson volunteered his services and has been ferreting the archives in search of answers to that question allowing us to concentrate on a stretch of reef lying a mile or so north-west of the site.

Dr M McCarthy
Department of Maritime Archaeology

New Maritime Museum Archaeological Watching Brief In July 2000, the Department of Maritime Archaeology in accordance with the requirements of the Maritime Archaeology Act 1973, was requested to conduct an archaeological watching brief at the site of the new maritime museum proposed at Forrest Landing at the southwestern end of the Fremantle Harbour. The program was conducted over July and August 2000 and a presence was maintained on site throughout all earthworks. In addition to the site-monitoring program, a record was maintained and a representative collection of materials made.

The new maritime museum at Forrest landing is situated in the region of Arthur Head, a significant natural formation on the southern shore of the entrance to the Swan river. Though a significant and prominent location, land reclamation and the construction of the Inner Harbour in 1897 has covered the majority of visible signs of the original Arthur Head shoreline and the earlier port related structures at Forrest Landing. I

The new museum site is located in the region where the Nyungar people "crossed the bar" which blocked the entrance of the Swan River. Arthur Head was also one of the first landing places for the Swan River Colony and became the scene of many subsequent developments, including whaling facilities, jetties and other maritime infrastructure. Developments in and around Arthur Head have ensured that the area and many of its significant features have undergone major physical alterations resulting from the different phases and types of occupation. It has been approximated that 60% of the original headland has been removed with further quarrying occurring throughout the nineteenth and twentieth centuries. As a result much of the original maritime heritage resource in the area has either been removed/destroyed or is buried under landfill. Despite this, there are many other remains extant and the site has been viewed as an historic area for a considerable length of time. As a result there is a large quantity of documentary material supplementing the scarce archaeological resource. In these early accounts, site descriptions and in some cases, the location of important maritime sites appears.

This Archaeological Watching brief documents the extent of archaeological remains of significance, reminiscent of the industries which Forrest Landing supported. Three periods of occupation were identified in the brief, predominately utilising the archaeological assemblage due to the profoundly disturbed nature of the ground and consequent lack of stratigraphy;

Pre Colonial/Colonial

1892-1897 CY O'Connor Inner Harbour works

1915-1942 Port Related Industry.

The Brief concluded that the archaeological significance of Forrest Landing at Arthur Head is in its reflection of the physical and economic growth of Fremantle beginning with the 1897 Inner Harbour works through to the current museum development.

The archaeological record supplements the historical, but as a whole is made up of fragmented artefactual material and disturbed deposits. The new museum site, located between the western extremity of Victoria Quay and the slipways and was utilised primarily as an area for temporary port associated trade stores in the period 1919-c.1969 and as a contemporary dumping ground for almost all periods of occupation.

Corioli Souter
Department of Maritime Archaeology

AROUND THE WORLD



News from the Internet

From Sub-arch 26 July 2000: Crew recovers part from famous Civil War ship

Galveston, Texas, July 25, 2000 - Archaeologists on Monday recovered a critical piece of machinery from the wreck of the British paddle steamer *Denbigh*, one of the most successful blockade-runners of the American Civil War.

The full text of this story appears at:

<http://web.wtez.net/r/h/rh61158/Denbigh/ConnectingRod/ConnectingRod.txt>

Images and captions to accompany this story appear at:

<http://web.wtez.net/r/h/rh61158/Denbigh/ConnectingRod/>

Additional images of *Denbigh* are available at:

For further information/material, visit the *Denbigh* Project website at:

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

From Sub-arch 7 August 2000 Subject: Vandalism to USS CAIRO Shipwreck: The following incident report is from the NATIONAL PARK SERVICE MORNING REPORT From the Division of Ranger Activities, Washington Office, Sunday, July 30, 2000.

The USS CAIRO is a "city" class ironclad gunboat, also known as a "Pook Turtle" which was recovered from the river in which she was sunk by a mine during the American Civil War. The hull is on exhibit at Vicksburg National Military Park in Vicksburg, Mississippi, under the care of the National Park Service.

