

Australasian Institute for Maritime Archaeology

Newsletter

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Contributors please note the deadline for contributions for the next issue of the Newsletter (20.3) is **Friday 14 September 2001**

Contributions can be sent to Lindsey Shaw (lshaw@anmm.gov.au) by email, floppy or fax.

Australasian Institute for Maritime Archaeology Inc

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AIMA NEWS

President's Report

AIMA Scholarship: There were three submissions for this year's AIMA scholarship. These were all of a high quality and the Scholarship Committee has had a considerable task in choosing the successful application. As of going to press a decision had not been made regarding the successful applicant.

The first AIMA scholarship recipient, Ewen McPhee's has completed his *Preliminary Examination of the History and Archaeology of the Pearl Shelling Industry in the Torres Strait*, (AIMA Scholarship 1999), and his report will appear in AIMA Bulletin Vol 25.

AIMA and the Advisory Council on Underwater Archaeology: AIMA has recently accepted an invitation to become an Institutional Associate Member of the Advisory Council on Underwater Archaeology (the ACUA). This invitation came from the Chair of the ACUA, Dr. Toni Carrell.

AIMA member Dr. Mark Staniforth is an elected member of the ACUA in his own right and has supplied the following information.

What does the Advisory Council do?

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/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.

Who do they advise?

SHA (Society for Historical Archaeology) but they also have status at the UNESCO meetings in Paris (through Toni Carrell). ACUA runs the maritime part of the joint SHA/ACUA conference in the USA each year. They also produce brochures and publications.

Are they just like AIMA?

Yes in many respects they are like AIMA but they are also increasingly international in scope - if you look at their 12 members there are several OS people (like Brian Williams and Mark Staniforth).

The ACUA membership increases our international outreach and communications with prominent underwater archaeology organisations.

The ACUA and AIMA have much in common in terms of philosophy and concern about the appropriate management and investigation of underwater cultural heritage. Greater communication and interaction has the potential to assist in achieving mutual goals. AIMA's term as an associate member will run through to December 31, 2004.

As an associate, a designated member of AIMA is invited to attend the ACUA's annual board meetings held in conjunction with the SHA Conference on Historical and Underwater Archaeology Conference. However this attendance is not a requirement. AIMA can also serve on ACUA subcommittees in which we have an interest. The subcommittees are generally project specific and of short duration and, again, do not require a physical attendance.

AIMA is being included in the ACUA's e-mail communications on issues of mutual concern as they emerge and can include the ACUA in our discussions if we choose. At the end of each year associate members may provide the ACUA Chair with a briefing of our activities, should we desire to do so.

All in all, the duties are minimal. The benefit of the link is to increase communication and information exchange. Relevant details of discussions with the ACUA will be included in the AIMA Newsletter.

The ACUA web page is under development at present but the address is <http://www.adp.fsu.edu/acua.html>

Call for Papers:

PORTS AND PORT CITIES: Ports Past and Present Conference

Australasian Institute for Maritime Archaeology

December 2001

Deakin University Wharfside Campus
Foreshore, Geelong

Ports and harbours infrastructure
Shipbuilding centres
Jetty archaeology
Industrial heritage
Defence
Early settlement
Intra-port trades
Coastal ports
Terrestrial and maritime archaeological sites
Shipwrecks
Ancient ports
Ghost ports
Heritage, foreshore development & tourism

Also sessions on:
Myths and archaeology
Iron & steam shipwrecks
Volunteer archaeology (International Year of the Volunteer)

For further information and expressions of interest for presenting papers please contact Ross Anderson or Peter Harvey at:
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Commonwealth Government

Errata Norfolk Island Funding: I just noticed the Editor's Note to the Commonwealth news in the March newsletter, which indicates that in addition to Historic Shipwrecks Program funding, Norfolk Island also received a Centenary of Federation Grant. This was actually an error in the Governor-General's briefing note - the funding that he presented on 7 March was the Historic Shipwrecks grant.

Julia Searle

Australian National Maritime Museum

Vasa 1628: strange tale of a King's warship: Planning is well underway with the VasaMuseet in Stockholm, Sweden regarding the *Vasa* exhibition opening in Sydney on 15 November 2001. Between 80 and 100 artefacts from the ship including shoes, gloves, barrels, eating and drinking utensils, coin, armaments and sculptures will be displayed at the ANMM for three months before travelling to the new Museum of Victoria for a further three months.

Negotiations are currently underway to tour a modified version of the exhibition to other states.

Newport 2001: The Australian National Maritime Museum has been invited by the Rhode Island Marine Archaeology Project to participate in the third season of work on the 1778 fleet of transports sunk off Newport Harbour during the American Revolutionary War.

Many AIMA members are no doubt aware that research by Dr Kathy Abbass of RIMAP indicates that one of the transports sunk is the *Lord Sandwich* ex HMB *Endeavour*.

To help RIMAP and the ANMM identify the vessel the Museum has recently been lent one of only three body plans of the vessel known to exist.

This plan owned by the Australasian Pioneers Club in Sydney shows in different coloured inks the original construction of the vessel, the work carried out at Deptford and further proposed changes to the vessel's internal fit out including additional companion ways and internal partitions.

Contracts: The Australian National Maritime Museum's maritime archaeology program was the successful co-tenderer for two EIS projects involving Sydney Harbour.

The first two projects involve a survey of proposed service pipelines between Rodd Island and the Leichhardt foreshore and Clarke Island and Darling Point.

The second project involves the laying of similar services between Goat Island and Balmain.

Now is the time: After many (many) years of putting the AIMA Newsletter together increasing work pressure means that I will resign my position as Newsletter Editor at the end of this year. So send your notes and news to Lindsey Shaw instead.

Kieran Hosty

New South Wales

NSW Heritage Office

NSW Maritime Heritage On-line: The object of this project is to provide an innovative facility to attract wide public access to heritage sites related to NSW Maritime History.

By means of the State's shipwrecks, historic buildings, lighthouses, port facilities and cemeteries *New South Wales Maritime Heritage* (working title only) will assist users to explore important developments in the history of this State. Themes that will be incorporated in the web site will include Aboriginal maritime heritage, contact between Aboriginal communities and shipwreck survivors, the expansion of European occupation, the struggle to provide safe passage for goods, passengers and crew.

The site will be a valuable information source for divers and other tourists, maritime heritage researchers, teachers and students and will contain specific links to targeted curriculum areas.

It will be structured to assist users to research information about specific site visits that could involve diving on historic shipwrecks or visits to land based archaeological sites, historic buildings and maritime museums. Wreck trails and other interpretive signs will be promoted along with maritime exhibits and publications.

The web site will draw together the relationship of navigation aids such as lighthouses, port facilities such as wharves and jetties and associated services such as pilot stations, customs offices and quarantine stations with dramatic tales of shipwreck and survival.

Design work has commenced and the targeted launch date is late 2001.

Heritage Act amendments: A number of amendments have recently been made to the NSW Heritage Act. For the first time the Act will now include specific reference to Historic Shipwrecks in State territorial waters. The changes will enable greater recognition of historic shipwrecks in Government policy and will assist in achieving a higher level of awareness by the community in general.

The Act now requires the State to maintain a register of shipwrecks that have been wrecked within State territorial waters for more than 75 years. A Historic Shipwreck Excavation Permit will be required prior to activities that will impact on Registered Historic Shipwrecks.

Shipwrecks younger than 75 years can be included on the register if assessed to be significant (using standard significance assessment criteria).

In addition, shipwrecks younger than 75 years will continue to be protected under the existing relics provisions of the Act. These provisions, which have always been a part of the Act, require that an excavation permit is obtained prior to disturbing a relic as defined in the Act and which is over 50 years of age (from date of manufacture). If these shipwrecks are shown to be significant as a result of archaeological investigation under one of these excavation permits, they too may be included in the Register.

David Nutley & Tim Smith

Queensland

Museum of Tropical Queensland

Yongala historic shipwreck: After years of discussion between the Queensland Museum, the Australian Maritime Safety Authority, local charter operators, the Great Barrier Reef Marine Park Authority, Qld Parks and Wildlife Service and the Commonwealth (the list

goes on...) the *Yongala* historic shipwreck will finally have its own moorings.

A successful application to the National Moorings Program has resulted in a grant of \$138 000 for the installation of four cyclone moorings around the wreck. Each of the four buoys will have Light Emitting Diodes, visible for up to three nautical miles, and IALA markings. A small beehive buoy attached to each cyclone buoy will be used by visiting dive vessels for mooring, and the use of anchors will no longer be authorised. This will mean an end to the damage still being done to the wreck through impacting or dragging anchors and chain.

The charter operators are fully supportive and enthusiastic about the installation and are working closely with the MTQ. They have formed an association known as SPRAY (Society for the Protection of Reef and Yongala), and will be responsible for the maintenance program, although the QM will 'own' the moorings and will be responsible for their management.

Discussions continue with all of those listed above, the tendering process is about to begin, and it is planned that by February 2002 the moorings will be in place and ready for use.

