

# Australasian Institute for Maritime Archaeology

## Newsletter

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**Contributors** please note the deadline for contributions for the next issue of the Newsletter (20.2) is **Friday 9 June 2001**

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## Australasian Institute for Maritime Archaeology Inc

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## AIMA NEWS

### AIMA RESEARCH SCHOLARSHIP PROGRAM

#### Third Round

The closing date for applications for this round of AIMA scholarships has been extended from 5 March to 30 May 2001.

This scholarship program aims to encourage original and timely research on maritime archaeological themes in Australia. The scholarship of up to \$2000 is unique and assists key research in needed areas. This year, scholarship proposals were sought for two distinct research areas:

1) a project that encourages original historical and archaeological research, fieldwork, the practical application of different techniques, training and community educational activities, the development of materials for wider publication and exhibition, or the development of computer software.

2) a special project identified by AIMA – “Historic shipwreck management in Australia: community perceptions, promotion and target audiences”. This project would seek to establish base level data for use in estimating the value of Australia’s tourism industry in general and dive industry in particular in relation to maritime heritage.

The applications are being processed and the successful applicant/s will be advised by mail by June 2001. Details of the successful applicant/s will also be published in the next AIMA Newsletter and on the AIMA web site.

#### AIMA President’s Report

**Name change vote:** Thank you to all Members who participated in this important postal vote. I am pleased to inform you that the motion to change the name of the Institute to, "Australasian Institute for Maritime Archaeology (AIMA) was passed in favour of the change. It has been ratified by the Ministry of Fair Trading (WA). This will henceforth be the official name of the Institute. The title will be amended on all AIMA letterhead, the web site, and in all publications and related documents.

With a total voting membership pool of 179 members (2000-2001 membership year), there was a remarkable 83% response to the vote (149 members) \* not bad for a membership comprising individuals and disparate organisations. Of that membership pool, 76.5% voted in favour of the change (137 respondents), 6.7% negative (12 respondents), and 16.8% (30 members) did not vote.

Under the terms of the Ministry of Fair Trading's rules for Associations, 75% of the voting group must be in favour of the proposed name change (vote as a Special Resolution under Associations Incorporation Act 1987). The motion was thus carried in favour.

When looked at in terms of the number of votes actually received (149), a staggering 92% (137) voted in favour of the change and 8% (12) against. The President and Secretary thank all Members who participated in the vote and State Councillors who assisted in the gathering of responses.

**AIMA Logo:** Another matter that arose from the AGM is the adoption of an AIMA logo. A draft logo has been selected and reproduced in this Newsletter. Further refinement of the design is possible. Please have a look at the design and forward any comments to me by mail or email (see the Newsletter header for details). It is expected that adoption of the logo and preparation of relevant stationery will be completed in time for the 2001 AIMA Conference.



**Electronic Mail - Yahoo! Groups:** AIMA recently set up a Yahoo! Groups mailing list for members to assist in quickly communicating news about important events such as AIMA conferences and other issues such as the vote by AIMA members on the name change.

There were a few initial glitches, which saw large groups of people not registered. If you have not been joined up to the group and would like to, please email myself or the AIMA Secretary, Tim Smith. Details of the process of joining the groups will then be sent to you. However, these details are also given under a separate heading in this newsletter.

A protocol for using the groups is included in this Newsletter and has also been placed on the Yahoo! Groups 'aimamember' site as a document that can be accessed at any time.

I urge as many AIMA members as possible to join the mailing list. This is not intended to be a time

consuming discussion group with loads of emails hitting your in-tray. It is intended to be more a notifying forum rather than a discussion forum.

**David Nutley**  
AIMA President

## Anchor Feature Article

**Shipwreck material for sale** – AIMA member obligations  
The Australasian Institute for Maritime Archaeology (AIMA) wishes to draw its members attention to issues concerning any proposals to become involved in the search and recovery of shipwreck material for commercial sale.

AIMA urges its members to consider such proposals in view of archaeological ethics. These ethics acknowledge archaeological and conservation processes that have developed from past experiences and observation of practices that have compromised the archaeological record. Such losses have diminished opportunities to better understand the phases in which the global society has developed. AIMA is committed to the promotion of excellence in underwater archaeological endeavour and to ethical archaeological practices as outlined in the Code of Ethics (see <http://aima.iinet.net.au>). These ethics are the underpinning of our association.

Like any discipline, archaeology is guided by principles, standards of practice and ethics. Projects driven by 'Mother Lode', precious metal, saleable ceramics motivation and whose success is measured by monetary return to investors may be forced to compromise such principles, standards and ethics. It may not be seen to be economically feasible to do on-site or off-site conservation of items that will not advance that monetary return. Publishing an academic archaeological analysis of excavated collections and of the site as a whole may also be seen to have fewer returns to investors than an illustrated auction catalogue or a coffee table book. Popular publications are important. However, by themselves they do not contribute sufficiently to the development of an archival record of individual sites nor to the understanding of the social and cultural aspects of the eras in which the ships and their onboard communities lived.

Many shipwrecks that are the focus of commercial projects seeking private investors are likely to have considerable archaeological potential. AIMA considers that anyone disturbing an archaeological site has an obligation to the wider community to ensure that the archaeological potential will be fulfilled through their collection and conservation processes. Indeed, if only materials that can be sold were conserved and if those

materials were then dispersed through sale to various collectors then much of that archaeological potential would certainly be destroyed or never realised. AIMA considers it very important that material from an archaeological site is kept together as a collection and within a repository that facilitates further research.

AIMA considers that any organisation that undertakes to disturb and remove articles from an historic shipwreck must have a sound reason that is justified through a well-developed research design. AIMA also considers that there is an obligation to record not only the extent of the site but details of each layer that is removed in a way that would enable the site to be effectively replicated in 3D.

The excavation work should be designed by and directly supervised by a qualified archaeologist who has a commitment to ethical archaeological practices that can be scrutinised, evaluated or commented upon. The archaeologist should also be prepared to bear responsibility for the outcomes of the excavation in light of established archaeological and conservation standards not just for the items that are put up for sale but for the whole of the site. AIMA believes there is also an obligation to provide public access to archival documentation of all phases of the excavation and to prepare the results in a form suitable for academic publication. It is not considered adequate if archaeological supervision is part time or conducted remotely from the excavation site, e.g. from another town or country.

AIMA draws the attention of its members to their obligations in upholding our Code of Ethics. Accepting those obligations is a condition of membership. Before entering into a relationship with any private or government organisation, AIMA advises caution to ensure that those obligations will not be compromised.



## Commonwealth Government

**\$357,000 to protect Australia's Sunken Treasures:** Discovering early visits by Macassans and European to Aboriginal communities in Arnhem Land, surveying shipwrecks off the remote coastline of Western Australia and investigating a First Fleet wreck on Norfolk island - just some of the projects to win Commonwealth funding in 2001.

On 20 February 2001 the Federal Environment and Heritage Minister Robert Hill announced the Commonwealth would provide \$357,000 in funds to document and protect ships wrecked in Australian waters.

'The Commonwealth is funding 27 projects designed to preserve historic shipwrecks and give Australians the opportunity to view and appreciate Australia's sunken treasures,' Senator Hill said.

### Historic Shipwrecks Program Grants 2000 /01

<b>NSW</b>	<b>\$46,664.68</b>
<b>Queensland</b>	<b>\$45,484.26</b>
<b>Northern Territory</b>	<b>\$29,621.81</b>
<b>Western Australia</b>	<b>\$48,863.69</b>
<b>South Australia</b>	<b>\$45,370.48</b>
<b>Victoria</b>	<b>\$45,459.50</b>
<b>Tasmania</b>	<b>\$43,231.65</b>
<b>Norfolk Island (GST Exempt)</b>	<b>\$29,558</b>
<b>AIMA</b>	<b>\$23,078.55</b>

Editors Note: Norfolk Island was also the lucky recipient of a Centenary of Federation Grant also for \$29,558. The grant announced by the Governor General William Deane on March 7 2001 is also for work on HMS *Sirius*. The money will be used to locate the hull of the vessel which was wrecked on the Island in 1790. (*The Australian* 7 March, 2001)

### Australian National Maritime Museum

Congratulations to Sue Bassett who takes up the post of Head of Conservation at the Museum and Art Gallery of the Northern Territory. She leaves the Museum on 15 May. She will be sorely missed by her colleagues and friends in Sydney.

**CSS *Hunley*:** On 14 February 2001 Warren Lasch Chairperson of the Friends of the Hunley Foundation presented a 60 minute PowerPoint presentation on the history, recovery and conservation of the CSS *Hunley*.

The CSS *Hunley* was the first submarine to sink a ship in battle. The hull of the vessel was recovered in 2000 and is currently undergoing excavation in laboratory conditions prior to conservation.

***Batavia* 2000:** The *Batavia* reconstruction that had been on display at the Australian National Maritime Museum for the last 14 months left the Museum in March and will be returning to The Netherlands in April 2001.

The *Duyfken* replica has been visiting the Museum for a short while and leaves in May for a very long voyage to The Netherlands to kick-start the 400-year anniversary celebrations for the Dutch East India Company.

**VasaMuseet:** In February 2001 Kieran Hosty visited the VasaMuseet in Stockholm, Sweden as part of negotiations between the VasaMuseet and ANMM on a

touring exhibition on the *Vasa* (1628). Negotiations are still underway but a select group of *Vasa* artefacts including some of the ship's original sculptures will be on display at ANMM from mid November 2001.

## New South Wales

### NSW Heritage Office

#### *NSW Component*

#### **Shipwreck Interpretation launch – K-IX**

**submarine:** The Deputy Premier of NSW and Minister for Urban Affairs & Planning, Dr Andrew Refshauge, launched a plaque to the *K-IX* submarine on 23 March 2001. The site was located beneath Submarine Beach by the Heritage Office in 1999. A Dutch vessel built in 1922; it fled to Sydney during WW2 and was damaged in the Japanese midget submarine attack of 31 May 1942. The boat was lost ashore near Seal Rocks NSW in 1945, following a towing accident. Held at the Sugarloaf Point Lighthouse, guests included Mr. Ed Reitsma, Consul General of the Kingdom of the Netherlands, Great Lakes Council Mayor and staff, representatives from the Netherlands Ex-Servicemen & Women's Association of Australia, the Submarine Institute of Australia, the Submarines Association of Australia, the Naval Association of Australia, the Naval Historical Society of Australia, DL&WC, NPWS, historical societies and local schools.

#### **Sydney University Continuing Education**

**Course on Maritime Archaeology:** An AIMA/NAS Maritime Archaeology training course was run through the Continuing Education Program of Sydney University on 24/25 Feb 2001. This was the first course conducted through Continuing Education. The 14 students responded very positively and we now look forward to regular involvement with the program.

**Taren Point Canoe:** David Nutley, Stirling Smith and Tim Smith have recently completed a detailed survey of a very large dugout canoe that is 12.4m long. The canoe is located at Taren Point, Port Hacking, NSW.

Historical information is limited to oral comments provided by Denis Selmon, current proprietor of Selmon's Oysters Pty Ltd. Denis, who is in his 70s, recalls the canoe being in its current location for as long as he can remember. He recalls his father, who established Selmon's Oysters on this site in 1882, telling him that the canoe lay on the mud flats at Taren Point for many years before being brought to its current location. This would tend to indicate that it has

been in the Port Hacking area for around 100 years.

It has not, as yet, been possible to ascribe the canoe to a particular origin or owner. The results of timber analysis however, show it to be Light-Red Meranti, (*Shorea spp.*) a species that is supposedly native to the Philippines, Sabah and Malaysia. This may also provide an insight into the likely social and ethnographic context for its construction. Whether this in turn provides any clues as to how the canoe arrived in Australia is yet to be seen.

Some general points can be made however. The canoe is not of a design that was ever developed within Australia. It has been an outrigger and was probably propelled by or with sail until adapted for use with an inboard motor (now missing).

A detailed photographic survey has been conducted and scaled drawings are being produced for a site report. If anyone has information that may assist in identifying the style and country of origin of this craft, please contact David Nutley (ph 02-9849 9574; email [David.Nutley@heritage.nsw.gov.au](mailto:David.Nutley@heritage.nsw.gov.au)).

**Guideline Notes:** The NSW Heritage Office has produced the following three new guidelines notes:

- Anchoring on shipwrecks – to protect the safety of divers and the shipwreck.
- Snagged objects – often shipwrecks are accidentally found when fishing nets or equipment becomes snagged in shipwrecked remains. This guideline explains what to do if boaters find a shipwreck.
- Anchor conservation - explains how to take care of anchors which deteriorate rapidly once removed from the sea and are often the only visible marker to the location of a shipwreck.