On July 25th, the park curator at the U.S.S. Cairo Museum received a report from a visitor that a man had climbed over a security barrier and broken off a section of wood from the hull of the gunboat. Rangers Bob Irish and Rick Martin responded and from a distance saw the man - later identified as Charles Morfin, 26, of Los Angeles - enter a white sedan in the museum parking lot. A seasonal park interpreter, who was in period clothing performing naval living history activities on the gunboat, employed his Civil War style telescope to obtain the make and license number of the vehicle as it left the lot. As soon as Morfin told the car's driver what had happened, the driver turned the vehicle around, immediately returned to the lot, and convinced Morfin to surrender the section of hull to the curator. During the investigation, rangers identified several discrepancies in Morfin's explanation of what had happened, which he claimed was just an accident. Morfin was arrested and taken before a federal magistrate and charged with an ARPA violation. A public defender was appointed. The U.S. Attorney's Office will seek a federal grand jury indictment in early August for felony damage to an archeological resource. Bail was set at \$20,000, but later reduced to \$2,000.

From Sub-arch, 24 August 2000, posted by Paul Goodall Titanic disappointment: RMS *Titanic's* \$5-million venture was to be a salvager's dream. Equipment trouble, a judge and a stubborn hurricane have gotten in the way. By SCOTT BARANCIK © St. Petersburg Times, published August 23, 2000

A Clearwater company's trip to the Titanic has run into foul weather, in more ways than one.

When RMS Titanic Inc. set sail late last month on a 40-day, \$5-million voyage to the North Atlantic, the company promised that its unmanned vehicle would, for the first time, pluck diamonds and other priceless artifacts from the interior of the sunken luxury liner. Company shareholders would reap the proceeds.

"The most ambitious deep-sea exploration and recovery venture ever mounted," a press release boasted.

That's not how it turned out.

A cable connecting the unmanned vehicle to its mother ship got caught in a propeller, making the vehicle unusable. A federal judge issued an emergency order prohibiting RMS Titanic from cutting into the wreck or selling its artifacts. Hurricane Alberto interrupted the expedition with strong winds and high seas.

Most of these events were beyond RMS Titanic's control. Nevertheless, it's been a major setback for the company, which claims exclusive salvage rights to the 46,000-ton wreck and its contents under a 1994 court decision. Divers have been reduced to collecting items that spilled to the ocean floor when the *Titanic* split in two on April 14, 1912. That sea-bottom scavenging is what company divers did on five prior missions.

The trip has not been fruitless. Diving crews recovered a leather satchel containing vials of perfume, an alligator-skin handbag and other artifacts. Scientific research underwritten by RMS Titanic continues. The crew also reports discovering a new debris field.

"It wasn't a disastrous, fatal blow," Philadelphia attorney David Concannon said of the equipment failure. He represents RMS Titanic and made three dives on the current trip. *"But I'd be lying if I said it didn't have an impact."*

The mishaps apparently have renewed investors' doubts about the seaworthiness of president Arnie Geller, who refused to take calls for this report, and chief operating officer G. Michael Harris, 36, of Clearwater, who remains on the salvage mission. Both men were installed in November by shareholders demanding greater profits and the recovery of items from the ship's belly.

In recent weeks, investors have sought higher ground. Shares closed Tuesday at \$1.69, down from \$3 before the trip.

Also, some archaeologists and historians have questioned the sincerity of the new management team's commitment to preserving the vessel and its contents and their expertise in doing so.

Expedition leader Harris has steadfastly pledged to protect the Titanic and its artifacts, but he has never led such a voyage and did not participate in any of the previous trips.

In fact, it turns out that Harris made a name for himself in the late 1980s by managing a dwarf-tossing act. At bars across the country, his *"little people"* were fitted with a helmet and leather harness and distance-tossed by bar patrons onto rented mattresses for prizes. The act, which built on Harris' experience as an agent for comedians, landed him on television talk shows such as those hosted by Phil Donahue, Morton Downey Jr. and Sally Jesse Raphael, where he defended the practice with tongue-in-cheek vigor.

"He's quite a promoter," said Mike Robinson, a former business partner and early investor in RMS Titanic.

Harris' current venture, the Titanic expedition, proved traumatic from the start. He and his crew had hardly arrived at the port in Norfolk, Va., when they noticed that the stern of the ship they'd chartered rose just 4 feet above the water. The vessel was far better suited for serving oilrigs in the Gulf of Mexico than for crossing the more turbulent Atlantic.

"We were stunned," Concannon said.

The crew's worst fears were realized several days later when increasingly bad weather turned into a full-scale gale, with 40-knot winds and 20-foot waves crashing over the side of the ship. Worse, the wet deck interfered with efforts to repair the broken unmanned vehicle. The company responsible for the ship and the vehicle, Oceanering International Inc. of Houston, Texas, was later fired.