Viv Moran (Consultant Maritime Archaeologist)

Maritime Archaeology Section (MTQ) Update:

Wrecks on CD: Coleman Doyle is working on the production of a virtual wreck-dive CD. It will feature 10 or so local Townsville / Magnetic Island shipwrecks, and for each wreck provide a site plan, images, short video swim-through, and a brief history. It is hoped to make this available as a guide for divers and as an educational resource for schools. It will be available through dive shops and the Museum shop.

Kawa Island: Peter Illidge has been in Papua New Guinea assisting an RAAF expedition to recover the remains of the four crewmembers of a Beaufort bomber lost near Kawa Island in 1943. Thanks to Kieran Hosty (ANMM) the RAAF were channeled towards the MTQ for help with dredging and recovery. MTQ lent two dredge pumps and heads and in exchange the RAAF paid for a substantial refit of the gear. Some work for other Maritime Archaeology units around Australia may come up through the RAAF in the future. It is a good feeling to return these guys to a known grave and finish off the story for the relatives. The remains were later buried with full military honours in a service at Bitu Paka war cemetery in Rabaul.

The RAAF flew all the relatives to Rabaul to attend. The sport diving vessel *Barbarian* out of Alotau, Milne Bay was used as dive and accommodation platform. The team of seven consisted of RAAF Special Operations Personnel and a couple of 'ring ins' like Dave Bell (*Pandora* expedition '98 and '99) and Peter Illidge. The wrecked Beaufort bomber was located in 18 msw on the weather side of Kawa Island on the reef edge. Good visibility, reasonable weather and a professional team made the job a pleasure whilst being safe, successful and fun.

Oral Histories: The Museum of Tropical Queensland, has recently contracted Ewen McPhee to undertake an oral history (pilot) study to identify potential Torres Strait Islander people informants and record personal experiences of the pearling industry. While the project focuses on documenting the pearl shelling industry as a whole, and processing sites, it will also target the construction and operation of pearling luggers. The project will identify potential informants throughout North QLD and the Torres Strait with overlap expected from other pearl shelling centres such as Darwin and Broome. The section returns to Torres Strait to survey Wai Weer Island near Thursday Island in October and November 2001. Mar Arch MTQ did some work there in April 2000 camping on the island to cut costs. Wai Weer (or on bad days "Wai are we eer" Island) was used as a pearl shelling base from c. 1880. A work force of over a hundred people lived, worked and died on this now deserted spot. While in the Straits pre-disturbance surveys on two pearl lugger wrecks near Prince of Wales Island will also be conducted.

Pandora Collection: Alison Mann carries on with the daunting task of 'bedding down' the *Pandora* collection in the MTQ's collection storage area. See the on-line artefact database at the QM website (<http://www.qm.qld.gov.au/features/pandora>)

Nice to be back: Peter Gesner has recently returned from 10 weeks sick leave in Brisbane where he had major heart surgery; he had an aortic valve replacement.

Pandora: It is doubtful whether there will be a major expedition on the same scale as the 1996-99 seasons on the *Pandora* historic shipwreck, however, another expedition to the *Pandora* site is still being considered; pending a decision regarding a proposal to mount a major (possibly international) travelling exhibition (tentatively) called '*Surviving the Bounty*'.

Peter Illidge, Ewen McPhee and Peter Gesner (Townsville, 8 June 2001)

Look us up on the WWW at (<http://www.mtq.qld.gov.au>) or (<http://www.qm.qld.gov.au/features/pandora>)

James Cook University

News from sunny (sometimes) Queensland
Well its great. Winter time, nothing like it!

Introduction to Maritime Archaeology: Lectures in the subject "Introduction to Maritime Archaeology" have just concluded. A total of 24 students at the Townsville campus of James Cook University and 17 in Cairns took the subject. The subject is an elective and about 50% were second and third year archaeology students, the other 50% from the Marine Biology/Zoology area. Given it was my first serious foray into teaching, I was initially apprehensive, but it seems to have worked out okay and I, and most of the students are still on good terms! Some are even keen to move into those jobs waiting for them in maritime archaeology! Well at least consider further studies in the topic until the 'practitioners' move on.

The keen ones (in Townsville) came over to Magnetic Island for a jolly on one of the local wrecks. I would like to thank Viv Moran, Andrew Viduka, Alison Mann and Brad Duncan for helping with some lectures (Yes, there are a lot of maritime archaeology practitioners up here). Also I would like to thank Carden Wallace (Director, Museum of Tropical Queensland, MTQ) and Shirley Sorocin (Publicity Officer MTQ) for their assistance with regard to the students' Museum visit and photographs.

The subject was taught in Cairns in intensive mode, ie. normally 4 contact hours per week over 13 weeks, done in one week between Viv and I. We both thought it was a good way to do it, although we did need that drink of VINO with John MacGregor (*Undersea Explorer/Pandora* fame) at the end of it.

Joint Projects: James Cook University are also involved with Flinders University (South Australia) WA Maritime Museum in the implementation of the Graduate Certificate, Graduate Diploma, Masters in Maritime Archaeology commencing in 2002. Contact myself or Peter Veth peter.veth@jcu.edu.au for further details.

I taught the maritime archaeology subject instead of Peter Veth who is busy with other things. I came to James Cook University in Townsville in February 2001 to take up the PhD scholarship in maritime archaeology (first one in Australia). Since getting here, my PhD has taken a back seat to the teaching, but now (June) that will change, and I will soon be off to Micronesia to get

into the PhD work. The topic relates to the World War II wrecks in Truk (now Chuuk) where I will be looking at the formation of this area as a major maritime reserve based on cultural attributes. So, I will look at issues such as assessing the significance of the sites, maritime cultural identity, and world heritage nomination. I am very keen to obtain any photographs/video any "older" divers from the 1970s or 80s to see how some sites have been affected by tourists.

My contact details are Bill Jeffery, Department of Archaeology, James Cook University, Townsville, Queensland, 4810, email william.jeffery1@jcu.edu.au Phone 07 4781 4714.

PhD work: Brad Duncan's PhD research is investigating the historical patterns of usage and the archaeological evidence of the maritime cultural seascapes of Bass Strait. Preliminary archival research was undertaken in Tasmania and Victoria from February – April 2001. Many thanks go to the staff of the Maritime Heritage Unit (Heritage Victoria) and Mike Nash (D.P.I Water and Environment, Tasmania) for allowing access to their archival records and for their assistance.

City of Launceston: Martin Gibbs and Brad Duncan participated in the recent *City of Launceston* fieldwork in March. The fieldwork also offered an opportunity to extend contacts between Heritage Victoria and James Cook University.

Field Laboratory: The James Cook University archaeological field laboratory, which has in the past been used for training students in terrestrial archaeological field techniques, has been expanded to include mock maritime archaeological features. The field lab currently includes a boat, and may soon be expanded to include other features, such as a wharf and mock wreck site. It is expected that the field lab will be used for NAS part 1 courses.

NAS: A NAS Part 1 course was scheduled for mid May, but has been rescheduled until late July due to clashes with other events within the community. A good response to the course has been received from the wider community and University students.

Brad Duncan

South Australia

Heritage South Australia

Staffing: As most members will already know, Bill Jeffery (Principal Maritime Heritage Officer) has

commenced a PhD scholarship with James Cook University at Townsville. Terry Arnott will be acting in Bill's position while he is away from Adelaide.

Garden Island Maritime Heritage Trail: The book on the abandoned vessels at Garden Island recently came off the presses and will be available following its launch in 6-8 weeks time. Joint authors of 'Garden Island Ships' Graveyard', Robyn Hartell and Nathan Richards, are congratulated for their efforts in producing such a fine publication. The six interpretive signs for the trail have now been installed. Three of the signs are on land and the remainder have been attached to three piles in the river adjacent to the hulks.

Ships' Graveyards of Port Adelaide: A brochure covering these sites is being produced in cooperation with the Port Adelaide Enfield Council. The ships' graveyards include those at Jervis Basin, Garden Island, Mutton Cove, Angas Inlet and Broad Creek.

2001 West Coast Forum, "Where the Desert meets the Sea": Terry Arnott has been invited in August to be the keynote speaker at the annual forum held by the SA Friends of the Parks. The topic will relate to whaling on the West Coast of South Australia.

Whaling Station Management Plans: Funding has been approved to finalise the fieldwork and complete the management plans for the South Australian whaling stations during 2001-2002. Recent fieldwork on Flinders Island led to the discovery of ten caves with associated stone shelters, believed at this stage to be the survivors' camp for the shipwrecked crew of the whaler *Vulcan* lost 1845. The management plans are being prepared by Heritage SA with consultant Justin McCarthy (Austral Archaeology).

National Moorings Program: Permanent heavy-duty mooring buoys have been installed at the *Zanoni* and barge wrecks off Ardrossan in Gulf St Vincent. The project was made possible by a grant from the National Moorings Program, which is managed by Environment Australia.