The guidelines can be obtained from the NSW Heritage Office by phoning 02-9635 6155 or downloaded from its website [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au)

## South Australia

### Flinders University

Before Christmas a small team of postgraduate and other students assisted Dr Mark Staniforth with the partial excavation of a slab hut associated with a whaling station at Cape Jervis. The work was done with the co-operation and assistance of Terry Arnott at Heritage SA. The hut site was dominated by the hearth constructed from the local slate. The hut had a single layer of stone foundations that revealed the width of the wooden slabs as well as the way in which the slabs were supported at the bottom. A pattern of wooden postholes visible within the earthen floor of the hut are believed to be the remnants of the posts that supported the roof structure. The site proved to have very small amounts of portable material culture such as ceramics

and glass which may be indicative of the difficulties of supply, a high level of curation of ceramics and glass vessels and/or the disposal practices (and general cleanliness) of the residents.

In December 2000 Mark gave a paper titled "European-indigenous contact at shore-based whaling sites: collaboration as an alternative to domination and resistance" at the TAG2000 (Theoretical Archaeology Group) Conference at Oxford University. The paper argued that the nature of the whale fishery - a seasonal, hunting enterprise - and the uses that the two groups had for the whale resulted in some examples of collaborative interactions rather than the more common conflict. It focused on material cultural evidence from shore-based whaling sites through a comparative analysis of the uses of, and consequently the meanings that were attached to, certain objects. It adopted the life history (or biographical) approach to portable material culture drawn from Kopytoff (1986) to explore the ways in which meanings attached to objects changed between cultural groups as well as over time.

In January 2001 Mark gave a paper titled "Shore-based whaling: a comparative perspective" at the SHA (Society for Historical Archaeology) Conference on board the *Queen Mary* at Long Beach, California.

Mark was elected for a four year term on the 12 member Advisory Council on Underwater Archaeology (ACUA) and attended his first meetings during the 2001 SHA conference. ACUA has the following aims:

1. Advocate for the protection and preservation of underwater and maritime archaeological sites worldwide.
2. Provide forums and opportunities for professional archaeologists and avocationalists to share their efforts, information and knowledge, and improve and coordinate their activities in those matters that are appropriate and for the benefit and advancement of underwater and maritime archaeology.
3. Advise and encourage individuals, organizations and government agencies worldwide to adopt professional archaeological practices in the investigation, protection and management of underwater and maritime cultural heritage.
4. Encourage publication of underwater and maritime archaeological research and heritage resource management and practices and to disseminate information concerning these issues.
5. Promote the highest ethical and professional standards in underwater and maritime archaeology.
6. Promote interpretation and provide learning and educational opportunities about underwater and maritime archaeology for the general public.
7. Encourage responsible stewardship and preservation of underwater and maritime

archaeological heritage for future generations. The teaching of maritime archaeology at Flinders University is progressing well with 15 students enrolled in ARCH 3304 Maritime Archaeology Field School which was run at Port Victoria in February 2001 and 17 students enrolled in the new second year topic ARCH 2004 Australian Maritime Archaeology that has just started.

#### **Dr Mark Staniforth**

Department of Archaeology  
Flinders University

#### **Wardang Island Maritime Archaeological Fieldschool**

From February 3 to 18 2001 Flinders University ran its maritime archaeological fieldschool subject (ARCH 3304) at Port Victoria, on Yorke Peninsula, west of Adelaide. See details in the AIMA/NAS Training Newsletter at the end of the AIMA Newsletter.

### **Tasmania**

Despite Mike's rigorous schedule and two small children here is his report from Tasmania.

**Sydney Cove Research:** With the often stated intention of producing a second and final publication on the *Sydney Cove* work yours truly managed to go to India for two weeks to carry out research at the National Library and State Archives in Calcutta and the National Archives in India. The records for the period (1790s) are essentially those of the British East India Company based at Calcutta.

While copies of a certain amount of correspondence can be found at the India Office Library in London the history of the EIC is essentially contained in the material at the Indian archives. The records are comprehensive and very well indexed although getting access is a bit convoluted. The activities of private merchants only appear when they effect the operations of the EIC so they are less well represented and patchy in detail. While register and cargo list etc for the *Sydney Cove* were not located an extensive amount of peripheral detail was found on personalities, shipbuilding, costs of goods etc that will be very useful.

**Abandoned Ships:** PhD student Nathan Richards visited the state in December 2000 to carry out field research on a number of abandoned vessels and ships graveyards in the state. A report on this component of his research will be made available in the AIMA bulletin at a later date. **SS *Tasman*:** A report on the survey of the steamship *Tasman* (1883) has been submitted to AIMA for inclusion in the papers from the

recent AIMA/ASHA conference in Adelaide.

**Port Arthur:** Following on from survey work in February and December 2000 for the management authority Cosmos Coroneos and Stirling Smith returned to the Port Arthur historic site for a three week period over January/February. As well as investigating a number of targets picked up during a previous side scan sonar survey they carried out test excavations on the Commandants jetty and surveyed more of the waters adjacent to the numerous convict stations and work areas established around the bay. The most intriguing find was a very large concreted mass of shipbuilding material such as pulley blocks and copper sheathing located off the former shipbuilding yards. A part 1 and 2 NAS course was also held during the period.

#### Mike Nash

Maritime Heritage Officer  
Department of Primary Industries, Water & Environment

## Victoria

Maritime Heritage Unit

**New Head of Unit:** Peter Harvey has been appointed new Manager of the Maritime Heritage Unit following the departure of Shirley Strachan for a position as Project Officer for South-west region Department of Infrastructure. We wish Shirley well in her new career and thank her for her invaluable contributions she has made to protect our maritime heritage! We also wish Peter well in the new position as head honcho!

Two recent publications *Shipwrecks 2005* policy document and *Silts in the Sight Glass: Protectors and Raiders of the SS City of Launceston* (1865) are now available.

**Wilson's Promontory:** Recent fieldwork at Wilson's Promontory was successful with seven days of good diving weather and a site survey of the ex-whaler *Cheviot* (1854). A blubber sieve was raised which was found in association with a number of bricks; some with mortar on them indicating re-use. The question is whether they are part of a portable tryworks or just cargo. No trypots have been observed on the site though there are a number of large concretions.

A search was also made for the *Gertrude* (1858) with tantalising signs of ceramic and coal but no main site. MAAV volunteers Andy and Nick Savva and Scott Allen came along to provide assistance, as did Shirley Strachan (she still turns up for the fun parts) and Peter and Shelly Ronald.

Nick also found artefacts from a previously unsurveyed area along the shoreline near Refuge Cove that may be associated with a wreck, notably the *Truganina* which was recorded lost in this area but has eluded the best efforts of searchers over the last 15 years.

This trip was funded through the Archaeology of Whaling in Southern Australasia (AWSA) project in partnership with La Trobe University Archaeology Department (Susan Lawrence and Peter Davies) and Heritage Victoria historical archaeologists Leah McKenzie and Jeremy Smith. The MHU will also be in the field for *SS City of Launceston* fieldwork from 26 March to 9 April.

Ross also included this cutting from the Adelaide Advertiser , 1 March 2001

#### *Salvage dividend hopes sunk*

by Business writer Tania Bawden

Angry shareholders lashed out at the directors of the Adelaide shipwreck recovery company Ocean Salvage Corporation yesterday. Hopes of receiving a return on investments were dashed when directors said that the company's largest salvage operation, on the *Tek Sing* in Indonesian waters, had barely covered costs.

An Internet auction of more than 350,000 pieces of rare porcelain from the Chinese ship was not successful, managing director Stephen McNamara told yesterday's special meeting.

About half the lots failed to sell and remained the property of Ocean Salvage. The operation cost about \$20 million and the company was hoping to make \$25-45 million but ended up with only \$17 million. Mr. McNamara told about 200 shareholders that attended the meeting that 189,000 pieces of leftover porcelain - and the company's salvage equipment - were Ocean Salvage's sole assets.

Chairman Kevin Burrows said that after the cost of locating, recovering and selling the *Tek Sing's* cargo, the company was worth "diddly-squat". More than 2500 shareholders paid between 50c and more than \$20 each for shares in the unlisted public company. One irate shareholder threatened yesterday to start a fund to recover his investment from the company. Mr. Burrows stressed there was no improper behaviour on the part of the directors.

Negotiations were under way with two major creditors - involving about \$18 million - to exchange outstanding debt for shares in the company. Shareholders could also have the chance to trade their shares on the New Zealand stock exchange if talks of a back door listing with an unnamed company resulted in a share-swap takeover.

## Western Australia

**Batavia Land Excavations:** A small team from the maritime museum recently returned from Beacon Island in the Abrolhos, after completion of the excavation of the mass grave begun in October 1999. The excavation was led by forensic archaeologist Juliette Pasveer who was assisted by Dr Alistair Paterson and Juliet King from UWA's Centre for Archaeology and museum staff.

The primary aim was to recover the "black lump" best described as a complex matrix of organic material including tree roots skeletal remains and artefacts. This object was discovered at the bottom of the grave after removal of the majority of the skeletal remains in 1999.

The object was removed as one whole piece from its context and will excavate at the museum's conservation laboratory. A preliminary x-ray has quite clearly revealed two rows of buttons and other objects not yet identified.

The team also discovered, in situ, a set of teeth under the lump, which belong to a child of approximately 9 months. This discovery has raised the number of individuals in the grave from five to six.

The expedition also included a comprehensive surface metal detector survey of Long Island. Surveyors stumbled onto the set of the 1970s Beresford film on the *Batavia*, recovering severed plastic and plaster hands and gaudy costume jewellery. A button was also recovered from this area, although its authenticity is still being argued.

A lump of lead, fashioned into a ball by possibly pounding it with coral, was discovered further down the island. This object bears distinct nail holes and has been interpreted as a type of weapon, possibly a 'morning star'.

The Pelsaert Journal reports killings on Long Island, although the method is not clear. Metallurgical comparisons with other *Batavia* lead items need to be carried out to verify this hypothesis.

Ground Penetrating Radar was also used to image the areas on Beacon Island to help identify areas of archaeological sensitivity. An Inspectors Course for Fisheries was also held during the expedition to acquaint local authorities and fishermen with the resource on Beacon, as well as surrounding islands. A Management plan dealing with the future of these sites has been produced by Myra Stanbury. Further research including DNA analysis and facial

reconstructions of the skeletal material are also continuing.

Corioli Souter  
Western Australia Maritime Museum

## AROUND THE WORLD



### News from Great Britain

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### Year 2000 Summary

#### Research

Year 2000 is the second year of my full-time PhD with a working title of "The applied management of the historic shipwrecks of Scotland". The thesis is based around three case studies at the following scales:

*National* - an estimate of Scotland's overall shipwreck resource based on primary research into documentary records of wrecks and casualties, mainly 19th century Lloyd's List and Parliamentary Papers. Over 12,000 wrecks and casualties have been recorded to date and work is underway to assemble relevant environmental data to form the context against which the distribution of the wrecks can be investigated.

*Regional* - Scapa Flow (a large "inland sea" in Orkney) which contains the remains of the German High Seas Fleet scuttled in 1921 at the end of WWI. Seventy-four vessels interned by the Allies were deliberately sunk by their German crews. Seven battleships and cruisers remain together with large expanses of debris associated with contemporary and subsequent salvage operations. Historic Scotland is in the final stages of Scheduling the sites as historic monuments under the Ancient Monuments and Archaeological Areas Act, 1979. This will be the first time completely submerged sites have been protected under this legislation which is normally applied to terrestrial sites. The main difference between this law and the Protection of Wrecks Act, 1973, is that it puts a responsibility for management on to the relevant government body. To

help inform this process Historic Scotland have grant aided me to develop management plans for the sites and this initiative is described below under **ScapaMAP**.

*Local* - off Burntisland in the Firth of Forth an area of seabed thought to contain the remains of the baggage ferry of King Charles I (sunk in 1633) was protected as a Designated Historic Wreck Site in 1999. The alleged site has been the subject of the attentions of a number of treasure salvage initiatives in the past (e.g. one involving Barry Clifford) but the recent manifestation is locally driven and, as the site is now designated, all investigations are under the auspices of Historic Scotland. I perform the function of Nominated Archaeologist for this site.

The Ph.D. thesis will examine the shipwreck resource management history and theory for each of these areas and put forward options for the future based upon examples drawn from the UK and (mainly) overseas. Attention will be paid to methodologies for shipwreck site assessment, development in data handling for the purposes of management (e.g. GIS), opportunities for raising awareness and increasing public involvement, the identification of impacts and the effectiveness of mitigation strategies, periodic monitoring including advances in quantified assessments of condition, and site formation modeling (particularly for the benefit of estimating future changes). The whole thesis will be set within the overall framework of marine resource management practice and, in particular global experience of strategies used in Marine Parks and Protected Areas, examining which areas of natural marine environmental management can usefully be adopted or adapted for the purposes of shipwreck heritage protection.