Now it will probably be another year before the next expedition can be made. By then, the rapidly disintegrating Titanic will be that much closer to becoming the "large orange stain" that RMS Titanic consultant Ralph White predicts is its destiny.

But Harris and his crew will have more pressing issues to confront upon returning to Clearwater later this month

They will resume their court battle with the U.S.

government over a draft treaty and regulations that could strip the company of its exclusive salvage rights. And on Sept. 8, they will face off with U.S. District Court Judge J. Calvitt Clarke in Norfolk, whose last-minute order prohibited the company from cutting into the *Titanic* or selling its artifacts.

An RMS *Titanic* investor writing on a RagingBull.com message board was sympathetic, to a point.

"I just hope they are safe," said "historybufftoo" in reference to the crew's encounter with Hurricane Alberto. *"Sadly, my investment is not."*

From Sub-arch, 1 September 2000 posted by Paul Goodall Hunt for treasure, but it'll cost a pretty doubloon By JEFF HARRINGTON © St. Petersburg Times, published September 1, 2000

TAMPA -- The deep-ocean treasure hunters from Tampa-based Odyssey Marine Exploration are trolling for a new, untapped source of wealth: tourists.

Odyssey will start taking along a few adventurous (and high-paying) guests as it searches for ancient shipwrecks, beginning with its October expedition to the Western Mediterranean off Spain's Costa del Sol. *"This is the first time ever that people can come along on a real deep-sea exploration going places where nobody has gone before,"* said Odyssey co-founder Greg Stemm.

"It's not a guided tour. They're given unfettered access to the whole bridge, to the control room. . . . They're on their own not to fall overboard."

The select few will have to sign a standard liability waiver. The only ones likely ruled out as prospective shipmates are those who get weak in the knees on the rolling ocean and those who are weak in the wallet.

The cost for a single day: \$2,250 per person or \$4,000 per couple. (Not including another \$1,000 or so to get to Spain and pay for a hotel room.)

If four people a day pay for a 12-hour excursion, Stemm figures he will raise enough to offset his daily operational expenses.

The October expedition will be hunting for a large, colonial 17th century man-of-war code-named Cambridge that sank with its 80 cannons and a huge cargo of valuable coins, potentially worth hundreds of millions of dollars. The coins were supposed to be a payoff to the Duke of Vichy to fight France. The duke never got the money, switched sides, and France maintained its independence. The Cambridge

shipwreck, Odyssey says on its Web site, *"changed the course of history."*

At first, Stemm and partner John Morris resisted the notion of bringing sightseers on board, figuring they would just get in the way of crew members. Their attitude changed last summer after a Canadian couple and their daughter bid \$16,000 in a charity raffle for the right to join Odyssey's July expedition to Spain.

Unlike a Russian outfit that charges people about \$35,000 apiece to submerge to the site of the *Titanic* shipwreck, tourists with Odyssey will stay on the ship while a robotic submersible scours the ocean floor.

Then again, the *Titanic* wreck has already been discovered. Here, the crew will be in uncharted waters.

There is no guarantee, naturally, that the Cambridge will be spotted. Stemm hopes that even the chance of discovery attracts tourists. *"This could be the richest shipwreck ever found,"* he says.

From Sub-arch 3 September 2000 The Lighthouse Archaeological Maritime Program (LAMP) has begun its 2000 field: season on the "Tube Site", 8SJ3478. The site was discovered during the 1997 St. Augustine Maritime Survey. Subsequent investigations in 1998 and 1999 delineated the boundaries and recorded the in-situ remains. Historical research suggests that the vessel may be the remains of the British sloop Industry. The vessel wrecked on the bar near St. Augustine on May 6, 1764 carrying supplies for the garrison at St. Augustine. Under permit from the Florida Bureau of Archaeological Research, LAMP personnel will further delineate the site and record any extant hull structures uncovered. Kelly Bumpass, who has participated in every field season in St. Augustine, will now serve as LAMP's field director.