Terry Arnott
A/Principal Maritime Heritage Officer
Heritage South Australia

Victoria

Conference News: Preparations are being made to hold this year's inaugural Australasian Institute for Maritime Archaeology conference in **Geelong** between **2-6 December 2001** at **Deakin University's Wharfside Campus**. Geelong is 70 km from Melbourne (Australia's busiest port) while Geelong itself is Australia's busiest regional port. Both cities are situated within Port Phillip Bay with its wealth of

historic shipwrecks and port related structures. Local attractions are wineries and the Great Ocean Road/ Shipwreck Coast. See page 2 for details.

New boat: The MHU has purchased a new boat, a 5.5 m plate aluminium Stessl to replace the 5.25 m Stacer whose continually cracking hull could just not inspire confidence any longer.

New Person: Interviews were recently carried out for the Commonwealth Shipwreck Officer/ Maritime Archaeologist position, and we welcome Ms Rebecca O'Reilly as the new member of the team.

Ross Anderson

Western Australia

Broome: The Department of Maritime Archaeology have recently returned from Broome where we undertook an examination of the WW2 flying boat wreck sites in Roebuck Bay and other aircraft destroyed as a result of the Japanese raid on 3 March 1942. The flying boats were ferrying refugees, predominately Dutch from Indonesia. This expedition was carried out in association with Prospero Productions as a part of their documentary series "*The Ship Wreck Detectives*". Prospero kindly funded the return of six ex-servicemen survivors of the air raid who provided excellent oral histories and assistance in the identification of the sites and associated material.

The department examined two sites in some detail, a Dornier Flying Boat and Catalina. The Catalina site was identified as the Royal Netherlands Navy Air force *PBY Catalina Y59*, by cutlery found on site bearing this number.

It was fortuitous that we had with us, Mr Fritz Van Hulssen, the radio operator/navigator from *Y59* and a privilege for all, to hear his story. The project is the culmination of work begun by the department a decade ago and we were assisted by Merve Prime, Aviation Historian; Sylvano Jung, Archaeologist, Jon Davidson, Aviation Historian and photographer, Geoff Parker, local diver and flying boat enthusiast and John Lashmar, local boat operator.

We also examined the DC3 shot down as part of the raid at Carnot Bay, north of Broome. Visible on the low spring tide this site is known for its cargo of diamonds smuggled from Indonesia, some of which were never recovered.

For a full version of this story go to Jon Davidson's excellent website:

<http://www.eyeinthesky.com.au/dive.html>

Corioli Souter

HMAS Sydney: For practitioners following the saga:

The WA Maritime Museum has been keeping abreast of developments in respect of HMAS *Sydney* and HSK *Kormoran* since the advent of the 1976 Commonwealth *Historic Shipwrecks Act*. We have conducted seminars, urged Government to act, provided advice to bereaved family, conducted inspections of sites believed to be that ship (some with the RAN), and have constantly provided assistance to scholars, scientists and others seeking to research or come to terms with, the HMAS *Sydney* mystery.

Recent examples in book form are the late Lt John Ross' RAN, work 'Lucky Ross' and Wes Olson's well-received 'Bitter Victory'. The latter work has served to elucidate many of the 'mysteries' in respect of HMAS *Sydney*, leaving few outstanding. The most notable is the answer to the question 'where is it'. Satisfactory attention to this 'unfinished business' of WWII and the location of HMAS *Sydney* and HSK *Kormoran*, as a necessary first step in that process, are matters of national concern and moral obligation.

The June 2001 Lindsay Knight/ Warren Whittaker report in the press is one of many received since 1976. It and all the other reports, formal and informal, are given every attention in the context of the imperative for Government to try to locate the HMAS *Sydney* and to provide some finality for those who have lost relatives on the vessel.

Most have now been satisfactorily attended to and few remain.

Further, in respect of the need to locate HMAS *Sydney*, or at least to make a thorough attempt to do so, the RAN is co-ordinating a Seminar on 16 November this year as a direct result of the recent Parliamentary Inquiry into the loss of HMAS *Sydney*. It is designed to seek answers to the question whether the ship can be found.

We are pleased to have been requested to assist the Navy in this important development and in many respects this initiative is similar to that conducted by this Museum in the wake of the successes at *Bismarck* and *Titanic* on the 50th anniversary of the loss of HMAS *Sydney* in November 1991.

In regard to recent press statements that the wreck(s) have been found, I have recommended that the June 2001 Whittaker/Knight report should not receive a high priority. I have based this advice on a report received in 1991 which indicates that the Whittaker/Knight group first located the general area of the positions recently given for HMAS *Sydney*/HSK *Kormoran* over

a decade ago. The report, penned by Mr Whittaker on 4 September 1989, was forwarded to us by a third party and it indicates that the 'find' was effected by a technique known as 'map dowsing' (similar to 'divining' over a map or chart). Three locations were recorded at the time, one for *Kormoran*, one for HMAS *Sydney* and the other for a Japanese vessel.

The Whittaker/Knight group then flew to these locations and deployed a device they termed a 'Subtle Energy Generator' which, according to Mr Whittaker, was tuned for various materials and at one site 'gave a response to Japanese Bronze propellers, gun metal, Japanese swords and human bones'. This and the lack of coal on the site led the group to conclude that a Japanese submarine had been found. These claims were not considered sufficient grounds for action.

The Whittaker/Knight press release of June 2001 gives positions for *Sydney* and *Kormoran* not far from those of 1989, and it carries in the press release other details which indicate that the two reports (1989 & 2001) are of a similar nature and ethos, though the submarine was not mentioned, and the technology utilised in the 'confirmation' stages of the latest process is an apparent advance on that used in 1989—the Knight Direct location System (KLDS).

On that basis, I could not support any demand or request that Government act in the in-water examination of the June 2001 claims, though I will seek to have the matter aired at the November Seminar.

It is all a matter of considerable concern, especially in regards to the effect that these widely publicised claims have had on those relatives who have long-since waited in expectation of a finalisation of this sad matter.

Dr M. McCarthy

HMAS SYDNEY WRECK LOCATION SEMINAR

Following on from the recommendation of the 1997 Parliamentary Inquiry into the loss of HMAS *Sydney* (II), the RAN has agreed to sponsor a seminar dealing with the location of the wreck. The HMAS *Sydney* Foundation Trust (SFT) and the Western Australian Maritime Museum (WAMM) have agreed to assist the RAN in this endeavour. The aim of the seminar is to provide the Chief of Navy with conclusions sufficient to allow him to make an evaluation on the appropriateness of a wreck search.

Preliminary discussions between the RAN, the SFT and the WAMM, have resulted

in the following decisions:

- * The seminar will be held in Fremantle on 16 November 2001.
- * The format will include the formation of four virtual workshops dealing with the following aspects:
 - * Oral record
 - * Archival record
 - * Oceanographic
 - * Technical
- * Each workshop will include a Chair who will be responsible for the organisation of work and for the preparation of a written report. Other workshop members may be invited by the chair and/or the sponsoring organisations.
- * It is understood that there will be areas of overlap between the workshops and that contact between them should be freely sought. It is also understood that much work in these areas has already been carried out. Submissions from individuals will be accepted by the organisers and forwarded to the Chair of the appropriate workshops. The aim of the workshops is to explore and review the available data and consolidate the findings.
- * It is the workshop reports, rather than individual submissions, that will be presented at the November seminar.
- * The following people have either agreed or been invited to chair the workshops:
 - * Oral - Glenys McDonald
 - * Archival - Wes Olson
 - * Oceanographic - Dr John Bye
 - * Technical - Jeremy Green
- * The seminar will be free and open to the public. Those wishing to participate will be required to submit a registration form. Places will be offered on a first come, first served basis up to the capacity of the venue. Advertising will begin shortly.
- * Contact officer for the seminar is Dr D.M. Stevens, Director of Naval Historical Studies, Naval Historical Directorate, CP4-1-003, Campbell, ACT 2601.

Note from M McCarthy, WAMM Representative on the Organising Committee: Practitioners may want to monitor this as an important initiative, with quite an innovative approach. Even those not close to the HMAS *Sydney* / HSK *Kormoran*, saga will find the Technical workshop especially of interest, being Chaired by Jeremy Green and attending to the question of technical capabilities in deep water search to date. This is pertinent to those following the moves into deep water and recent successes there. e.g., *SS Central America* and *IJN I 52*. Developments at the grave of the lost sailor at Christmas Island are also worthy of your interest. Martin Gibbs article in the last AIMA Bulletin refers.

CALL FOR PAPERS AND ARTICLES: Underwater Aviation Archaeology.

Having recently brought its decade-old interest in the wrecks of submerged aircraft into practical and theoretical focus with location, examination and a test excavations conducted at Broome, Western Australia, the Department of Maritime Archaeology at the Western Australian Maritime Museum seeks to host a compilation of articles, position-papers and general comment on the subject of Underwater Aviation Archaeology.

There have been numerous aircraft examined and recorded underwater over the last few decades and in many cases items have been removed for collection and/or exhibition. There have also been a few airplanes raised in toto. The Curtiss P-40L Kittyhawk raised of Capo Portiere in Italy in 1998 is but one recent example.