### **ScapaMAP**

The summer 2000 fieldwork on ScapaMAP involved area mapping, compiling datasets on bathymetry, magnetometry; side scan sonar and acoustic seabed discrimination around the seven warship wrecks. This work was carried out in conjunction with the Archaeological Diving Unit. Post-processing is underway to manage some of this data in a GIS project. Historical research and the interviewing of people involved in the early salvage operations have also taken place.

### **Other UK issues**

#### **Proposed Amnesty for reporting of "wreck"**

Under the Merchant Shipping Acts all recoveries should be reported to the Receiver of Wreck, a Department of the Environment, Transport and the Regions official tasked with ensuring that the rights of

original owners are respected. This legal requirement is widely ignored throughout the UK and the Receiver has announced a three-month amnesty to encourage future compliance. Details are available online at <http://www.mcga.gov.uk/row/>

#### **"War graves"**

Recently there has been widespread concern about the increasingly inappropriate activities of recreational divers on shipwrecks owned by the Ministry of Defence (MoD), some of which contain human remains (those popularly known as "war graves"). These sites are located in the UK and overseas (i.e. HMS *Repulse* and HMS *Prince of Wales* off the coast of Malaysia. At the same time organisations like the Friends of War Memorials (<http://freespace.virgin.net/war.graves/welcome.htm>) have become more active in lobbying for the protection of military wreck sites to be on the same footing as land cemeteries. Since the passing of the Protection of Military Remains Act 1986 the MoD has had the power to designate and protect over 6,000 wreck sites but has chosen not to exercise those powers and such sites have been effectively un-managed and un-protected. Debates in the UK Parliament have indicated that the MoD is undertaking a review of its policy on military wrecks and it has also lent support to the Respect our Wrecks campaign (see below).

#### **Respect our Wrecks**

The behaviour of recreational divers on wrecks has had a high profile in the UK media, focussing on the disturbance of "war graves". Veiled threats by the Ministry of Defence to ban all diving on military wrecks has encouraged the recreational diver training organisations to collaborate with government departments on the Respect our Wrecks initiative. This involves the wide promulgation of a voluntary code of practice aimed at promoting diving, which does not disturb sites in any way. The British Sub Aqua Club, Sub Aqua Association and PADI have all subscribed to the initiative indicating that the ultimate sanction for any of their divers violating the code would be expulsion from the organisation. It remains to be seen how far this initiative will penetrate down to the various clubs and individual divers.

#### **Lobby for legislative change**

As can be seen from the above there are a number of different pieces of UK legislation relevant to the care and protection of the submerged cultural heritage in this country, and there are significant gaps in their coverage, and conflicts between them. The Joint Nautical Archaeology Society has published Heritage Law at Sea: Proposals for Change (<http://www.wlv.ac.uk/sls/resources/heritage.htm>)

suggesting that the best course of action would be to build upon the existing legal structure, in collaboration with the diving community. Consequently, the JNAPC is proposing that the existing provisions relating to the underwater cultural heritage in the Merchant Shipping Act 1995, the Protection of Wrecks Act 1973 and the Ancient Monuments and Archaeological Areas Act 1979 shall remain in force, except in so far as they are amended by the proposals in this document.

### **Responsibility for archaeology below the Low Water Mark in England**

At present, of the Home Counties of the UK, England is in the anomalous position of not having a heritage body responsible for archaeology below Low Water Mark. This is in sharp contrast to Northern Ireland, Scotland and Wales. The UK government has recognised that this anomaly is causing serious difficulties particularly with the care and protection of historic shipwrecks which have no resources for management under the Protection of Wrecks Act 1973. However, primary legislation is required to extend the area of responsibility of the existing heritage body, English Heritage, and this is currently making its way through parliament in the form of the Culture and Recreation Bill.

### **News from New Zealand**

The Maritime Archaeology Association of NZ (MAANZ) is well into its program of evening lectures. Proposed speakers include Bridget Buxton, a New Zealander Studying at Berkley and excavating 5th century BC site in Turkey, Bill Day who head expeditions to the Auckland Islands searching for the wreck (and gold) of the *General Grant*, and Ken Sadden, Director of the Wellington Museum of City and Sea, who will be speaking on Sub Antarctic tales and survival stories.

MAANZ is currently running a small project mapping the remains of a Russian-scare era wharf in Wellington Harbour. MAANZ projects and activities can be viewed on our website: [www.maanz.wellington.net.nz](http://www.maanz.wellington.net.nz)

Mary O'Keeffe has recently been diving in Lake Waikaremoana, in the remote Urewera region of the North Island, checking an 1869 shipwreck. This small boat was scuttled in the lake by the government forces during the turbulent Land Wars era, and is now jointly managed by the Department of Conservation, and Tuhoe, the local Iwi or Maori people. Mary was undertaking a condition report and maintenance plan for the boat, to monitor the boat's condition and to manage diver threat and other hazards.

Mary O'Keeffe, MAANZ

### **News from Tahiti**

Robert VECCELLA

**Groupe de Recherche en Archéologie Navale**

#### **The wreck site of Amanu atoll has been found by G.R.A.N.**

An archaeological survey on Amanu atoll (Tuamotu archipelago - French Polynesia) is just completed. The purpose of the survey was to find again a wreck site already visited in 1929 and 1968, and where several cannons and ballast stones (or stone cannon ball) had been recovered.

Two hypotheses are advanced concerning the origin of the site. First, the cannons found on the site could be dated from the beginning of the 16th century and may have belonged to the *San Lemmes*, a ship of the Spanish fleet led by Garcia Jofre Loaisa, lost in the Pacific in 1526.

Second, the cannon could be more recent and would have come from another unknown wreck.

The question is obviously important, because if it was correct we could have here a testimony of the oldest European exploration of this part of Pacific.

The purpose of this mission was to find artefacts in order to try to establish date and origin of the wreck. The aim of the mission was:

- a. to find again the site;
- b. to make a visual survey on the reef and a search with a metal detector;
- c. to dive off the site;
- d. to make an investigation on the atoll oral tradition.

The mission was authorised by Department order NO 566 CM of 23 April 1998 and confirmed by the Ministry of the Culture on 26 January 2000.

The mission was organised by GRAN from 28 February to 6 March 2000, and led by Robert Veccella with the help of Alexis Nguyen, assisted by Captain Claude Maureau from the Cercle d'étude sur l'île de Pâques et de la Polynésie (CEIPP).

The logistic support was brought by the patrol boat *Arafenua* from the Direction régionale des Douanes whose crew and divers were particularly active in the survey.

A team of the French Polynesian TV (RFO): Erik

Monod, journalist; Patrick Tsing Tsing, cameraman et Désiré Foug Sung, sound Engineer covered the operation.

The funding of the operation was ensured by a grant from the High Commissary of French Republic in French Polynesia. The Commune of Hao and the associated Commune of Amanu have brought their technical and human assistance.

With the help and the participation of Amanu inhabitants, the wreck site had been rapidly found. The scuba diving club of Hao brought its contribution by filling the air tanks.

The aim of the expedition has been reached:

- a. the site has been found;
- b. the indication gathered (ballast of stones, ceramic shards, pieces of glass, piece of metal) identified surely the site as a wreck site;
- c. it was also verified that the event was still present in the collective memory of the inhabitant and was linked to the warrior's legend of the atoll.

This operation takes place in the field of the general inventory program of the French Polynesia underwater heritage carried out by GRAN for the local Government and a research program led by the CEIPP concerning the armament of ancient vessels.

### **Underwater excavation of a Chilean bark wrecked on the island of Mangareva (French Polynesia)**

A team of archaeologists of the Group of Research in Naval Archaeology (Antenna of Polynesia) carried out an underwater archaeological excavation of the wreck of a Chilean bark, *Francisco Alvarez*, wrecked on October 20, 1868 on the island of Mangareva (Archipelago of Gambier - French Polynesia). In October 2000.

This ship loaded with 1500 tons of Oregon wood was bound for Santiago, had altered its course to reach Gambier Islands due to a bad leak and bad eastern weather. Sailing without any damage into the lagoon of Mangareva Island, it stranded the following day on a coral reef when trying to reach a better anchoring.

What motivates the interest of archaeologists is both the possibility to study a coherent wreck, while almost all wrecks that occurred on external reefs are very destructive; but also to find on land the vestige of the cargo and frames of the ship, which, after being dismantled, were used for the construction of individuals houses and religious and public structures.

This work is also marked by a Franco-Chilean co-

operation (National Monuments Council and University of Chile): a Chilean archaeologist, Diego Carabias, is going to receive training in the techniques of the underwater archaeology. This latter has undertaken in Chile some researches in archives, and put into evidence the role of the family Alvarez in the maritime armament and the transportation of woods, as well as the importance of maritime trade between Chile and Polynesia in the 19th century.

The study of the *Francisco Alvarez* is going to be extended to several other wrecks that have occurred in this archipelago: notably the brig *Glaneur* in 1859, the local schooner *Maria i te aopu* (Our Lady the Peace) in 1868, the English bark *Airey Force* in 1875.

This work is involved in the inventory of the underwater patrimony of the French Polynesia that has been entrusted to the GRAN by the local Ministry of the Culture.

Participating in this operation directed by Robert Veccella, are divers and archaeologists from France metropolitan or living in Polynesia, and two divers from the Customs.

This campaign of excavation is financed by the Government of the French Polynesia, the Société des Etudes Océaniques (SEO), and private enterprises : Robert Wan, the Brasserie de Tahiti, Vita Industrie and the Centre de plongée du yacht club de Tahiti.

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## **News from the Internet**

### **K Westcott on Arch - L reported 9 January 2001:**

The Clwyd-Powys Archaeological Trust and the Archaeology Data Service are pleased to announce that the Regional Sites and Monuments Record maintained by CPAT has been incorporated into the ADS Catalogue. This SMR covers the unitary authorities of Denbighshire, Flintshire, Powys (which includes most of the Brecon Beacons National Park), Wrexham and the eastern part of Conwy. It covers some 7,500 square kilometres of northeast and central Wales, ranging in character from the open uplands of the Cambrian Mountains and the Brecon Beacons, to the rich river valleys of the Severn and the

Clwyd.

Over 31,000 of CPAT's records are now available through ArchSearch reflecting the wealth and diversity of the region's historic landscape. Sites recorded range in date from the Palaeolithic to the 20th century. They include extensive funerary and ritual complexes of the Neolithic and Bronze Age, dramatic chains of Iron Age hillforts, the settlements, roads and forts of the Romans, and the farms, villages, castles and churches of Wales' Dark Age and Medieval kingdoms.

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**Stella Maris reported on Sub-Arch 10/01/01: Archaeologists explore a Hawaiian King's sunken ship:** Excavating the sunken wreckage of the first ocean-going yacht built in the United States is revealing rare secrets about one of Hawaii's most important kings.

In 1820, Hawaiian King Kamehameha II (a.k.a. Liholiho) bought *Cleopatra's Barge*, built by a Massachusetts merchant in 1816, for 8,000 piculs of sandalwood (around \$80,000). The king renamed his yacht *Ha'aheo o Hawaii* (Pride of Hawaii), and it filled varied duties during its short life from passenger transport and diplomatic courier to merchant vessel and pirate ship. While en route to the island of Kauai to investigate rumors of insurrection, the vessel sailed into a reef in Kauai's Hanalei Bay and sank on April 6, 1824.

Archaeologists, working under the first underwater archaeological permit ever issued by the state of Hawaii, located the remains of the royal yacht in the southwest corner of Hanalei Bay in 1995. Much of the ship's hull, still lodged against and under the deadly reef, was found in 1996 and earlier this year.

The wreckage has yielded Native Hawaiian artifacts, including gold-gilded beads and ivory jewelry, as well as Western objects that had been altered by Native Hawaiians. These are the only known artifacts from the time of King Liholiho, and they offer a unique look at Hawaii's transition from native to Western culture.

King Liholiho ruled Hawaii for less than five years (1819 to 1824), but he made indelible changes that resonate over the islands to this day. "Although his reign was short, he was arguably the most

important figure in the history of Hawaii," says Paul Johnston, curator of maritime history at the Smithsonian's National Museum of American History. "It was King Kamehameha II who ended the kapu (taboo) system, which changed the whole social structure of the Hawaiian people. And it was he who allowed Christian missionaries to come to Hawaii."

"I'm hoping the investigation into the history and archaeology of the ship will present the Hawaiian chapter of the storied ship's tale, letting the artifacts tell the story in their own way."

**Stella Maris reported on Sub-Arch 10/01/01: A drowned ship with a million artifacts from the National Post (01/03/2001)**

When La Salle realized that Matagorda Bay was not the mouth of the Mississippi, he set off on several eastward expeditions overland to find the great river. According to Donny Hamilton, head of Texas A&M's nautical archeology program and its Conservation Research Laboratory, which is conserving the vessel, that continuing quest is one reason why the explorer never fully unloaded his ship *La Belle*.