LAMP will also continue working with marine science students from the Nease High School Center for Environmental and Architectural Design on the "Steamship Site", 8SJ3310. This unique program, established in 1999 by LAMP Executive Director J.W. Morris III, teaches dive certified high school students, basic underwater archaeological recording methods. The students work on 8SJ3310 will form the basis of the nomination of the site to the State of Florida's Underwater Archaeological Preserve Program. This fall, LAMP will design and produce a full size fiberglass model of a ship's hull section to teach incoming students recording methodology in the pool prior to diving on 8SJ3310. A similar program has also been established in partnership with the University of North Florida to

train undergraduate students.

Finally, in conjunction with Dr. Gordan Watts and students from East Carolina University's program in Maritime History, LAMP will conduct detailed remote sensing operations north of St. Augustine inlet focusing on locating the remains of the Confederate privateer Jefferson Davis.

The Lighthouse Archaeological Maritime Program (LAMP) is a marine archaeological research institute that is dedicated to the study, investigation and interpretation of St. Augustine and all of Northeast Florida's maritime history. Through historical and archaeological research, LAMP explores and delineates the numerous underwater archaeology sites associated with the creation and development of the nation's oldest port.

Working with the St. Augustine Lighthouse & Museum, LAMP provides public access to all aspects of the program. Dynamic exhibits at the museum interpret the ongoing research projects and public presentations and internship programs on the high school, undergraduate and graduate student level provides educational opportunities for students and the general public alike.

All archaeological research is conducted with full compliance to professional archaeological standards under permit from the State of Florida's Bureau of Archaeological Research. The waters surrounding St. Augustine have been designated as a State of Florida Archaeological Reserve Area and are exclusively for scientific investigations and may not be used for the commercial salvage of historical or archaeological resources.

Conservation of all materials recovered by LAMP in the course of field investigations is done in-house under the direction of Jason M. Burns. A full conservation facility, also offering contract conservation services, is in-place on the Lighthouse grounds. For more information on the Lighthouse Archaeological Maritime Program or the conservation services, please write to the address below.

Lighthouse Archaeological Maritime Program
81 Lighthouse Avenue
St. Augustine, Florida 32084
Phone/FAX 904-829-0745
staughl@aug.com, jmbstaug@yahoo.com
<http://www.staught.com>

From Sub-arch 13 September 2000: Connoisseurs Try 300-Year-Old Wine By JEROME

SOCOLOVSKY, Associated Press Writer

ALMERE, Netherlands (AP) - The connoisseurs held the ruby vintage up to the sunlight, swirled it in their glasses, and put their noses to the rim. "It smells like cow dung!" one exclaimed. "It won't be easy to swallow this one," another said.

But so strong was the temptation to sample a 300-year-old bottle of wine recovered from a 17th-century Dutch warship that none of the experts on the panel was able to resist Friday. Indeed, they were in for a flavorful surprise.

"There's a hint of fruit in it - of orange peel, marmalade and caramel. It's surprisingly good," said wine commentator Lucette Faber, swishing the liquid in her mouth as a fetid odor wafted through the tasting room.

Divers found the stout-bottomed, musty green flask in sunken wreckage off the coast of the Wadden Sea, a shallow sound between the Dutch coast and the North Sea.

Strong currents had recently left the cannon frigate exposed on the sandy bottom near Texel Island, said Arent Vos, head of the crew that undertook the mission for the Netherlands Institute for Ship and Underwater Archaeology.

Around 1700, during a lull in northern European sea battles, there was an upsurge in the import of French, Spanish and Portuguese wines to the Low Countries, according to the wine experts. They guessed the recovered wine was an early variant of a dry Port that had been colored with a small amount of elderberry juice.

"This must have been a very good wine at the time," said Faber, who headed the panel of seven experts at Friday's tasting. She noted that most wine at the time was shipped in vats and only the best vintages would have been bottled. "I had four gulps and I can still taste it," she said. "People said I shouldn't do it, you never know what's in it. But I was extremely curious."

Before the tasting, scientists carefully drilled a hole in the soft cork and transferred part of the contents into vacuum-sealed vials for laboratory tests. Initial results estimated alcohol content at 10.6 percent and acidity levels comparable to modern wines.

Wine experts had feared seawater could have seeped in and spoiled the contents. But remarkably, almost none did. The scant accumulation of algae only on the neck indicated the flask had been protected beneath sand.

And while the smell - a strong rotten egg odor that hung around for about an hour, though lessening in intensity - was off-putting at first, the experts said that was to be expected after 300 years.

But despite the foul smell, almost no oxidation had taken place, so that when the bottle was uncorked the taste was preserved reasonably well considering the wine's age, said Theunes Braaksma, a Dutch wine quality consultant who took part in the tasting.