The compilation will be similar in ethos to the Department's gathering of articles and comment on the subject of Iron Ships and Steam Shipwrecks a decade or so ago. It is expected to perform a similar purpose in stimulating debate, in an airing of the legal and ethical issues, and in the development of search, inspection, excavation, conservation and recording techniques by professional and avocational practitioners.

Site formation processes will be examined, as will the important role of oral history in the process of locating and understanding sites. Strategies for management and protection will also be aired. Debate between collectors, exhibitors, museologists and archaeologists will be maintained on a positive and constructive plain.

In presenting a number of case studies in the compilation, a useful comparative platform will also be established.

To name just a few well-known examples in Australian waters, the 15 Broome Seaplanes (product of a devastating early WWII air raid that claimed nearly 100 civilian lives). The Darwin Catalina's (where the effect of site formation processes have been dramatically illustrated). The Scuttled Black Cats of the Rottneest Graveyard¹ (A WWII Lend-Lease phenomenon) and WCDR Learmonth's Beaufort bomber (an unfound wreck lost in a wartime training incident that claimed the lives of all on-board) are some that will prove useful to those generally interested in underwater aviation archaeology.

Expressions of interest in submitting papers and in providing constructive comment for presentation in the compilation (which can include previously published material) should be sent by return EMAIL or to the Department at the address below.

Dr M. McCarthy
Curator of Maritime Archaeology
WA Maritime Museum
Cliff St
Fremantle
Western Australia
6160

Phone: 08 94318436

Fax: 08 94318489

See us on the Web: <http://www.mm.wa.gov.au>

AROUND THE WORLD



News from New Zealand

MAANZ (Maritime Archaeological Assoc of NZ) is in party mode at present, celebrating two important openings.

On Saturday 19 May we celebrated the opening of the *Inconstant* Gallery, on Queens Wharf, in Wellington. The *Inconstant* was wrecked in the Wellington Harbour in 1859. It was recovered and turned into a floating warehouse, and its hull eventually buried under buildings constructed on reclaimed land.

"Rediscovered" in 1997, its bow section has been left in situ in the refurbished heritage building over it. The remaining timbers are now on display in a custom built display and conservation gallery on Queens Wharf. One section of timbers is in a large tank at head height on two plinths, allowing viewing of the underside of the timbers. The gallery displays are as much about the need and process of timber conservation as about the *Inconstant*. MAANZ members were involved in the creation and construction of the gallery, in both professional and volunteer capacities.

On Friday 29 June we opened MAANZ's conservation lab. The lab is located in the hull of the floating crane *Hikitia*, moored beside Queen's Wharf, and will be for the conservation of artefacts and material from shipwrecks. (The size of objects able to be conserved is limited by whether they can fit through the tight access hole!) The lab has been constructed entirely by MAANZ members in a voluntary capacity, and with donated material and with Government community grants money.

Both of these great spaces add to the maritime theme of the Wellington waterfront, and are near the flagship Wellington Museum of City and Sea. A compulsory visit for all that leap the Tasman.

Mary O'Keefe

News from the Internet

Visa Gold begins expedition around Isle of Youth: From Stella Maris posted on Sub-arch 28 March 2001 March 27, 2001.

Toronto, Ontario, March 27, 2001 - Visa Gold Explorations Inc. (CDNX: YVL) is pleased to announce that the Company's expedition program around the Isle of Youth, Cuba is officially underway. It is estimated that hundreds of ships sank in the southern waters of Cuba between 1515 and 1825.

Visa Gold's crew has been performing preliminary dives to examine and verify several shipwreck targets. Identified through research conducted over the past few months, the targets are in a specific shallow-water area close to the Isle of Youth. The campaign is the first of two 22-day (approximately) campaigns the Company has planned in the selected area.

The Company also reported on the status of its first successful discovery and excavation project, the *Palemón*. Final documentation on *Palemón* artifacts recovered to date is being prepared by a team led by Dr. Ovidio J. Ortega Pereyra, the joint venture

association's head archaeologist and historian. A wrap-up is expected over the next few weeks, during which time the Company will be submitting an application to the Department of Patrimony for separation of existing artifacts. Once completed and approved, Visa Gold Explorations will be in a position to export its share of the artifacts.

"We are proud and excited to be the first foreign company to ever embark on an exploration program in these waters - we are very optimistic of the potential they could hold," stated Paul Frustaglio, President, and Visa Gold Explorations Inc.

Bronze Age Boat: From Martin Reid posted on Seasite 30 March 2001 The Bronze Age sewn boat found during construction of a subway in Dover a few years ago.

<http://www.dover.gov.uk/museum/boat/bronze.htm>

The Dover Bronze Age Boat text on this website was compiled by Christine Waterman, from articles and papers by Keith Parfitt, Martin Bates, Valerie Fenwick, Colin Slack, Mike Corfield, Jacqui Watson, Barry Corke, Mike Halliwell and Peter Clark. Photographs by Andrew Savage of Canterbury Archaeological Trust and Eddie Clapson.

New SatNav System: From Archlist 24 April 2001 HELSINKI, Dec 11 (Reuters) - A three billion Euros (\$2.688 billion) satellite navigation system for Europe could be operational by 2007 if the European Space Agency and the EU Commission approves the project this month, ESA said on Monday.

Aimed at being compatible with the U.S. Global Positioning System (GPS) currently in use, Galileo would eventually use up to 30 satellites with the potential for everything from tracking stolen goods to managing road systems around the globe.

"If we have two systems that are compatible the customer will be happier because he will have better service," ESA council chairman Alain Bensoussan told a news conference in Helsinki.

GPS tracking system, which can pinpoint a location, is usually used as a navigation tool aboard boats and in vehicles.

Galileo could be partially operational in 2005 and is to be jointly funded by the European Union and ESA. Bensoussan said that if approved, Galileo would provide free positioning services that spawn economic benefits.

Apparently, the accuracy of GPS will improve over the coming years. We can thank former President Clinton for making the system public (resulting in the reported large-scale sale of private GPS receivers by caring mothers to service people then, thanks to former President Bush) and enjoying anything like a usable accuracy outside the military industrial complex about which former President Eisenhower warned (once President of Columbia University in New York City perhaps there was a third party in that formula, military industrial and academic, the warning that academics can claim it's the other two and most would believe it) The irony of this is that the US and then USSR where satellite tracking polar bears circumpolar in the late '60's and they had a comparable system that was responsible for rescuing many.

WAAS (Wide Area Augmentation System) From Doug Schwartz posted on ArchList 5 June 2001.

The WAAS (Wide Area Augmentation System) enhancement to the regular GPS signal is now up and running. [at least for the moment] This enhances the accuracy of the signal for users with compatible receivers in the continental U.S. I know that both Magellan and Garmin are now offering handheld units which can access the signal for \$200 to \$300 and on up, depending on options. Both Magellan and Garmin report that their tests show you will get 3 meter or better horizontal and vertical accuracy 95% of the time. The WAAS system uses a couple of satellites parked in geosynchronous orbit over the equator, and more will be added as the system is more fully implemented. I am using the Garmin GPS 76 (which you can get for around \$195 if you shop around) and am pretty pleased with using it from Connecticut.

The lower your latitude in the U.S., the better the reception at the present time until more satellites are placed in service. The system is operated by the FAA, which designed it for aircraft navigation, hence it is not especially designed to work that great on the ground where obstructions can interfere with the signal from the satellites down on the equator.

As long as I have an unobstructed view of satellite #35 (which I believe is parked over the Atlantic off of Brazil, and there is another one now over the equator off the west coast of S. America, I believe, but that would not be visible from the ground in my area), I get the enhanced signal. If that satellite is not visible, no WAAS. In other words, hilltops are good, steep valleys may not be. The south side of a steep hill will work fine, the north side will not. Where I am at, the currently available signal is not supposed to be as great

as if I was in Florida, but it still is significantly better than the straight GPS signal. The accuracy and ease of use of the system will increase in the future as more satellites are added.

My preliminary experience is that your position can bounce around somewhat (within perhaps 7 or 8 meters), but if you are willing to spend the time to get an accurate fix on a point with a clear view of the sky and wait until things settle down and your unit reports good geometry of the satellite constellation for a while, you should be able to get within or very close to the 3 meter parameters. When things are cooking, you're reported position will wander around about a couple of meters or so, but that is about it. The FAA tests of the system reported 2 meter horizontal accuracy and 3 meter vertical (much better than the 7 meters the system was designed for), but this is probably not from currently marginal areas in the North and may be with better receivers than inexpensive handheld units. The FAA's web site is pretty much useless for determining when things are scheduled to go online. This is almost certainly because the WAAS program has been a huge boondoggle (from the standpoint of cost overruns and delayed implementation) and they are probably not about to give any more promises as to what will be implemented when.

This is a great boon for those who would like to use GPS for crude surveying. The links below provide further details.