It was while La Salle was away on one of these overland trips that a storm sank the ship, a three-masted barque longue with a 54-foot deck. The crew salvaged some goods, including a number of La Salle's personal effects, but high waves caused the hull to settle deep into the sands of the bay. The loss of *La Belle* stranded the French colonists, with dire consequences for the settlement. Archeologists from the Texas Historical Commission (THC) had since 1978 been searching the bay for the ship using a magnetometer. It was not until 1995 that they found evidence of the ship beneath the bay's muddy bottom.

The discovery of an elaborate bronze cannon bearing the inscription "Le Comte de Vermandois" and the mark of Louis XIV, confirmed the ship's identity. Vermandois was Louis' illegitimate son and the child admiral of the French navy at the time of La Salle's expedition.

Fortunately for today's archeologists, the mud prevented oxygen and underwater organisms such as teredo worms from eating away about one-third of the vessel and its contents, although the keel and some of the timbers show some evidence of worm damage.

In the hold, archeologists have found roughly one million artifacts, including some 750,000 glass

trading beads, barrels of axe heads (you could always hew your own handles in the New World), pewter dishes, pairs of copper falconry bells used for trading, unique grenade/fire-pot weapons for ship-to-ship warfare, halberds and other pole-arm weapons and the skeleton of a crew member. Says Jim Bruseth of the THC: "He is quite probably one of the individuals who died of thirst before the ship was wrecked in the storm." Also among the objects were crucibles, underlining one of the goal's of La Salle's mission: to raid silver-rich areas held by Spain.

The THC asked Peter Waddell from Parks Canada in Ottawa to assist in the recovery of the vessel because of his expertise in disassembling the wooden timbers of sunken ships. "We did the *Machault*, which was a 500-tonne 1760 French supply ship in the Restigouche and the Basque whaling boats in Labrador," says Waddell. One helpful feature of the *La Belle* hull was that the French shipyard had marked each rib or "frame" of the ship with Roman numerals. "It was a pre-fabricated ship ready to be assembled either in France or in the New World," says Hamilton.

Because the bay bottom was murky, the archeologists commissioned the construction of a massive cofferdam around the ship. This double-walled, doughnut-shaped structure was built 46 feet into the floor of the bay and rose six feet above the water's surface, enabling the crew to pump out the seawater around *La Belle* and delicately remove the ship's contents from the dry bed. This extraordinary engineering feat attracted heavy tourist boat traffic. "About 25,000 people took the boat ride out to visit us," says Bruseth.

Now Hamilton and his team are cleaning and conserving the ship and its contents. This painstaking work involves keeping the timbers wet throughout the reassemble and conservation process. Exposing it to the air for more than 10 minutes without sprinklers could lead to irreparable cracking and disintegration. The temporarily reassembled hull is now sitting in a huge outdoor vat visible to planes and helicopters flying overhead. The reassemble team is pioneering a unique support system designed to enable future museum-goers to view the voluptuous curve of the ship's hull with minimal obstructions.

The system involves crafting a thin but rigid layer of carbon fibre between the outer edge of the ship's frames (ribs) and the outer planking. Once the ship is fully reinforced and permanently reassembled, it will take three to five years to preserve it in a bath of polyethylene glycol.

Conserving the artifacts after 300 years under water involves drilling away the concretions that form

around metals. Some items, such as iron knives, swords, chisels and scissors, had completely corroded, so the team is casting molds into the gaps eaten out of the metal. Helen Dewolf, a Canadian research associate on the project, has laboured on some of the most interesting objects: a leather shoe, a rake and the fire pots. She and her colleagues say they are thrilled to be working on the oldest sunken French ship ever excavated from the New World, containing the only existing French colony kit nearly intact from the late 17th century.

Eventually, curators will display the ship in a new museum of Texas history in Austin. Many of the artifacts from the ship and Fort St. Louis are already on view at the Public Archaeology Laboratory in Victoria, Tex."

#### **Alex Hunt reported on Sea-Site 19/01/01:**

List members may find the Hansard record for yesterday's House of Lords second reading of the Culture and Recreation Bill of interest. The Bill already has within it a number of provisions relating to archaeology, most notably in creating new powers for English Heritage relating to marine and maritime archaeology and the formalisation of the merger between RCHME and English Heritage. The creation of a new body "Culture Online" and measures relating to various national museums will also undoubtedly be of interest to many list members. Yesterday's debate however also drew attention to a number of missing measures that the Bill might usefully have included, such as making the provision of Sites and Monuments Records a statutory responsibility as well as various desirable amendments to Ancient Monument's legislation. Questions were also raised as to the appropriate resourcing of underwater archaeology under the proposed new arrangements.

#### **Alex Hunt on Sea-Site reported 20/01/01:**

Ministry of Defence press release:

#### **LAUNCH OF WRECK AMNESTY**

On Tuesday 23 January, the Maritime and Coastguard Agency (MCA) launched a three-month amnesty for the return of items taken from wrecked ships. In support of the Wreck Amnesty Dr Lewis Moonie, Under Secretary of State at the Ministry of Defence said:

"The Ministry of Defence fully supports the launch of the Wreck Amnesty. This is a further step in the educational initiative that the Government is promoting in our efforts to encourage legal and responsible practices amongst divers and other users of the sea."

1. The amnesty proposed by the MCA for undisclosed finds of wreck will run for 3 months from 23 Jan 2001. It will be controlled by the Receiver of Wreck (an official of the MCA appointed by the Secretary of State for the Department of Environment, Transport and the Regions).

2. Under Section 236 of the Merchant Shipping Act 1995, finders of wreck are legally required to report their discoveries to the Receiver of Wreck. The amnesty will be offered in relation to this offence and those wishing to take advantage of it should make a report to The Receiver of Wreck on 02380 329 474.

3. The majority of wreck is brought ashore by sport divers as trophies around the coast of the UK. A substantial number of items may have originated from HMS vessels. It is anticipated that a number of items of light munitions and other potentially dangerous material will be reported. Additional costs to MoD will be met from within the MoD budget.

#### **Steve Corsini reported on AusArch 24/01/01:**

For anyone interested in Western Australian (WA) historical sites. **STATE HERITAGE REGISTER AND PLACES DATABASE GOES ON-LINE**  
The Heritage Council of WA's official database of 15,000 places considered to have heritage value is now available to you on-line at

<http://register.heritage.wa.gov.au>

You can now access information about these 15,000 places, including the nearly 800 places currently on the State Register, quickly and easily. Internet-connected users can search the place register, retrieve information, view and print reports, all without requiring any special software other than the web browser.

Enquiry's about the system should be directed to the Heritage Council of WA on (08) 9221 4177 or toll free 1800 644 177, or by e-mail to [gcox@hc.wa.gov.au](mailto:gcox@hc.wa.gov.au)

#### **Stella Maris reported Sub-Arch 23 / 01/01: Treasure hunt By DAVID ADAMS, The Age, Tuesday 23 January 2001**

There was no suggestion that its journey to Tasmania would be anything but routine when the SS *City of Launceston* slipped its berth from Melbourne's Sandridge Pier at 7.20pm on November 19, 1865.

Steaming out into Port Phillip Bay, the ship turned its bow towards the distant glow of the West Channel lightship. On board, its 38 passengers had probably

started to relax: those in the saloon at the stern perhaps sipping at a glass of sherry as they watched the lights of Melbourne recede into the night, while in steerage the working class settled into less ornate surrounds for the 19-hour voyage.

But events would soon prove this was anything but a routine run. An hour after leaving Sandridge Pier, the *City of Launceston* would be fatally struck and slowly sink beneath the ice-cold waters of the bay where, after early unsuccessful salvage attempts, it would lie largely undisturbed until its rediscovery 115 years later.

Peter Harvey crouches beside a low, flat basin and pulls back a canvas cover to reveal the edge of a wooden dining table. About two metres long, but capable of being extended to five, the table is one of the prize finds of a three-week excavation of the wreck of the *City of Launceston* - the latest step in a 20-year bid to survey and excavate what is arguably Australia's finest shipwreck and certainly one of its most intact.

The table is just one of about 80 artefacts that Harvey, a maritime archaeologist with Heritage Victoria's maritime unit, and a team of up to 30 maritime archaeologists, conservators, skilled volunteers and other experts recovered from the wreck on the trip late last year.

"Here we have probably the biggest repository in Victoria, if not Australia, of fabrics, people's belongings and they're in a ship," Harvey says of the *City of Launceston*.

"All maritime archaeologists have their favorites but this has got to be the most intact of its kind."

Each of the artefacts found on board - from the crockery still neatly stacked inside the remains of a cupboard and a porcelain vanity basin to a chest filled with fabric, bottles of schnapps and decorated porcelain chamber-pots - has a rich story to tell about Australia's past.

Working in murky conditions where visibility could be reduced to about a metre, teams of up to five people carefully recorded each item in situ. Using a water dredge to vacuum away silt, the items were then removed, tagged and brought to the surface before being taken to the excavation base at Portarlington.

Carefully packed, they were then transported to a Melbourne lab where the process of preservation - which for some wooden artefacts can take several years to complete - began.

As well as the latest finds, the lab has an array of others brought up on excavations carried out over the past few years: buttons, champagne bottles and portholes. Perhaps the most famous is the blue and white porcelain toilet believed to be one of the original flushing water closets manufactured by Englishman Thomas Crapper.

The *City of Launceston* was rediscovered still sitting upright on the seabed in March 1980 by a group of enthusiasts led by Geelong diver Terry Arnott, at the time a committee member of the Maritime Archaeologists Association of Victoria (MAAV). The group also included scallop fisherman Bill Cull, hydrographer Harry Reed and fellow diver Barry Heard.

Arnott, who is now a maritime archaeologist with the Department of Environment and Heritage in South Australia, recalls first crawling about the deck of the ship after a 12-month search, unaware that he was actually on board the vessel he had sought for so long.

"It was dim and dark and I could see fragments of material around me and I thought that I was on the starboard side," he says. "I thought the shipwreck must be around here somewhere, I must be close to it, and as I was crawling on my hands and knees. That's when I fell off and dropped about five metres into the silt. It gave me one hell of a fright but exhilaration as well as I realised the ship was intact and standing upright."

Arnott and his colleagues at the MAAV had launched their search for the *City of Launceston* because they believed it might still be relatively intact and its discovery would show the importance of protecting ships wrecked in state waters. At the launch of their search, there was no legislative protection for ships in bays and inland waters.

But he says the find far exceeded their expectations. "It really tells us an enormous amount about these early Bass Strait trade and the passenger trade, about ordinary people back in the 1860s. It's the stories it can tell us about individuals and the communities at the time."

The rediscovery of the *City of Launceston* led to the enactment of the state's first shipwreck heritage legislation - the 1981 Historic Shipwrecks Act. The *City of Launceston* was the first ship to be gazetted under the act.

Harvey says that because most of the excavation work

has been concentrated on the ship itself, not much is yet known about the passengers.

"What we have found is that it was quite luxuriously appointed, with beautiful carpet, timber paneling, gilded swinging lamps, plush furnishings, curtains - we've found curtain rods with the rings still attached - frosted glass with patterns etched into it," he says.

The ship's wrecking is well documented. An hour out from Melbourne it was rammed in the starboard side by the 500-tonne SS *Penola*, a steamship on a voyage from Adelaide to Melbourne, apparently after confusion over which side they would use to pass each other.

Whatever the cause of the collision, the *Penola's* bow penetrated the captain's cabin and water rushed in, quickly filling the vessel. The collision was fatal, but it took about 45 minutes for the ship to sink, giving Captain William Nelson Thom the time he needed to ensure the 38 passengers and 24 crew could safely evacuate to the *Penola* with no loss of life.

Salvage attempts began two days later. The ship had been carrying a general cargo of brandy, port wine, rum, tea, cigars, boots, hats, drapery, glassware, sheepwash, lead and spouting as well as 56 cases of English mail and six cases of Victorian mail. The English mail was recovered, but only a few other items - a bag, a parcel, five boxes of passengers' belongings and two cases of merchandise - were ever retrieved.

There were also attempts to raise the stricken vessel, one of which centred on the use of newly patented Maquay lifting devices. Working in hard helmets with no light and being pumped air through a long tube to the surface, men positioned the devices - no more than drums containing sulfuric acid and zinc cuttings - along the ship. When the acid was released, hydrogen gas was produced that inflated large canvas bags. The bags managed to lift the wreck, but only partly, and it soon fell back to the bottom where it lay until its rediscovery.

The looters came some time around May last year. Ignoring the buoy identifying the area as a protected zone and forbidding people from anchoring or diving in the area, they took a small craft to the site and, probably under the cover of darkness, it is believed that up to four scuba-divers dropped over the side of the vessel and made their way to the wreck.

In what would be pitch darkness, they began to

rummage clumsily and hurriedly among the ship's remains in the search of readily transportable trinkets.