"The taste improved as it mixed with oxygen," he said, then added: "Of course, it wouldn't do well compared to a wine you could find in a supermarket today."

And while the experts called the bottle "priceless," they declined to compare its value to commercial wines whose provenance is known.

From Subarch 30 September 2000; Potosi, Bolivia, Aug 01, 2000 (EFE via COMTEX) -- The City of Potosi in Bolivia is claiming the cargo of a Spanish galleon that sunk off the coast of Ecuador more than 400 years ago, carrying silver and gold coins made there, the city's mayor, Rene Joaquin, said Tuesday.

The Spanish galleon, *La Capitana*, shipwrecked in 1564, was found in only 12 meters (40 feet) of water. Both Norwegian salvage firm Capitana Invest, and SubAmerica Discoveries, Inc. of Reston, Va., are claiming rights to the wreck.

A recent ruling in an U.S. court regarding the ownership of shipwrecks and an aggressive stance pursued by the Spanish government to claim the wreckage of its galleon in that case may influence the outcome of this claim.

The mayor of Potosi told EFE that the contents of the ship "undoubtedly belong to Bolivia," because the coins were struck during the time of the Spanish colony. Joaquin said that the Cerro Rico mine in this city, which had a million inhabitants 300 years ago, produced thousands of tons of silver which were taken to Europe "as taxes."

The claim for the galleon's cargo was initiated by the Organization for Indian Emancipation, formed by a group of Bolivians residing in Sweden to reclaim riches from the Americas exploited by colonizers.

According to this group, Capitana Invest found the galleon in 1997 off the Pacific port of Chanduy, in Ecuador, but it was SubAmerica Discoveries, Inc.

that recovered the silver coins with the seal of the Casa de Moneda de Potosi, where the coins were imprinted in 1562.

According to the daily La Prensa, the Organization for Indian Emancipation estimated the value of the cargo at four billion dollars.

The intention of the city of Potosi, one of Bolivia's poorest, is that the claim be backed by other local institutions, and it has begun a campaign to garner this support. EFE

From Hist-arch 2 October 2000: *Castro begins hunt for lost Spanish gold* By Elaine Cole President Fidel Castro has given the go-ahead for a hunt for the world's largest treasure trove, lost for centuries off the treacherous Cuban coast. Scientists believe there is more gold on Spanish galleons sunk by the island's coral reefs than there is still to be mined.

Cuba has sold Rory Boyes-Varly, an American internet millionaire, a licence to search for the gold. The Cuban-US partners have enlisted a Briton, Gordon Stove, who devised technology that can identify any known material lying hundreds of feet underwater. Previously, radar could locate the material but not identify it. Mr Stove's company, Radar World, based in Gladsmuir, East Lothian, will be paid £25,000 to investigate the wrecks and pinpoint gold.

The communist but cash-strapped Cuban government has sold the exploration rights but will take a percentage of any treasure. Mr Stove said: "It really is the stuff of boyhood fantasies –treasure chests full of gold coins, pieces of eight, jewelry, silver cutlery." He said he devised his treasure-hunting program while working for his father, a research scientist, during a summer vacation from university. "This software is like an electronic sniffer dog: it can identify everything from rare minerals to clothing."

From Sub-arch 3 October 2000 *"Wrecked Roman Empire Ships Found* *The Associated Press, Sat 30 Sep 2000*

OLBIA, Sardinia (AP) — The remains of 10 ships dating back to the twilight of the Roman Empire have been found off northeastern Sardinia near the port of Olbia. Marine archaeologist Rubens D'Oriano said Friday that the ships were likely burned by the Vandals of northern Europe when they plundered Olbia in the 5th Century.

The discovery "is particularly important because it gives us details on a specific historical event" as well as ancient naval technology, he said. D'Oriano said another five ships from the 13th century were found in

the same area, D'Oriano said.

The wreckage was found during work on an underwater tunnel at the port of Olbia. The Roman ships — some up to 30 yards long — are believed to be merchant vessels. The hulls show signs of fire.

So far, the wreckage has yielded human bones, oil lamps, coins, a statue of the Egyptian god Osiris, a sapphire, an amphora and fragments of a bronze statue. D'Oriano said divers are still exploring the wreckage."

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 that would like to find out more about it can check my website at:

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.