<http://www.garmin.com/aboutGPS/waas.html>
<http://gps.faa.gov/Programs/WAAS/waas.htm>
<http://www.magellangps.com/products/waas.htm>
<http://www.magellangps.com/press/general/pr010521waas.htm>
<http://www.magellangps.com/customer/waas-faqs.htm>

Merchant Records: From Mary Maniery posted on Histarch 7 June 2001 About six years ago I was researching the Merchant Marine Hospital cemetery in San Francisco Presidio, trying to find out who was buried in the cemetery and when. While going through U.S. Bureau of Customs records in the Pacific Sierra Region branch of the National Archives I came across records completed for all men whose death at sea was reported to the San Francisco Bureau of Customs, or who ended up in the hospital. The Bureau of Customs (under the Treasury Department) records cross-referenced U.S. Circuit Court cases (Record Group 21) that documented auctioning off the personal effects of the dead seamen.

The court records occasionally mentioned burial place, attached any family correspondence from relatives seeking to acquire money or personal effects, and had

exhumation records for those merchant marines shipped back home for burial. These merchant marines were from every corner of the globe and the efforts made by the US to trace their families in Sweden; Wales, England, Italy, etc. were pretty amazing. I especially liked some of the official stationary and envelopes from various countries.

The US Treasury Department records (Record Group 36) contained many listings of unclaimed personal effects of deceased seaman. If no family claimed the effects they were eventually sold to pay for hospital and/or burial costs.

When I went through just a sample of these very dusty boxes (material from 1870-1947) I was amazed at the "personal effects" that were still filed with the paperwork. I found prayer books, poetry, hand written scraps of paper with love notes, photos, drawings, locks of hair carefully wrapped in paper, and anything precious to a sailor that could fit in a pocket. Metals, rings, pins, folded embroidered hankies, ribbons, hats were also in those boxes. There were also lists of personal effects of the dead or discharged seamen, including clothing, etc.

There were many Merchant Marine hospitals in the United States (the one I worked on, at San Francisco Presidio, was #19). The system operated until 1981, when the last eight hospitals closed. San Francisco's hospital began in 1850 and opened for service in 1853.

The Bureau of the Census, under the Treasury Department, operated the hospitals until 1902. In 1902 the Public Health Service (first under Treasury Department and then under the Surgeon General's Office) was given the responsibility of the facilities. The public health service records, dealing mainly with the 20th century, are found in Record Group 90 at the National Archives in Washington D.C. Given what I found in SF national archives, I bet similar lists of effects exist in other national archives regional offices.

U-166: From Seasite posted by Ian Oxley 12 June 2001: On May 31, 2001 a research team made up of marine archaeologists from C & C Technologies, Inc. and the Mineral Management Service along with representatives of British Petroleum and Shell verified the location of the German U-boat U-166 through an ROV survey.

The *U-166* was located and tentatively identified in March of this year by C & C marine archaeologists Robert Church and Dan Warren using sonar, multibeam, and pinger data from C & C's Autonomous Underwater Vehicle the HUGIN 3000 collected during

a pipeline survey for BP and Shell.

Through the generous support of BP and Shell further investigations were conducted, including the ROV survey that verified the findings.

The *U-166* was the only U-boat lost in the Gulf of Mexico. History had recorded that the vessel was sunk by a US Coast Guard Plane two days after sinking the freighter *Robert E. Lee*. However, based on the recent findings it now appears the sub was destroyed by the patrol craft PC-566 shortly after torpedoing the *Robert E. Lee*. The patrol craft had been escorting the freighter from Trinidad to New Orleans.

The U-boat bombed by the Coast Guard plane was another vessel operating in the Gulf the *U-171*. According to historical records the *U-171* was not damaged in this attack and made it back to France where it was sunk by a submerged mine.

Further information on the *U-166* find will be posted in the near future on the C & C Technologies, Inc. website at www.cctechnol.com

Scapa Flow: Posted by Ian Oxley on Seasite 28 June 2001:

From the 12th to the 16th June 2001 a survey took place around the warship wrecks of the scuttled German High Seas Fleet in Scapa Flow, Orkney. Using innovative marine survey techniques, based on multibeam sonar, images of the vessels themselves and the debris fields around them were collected to support the management plans being compiled by the ScapaMAP initiative.

For the survey ScapaMAP brought together a collaboration between leading academic institutions and marine technology companies. Heriot-Watt University's Department of Civil & Offshore Engineering and International Centre for Island Technology hosted the survey programme.

The Joint Hydrographic Center (JHC) of the Center for Coastal and Ocean Mapping of the University of New Hampshire, USA, together with RESON OFFSHORE Ltd, Aberdeen, provided marine survey expertise. The JHC operates in partnership with the US Government National Oceanographic and Atmospheric Administration (NOAA).

The survey utilised RESON's innovative SeaBat 8125 technology. The work was carried out from the survey vessel of the Archaeological Diving Unit, University of St Andrews, who will also contributed marine archaeological survey expertise to the ScapaMAP

initiative.

The naval wrecks of the Scapa Flow form a unique underwater record of one of the great periods of British and German maritime history. The ships of the German High Seas Fleet, in particular, fought through the Great War, ending in Scapa Flow in internment and scuttling on 21st June 1919. Seven wrecks of major warships remain, up to 25,000 tons and over 200m in length, in an area of 8 km² of relatively flat, muddy seabed, in 30-50m depth. In between them lie concentrations of other wreckage associated with salvage activities on the existing wrecks and the vessels that were raised and subsequently scrapped.

The sites themselves lie in an environment, which is constantly changing and subject to a variety of natural and man-made impacts. Effective maritime archaeological management requires base maps of the archaeological resource and quantified data on associated marine environmental parameters such as habitats, corrosion potential, sediment characteristics and behaviour, water quality, and factors such as impacts from visitors and nearby development. Although the archaeological potential and sensitivity of the remains of the High Seas Fleet is regarded as being significant, basic maps of the area and the individual sites are not available. Secondly, the baseline data on which to build effective monitoring strategies of the condition of these sites in the future is similarly unavailable.

Thirdly, no periodic monitoring programme has been put forward that would provide quantitative data on processes affecting the sites.

The remains of the German High Seas Fleet represent an archaeological and historical resource of hitherto unrealised potential, having been the subject of a wide range of interests in the past from salvage to recreational diving. Looking after the sites requires a high level of marine environmental information to maximise their value, promote future protection, and encourage access by the widest possible community.

In May 2001 the seven wrecks were Scheduled as historic monuments under the Archaeological Monuments and Areas Act 1979, by Historic Scotland (the government agency responsible for the care and protection of the archaeological heritage in Scotland).

Further information and images of the wrecks can be seen on Heriot-Watt University's Orkney campus

website:

<http://www.icit.demon.co.uk/> click on ICIT News, then (ScapaMAP)

Search Is On for WW II Sub Detection Networks
Oceansp@ce Newsletter Issue No. 346 - Friday June 29, 2001: East Taunton, Massachusetts -- Prior to the outbreak of World War II, the Japanese began construction of several different types of midget submarines. Recognizing the strategic importance of such a weapon for combat use, Japan built hundreds of these "mini subs" ranging in size from just under 80 feet to more than 100 feet.

Designed to carry a crew of two to three sailors and armed with two torpedoes, these small subs were originally intended to be transported on ships and deployed in the path of an enemy fleet. However, very quickly the Japanese saw the advantages of using the mini subs for special operations inside enemy harbors where conventional submarines could not go.

To enhance their stealth capability, the midget subs were modified to ride atop full size subs and be deployed at sea near the target location. Their compact size and shallow draft allowed them to easily penetrate coastal areas and harbors and wreak severe damage. Mini subs were involved in the surprise attack on Pearl Harbor, Hawaii, and in raids on Sydney, Australia, and Diego Suarez in the Indian Ocean.

In 1942/43 the boats were deployed off Guadalcanal where they achieved modest success against U.S. shipping. By the mid 1940s the mini subs were a scourge feared by allied forces. To defend against these midget subs, the allies began constructing sub detection networks along the entrances to their key harbors. The networks consisted of cables laid down on the harbor floor that could detect the passage of a steel hull vessel over them. In some of the harbors, miles of cable were laid down. Today, more than 50 years after the war, many of the countries that still have these detection networks are having them removed for a variety of reasons. One is that many ports are expanding or having their harbors dredged deeper to accommodate today's larger ships. The cables are an obstacle to dredging operations and a potential hazard for ships anchoring. Another reason for removing the cables is their enormous scrap value. Most of the cables were constructed of copper, but with copper in such short supply during the war years, some were actually made of silver with the intent of reclaiming them after the war. However, very little salvage was ever done. Consortiums of private investors and government officials are now being formed to locate and remove these cables.

One of the companies performing this service is Resolve Marine Group in Port Everglades, Florida. Resolve has been providing a variety of marine services to companies and government agencies in the United States, Central and South America, and throughout the Caribbean for the past 20 years.

The company's roots are in salvage and wreck removal, which remains one its specialties, but the company has also expanded into a number of other areas. Its transportation division provides tug and barge services to distressed vessels, including oil and chemical tankers, and in 1994 Resolve Fire & Hazard Response was established to provide state-of-the-art shipboard fire fighting training. The company even maintains its own specially trained fire fighting team ready to respond at a moment's notice.