Whether they were simply trophy hunters in search of a piece of pottery for their mantelpiece or a few gold coins or whether they were more organised black-market traders remains unknown. How much they have taken also remains unknown. But what is certain is that the damage they caused is irreparable.

"What has been lost is a huge amount of information," Harvey says. "These people have been just going to the site and pushing their hands into the silt and feeling an object and pulling it up. Of course, that pulls through layers of context, disturbs objects and smashes fragile ones. It just completely destroys things. Fragile timber and other things are just thrown over the side."

Since the attack water police have stepped up their patrols of the area and Heritage Victoria has also had its own enforcement measures strengthened. There is also some small solace in the fact that many of the items, particularly the ceramics, bear the insignia of the Launceston and Melbourne Steam Navigation Company, meaning they are easily recognisable as stolen items.

Harvey says Heritage Victoria is now looking for some corporate sponsorship to continue working on the wreck and it hopes eventually to mount an exhibition of its finds.

He only hopes the ship can be excavated and preserved before any more damage is done. "It's a bit of a race against time."

**Stella Maris reported on Sub-Arch 25/01/01:  
Treasure Island: Explorers may have located  
sunken pirate ships by Jules Crittenden  
The Boston Herald, Friday, January 19, 2001**

Undersea explorer Barry Clifford has discovered a pirate-ship graveyard off the coast of Madagascar that may be rich in looted treasure and artifacts.

Divers Bob Paine, John de Bry and Barry Clifford show off a pewter tankard believed to be from Capt. Kidd's ship, *Adventure Galley*.

In three expeditions to Ile Ste. Marie, an island haven for pirates that was a real-life Treasure Island, Clifford located and has done preliminary excavations on shipwrecks he and his team, sponsored by the Discovery Channel, believe to be the wreck of Capt. Kidd's *Adventure Galley* and Capt. Billy One-Hand's

*Fiery Dragon*.

The unconfirmed discovery of what Clifford believed was Kidd's ship was announced last June.

In November, his team, including marine archaeologist John de Bry and historian Ken Kinkor, identified English oak in the beams and 17th-century pewter that matches the period of Kidd's ship. Clifford said the discovery of porcelain with Hapsburg double-eagle crests identifies the other wreck as the *Fiery Dragon*, based on what is known about its hijacked cargo.

"We went 13,000 miles to an area the size of a football field where we expected to find these ships, and we did," said Clifford, who added that old English and French Admiralty charts from the era appear to have accurately identified the locations of both the *Fiery Dragon* and *Adventure Galley* wreck sites.

The *Fiery Dragon* promises to be one of the richest pirate ships ever discovered and excavated, and to me, as an archaeologist, the most exciting one," said de Bry.

Clifford said, "To bring up a pewter mug that Capt. Kidd may have drunk from was tremendously exciting. It opens a window into the Golden Age of the Pirates that has been shrouded in folklore and mystery."

Kidd's damaged ship had been largely unloaded when it caught fire and sank in 1698. It is not expected to hold large amounts of treasure but could be rich in artifacts. But Clifford said the *Fiery Dragon* was reported to have been heavily laden with treasure when it caught fire and sank during a rollicking pirate party about 1721.

So far, a handful of late 17th-, early 18th-century European and Ottoman coins have been recovered from a test pit on the *Fiery Dragon* site, as well as a number of fine Chinese porcelain pieces. The ship was believed to be carrying treasure worth about \$375 million in today's dollars after capturing rich merchant ships off the coast of Africa.

These are the third major pirate ship excavations for Clifford, who won fame when he discovered the *Whydah*, the first pirate treasure wreck ever found, off Cape Cod in 1984. He hopes to move his Provincetown museum to a larger site in Boston or Cape Cod in the near future.

"We're actively looking for a location right now," Clifford said. He hopes to negotiate the loan of some

of the Kidd and *Fiery Dragon* artifacts and treasure for display in a new maritime museum featuring the *Whydah's* gold and silver treasure and artifacts.

Capt. Kidd had a house on Milk Street in Boston. He was arrested in Boston. The *Whydah* pirates were hung in Boston," Clifford said. With artifacts from all three ships, Clifford said, "That would be a pretty hard museum to walk by."

**Stella Maris reported on Sub-Arch 25/01/01:  
The New York Times, January 24, 2001  
Scientists Enter Confederate Sub**

HARLESTON, S.C. -- Scientists slipped through a hole in the ballast tank and into the Confederate submarine *H.L. Hunley* on Tuesday, beginning the long process of exploring the silt-filled vessel and removing the remains of its nine-man crew.

The *Hunley*, the first submarine to sink an enemy ship, rammed a black-powder charge into the Union ship *Housatonic* off nearby Sullivan's Island on Feb. 17, 1864. The *Housatonic* sank, but so did the submarine, which was fashioned from locomotive boilers.

The *Hunley* was raised last August and has since rested in a tank of cold water at the former Charleston Navy base.

It will take about a week to remove sediment from the ballast tank. Scientists then will have a better idea of how the hand-cranked sub is put together, said Kellen Butler, a spokeswoman for Friends of the *Hunley*.

"They will start finding how solid everything is and that will determine which hull plates they take off" to get access to the rest of the vessel, she said.

Scientists will open the crew compartment and remove artifacts and any remains, perhaps as early as the middle of next month. The entire project is expected to take about three months.

The crew's remains are expected to be buried later this year in the *Hunley* plot in Charleston's Magnolia Cemetery next to two earlier ill-fated crews.

After the excavation, conservation of the hull is expected to take several years. The *Hunley* will then go on display at the Charleston Museum.

**Stella Maris reported on Sub-Arch 27 /01/01:  
VISA GOLD COMPLETES MOST SUCCESSFUL  
YEAR TO DATE**

Toronto, Ontario, December 22, 2000 - Visa Gold

Explorations Inc. (CDNX: YVL) is pleased to announce that the Company recently completed the last in a series of successful excavation campaigns for the year 2000.

On its most recent expedition the Company continued to dive and recover items from the site of the *Palemón*. Several magnetometer runs were also completed with high success. The Company located two new cannons that do not appear to be from the *Palemón*, providing Visa Gold with another target to investigate in the New Year. Due to unfavorable weather conditions the expedition ended early.

"This has been a year of tremendous accomplishments in the evolution of Visa Gold. It's not everyday that a shipwreck is found, let alone one containing thousands of historical artifacts.

Early in 2001, Visa Gold will begin a series of expeditions around the Island of Youth, off the southern coast of Cuba. Historically the area holds great promise. The island was once named the Island of Treasure because it was a strategic hideaway for pirates preying on unsuspecting ships traveling from Central and South America. To date, there has not been any serious archaeological work conducted in the area. Visa Gold will be the first excavation team approved by the Government of Cuba to properly investigate these waters. Excavation efforts on the *Palemón* will resume once weather conditions improve - likely in early spring.

**Stella Maris reported on Sub-Arch 30/01/01:  
Archaeologists discover sunken treasure off Kenya  
By ANDREW ENGLAND, Associated Press.  
MOMBASA, Kenya (January 24, 2001.**

<http://www.nandotimes.com>) - After diving in the shadow of a 16th-century fort off Kenya's coast, marine archaeologists said they have found new treasures in the Indian Ocean and have conducted Africa's first undersea archaeological survey.

After 10 days searching the waters around Mombasa Island, the archaeologists said they have discovered at least four sunken vessels, including a Portuguese frigate destroyed during a battle in the late 1690s, and ceramics created between 3000 and 10,000 B.C. But they said those finds are just the rewards of a more important accomplishment: A comprehensive survey that takes in the landscape of both the shoreline and the adjacent seabed.

"It is the first time we have mapped the (underwater) landscape," said Colin Breen, one of the divers and an archaeologist from the University of Ulster in

Northern Ireland. "Prior to this, the focus was on single wrecks. What we are trying to do is map out the whole region."

"We are looking to create awareness among archaeologists about the potential of East Africa. Much of African archaeology is either overlooked or ignored," said Breen.

Using a mix of centuries-old maps, acoustic sonars and geophysical technology to chart the seabed, the archaeologists have discovered ancient Swahili settlements swallowed up by the rising ocean, Breen said.

They also have found two sailing dhows, a 1920s barge that sank while carrying tiles from Calcutta, India, and the Portuguese frigate, he said - as well as ceramics from China, Europe and the Middle East.

Since Jan. 15, 22 divers and archaeologists from the University of Ulster, collaborating with the National Museums of Kenya and the British Institute in Eastern Africa, have surveyed the waters and shores around Mombasa, East Africa's largest port and one with a rich history.

The area's original inhabitants called the Swahili from the Arabic word "sahel" or coast, traded with Arabs from the Arabian peninsula and the Persian Gulf area.

Seeking an all-water route to India, Portuguese sailors landed in Mombasa in 1498 and made it their main base in eastern Africa. In 1593, the Portuguese built Fort Jesus on a bluff overlooking the harbor. A century later, residents appealed to the Sultan of Oman, whose forces began a successful two-year siege of the fort in 1696.

The Portuguese lost four ships, one of which the archaeologists are 90% certain they have discovered.

The ship is buried under a mound of sand that is 46 feet beneath the surface at low tide and looks like a whale on its back, Breen said. The archaeologists do not want to raise the vessel and will instead try to preserve it where it lies.

"Archaeology by nature is destructive. This way it's nondestructive," said Breen, describing a trend in archaeology toward preservation. "It's happened on this continent before, things have been extracted and sold off."

Raising a ship from its grave costs millions of

dollars and makes the wreck costly to preserve. The vessel will last longer if it remains covered, with minimal exposure to oxygen, Breen said.

**Stella Maris reported on Sub-Arch 31/01/01: ASSOCIATED PRESS,**

ATHENS, Greece (AP) -- Archaeologists and historians are plotting to save shipwrecks dotting the ocean floor from commercial divers they say are destroying valuable clues to the past.

At a weekend conference in Athens, scientists studied proposed guidelines designed to safeguard thousands of wrecks around the world that are becoming increasingly accessible to private salvage crews.

At a meeting in Paris in March, the U.N. cultural agency UNESCO hopes to reach an international consensus on protecting underwater heritage, including shipwrecks archaeologists say offer unique insight into the world's wars, commerce, migration and technology.

"Information from wrecks tells us things we can't find from sites on land," said Lyndell Prott, a UNESCO official.

Disagreements over the cost and methods of wreck protection have delayed an agreement for years. Scientists say that with salvage technology becoming increasingly less expensive, such information is at risk.

"There is a lot of commercial salvage going on and this can be a problem because their sole inspiration is commercial gain," Prott said. "Obviously what they are looking for is commercially valuable objects and to get at those, they destroy things that hold a lot of information."

The world's most famous wreck, the *Titanic*, is at the heart of the debate. The luxury liner went down in 1912, and since undersea explorers reached its grave 70 years later it has been the subject of legal battles over the right to salvage, display and sell artifacts found aboard.

UNESCO's planned agreement would not address the question of ownership of salvaged wrecks, but would urge governments to identify sunken ships and leave them in the sea until they can be properly studied.

"The prime principle is if you haven't got the money, leave it where it is," Prott said.

"The water often provides a stable environment for

(the wreck's) future," she said. "It's important to ensure that when things are brought up that there's a proper plan for it."

UNESCO officials said if a consensus is reached in March, an agreement to safeguard world underwater heritage could be drafted by November."

#### **Martin Dean on Sea-Site reported 2/02/01:**

**Dr. Colin Martin retires:** Before the rumour mill begins churning out inaccurate information, Sea Site subscribers might like to be aware of the following:

Masters and PhD degree programmes within the Scottish Institute of Maritime Studies at the University of St Andrews will finish when Dr Colin Martin retires at the end of September. Colin will however continue an association with the University through his research into the 17th century wreck at Duart Point, the supervision of existing research students and publications

It should be pointed out that the Archaeological Diving Unit, who recently had its contract with the UK Government extended, will continue to be based at St Andrews for the foreseeable future.

It is sad that an era will be coming to an end, particularly as St Andrews was the first to teach maritime archaeology in the UK. Its maritime alumni can be found in archaeological and related jobs with government agencies, museums, archaeological companies, etc. throughout the world. However there are an increasing number of exciting educational opportunities in the subject at other universities and in many countries so, despite this closure, there is probably more choice than ever before.

I think that the end of Colin's teaching career at St Andrews will be a great loss to maritime archaeology.

Martin Dean  
Director  
Archaeological Diving Unit  
University of St Andrews

**Sunday Telegraph: Divers find wreck of Campbells Bluebird:** The Wreck of *Bluebird* the jet powered boat in which Donald Campbell died while trying to break the world water speed record in 1967 has been found by divers. Secret plans to salvage the craft have, however, divided the adventurer's family.

The wreck was found by Royal Navy divers days after the 300mph crash on Coniston Water in the Lake District, but attempts to relocate it again over the last 30 years failed, and it became a 'Holy Grail' for divers.