***Sacred and Secular: Ancient Egyptian Ships and Boats* by Cheryl Ward** has just been published in the Archaeological Institute of America Monograph Series. It places over 20 ancient Egyptian watercraft into a cultural context while evaluating construction practices for these vessels which range in age from about 5,000 to 2,500 years old.

Also, you may wish to note that Florida State University now offers a Ph.D. diploma in Anthropology that encompasses maritime and coastal archaeology.

Cheryl Ward, Ph.D.
Department of Anthropology
Florida State University
G24 Bellamy
Tallahassee, FL 32306-2150

Tel. 1.850.644.4281

Fax 1.850.644.4283

email: cward@mailier.fsu.edu

Free Book: "The *Protecting the Past*" book edited by George S. Smith and John Ehrenhard has been out of print for some time. Given that the authors

are still receiving requests for it and all rights have been returned to the authors, they have placed it on the SEAC web site.

It can be found at

<http://www.cr.nps.gov/seac/protectg.htm>.

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

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

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 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

THE W.F. ALBRIGHT INSTITUTE OF ARCHAEOLOGICAL RESEARCH (AIAR), JERUSALEM: 2001-2002 FELLOWSHIPS

Fellowships	Appl. Deadlines
Associate Fellowships	14/04/01
W.F. Albright Associate Fellowships	14/04/01
Andrew W. Mellon Foundation Fellowships	14/04/01
	4/2/01

For information and application forms write to:
Dr. John R. Spencer
W. F. Albright Institute of Archaeological Research
Department of Religious Studies, 20700 North Park Blvd. University Heights, OH 44118
E-mail: spencer@jcu.edu
Or visit the Albright's web site at:
www.aiar.org

Samuel H. Kress Joint Athens-Jerusalem Fellowship: \$15,000 award. A joint fellowship for research at the American School of Classical Studies in Athens and at the W.F. Albright Institute of Archaeological Research in Jerusalem. The stipend is \$8,300; remainder (\$6,700) is for room and board at the two institutions. Pre- doctoral research fellowship for students specializing in art history, architecture, archaeology or classical studies who are U.S. citizens, or North American citizens studying at U.S. universities. Research period: 10 months (5 months in Athens, 5 months in Jerusalem). The research period should be continuous, without frequent trips outside Greece and Israel.
Application deadline: October 27, 2000.

Islamic Studies Fellowship: \$20,000 award. The stipend is \$12,200; remainder (\$7,800) is for room and half board at Institute. Candidates must have expertise in research and teaching in Islamic archaeology, art and architecture. During the period of the appointment, the Fellow will teach regular courses in the Department of Archaeology at one of the local Palestinian universities, as well as give lectures at the Albright and other local academic institutions. Research period: 10 months. The research period should be continuous, without frequent trips outside the country. Application deadline: October 13, 2000.

United States Information Agency Fellowships:

a. Junior Research Fellowships: \$48,000 for three awards. The stipend is \$9,300; remainder (\$6,700) is for room and half board at the Institute. Open to pre-doctoral students and recent Ph.D. recipients in Near Eastern Studies who are U.S. citizens. Research period: 10 or 5 months (stipend varies with the duration of the fellowship -- maximum stipend is \$16,000 for 10 months) The research period should be

continuous, without frequent trips outside the country. Application deadline: October 13, 2000.

b. Associate Fellowships: Six senior and seven junior fellowship administrative fee awards. Application deadline: April 14, 2001.

Andrew W. Mellon Foundation Fellowships: \$34,500 for three awards (\$11,500 each). The fellowships are open to Bulgarian, Czech, Hungarian, Polish, Romanian, and Slovak scholars. Candidates should not be permanently resident outside the six countries concerned, and should have obtained a doctorate by the time the fellowship is awarded. Fellows are expected to reside at the Albright if room is available. Each fellowship is for three months, during one of the following periods: September 1 2001 - November 30, 2001; December 1, 2001 - February 28, 2002; and March 1, 2002 - May 31, 2002. The research period should be continuous, without frequent trips outside the country. Application deadline: April 2, 2001.

W.F. Albright Associate Fellowships: No stipend. Open to senior, post-doctoral, and pre-doctoral researchers. Administrative fee required. Application deadline: April 14, 2001.