Recently Resolve was contracted to determine the location of subdetection cables on the bottom of the harbor leading to the Pacific entrance of the Panama Canal. A group of investors and Panamanian officials are collaborating to find and salvage the cables for their scrap value.

Resolve contracted JW Fishers to supply the needed detection equipment. A Proton 4 boat-towed magnetometer, TOV-1 towed underwater camera system, and Pulse 8X diver-held metal detectors were selected for the job. The Proton 4, a powerful torpedo-shaped metal detector that is towed behind the boat, would be ideal for the initial site survey. Although the magnetometer is not capable of detecting the copper or silver inside the cable, it's extreme sensitivity to iron and steel objects allows it to detect the cable's armoring at a considerable range. Using the underwater camera, the group could do a visual survey of the area where the cable was located, and the hand-held metal detector would help the divers precisely pinpoint each cable. Resolve's operations supervisor, Kevin Shore, came to Fishers factory for training on the operation of the equipment before putting it on a plane to Panama that evening.

After two weeks on-site, Shore called the factory and reported, "The first part of our survey operation has been completed. Our mission was to locate and confirm the existence of antisubmarine warfare magnetic loop installations dating from 1942 in the Bahia de Panama. Your equipment has performed beautifully. We successfully pinpointed the location of three cables. The ability to communicate with JW Fisher personnel and follow their suggestions helped our operation run smoothly and prevented delays. The Proton 4 tracker software showing the GPS plot of the search grid allowed us to make very efficient use of

towing time and made reviewing the resulting files of almost 2 million mag readouts a much easier task."

For more information about Resolve Marine Group or JW Fishers, visit their respective websites at <http://www.resolvemarinegroup.com> and <http://www.jwfishers.com>.

Field Work, Further Studies and Internships

Advance notice of 2002 Maritime Archaeology Field School

FLINDERS UNIVERSITY
ARCH 3304 Maritime Archaeology Field School

Dates: 2 Feb to 17 Feb 2002

Location: Port Victoria and Wardang Island, South Australia. Eight historic shipwrecks around Wardang Island have been marked as part of a maritime heritage trail by Heritage SA.

Aims of the topic:

- To develop the field skills associated with the practice of maritime archaeology
- To improve understanding of the theoretical and methodological approaches to archaeology underwater.
- To increase knowledge and understanding of the history and practice of maritime archaeology
- To appreciate the place and role of maritime archaeology in the interpretation of maritime subcultures and culture in the wider context

Topic outline: This topic will provide students with an introduction to the techniques of underwater survey, position fixing, mapping, photography (including video), recording, excavation and conservation. Lectures and videos will be provided on the various research methods and techniques used by maritime archaeologists.

The first part of the topic (two days) will consist of the Australian Institute for Maritime Archaeology (AIMA) and Nautical Archaeology Society (NAS) Part 1 Training program. The remainder of the topic will comprise practical exercises and associated lecture/seminars.

This topic has previously been taught jointly by staff of Flinders University and James Cook University of

Townsville. In July 1998 and July 1999 the topic was taught on Magnetic Island using the facilities and equipment of James Cook University. In Feb 2001 the topic was taught in collaboration with both Heritage SA and James Cook University at Port Victoria/Wardang Island.

The topic has a quota of 20 students (approximately made up of 12 students from Flinders University, 6 from James Cook University and 2 from other Australian Universities (by cross-institutional enrolment). Students should contact the Topic Coordinator as soon as possible in order to reserve a place.

Assessment: Assessment is comprised of two components: - course participation, both in practicals and lectures, as continuous assessment (50%)
- site reports and student folders (50%)

Expenses: In addition to the normal HECS liability the topic has an additional fee of \$400 charged for participation to cover accommodation, transport and SCUBA diving costs that will include AIMA/NAS Part 1 Training. Anyone who is not currently a University undergraduate student should contact the Topic Coordinator in order to discuss possible participation.

Diving/safety requirements: Flinders University has strict requirements for diving and boating safety. As a minimum students will need to hold a certified open water diving certificate, have logged a minimum of 15 hours, have a current diving medical certificate and have carried out a diving competency test

For further details contact:

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

Associations

Australian Archaeology Association (AAA):
Subscriptions for 2001 were due in January. If you have recently paid for 2001, receipts are normally sent out with the journal. If you need a receipt

urgently e-mail Richard Fullagar or the AAA Treasurer Huw Barton:
barton@acl.archaeology.usyd.edu.au

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

Richard Fullagar
AAA Membership Secretary
25 Balfour Road
Austinmer NSW 2515
Australia
OR FAX (CREDIT CARD PAYMENT ONLY):
+ 61 (0) 242674547 (phone/fax)

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

The Australasian Society of Historical Archaeology

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

Nautical Archaeology Society (NAS):

Please contact:
The Membership Secretary
206 Moorview Way
Skipton N Yorks BD23 2TN
England

Grants and funding

George Alexander Foundation & Ian Potter

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

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

and Maritime History and Associated Studies.

Details from:

National Maritime Museum

Head of Research

Greenwich SE10 9NF England

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

James Innes

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www.gbrmpa.gov.au <<http://www.gbrmpa.gov.au>>

New Books, Publications, Videos and Articles



Further out of print CBA research reports go online

A batch of out of print CBA Research Reports are now accessible, free of charge, in PDF format on the Archaeology Data Service web site at.

<http://ads.ahds.ac.uk/catalogue/resources.html?r>

Further batches of reports will appear online in due course.

The CBA Research Reports were digitised by the Higher Education Digitisation Service "<http://heds.herts.ac.uk>> as part of the JISC Fast Track Digitisation Programme "<http://www.jisc.ac.uk>>.

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

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



WOODEN SHIPS CONFERENCE 2001

September 13-16, 2001
Solomons, Maryland

This conference is a joint project of the Maryland Historical Trust, the Maryland Archaeological Conservation Laboratory, the Colonial Maritime Association, Historic St. Mary's City, and the Calvert Marine Museum.

Mission: The Conference is intended to be a forum for sharing common problems and solutions of those who care for wooden ships and boats, both as archaeological artifacts and educational replicas, which further our knowledge of maritime history.

Topics of special interest include: Wood conservation and preservation--varying treatments for objects large and small, techniques and materials tried and true, techniques and materials new and experimental.

Registration is \$125 and includes four days of workshops, papers, three tours, two receptions, and banquet (old-fashioned church dinner - crab cakes and other Chesapeake specialties!). Registration is limited to 100 participants on a first come basis.

For more information and registration materials contact:

Dr. Susan Langley 410-514-7662;
langley@dhcd.state.md.us
Dr. Julia A. King 410-586-8551;
king@dhcd.state.md.us

SYMPOSIUM ANNOUNCEMENT

Recent Archaeological Research in Southeast Queensland

Friday 28 September 2001

Women's College, University of Queensland,
Brisbane

Jay Hall (School of Social Science, UQ) and Sean Ulm (Aboriginal and Torres Strait Islander Studies Unit, UQ) are convening a one-day symposium entitled "Recent Archaeological Research in Southeast Queensland" on Friday 28 September 2001 at Women's College, University of Queensland, Brisbane. The aim of the symposium is to bring together a cross-section of researchers from various disciplines currently working on aspects of southeast Queensland archaeology.

We plan to pre-circulate all papers to all contributors and to referees one month prior to the symposium and to publish the results as Queensland Archaeological Research 13 around the end of 2001 (December/January).

The general idea is to get some, if not all, of the contributors to present their papers on Friday 28 September 2001 to an audience consisting of other contributors, members of the QAR editorial board, invited discussants and other interested parties. Contributors will then have a month to revise papers in the light of comments from referees and discussants and other discussion arising from the symposium.

If you are interested in participating in the symposium, please forward an abstract/proposal to:

Jay Hall (j.hall@mailbox.uq.edu.au) or Sean Ulm (s.ulm@mailbox.uq.edu.au)

Postal Address:

Jay Hall
School of Social Science
The University of Queensland
Brisbane QLD 4072

**CONFERENCE ANNOUNCEMENT Second
Conference on Preserving Archaeological Remains
in situ (PARIS 2)**

September 12th – 14th 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.

PARIS2, Museum of London Archaeology Service, 87 Queen Victoria Street, London EC4V 4AB (fax: 020-7410-2201; email: fionam@molas.org.uk) by 15th 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/eea2001/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.

Contact:

Dr. Patrick McConvell, Research Fellow, Language and Society

AIATSISS, GPO Box 553, Canberra ACT 2601,
Phone: +61-2-62461116

Fax: +61-2-62497714 Email: 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@hwc.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
 Associate Professor
 Division of Technology, Culture and Communication
 School of Engineering and Applied Science
 University of Virginia
 P.O. Box 400744, 351 McCormick Road
 A237 Thornton Hall
 Charlottesville, VA 22904-4744

(804) 924-6177 - voice
 (804) 924-4306 - fax

Hollanders at home and across the seas'
Archaeology, history and architectural-history during the VOC- (Dutch East India Company) period in the East, the West and in The Netherlands; cultural history of the Dutch expansion.