The Sunday Telegraph learnt that a team led by Bill Smith, an underwater surveyor, pinpointed the boat last year under layers of silt, about 150ft below the surface. Mr. Smith has negotiated a deal with the BBC to film the salvaging of the craft, to the dismay of Campbell's widow, Tonia Bern-Campbell, 64, who says the wreck should remain untouched as a memorial to her husband, his body was never found.

#### **Stella Maris reported on Sub-Arch 22 Feb 2001 Treasure Hunters Thwarted By Supreme Court**

The U.S. Supreme Court let stand a ruling that Spain owns the remains of two of its warships that sank off the Virginia coast hundreds of years ago, handing a setback to a treasure-hunting, maritime salvage company.

Virginia asserted ownership of the shipwrecks of the Spanish Royal Naval vessels - *La Galga*, which sank in 1750, and *Juno*, which went down in 1802. Virginia issued Sea Hunt, a salvage company, permits to recover artifacts from the wrecks. But Spain then filed a claim asserting ownership over the shipwrecks, citing a 1902 treaty between the United States and Spain protecting shipwrecks and military gravesites. Under the treaty, vessels may be abandoned only by express acts. An U.S. appeals court ruled last year that the two ships belonged to Spain. It said Sea Hunt could not show by clear and convincing evidence that Spain expressly abandoned the ships in international treaties in 1763 or in 1819.

The Supreme Court rejected without any comment or dissent appeals by Virginia and by Sea Hunt, which located the vessels, asking the justices to hear the case and to overturn the ruling.

*La Galga*, which is Spanish for "The Greyhound," was a 50-gun frigate which sank off the coast near the Virginia and Maryland border.

Most of the crew and passengers reached land safely. When the ship's captain attempted to salvage items from the wreck, he found local residents already had begun looting the vessel. *Juno*, a 34-gun frigate, sank in the coastal waters off Assateague Island. At least 413 sailors, soldiers and civilians died.

Virginia Attorney General Mark Earley said the case involved an important question of federal law. "At stake in this case is the proper standard of abandonment under admiralty law for ancient shipwrecks recently discovered and embedded in the submerged lands of a state," he said.

Lawyers for Sea Hunt criticized the U.S. Justice

Department for supporting Spain. They said the Justice Department and the court rulings provided Spain with "sovereign immunity" in salvage claims on wrecksites of long-lost, buried and forgotten Spanish vessels. But Spain's lawyers replied that the appeals court ruling correctly held that Spain was entitled to protect its vessels from commercial exploitation. The decision rested on "multiple, independent and settled principles of domestic and international law" governing sovereign vessels and military gravesites, they said. "The foreign policy implications of this case counsel against further judicial proceedings," Spain's lawyers told the high court in urging that the appeals be denied. - (Reuters)

**Stella Maris reported on Sub-Arch 23 Feb2001 from the The New York Times, Company Says It Found Deepest Wreck**

HANOVER, Md. -- A deep-sea salvage company claims to have discovered the deepest ancient shipwreck ever found -- a 2,300-year-old Greek trading vessel found nearly two miles under the surface of the Mediterranean.

The discovery by crews from Hanover-based Nauticos could change theories about ancient trade routes and provide clues about climate change in the past two millenniums.

The wreck was found almost 300 miles off the coast of Corsica while the company was working for the Israeli government, searching for a submarine that disappeared in 1968.

Company general manager Tom Dettweiler said his crewmembers at first were unhappy that the thing they discovered wasn't the sub.

The discovery was made in May 1999, but was kept secret until the salvage of the Israeli submarine -- which the company eventually found -- was completed.

Oceanographer Brett Phaneuf of the Institute of Nautical Archaeology at Texas A&M University estimated the wreck's age using video images of amphorae, large ceramic containers used to transport olive oil, wine and other commodities. Their appearance suggested they came from the Greek islands of Rhodes and Kos and were made around the second and third centuries B.C., the company said.

The discovery of the wreck between the trading centers of Rhodes and Alexandria, nearly 300 miles from land, could challenge the thinking that ancient Mediterranean trading ships generally didn't venture into the open sea.

"We'd always believed that ships hugged the coast and stayed in sight of the land," Phaneuf said. "This is the nail in the coffin on that theory. These ships are as far as you can possibly get from any shore. They didn't get there by accident."

## Field Work, Further Studies and Internships

### The Colonial Landscape of St Christopher, West Indies Historical Landscape Archaeology Field School 18 July - 8 August 2001

Department of Archaeology, University of Bristol, in conjunction with the St Christopher Historical Society, announce a new 3-week accredited historical landscape archaeology field school in St Kitts, West Indies.

The project is based at Wingfield Estates and its environs, a 17th century sugar plantation. The Study Area incised Old Road Town, the site of the earliest permanent English Settlement in the West Indies (1624).

The course will provide a full introduction to the principles and practice of historical landscape archaeology, as well as a sound general introduction to historical archaeology in the Caribbean. Participants will gain training in landscape survey, building recording and evaluative stratigraphic excavation. The project is managed by Dr Mark Horton and Dan Hicks (University of Bristol).

Students and members of the public are invited to apply. Previous archaeological experience is preferred but not always essential.

The closing date for receipt of FULL applications is 1 June 2001, but there is a very limited number of places on the course, so applicants are asked to register interest as soon as possible.

Further details are available from  
 Dan.Hicks@bristol.ac.uk  
 St Christopher Field School, Department of  
 Archaeology,  
 University of Bristol, 43 Woodland Road, Clifton,  
 BRISTOL. BS8 1UU. UK  
 tel: 44 117 954 6060; fax: 44 117 954 6001  
 email Dan.Hicks@bristol.ac.uk  
 web www.fieldschool.net

### **2001 Colorado Coal Field War Summer Archaeological Field School University of Denver**

Dates: Two overlapping sessions: June 11- July 30, 2001 and June 25- August 3, 2001

The 2001 Colorado Coal Field War Archaeological Field School is a joint collaboration between the University of Denver, Fort Lewis College, and the State University of New York at Binghamton. It will be held at the Ludlow Tent Colony, a National Historic Register site associated with the Ludlow Massacre Memorial. The Ludlow Tent Colony is located 15 miles north of Trinidad, Colorado.

The Ludlow Massacre was the most violent and best known episode of the 1913-1914 Colorado Coal Field Strike, and a seminal event in U.S. labor history. The deaths of women and children shocked the nation, and led to several reforms in labor relations that turned corporate management policies away from direct confrontation with strikers to more negotiated settlements.

Today the United Mine Workers of America (UMWA) maintain the Ludlow site as a monument to the struggle of organized labor in America. Although many historical works exist about the Coal Field Strike, little is known about the everyday lives of the striking miners and their families. The archaeological research at Ludlow is dedicated to understanding these everyday lives.

The field school is open to undergraduate and graduate students; there are no prerequisites. Enrollment is limited to 8 students per session.

The field school will be directed by Bonnie Clark of the University of California at Berkeley. Contributing to the teaching of the field school will be Dr. Dean Saitta (University of Denver), Dr. Philip Duke (Fort Lewis College), Dr. Randall McGuire (SUNY-Binghamton), and Mark Walker (University of Denver and Project Director of the Colorado Coal Field War Archaeological Project). Students will learn excavation and survey techniques, mapping, photography, laboratory analysis, and other skills. All field equipment will be provided by the project.

Four previous seasons at Ludlow uncovered the remains of tent platforms and cellars, a possible privy, and many artifacts relating to everyday life in the colony and the day of the massacre. Local museums and memorials will be used to consider issues in the public representation and commemoration of the past.

Credits and Tuition: The Summer Field School is offered through the University of Denver. Students enroll in ANTH 3990, Summer Field School in Archaeology, for 4-6 credits. Fewer or more credits can be arranged. Tuition is \$557 per credit hour.

Room and Board: Field School participants receive free room and board courtesy of a Colorado Historical Society grant to the University of Denver. Students will be housed and fed in dormitories at Trinidad State Junior College in Trinidad. Transportation between Trinidad and the field sites will be provided.

Volunteers: Persons not seeking course credit are invited to participate in the fieldwork. Free room and board requires a six-week commitment in one of the two sessions.

Direct Inquiries To: Dean Saitta  
Department of Anthropology,  
2000 E Asbury, Sturm Hall, 146-S,  
University of Denver, Denver CO 80208;  
303-871-2680; dsaitta@du.edu.

### **2001 UM-St. Louis Archaeological Field School**

Session I: Arrow Rock, Missouri (June 11 - 29)

Session II: Cahokia Mounds State Historic Site (July 9 - 27)

The Department of Anthropology at the University of Missouri-St. Louis will be conducting a six week field school between June 11-29 and July 9 - 27. The first three weeks will be spent exploring a mid-19th century pottery factory and a postbellum African-American community in Arrow Rock, Missouri. The second three weeks will be spent at Cahokia Mounds State Historic Site in Illinois investigating Cahokia's western palisade and portions of mound 34. Excavations at Cahokia will be a joint project between UM-St. Louis, Washington University, and Northwestern University. Students can enroll for a single session (3 cr.) or both sessions (6 cr.). For additional information please see the below website or contact me by phone or email.

<http://www.umsl.edu/~anttbaum/fieldschool2.htm>

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Department of Anthropology  
University of Missouri-St. Louis  
Clark Hall - Room 507  
8001 Natural Bridge Road  
St. Louis, MO 63121-4499  
Office: (314) 516-6021  
email: tbaumann@umsl.edu  
Fax: (314) 516-7235

**Fort Vancouver National Historic Site Field School**

Portland State University, in collaboration with the National Park Service (NPS), will sponsor a seven-week field school at Fort Vancouver National Historic Site, Vancouver, WA, Summer 2001. The program will include excavation within the Hudson's Bay Company palisade, focusing on the ca. 1843 Sale Shop, which, between 1843 and 1860, served as the Company store to employees, missionaries, government expeditions, and local settlers. The excavations will recover additional architectural information to assist in the reconstruction and interpretation of the building, which the NPS will be reconstructing in the historical park. A survey portion of the school will be conducted in the Company (Kanaka) Village and in the U.S. Army's Vancouver Barracks. Doug Wilson and Bob Cromwell (National Park Service) will be directing the project.

The Field School will run from June 25 through August 10. For additional information (fees, course credit, application, etc), please contact Douglas C. Wilson, Ph.D. (360) 696-7659 x24.

**Saint Mary's College-University of Rhode Island Summer Field School in Maritime Archaeology**

The Summer Field School in Maritime Archaeology is a joint research expedition to be conducted in Bermuda by faculty and students of the University of Rhode Island, and Saint Mary's College of California. The field school is a research-based learning experience that will expose students to a variety of activities including archival research, artifact conservation, remote sensing survey, and underwater documentation of historic shipwrecks.

The field school will be conducted in the three-week period from May 28 - June 17, 2001. Advanced scuba training, leading to the American Academy of Underwater Sciences' (AAUS) Scientific Diver certification, and classroom work related to maritime history and maritime archaeological field methods will comprise week one. Underwater research and documentation of 16th and 17th century shipwrecks will be conducted in Bermuda during the remaining two weeks. Students will receive 3 units of upper division anthropology or history credit.

Course enrollment will be limited to 8 students from each institution. There are no academic prerequisites, but all participants in the field school must obtain both scuba and AAUS certification prior to the beginning of the field school and must have their own diving equipment (no tanks or weights required). While in Bermuda, students will participate in each of three research modules: laboratory training in the museum's

conservation facility, archaeological survey and documentation of historic shipwrecks, and archival research in the Bermuda Archives, located in the nearby city of Hamilton. In addition, students will attend periodic lectures on such topics as archival research methods, archaeological survey (magnetometer and visual survey), site excavation and mapping, analysis of archaeological data, conservation of waterlogged artifacts, etc. A non-diving component is also available for students interested in a more concentrated exposure to artifact conservation and archival research.

Travel

Participants in the field school will make their own arrangements for air travel from the United States to Bermuda and back. To enter Bermuda, visitors from the United States must present either a US Passport or a birth certificate with a raised seal issued by a competent municipal authority, along with a photo ID.

Accommodations

During the field session, students and faculty will stay in the Bermuda Maritime Museum's hostel. The hostel has excellent kitchen facilities, which will be utilized by one supervising cook and two daily "volunteers" who will be selected in accordance with a rota and will assist the cook in preparing meals and cleaning up.

Dive Equipment and Boats

The museum will provide a 20' and 24' dive boat for transportation to and from the dive sites and to act as the working dive platform. The museum will also provide dive tanks, weights, and an air compressor. Students must provide all other dive equipment.

Transportation

Ground transportation from the Bermuda airport to the Museum and back will be included in course fees.