Council of American Overseas Research Centers (CAORC) Fellowships for Advanced Multi-country Research:

Eight awards of up to \$6,000 each, with an additional \$3,000 for travel. Open to scholars pursuing research on broad questions of multi-country significance in the fields of humanities, social sciences, and related natural sciences in countries in the Near and Middle East and South Asia. Doctoral candidates and established scholars with US citizenship are eligible to apply as individuals or in teams. Preference will be given to candidates examining comparative and/or cross-regional questions requiring research in two or more countries. Application deadline: December 31, 2000.

For information and application, write to: The Council of American Overseas Research Centers (CAORC), Smithsonian Institution, IC 3123 MRC 705, Washington D.C., 20560. (tel: 202-842-8636; E-mail: caorc@caorc.org; Web: www.caorc.org).

New Books, Publications, Videos and Articles



Forthcoming Conferences

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
Email: megan@conference.co.nz

**IAA Professional Development Workshops
Evaluating Interpretation: A hands-on Workshop
Monday 13 and Tuesday 14th November 2000
Adelaide** This two-day professional development opportunity provides an overview of evaluation methods applicable to interpretive displays and activities. Effective evaluation draws on concepts and techniques from social research to provide systematic and targeted information.

The workshop will interest interpretation planners and program designers, tour guides, museum curators, public program officers, tourism project officers and visitor services specialists. Participants are likely to work in national parks, protected areas, museums, interpretation and discovery centres, keeping places, historic sites and local history centres.

For more details contact: pamenting@bigpond.com
or phone: 03 9583 6043.

Evaluating Interpretation Workshop
Interpretation Australia Association
IAA PO Box 1231 Collingwood VIC 3066.

**National Archaeology Students Conference 2000
Flinders University, South Australia** From the 25th to the 27th of November 2000, Flinders University will host the National Archaeology Students Conference. This is the first time that this event has been held outside of Canberra and the Australian National University since its beginnings in 1998.

The conference aims to promote interaction among archaeology students as well as between archaeology students and professional archaeologists. For presenters it is an opportunity to express their ideas, plans for research, preliminary research results and so on in a positive environment yet with professional archaeologists/anthropologists commenting on their work. Guest speakers from a range of backgrounds will chair their particular sessions giving feedback and advice where necessary.

There is no overwhelming theme for the conference and papers from a wide variety of backgrounds are encouraged.

Students might also be encouraged to stay for the AIMA/ASHA conference to be held in Adelaide immediately following NASC.

The National Archaeology Students Conference is an opportunity for students to begin spreading their ideas and work outside of their university. It will allow them to become acquainted with a variety of professional archaeologist as well as other students who may be researching similar areas.

It would be wonderful to see representation from many universities around Australia at this year's conference.

If you have any queries regarding the conference please see our web site, the attached forms, email NASC or Sally May
NASC Publicity Officer
Flinders University
South Australia

Sally_May@Hotmail.com
NASC@Flinders.edu.au
<http://www.ehlflinders.edu.au/nasc>

13th Annual Symposium on the Maritime

Archaeology and History of Hawai'i and the Pacific
February 17-19, 2001 Hawai'i Maritime Center, Pier 7,
Honolulu, Hawai'i

The 13th annual MAH Symposium will be held on President's Day weekend at the Hawai'i Maritime Center. This event is co-sponsored by the University of Hawai'i at Manoa's Maritime Archaeology and History Program and the Hawai'i Maritime Center. Individual chairpersons will host separate sessions of related presentations. Two days of presentations will be followed by a day for the field trip. The popular informal receptions following paper presentations will also continue. The conference coordinator will be collecting papers and preparing a conference proceedings, making selected reports available to symposium members and the general public.

The Conference Setting:

Guests and speakers gather in the Pacific Room of the Hawai'i Maritime Center at Honolulu Harbor. This waterfront setting is immediately adjacent to moorings for the Polynesian voyaging canoe *Hokule'a* and the historic sailing ship *Falls of Clyde*. Aloha Tower restaurants and shops are across the quay, and conference accommodations and Waikiki are a short shuttle or bus ride away. All conference guests have free access to the maritime museum at the Center.

The Field Trip:

Last year's trip included an historic water tour of Pearl Harbor, hosted by National Park Service historian Daniel Martinez. A buffet-style prime-rib dinner at the Bowfin submarine museum followed this rare treat. This year's trip is currently in the planning stages. Possibilities include a boat tour of Pearl Harbor's West Loch, the buffet dinner, and/or a guided tour of a nuclear submarine at the sub base.