Friday, October 19, 2001, Zaans Museum, Zaandam, The Netherlands.

The Foundation for Archaeology and History (SCHI) and the Dutch Association of Archaeologists (NVvA) are organising a conference, which is fully dedicated to the period of the Dutch expansion. Old forts, shipwrecks, wharves and objects from cesspits illustrate this heritage. Archival material, maps and probate inventories survived the centuries and are a profitable object for multidisciplinary investigation. This conference intends to show how the Dutch thought of themselves, how they liked to be seen by others when abroad, and how they were regarded in reality overseas. In addition the aim is to study the way the Dutch organised their society at home to make this expansion possible. How they presented themselves, their achievements and products from overseas.

All lectures will be in Dutch (if possible translation in English will be arranged).
 In the spring of 2002 the conference will be published (in Dutch with English summaries).

Admission and attendance; the equivalent of Euro 20,42 is to be paid on registration in Dutch guilders, this includes coffee, lunch and tea. Participants will receive full programme and details following registration.

For further information contact: Michiel Bartels (SCHI/NVvA); m.bartels@zap.a2000.nl or: Archeologie Deventer, RMW-VHMZ, PO Box 5000, 7400 GC Deventer, The Netherlands 00-31-570-693467 or mobile 00-31-6250-17248.

To attend, please notify the organisers with full names, address and e-mail at: geestm@dds.nl

Or by post:
 Dhr. M. van Geest, Treasurer SCHI
 W. van Elsschotsingel 1
 2182 ZS Hillegom
 The Netherlands

**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

Conference Announcement

Grave Concerns: The Ethics of the Dead
 2nd Annual Laurier Brantford Interdisciplinary
 Conference November 29 - December 1, 2001

The theme of the conference is the ethics of dealing with the dead. All societies have strict cultural-specific rules governing the treatment of the dead, often grounded in religion and considered sacred. In the contemporary world, however, the dead are no longer regarded as entirely sacred. Skeletal remains are stored on museum shelves and in forensic labs, photographs of war dead or the victims of crime are displayed in exhibits and art galleries, cemeteries and battlefields are developed into golf courses and condominiums, and science is laying claim to body parts and human remains for research. Treatment of the dead has become an ethical issue.

Proposals for papers or sessions (limited to three

papers) are invited on these or other related topics. Keynote speakers will be David Newhouse (Native Studies, Trent University) and James Chatters (Applied Paleoscience). Both will address the study of ancient Native skeletal remains. The conference is expected to attract academics from philosophy, history, religion and culture, fine arts, anthropology, archaeology, museum studies, and native studies. It is the intention of the conference organizers that the proceedings will be published.

Abstracts of papers or session proposals should be submitted by September 12, 2001 to:

Sue Mestekemper (email: brantford@wlu.ca)
Grave Concerns Conference
Wilfrid Laurier University, Brantford Campus
73 George St. Brantford, ON Canada N3T 2Y3 (web site: www.wlu.ca/~wwwbrant)

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

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
Or
Alex Chapman
Western Australian Herbarium, CALM
Locked Bag 104
Bentley Delivery Centre WA 6983
Alexc@calm.wa.gov.au

Underwater and Maritime Archaeology Theme at WAC-5 in June 2003

For the first time at a World Archaeological Congress there will be an Underwater and Maritime Archaeology theme at WAC -5 in Washington D.C. in June 2003. (At WAC-4 in Cape Town there was an extended session on Maritime Archaeology within the Cultural Resource Management Theme). The Underwater and Maritime Archaeology Theme rationale is available at:

<http://www.american.edu/wac5/themes.html>

The Theme convenors (Mark Staniforth, Australia and Dolores Elkin, Argentina) are seeking input to the development and extension of the Theme rationale and particularly in the area of suggested sessions or topics. We see this as an opportunity to get participants from around the world to a truly international gathering of people interested in underwater and maritime archaeology.

We are also seeking expressions of interest from interested individuals or groups who wish to propose/convene a session for possible inclusion in Underwater and Maritime Archaeology Theme.

Guidelines for proposing a session are available from the Theme convenors:

Dr Mark Staniforth
Department of Archaeology
Flinders University
GPO Box 2100
Adelaide, SA 5001
AUSTRALIA
Telephone: (+618) 8201 5195
Fax: (+618) 8201-3845
Email: Mark.Staniforth@flinders.edu.au

Dr. Dolores Elkin
CONICET (Consejo Nacional de Investigaciones Científicas y Técnicas) and
Instituto Nacional de Antropología y Pensamiento Latinoamericano
3 de febrero 1378 - 1426
Buenos Aires
Argentina
Telephone: (+5411) 4784 3371
Fax: (+5411) 4824-1482
Email: ebarclay@arnet.com.ar or delkin@bibapl.edu.ar

The World Archaeological Congress (WAC) is the only representative world-wide body of practicing archaeologists; it supports open dialog with all people genuinely concerned about the past. WAC holds an international congress every four years to promote the exchange of the results of archaeological research; professional training and public education for disadvantaged nations, groups and communities; the empowerment and betterment of Indigenous groups and First Nations peoples; and the conservation of archaeological sites. Four previous congresses have been held in England, Venezuela, India and the last in South Africa in 1999.

WAC-5 is the first World Archaeological Congress to be held in North America. WAC-5 will be held at The Catholic University of America (CUA), centrally located in NorthEast Washington, D.C. and accessible to the rest of the city by Metrorail.

WAC-5 is scheduled for Saturday, June 21st through Thursday, June 26th, 2003.

For further information about WAC 5 see:

<http://www.american.edu/wac5/wac5home.html>

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 9

June 2001

News from around the States

News from New South Wales

On the 5/6th May we ran a Part II course with a total of 8 students attending. The course included a field day at *La Perouse* with students undertaking several in-water survey components as well as visiting the wreck of an iron collier, the *SS Minami*.

The eighth Part I course offered in NSW was held on the 23/24th June at the Australian National Maritime Museum. This course attracted students from Murwillumbah, Lismore, through to Bathurst. A good time was had by all during both the lecturing hours and the evening hours.

This course is to be the last held at the Australian National Maritime Museum, for the moment. Please note that as a consequence, the Part I course offered in October of this year has been cancelled. The Museum was instrumental in getting AIMA/NAS off the ground in NSW and has been a great supporter of the training scheme ever since. It is hoped that before too long AIMA/NAS courses will again be run at the Museum.

After the success of the first AIMA/NAS course held earlier this year through the Continuing Education Unit of the University of Sydney we are planning to offer another Part I course in late October of this year.

Stirling Smith and Cosmos Coroneos

News from South Australia - Nathan Richards

On 2 and 3 June a part 1 course was held at Flinders University with the help of Nathan Richards, Dr. Mark Staniforth, Terry Arnott, Cass Philippou and Chris Lewczak. The course was held for two existing SUHR members and five other members of the public, all of who have now joined the SUHR.

On 16 June 2001, South Australia commenced its next round of part 2 training with five recent part 1 graduates visiting the South Australian Maritime Museum.

The purpose of the visit was an investigation into wooden shipbuilding techniques and site disintegration processes, with inspections made of the replica Tasmanian ketch *Active II*, the Tasmanian ketch *Annie Watt* (built in 1870 and currently in storage in the Museum's No.8 shed) and finally the Tasmanian ketch *Alert* (built in 1872 and abandoned at the Jervois Basin Ships, Graveyard in 1959).

In keeping with our purely coincidental investigations of Tasmanian ketches starting with the letter CEA, Saturday 23 June will see five students participating in the recording of the remains of the ketch *Adonis*, built in Tasmania in 1864 and wrecked at Outer Harbour in 1953.

While possibly three other part 1 courses will be completed in the next nine months, the current emphasis is on continuing part 2 training. A part 2 "Archaeological Principles Lecture" will soon be held at Flinders University, as the last component for some in their part 2 training, and many students are looking forward to the continuation of projects pertaining to part 3.

South Australian AIMA/NAS activities are increasingly working closer with the Society for Underwater Historical Research (SUHR), and look forward to supporting projects carried out by either organisation in the near future. The support of Heritage South Australia, particularly through the kind assistance of Terry Arnott and Rick James also needs to be acknowledged as having been pivotal in the implementation of the training outlines above, especially in the part 2 training area.

News from Western Australia

[no contribution at time of submission]

News from Queensland

An NAS Part 1 course was scheduled for mid May, but has been rescheduled until late July due to clashes with other events within the community. A good response to the course has been received from the wider community and University students.

Brad Duncan
Qld State Tutor

News from Tasmania

[no contribution at time of submission]

News from Victoria - Ross Anderson

The MAAV and AIMA / NAS students returned to the site of the *Eivion*, a lime-trader and ketch that was wrecked in the 1920s at Rye Pier. Overall the combined work on the site has resulted in a number of findings:

- The wreck can be confirmed as the *Eivion*
- The correct name of the vessel is *Eivion* not *Ivian*
- That the lime was separated into compartments with bulkheads (for handling of lime, which is a volatile cargo when mixed with water?)
- That the ceiling planking has a thin layer of cement or limewash to protect the cargo further from any leaks.
- A site plan is in the process of being produced.