Application Procedures

Professor Rod Mather of the University of Rhode Island History Department and Professor James M. Allan of the Saint Mary's College Anthropology Department and are co-directors of the program. Please contact either Professor Mather at the University of Rhode Island or Professor Allan at Saint Mary's College for application forms or for further information. Professor Mather may be reached at (401) 874-4093 or via e-mail at [roderick@uri.edu](mailto:roderick@uri.edu). Professor Allan may be reached at either (925) 253-9070, or (925) 631-4206, or via e-mail at [allan@sscl.berkeley.edu](mailto:allan@sscl.berkeley.edu).

**Field school in historical archeology at Van Winkle's Mill, a late 19th century Ozark saw mill**

**community.**

Jointly offered by the University of Arkansas Dept. of Anthropology, the Arkansas Archeological Survey and the University of Texas Dept. of Anthropology

Archeological Field Session (6 credits) July 2 - August 10, 2001

Description: Survey, excavation, and laboratory training in historical archeology at the Van Winkle site in Beaver Lake State Park near Rogers, Arkansas. Research topics include: Archeology and Regional History: Peter Van Winkle and the "modernization" of Northwest Arkansas Archeology of the African Diaspora: From enslaved labor to Freedmen in Van Hollow Landscape Archeology: Ideology of place, identity, domination & resistance Industrial Archeology: Lumbering, milling, and Ozark forest history & "The most modern and powerful mill in the West"

See our web page for more information:

<http://home.earthlink.net/~tjnjamie/VW2001/>

**BILLOWN NEOLITHIC LANDSCAPE PROJECT  
CASTLETOWN, ISLE OF MAN  
June 11th - July 17th 2001**

The seventh season of excavations and survey will take place at Billown, Isle of Man, between Monday June 11th and Sunday July 15th 2001. The programme of work will include the excavation of Neolithic features associated with a long mound, pit-circle, ceremonial site, and middle to late Bronze Age structures forming part of a small settlement. Geophysical, topographic, and environmental surveys will be carried out in the surrounding countryside.

Applications are now invited from individuals wishing to join the project either as volunteers or as students wishing to gain credit-rated experience. The project is run as a university field-school.

Details and applications forms may be found online at: [http://csweb.bournemouth.ac.uk/consci/text/arky\\_field\\_billown.htm](http://csweb.bournemouth.ac.uk/consci/text/arky_field_billown.htm)

The project can also be contacted by email at: [billown@bmth.ac.uk](mailto:billown@bmth.ac.uk)

## Associations

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**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

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**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

**The Great Barrier Reef Marine Park Authority** has an annual grants program for post-graduate students undertaking research relevant to the management of the GBR. Information about this program can be found at the following link.

[http://www.gbrmpa.gov.au/corp\\_site/info\\_services/science/grants\\_scheme.html](http://www.gbrmpa.gov.au/corp_site/info_services/science/grants_scheme.html)

James Innes  
Project Manager - Social, Cultural and Economic  
Research and Monitoring Coordination

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Townsville QLD 4810  
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Fax: (07) 4772 6093  
[www.gbrmpa.gov.au](http://www.gbrmpa.gov.au) <<http://www.gbrmpa.gov.au>>

## **New Books, Publications, Videos and Articles**



*Iron and Steamship Archaeology  
Success and Failure on the S/S 'Xantho'*  
by Michael McCarthy  
Dept. of Maritime Archaeology, Western Australia  
Museum, Fremantle

In the early 1980s the author was asked to investigate the newly discovered wreck of the *Xantho*, an iron screw steamship active off the Australian coast during the period 1848 to 1872, and to develop a strategy to stop the looting that was occurring at the site. This relatively straightforward assignment turned into a long-term research program for applying maritime archaeology to the conservation of iron-hulled wrecks.

Kluwer Academic/Plenum Publishers  
<http://www.wkap.nl/kaphtml.htm/HOMEPAGE>  
Hardbound, ISBN 0-306-46365-2  
September 2000, 240 pp.  
NLG 137.00 / USD 59.00 / GBP 41.00

**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 in on the SEAC web site.

**Richard Gould's new book *Archaeology and the Social History of Ships*** 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](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.

**Max Gleeson, 2000, *SS Yongala: Townsville's Titanic*. Topan Press. ISBN 0 646 377817**  
*SS Yongala: Townsville's Titanic* is the latest release by well-known diver and

underwater photographer, Max Gleeson. Intensive research and interviews with descendants of those lost are a feature of Max's earlier books, *The Vanished Fleet of the Sydney Coastline* and *Shipwrecks, Storms and Seamen of the NSW Coast*. The same level of detective work has gone into this new release featuring Queensland's magnificent *Yongala* wreck site. The colour plates portray the majesty of one of Australia's premier wreck diving sites, whilst the text reveals the drama surrounding this significant 1911 loss.

The text introduced to the tragic Captain William Knight, his previous commands, contemporary shipping disasters and the events leading to the disappearance of *Yongala*. The reader is drawn into the anguish of the time and the frantic failed search.

Copies are available from the author:  
Max Gleeson  
51 Northcote Avenue  
CARINGBAH NSW 2229  
Ph (02) 9524 8077  
Price: \$30.00 (including postage).

## Forthcoming Conferences

### CONFERENCE ANNOUNCEMENT & CALL FOR PAPERS

2<sup>nd</sup> Conference on  
Preserving Archaeological Remains in Situ (PARIS2)

**September 12<sup>th</sup> – 14<sup>th</sup> 2001, in London**  
Organised by English Heritage, the Museum of London Archaeology Service  
and the University of Bradford

The first PARIS conference in 1996 examined physical, chemical and biological aspects of the burial environment, and sought methods of minimising change and effects on buried archaeological remains, and the published *Proceedings* are now an important reference work. The conference is founded on the need for balanced decisions about protecting our cultural heritage in the context of sustainable development, and the consequent need to understand the complex and variable condition of buried archaeological remains.

PARIS2 will review the new research of the last 5 years and, importantly, will aim to identify priorities and strategies for future research and policy. This is a conference for curatorial and contracting

archaeologists, soils scientists, conservators, hydrologists, engineers, planners and construction professionals.

The Proceedings of the conference will be published, and the language of the conference will be English. Proposals for papers, with abstracts of less than 100 words, should be sent to: PARIS2, Museum of London Archaeology Service, 87 Queen Victoria Street, London EC4V 4AB (fax: 020-7410-2201; email: [fionam@molas.org.uk](mailto:fionam@molas.org.uk)) by 15<sup>th</sup> January 2001.

**The Annual meeting of the European Association of Archaeologists 2001** 7th Annual Meeting 2001  
19 - 23 September 2001 Esslingen am Neckar,  
Germany Fachhochschule Esslingen - University of Applied Sciences

First circular and request for program proposals  
<http://www.esslingen.de/ea2001/e-q-q-d.html>  
Email: eea2001@Esslingen.de

**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](mailto:patrick@aiatsis.gov.au)

**First Call for papers: The 2001 Ontario Archaeological Society Annual Meeting, Hamilton, Ontario, Canada.** The Ontario Archaeological Society presents The Archaeology of Space & Place: New Models in Great Lakes Archaeology, October 12th-14th, 2001 at the Ramada Plaza Hotel, Hamilton, Ontario, Canada.

The 2001 Conference, hosted by the Hamilton Chapter,

requests abstracts around the theme of 'Space & Place'. Presentations are limited to a maximum of 30 minutes, and speakers should indicate their audiovisual requirements when submitting their abstracts. Topics suggested so far include, Spatial modeling and GIS; Ethnic identity and its detection in the material record; Intra/inter-site modeling; Archaeological site prediction; Problems with Archaeological Master Plans; And scape archaeology.

For further information please contact:

Conference Committee,  
Hamilton Chapter OAS,  
The Ontario Archaeological Society  
452 Jackson Street West,  
Hamilton, Ontario  
L8P 1N4

hamiltonOAS@hwcen.org; Fax: (905)525-4683

**Society for the History of Technology Call for Papers: Annual Meeting: October 4-7, 2001, San Jose, CA.**

The Society for the History of Technology will hold its annual meeting in San Jose, CA, October 4-7, 2001. The program committee welcomes proposals for individual papers or complete sessions on topics related to all facets of the history of technology.

In particular, the committee will welcome non-US and/or pre-1800 topics, works-in-progress from researchers of all stripes (including graduate students, chaired professors, and independent scholars), and papers from those new to SHOT who believe that an engagement with history can help their own work, regardless of discipline. Because the 2000 meeting took place outside the U.S., those who presented at SHOT-Munich are eligible to give a paper at San Jose.

John K. Brown  
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**6th Maritime Heritage Conference  
Wilmington, North Carolina  
October 25-28, 2001**

The 6th Maritime Heritage Conference will take place in the historic seaport of Wilmington, North Carolina.

The conference will be hosted by the Battleship North Carolina and headquartered at the Wilmington Hilton Riverside.

Proposals are invited for individual papers or sessions on all aspects of underwater archaeology, maritime history, preservation, education, technology, and tourism. The conference will also incorporate the 4th International Ship Preservation Conference and the annual Historic Naval Ships Association conference. International participation is encouraged.

Please send proposals to:

Dr. Timothy J. Runyan  
Maritime Heritage Conference  
Eller House, Maritime Studies  
East Carolina University  
Greenville, NC 27858-4353  
Telephone: 252-328-6097 Fax: 252-328-6754  
underwoodk@mail.ecu.edu

**Annual Meetings of the American Anthropological Association, November 28-December 2, 2001 (Washington, DC)**

Session: Marketing Heritage: Global Goods and the Endangered Past

**Please submit to:**

Yorke Rowan  
Department of Anthropology  
National Museum of Natural History  
Smithsonian Institution  
MRC 112  
Washington DC 20560-0112  
Office tel: (202) 357-2683  
FAX: (202) 357-2208  
email: yrowan@arches.uga.edu

**AAA Annual Conference 2001: Barriers, Borders, Boundaries : 6-8 December 2001**

The 2001 Australian Archaeological Association Annual Conference will be hosted by the Aboriginal and Torres Strait Islander Studies Unit and the School of Social Science at the University of Queensland. The conference theme will be: Barriers, Borders, Boundaries. The conference organising committee includes: Annie Ross, Sean Ulm, Ian Lilley, Jon Prangnell, Catherine Westcott, Jill Reid and Luke Kirkwood.

**Further Information:**

A Registration Form and Accommodation, Meals, Fieldtrip and/or Childcare Booking Form will be distributed in the June edition of Australian Archaeology, posted on AUSARCH-L and posted on a dedicated web site (url to be announced). For further information please contact:

AAA Conference 2001  
Aboriginal and Torres Strait Islander Studies Unit  
The University of Queensland  
Brisbane QLD 4072  
AUSTRALIA  
Email: [aaa2001@mailbox.uq.edu.au](mailto:aaa2001@mailbox.uq.edu.au)

**Investigator 2001 Symposium: Bicentenary of the voyage of Matthew Flinders to New Holland 1801-1803** will be held at Albany, Western Australia 9-11 December 2001. Organised by the Australian Systematic Botany Society, the WA Herbarium, CALM and the Wildflower Society of WA the symposium will focus on Flinders' stay in the south-west. For further details please contact:

Alex George  
18 Barclay Road  
Kardinya WA 6163  
[AGeorge@central.murdoch.wa.gov.au](mailto:AGeorge@central.murdoch.wa.gov.au)  
Or  
Alex Chapman  
Western Australian Herbarium, CALM  
Locked Bag 104  
Bentley Delivery Centre WA 6983  
[Alexc@calm.wa.gov.au](mailto:Alexc@calm.wa.gov.au)

## 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 8

March 2001

### News from National Training Officer

Greetings to the first AIMA/NAS newsletter for 2001. This year has started off busily with Part I courses being run in NSW, SA, WA and TAS in February. It is hoped that this flurry of activity continues throughout the rest of this year with the same intensity being put into the running of Part II and Part III courses.

AIMA has received from NAS (UK) a shipment of 'Archaeology Underwater: The NAS Guide to Principles and Practice'; the 332 page basic text for the NAS accreditation scheme. The books are selling for \$45, which includes postage and handling. If you wish to purchase a copy please send a cheque made out to AIMA TRAINING to the following address :

**Cosmos Coroneos**  
 National Training Officer  
 46 Gale Rd  
 MAROUBRA 2035  
 NSW

### News from New South Wales:

On the 24/25th February 2001 we offered the first Part I course through Continuing Education at the University of Sydney. The course was well received and attracted a total of 14 students. The course ran very smoothly and Continuing Education is keen for us to run another course through them later in the year.

We are also currently looking into the possibility of running a Part II course through the Sydney Aquarium. The aquarium has full lecturing facilities as well as a number of large tanks where students could undertake numerous measuring and surveying exercises. It would also give excellent exposure to the public who would be visiting the aquarium.