The Papers:

Students and professionals are encouraged to contribute abstracts and participate in this one-of-a-kind symposium. Each 20-25 minute presentation features the maritime history of Hawai'i and/or the Pacific. This broad category can be represented by historical documents, physical artifacts, and oral recollections, marine artwork, etc. The combined fields of history and anthropology offer a wealth of possibilities for investigation of our planet's greatest ocean. Abstracts should be approximately 300 words, single-spaced, and include title, author, contact address/phone/email.

Paper copy should be accompanied by 3.5" disk (Word

format preferred). Email submissions are also acceptable; send to hkvant@hawaii.edu.

For more information, contact:

Marine Option Program: University of Hawai'i at Manoa, School of Ocean and Earth Science and Technology, 2525 Correa road, HIG 215-A, Honolulu, Hawai'i 96822 USA, Phone (808) 956-8433, fax (808) 956-2417

email: mop@hawaii.edu

web: http://www2.hawaii.edu/mop/gmahcp/mop_symp2001.html

**Australasian Archaeometry Conference 2001
Australasian Connections and New Directions
February 5-9th 2001, University of Auckland,
Auckland, New Zealand**

The Australasian Archaeometry conference meets every four years. This year for the first time the conference will be held outside Australia. In 1997 this conference was attended by several hundred scholars with involvement in the fields of Archaeology, Anthropology, Geography, Conservation, Museology, Material Science and Applied Nuclear Science (e.g. dating, materials analysis etc).

For further information contact

Dr. Peter J. Sheppard
Deputy Head of Department
Senior Lecturer in Archaeology
Dept. of Anthropology
University of Auckland
Private Bag 92019
Auckland
New Zealand

P.sheppard@auckland.ac.nz

Ph 64-9-373-7599 x8572

Fax 64-9-373-7441

<http://www.arts.auckland.ac.nz/ant/>

Australasian Archaeometry Conference

Feb 4 to 9th

<http://www.car.auckland.ac.nz/car/archconf/>

**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

**MUSEUMS AUSTRALIA NATIONAL
CONFERENCE, 22-26 April 2001 - CALL FOR
PAPERS** The planning committee of the next national conference is seeking nominations for a range of papers including workshops, parallel sessions and keynote speakers. The conference theme is 'National collections, national cultures?' and will explore the role museums have played and continue to play in contributing to and challenging notions and myths of national, state, regional and local identity.

A number of timely events give the conference particular opportunities to explore this theme: the location of the conference in Canberra, the presence of ANZAC Day in the middle of the conference, 2001 being the Centenary of Federation and the fact that by April 2001 the impact of the Olympics on Australia's perceptions of itself will have been played out. Papers addressing these themes in a national, state, regional or local context could focus on questions such as:

- how have national, state, regional and local museum collections and programs enhanced or interrogated notions and myths of identity?
- how has Federation contributed to the fortunes of the museum community?
- how is the concept of a 'distributed national collection' perceived at the national, regional and local levels and how has it contributed to the museum community's capacity to work together?
- how has technology impacted on the way in which museums work across state, regional and local boundaries?

The planning committee is happy to consider proposals outside this thematic framework - however topics most likely to be programmed into the conference will be those that address contemporary or 'hot' issues.

Nominations should be sent to Louise Douglas:

Postal: National Museum of Australia, GPO Box 1901, ACT, 2601
Fax: 02 6208 5148
Email: l.douglas@nma.gov.au.

The proposal should include a half page abstract of the proposed content, an estimate of the time required to present, a suggested format (workshop, parallel session, keynote address) and contact details including email address.

Preliminary Announcement ARCLING II
Interdisciplinary conference on the prehistory of
Australia September 22-25 2001
National Museum of Australia, Acton Peninsula,
Canberra

Next year the second ARCLING conference will be held in Canberra in the new National Museum building, jointly supported by the Australian Institute of Aboriginal and Torres Strait Islander Studies, the Australian National University and the NMA. Australian and international archaeologists, linguists and others will address issues of mutual concern in the prehistory of Australia and its near neighbours.

Further details of the conference, a call for papers, and a web-site will be announced in August 2000.

Contact: Dr. Patrick McConvell, Research Fellow,
Language and Society
AIATSIS, GPO Box 553, Canberra ACT 2601,
Phone: +61-2-62461116
Fax: +61-2-62497714
Email: patrick@aiatsis.gov.au