These findings will assist with further research into the lime trade, and handling of bagged lime on wooden vessels.

A number of those who participated on the Part II course (you know who you are!), are yet to hand in their individual survey results which is part of the assessment for the AIMA/NAS Part II. This would only be in the form of a plan; the photomosaic is not for assessment.

NAS projects overseas

For those of you who may be in Scotland this summer and looking for something to do;

ScapaMAP

NAS Courses Part 2 & 3
(5 to 10 August 2001)

Background: ScapaMAP, a research project based at Heriot-Watt University, promotes the better management of the archaeological and historical heritage resources submerged in Scapa Flow for the

benefit of present and future generations. The project is supported by Historic Scotland and the Carnegie Trust for the Universities of Scotland.

The naval wrecks of Scapa Flow form a unique underwater record of one of the great periods of British and German naval history. The ships of the German High Seas Fleet, in particular, fought through the great War, ending in Scapa Flow in internment and scuttling on 21 June 1919. Seven wrecks of major warships remain, up to 25,000 tons and over 200 metres in length, in an area 8km² of relatively flat, muddy seabed in 30 to 50 metres of water.

The remains of the High Seas Fleet represents an archaeological and historical resource of hitherto unrealised potential, having been the subject of a wide range of interests in the past from salvage to recreational diving. Recent proposals to schedule the German wrecks as historical monuments under the Ancient Monuments and Archaeological Areas Act 1979 represent a further stage which will require high level marine environmental information to maximise their value, promote future protection and encourage access by the widest possible community.

The sites themselves lie in an environment, which are constantly changing and subject to a variety of natural and man-made impacts. Effective maritime archaeological management requires base maps of the archaeological resource and quantified data on associated marine environmental parameters such as habitats, corrosion potential, sediment characteristics and behaviour, water quality and factors such as impacts from visitors and nearby development.

Although the archaeological potential and sensitivity of the remains of the High Seas Fleet is regarded as being significant, basic maps of the area and of individual sites are not available. Similarly the baseline data and periodic monitoring of the sites, on which to build effective monitoring strategies is similarly lacking.

The ScapaMAP project aims to fill some of these gaps and it is expected to significantly enhance our current knowledge using techniques common to other marine sciences including the production of site specific Management Plans and the use of Geographic Information Systems. The project will also form a useful test case for historic shipwreck management in Scotland's waters.

Objectives

Initial survey work was carried out in co-operation with the Archaeological Dive Unit (ADU), with further survey work planned for June 2001. These surveys have

used remote sensing techniques to determine the geographical position and extent of the sites of interest.

The objectives for the week are to:

provide theoretical and practical instruction in underwater survey strategies techniques leading to Nautical Archaeology Society recognised qualification.

Having identified key areas within each site which may be used for routine monitoring of the condition of the shipwrecks, the weeks diving survey work will concentrate on obtaining accurate measurements, stills and video photographs of these areas.

Course Cost

All diving will take place from the MV *Jean Elaine*. The cost for the weeks diving and NAS training is £340. To book your place on the course a deposit of £120 is required. Cheques should be made payable to Heriot-Watt University

Accommodation

Accommodation onboard or in Stromness itself is available. The cost of 'Live Aboard' is an additional £90/person. There is a variety of B&B, self-catering and hotels available. August does tend to be a busy time of year so accommodation needs to be booked well in advance.

Prerequisites

All diving will be carried out under the Approved Code of Practice for Scientific & Archaeological Diving Projects. Divers must hold at least a CMAS 3* equivalent qualification or relevant qualification with suitable diving experience. Participants must also hold an in-date diving medical.

Heriot-Watt University
Dive Unit

PART II REPORTS

This latest completed report is from the indefatigable and prolific John Riley.

S.S. *Tasman* site drawing

submitted by John Riley, June 2001

for the completion written report component of the AIMA/NAS Part II

Background The S.S. *Tasman* was an inter-colonial

iron screw steamer lost off Tasman Peninsula, Tasmania in November 1883. The site in 75 metres, was discovered by the author in 1996.

Problem and proposed solution Recording a site at this depth with bottom times of only 15 to 17 minutes and encumbered with at least three SCUBA cylinders is a problem. The author's usual method of taking measurements with tapes and ranging poles was discarded for a system of estimating measurements against objects on the site of known size.

The vessel The certificate of survey gives a length of 209.7 ft (64 m), breadth of 27 ft (8.23 m) and a depth of hold of 19.2 ft (5.85 m). The vessel has two decks and an engine room length of 33.2 ft (10.12 m). The compound steam engine has cylinders of 29" and 51" (0.73 m and 1.3 m) with a stroke of 3' (0.915 m).

The boilers were replaced in 1881 and the specifications survive. There were two boilers, 10' 10" (3.3 m) in diameter, and 10' 6" (3.2 m) in length and two furnaces 3' 2" (0.98 m) in diameter. There were 53 tubes in each boiler. The steam receiver was 4' 6" by 5' 9" (1.37 m by 1.75 m). A cabin accommodation plan from 1874 survives showing the cabin layout and engine, boiler, hold and mast locations.

The survey and creation of site plan A basic hull model was made from the 1873 survey measurements, as well as photographs and paintings of the original vessel. Frame spacing was taken as 18" (0.45 m) for the lower hull and 36" (0.9 m) for the awning deck. The deck beam spacing was taken as 36" (0.9 m) and the deck height as 7' (2.1 m) between the main and awning decks and 13.2' (4 m) between the keel and the main deck (Certificate of Survey 1873) The boilers were modelled from later specifications (Specification: Boilers for S.S. *Tasman*, 30th August 1881). A model of the engine was also built using the cylinder size and stroke specifications. Six times the stroke, was used to estimate the engine size (Riley, 1996b).

The creation of the model was followed by eight dives on the site. The engine and boilers dominate the site and estimates of distance and angles were taken from them. Relative depths at different parts of the site were measured using a dive computer calibrated to 0.1 m increments (Riley, 1996a).

The propeller, anchor, donkey boiler and cargo winch size were estimated from photographs taken underwater with a diver along side. No gap was seen in the longitudinal layout of the site so the wreck site model was constructed to the actual length of the vessel.

The model was broken down to represent the site and corrected from observations seen underwater and on video and photographs. The completed model was photographed, using slide film, from various angles, projected onto paper and traced. These drawings are left unannotated so that they can be used for various purposes; reduced, enlarged and then annotated to get the print size correct.

Conclusion; The drawings whilst not benefiting from accurate measurements are a good representation of the site. This method is cost effective in dive time and using tracings of slides taken at different angles saves much time in redrawing from different perspectives.

References

Publications

Riley, John 1996a

‘Low cost Z’s’. *Bulletin of the Australian Institute for*

Maritime Archaeology 20.2:54

Riley, John 1996b

‘Estimating depth of cover on screw steamships’. *Bulletin of the Australian Institute for Maritime Archaeology* 20.2:55

Documents

Certificate of Survey, 21st October 1873. Original held by Parks and Wildlife Service, Tasmania.

Specification: Boilers for S.S. Tasman, 30th August 1881. Original held by Parks and Wildlife Service, Tasmania.

Cabin accommodation plan; S.S. Tasman, 3rd February 1874. Original held by State Library, Tasmania.

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.

Date	State	Venue	Grade	Subject
July				
TBA	QLD	TBA	Part I	
14 /15	VIC	TBA	Part II	
28/29	WA	TBA	Part I	
August				
2 (7 pm)	SA	Flinders University	Part II	Archaeological Principles lecture
September				
8/9	VIC		Part I	
15/16	VIC	TBA	Part II	
November				
24/25	SA	Flinders University	Part I	
December				
2 to 6	VIC	Geelong	Part II	AIMA Conference

YOUR STATE TUTORS

Northern Territory

David Steinburg
Museums and Art Galleries of the Northern Territory
GPO Box 4646
DARWIN NT 0801
phone 088 999 8284
david.steinberg@nt.gov.au

South Australia

Nathan Richards
Department of Archaeology
Flinders University
GPO Box 2100
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Nathan.Richards@flinders.edu.au

Queensland

Brad Duncan
215 Bamford Lane
KIRWAN QLD 4817
phone 074 723 0389
Brad.Duncan@jcu.edu.au

New South Wales

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c/- 46 Gale Rd
MAROUBRA NSW 2035
phone 0412 208 156
stirlingsmith@optusnet.com.au

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Ross Anderson
Maritime Heritage Unit
Heritage Victoria
GPO Box 2297Y
MELBOURNE VIC 3001
Phone 03 9655 9721
ross.anderson@doi.vic.gov.au

Western Australia

Corioli Souter
Western Australia Maritime Museum
Cliff Street
FREMANTLE WA 6160
phone 089 431 8439
corioli.souter@museum.wa.gov.au

Tasmania (acting)

Cosmos Coroneos
Cosmos Archaeology Pty Ltd
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.