Cheers,  
**Stirling Smith**  
 NSW State Tutor

### News from South Australia

**Wardang Island Field School:** From the February 3 to February 18 2001 Flinders University ran its inaugural Maritime Archaeological Fieldschool Subject (ARCH 3304) at Port Victoria, on Yorke Peninsula, west of Adelaide.

Kicking off with a two day AIMA/NAS Part 1 Course on the weekend of 3 and 4 February, and followed by fourteen days in the field, the sixteen students in attendance were exposed to a range of sites, techniques and technologies associated with maritime archaeological practice.

A diverse array of tasks were instituted on a range of sites, including wreck and jetty site inspections, wreck surveys using a range of recording techniques, corrosion potential measurement tasks, magnetometer searches and exposure to limited wreck excavation, underwater still photography, digital video and cutting edge High Precision Acoustic Survey System (HPASS) technology.

Besides the investigation and recording of allocated sections beneath the historic Port Victoria jetty, a range of shipwreck sites were visited around adjacent Wardang Island, a local shipping hazard since 1907 with the wrecking of the three-masted iron barque *Aagot* (built 1882). The three masted iron ship *Songvaar* (ex *Barcore*) (1884-1912), the schooner rigged screw steamer *Australian* (1879-1912), the three masted iron schooner *MacIntyre* (1877-1927) and the composite built three masted fore-and-aft schooner *Moorara* (1909-1975) were the main focal points for wreck survey exercises. Also visited were the remains of the auxiliary ketch *Victor*, wrecked close to shore at Balgowan.

Besides the obvious educational outcomes, a series of reports were produced, adding significantly to the already extensive archive of material on the sites, with some students completing their AIMA/NAS part 2 certification, and all participants adding to their AIMA/NAS part 2 and 3 modules.

**Other News:** Another Part 1 course is currently being planned to take place in the next six months, and some Part 2 activities have been tentatively planned, with the support of Heritage SA and assistance of Flinders University and the Society for Underwater Historical Research.

With the conclusion of archaeological component of the Holdfast Bay Project, the Society for Underwater Historical Research, will be taking an increasingly active role in facilitating future AIMA/NAS modules.

A schedule of seminars run by the SUHR, with a range of invited guests is planned for the remainder of the year, and will serve as an adjunct to AIMA/NAS training. Seminars thus far confirmed are:

- \* Australian Ships' Graveyards Site Tour (Nathan Richards)
- \* An Ugly Duckling in South Australian Waters: *Eleni K* (1943-1966) (Terry Arnott),
- \* Commerce, recreation and the seaside masterpiece: Jetty Archaeology (Chris Lewczak),
- \* *Le Casuarina* (Bob Sexton),
- \* Research into South Australian Whaling (Dr. Mark Staniforth),
- \* The Archaeology of the Southern Fleurieu (Cassandra Philippou),
- \* The Morgan Project (Adrian Browne).

Attendance at the seminars, which have been given by SUHR members Peter Christopher and Bob Ramsay have so far been good.

Nathan Richards

#### ***News from Western Australia***

[no contribution as yet at time of submission]

#### ***News from Queensland***

[no contribution as yet at time of submission]

#### ***News from Tasmania***

Part I and Part II courses were held in February, in conjunction with the Port Arthur Summer Archaeology Field School and the Port Arthur Maritime Archaeology Survey. The Part I course was well attended particularly by students who were volunteering on the terrestrial archaeological projects associated with the field school.

The Part II course was attended by Craig Hann and

Paula Rich. Craig had completed the AIMA/NAS Part I course in Sydney in the previous year. He came down to Port Arthur to participate as a volunteer for the month long survey as well as to do the Part II course. Paula, from California, was/is on world SCUBA safari and ended up in Tasmania doing the Part I and II courses as well volunteering on the project.

#### **Cosmos Coroneos**

#### **NAS projects overseas**

(obtained from NAS website :  
<http://www.nasportsmouth.org.uk/index.html>)

#### **Dor Maritime Archaeology Project 2000, Israel**

Tantura Lagoon, one of the natural harbours of Dor, is littered with ancient wrecks. Dor is on the Mediterranean coast of Israel between Haifa and Tel Aviv and is one of the most beautiful beaches in Israel.

Several surveys and excavations have taken place there over the years, including one by the NAS in 1985. The wrecks date from the Phoenician period to the post-medieval period and were identified by Sean Kingsley and Kurt Raveh of DMAP doing underwater surveys in 1991 and 1992.

Recently Shelley Wachsman of INA and Yak Kahanov of CMS have been working on a group of Byzantine wrecks in the northern part of the lagoon.

The NAS will be continuing this project in September 2000 in conjunction with the the Center for Maritime Studies of the University of Haifa, DMAP and the Israel Antiquities Authority to continue the survey and excavation of the 19th century ship and investigate other sites in the lagoon. The wreck lies in shallow water no more than 3m deep. The proposal is to accurately survey and record the hull *insitu*, including any artefacts, cargo or ships fitting or ballast. This would be done over a 2 week period. The provisional dates for this years project is 10th - 28th September 2000.

The intention is to run this as an NAS Training Project. There will be opportunity to receive on site training and NAS qualifications during the course of the project. No previous archaeological experience or qualifications are required.

**Dor Project - a volunteer's view:** Brian Albert joined the NAS in 1999. He volunteered to work on the Dor project, but before that his only experience was on an NAS Part I course which he completed four months before travelling to Israel.

In September I joined a group of NAS volunteers, part

of an international team of divers working on two wrecks in the ancient harbour of Dor in Israel; a site that contains archaeology from the Late Bronze Age to the 1990s.

We left a rainy Gatwick to land at 3am in Tel Aviv with instructions that we should be attending our first dive briefing at 7am! Here we learnt about the wrecks we were to work on, a 3rd century Byzantine site and a 17th century Ottoman wreck. Both of which were within 40m of the shore in only 3.5m of warm, clear water.

A lot of sand had to be cleared from both sites using large water dredges before they could be seen and recorded. The Byzantine site consisted of a mass of ballast stones covering the remains of the ship's hull interspersed with pottery shards. The Ottoman site was

more visually impressive, if not as archaeologically important. A considerable amount of her hull survived, pinned to the seabed by a cargo of stone. Other parts of her cargo consisted of glassware, still in its original straw packing and the possible remains of a consignment of tobacco. These finds provided the more accurate date for the wreck of the late 19th century, not as impressive as Byzantine but still an enjoyable experience.

The thrill and excitement I felt when I found my first piece of broken pottery is something I find difficult to put into words. This feeling of anticipation stayed with me for the whole two weeks and I hope is something that I never lose.

Brian Albert

**AIMA/NAS DIARY: TRAINING OPPORTUNITIES**

The diary includes courses and events which would be of interest to all graduates. This diary will be updated in the next newsletter. For any enquiries do not hesitate to contact your State tutor.

<b>Date</b>	<b>State Grade</b>	<b>Venue Subject</b>
<b>April</b> 28/29	NSW Part II	ANMM
<b>July</b> 28/29	NSW Part I	ANMM
<b>October</b> 27/28	NSW Part I	ANMM
ANMM	Australian National Maritime Museum	
WAMM	Western Australian Maritime Museum	
TBA	To be advised	

**AIMA/NAS Senior Tutor in Australia**

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**Tasmania (acting)**

Cosmos Coroneos  
 National Training Officer  
 46 Gale RD  
 MAROUBRA 2035  
 phone 0408 257 661  
 cosmosc@ozemail.com.au

**COURSE STRUCTURE****Part I**

**A 2 day introduction to maritime archaeology which includes at least 8 hours of classwork in addition to practical work underwater and on land.**

Being able to dive is not a requirement for attending this course. The cost of Part I varies between \$120 - \$160 depending on the cost of venue hire. Those who complete Part I will receive AIMA Associate membership for one year. This is normally backdated to 1st July but for courses after 1st April participants can opt for membership commencing in the following July.

**Part II**

**The attendance of a Survey Day School, or lecture series, the equivalent of 2 days attendance at archaeology conferences and the completion of a short project.**

The minimum requirement for the completion of Part II is the attendance of 7 approved lectures relevant to maritime archaeology, OR a Survey Day school which includes 2 lectures and practical survey work. Some of the Survey Day schools will be carried out above water to cater for non-divers. All participants are required to submit a satisfactory report on a short survey project undertaken by themselves. Participants are also required to attend the equivalent of a 2 day conference in order to gain a background knowledge of current work in the field of maritime archaeology.

**Part III**

**The accumulation of 100 contact hours of tuition in six or seven subject areas.**

The 100 contact hours can be accrued through special field schools of one or more weeks and/or through a number of weekend workshops.

**Part IV**

**The presentation of an extended portfolio of work on an approved subject/project, including a report to publication standard.**

The Part IV graduate will also have to have done a minimum of 12 weeks total on at least three sites since beginning Part II.

# Protocol and Technical tips for the AIMA E-mail Forum

## Background to the AIMA E-mail Group

AIMA has established an on-line forum for members of AIMA to exchange ideas and disseminate information.

The e-mail forum is 'subscriber only'. Membership is restricted to AIMA members only.

How to Join the AIMA e-mail forum

- ❑ **If you wish to subscribe send a message to [aimamembers@yahoo.com](mailto:aimamembers@yahoo.com)**
- ❑ If you wish to visit the website of the email forum to read messages, see who the other subscribers are or to send a message visit this internet address.  
<http://groups.yahoo.com/group/aimamebrs>
- ❑ If you are having difficulty subscribing send an e-mail requesting to subscribe to the AIMA Secretary  
[smitht@heritage.nsw.gov.au](mailto:smitht@heritage.nsw.gov.au)
- ❑ When you subscribe the Yahoo (formerly eGroups) software automatically takes you through the steps required to login.

## How to receive messages

- ❑ Once you have joined the e-mail forum you will automatically receive messages circulated through the forum.
- ❑ There are several options for how you receive messages, you can either set this up at the beginning or contact the AIMA executive to do it for you:
  - a. Elect to receive each message individually (default option), or
  - b. Receive a daily digest, or
  - c. Choose to not receive either individual or summary email, but visit the website yourself to read or respond to messages.

*How to send or reply to messages*

- ❑ If you want to send a message to the group address, send your e-mail to.  
[aimamembers@yahoo.com](mailto:aimamembers@yahoo.com)

- ❑ You may also reply to a previous message sent to the forum.

- ❑ To reply, you may:
  - a. Reply to the whole group.

This is the default. If you 'Reply' to the message sent, your response goes automatically to all subscribers.

- b. Reply to the sender only.

You will need to send a new message to the sender, using their e-mail address obtained from the original message they sent.

## E-mail etiquette\*

- ❑ E-mail is a little different from other methods of communication and a distinct etiquette has evolved for its use.
- ❑ Use e-mail responsibly and exercise good judgment by **not** sending messages that are libellous, defamatory, abusive, obscene, frivolous, intemperate, inflammatory, offensive or in bad taste. Do not send messages that recipients may see as junk mail. See also the obligations of members under the AIMA Code of Ethics.
- ❑ Always identify yourself as the sender, if your e-mail address does not make this clear and supply full contact details after your name.
- ❑ Use capitalised words only to highlight an important point, as messages written in upper case only give the effect of SHOUTING!
- ❑ Review your e-mail before sending it to check for spelling and grammatical errors. Ensure it is logical, complete and readily understandable. If replying to a message, delete the original message text so it does not appear below your reply.
- ❑ Send a 'new message' for a 'new subject' and clearly identify the subject matter in the 'subject' box.

- ❑ Be aware of unforeseen use – assume that any message you send could be modified and forwarded anywhere without your knowledge or consent.

\* Visit the Office of Information Technology website for their instructive, 'Use of the Internet for Electronic Messaging Guideline'. These etiquette tips have been adapted from this publication.

### **How to access the website**

- ❑ We use free Yahoo! (formerly eGroups) software readily accessible via the Internet. Our website address is. <http://groups.yahoo.com/group/aimamembers>
- ❑ Initial access to this email group requires you to set up a login and password.
- ❑ If you forget, follow the steps on the website to login again.
- ❑ You do not have to access the website to read messages, as you will receive all mail anyway. It is an alternative method of reading messages if you do not want them sent to you automatically. (See How to Receive messages)
- ❑ The website enables you to see the names and e-mail addresses of our subscribers and to view all past messages online. You may also search the message area using keywords. For example, type in 'timber' to retrieve messages including that keyword.

### **Help!**

- ❑ If you have any questions, suggestions or tips to offer please contact the AIMA Executive. Send any administrative requests regarding the forum directly to us – not to the whole group.
- ❑ We are using, as an initial trial, free Yahoo email group software and are obliged to accept certain set specifications.

### **Contact us**

For information or help contact:

[David.Nutley@heritage.nsw.gov.au](mailto:David.Nutley@heritage.nsw.gov.au) or  
[Timothy.Smith@heritage.nsw.gov.au](mailto:Timothy.Smith@heritage.nsw.gov.au)

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