

Australasian Institute for Maritime Archaeology

Newsletter

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Contributors please note the deadline for contributions for the next issue of the Newsletter (22.1) is **Friday 7 March 2003**. Please Note: The Editors for AIMA Newsletter 22.1 (March 2003) are to be confirmed.

Interim contributions can be sent to Tim Smith (smitht@heritage.nsw.gov.au) by email, or floppy & fax.

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Australasian Institute for Maritime Archaeology Inc

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EDITOR'S NOTE:

Due to the length of this Newsletter, the Minutes of the latest AIMA Nov 2002 Annual General Meeting will not be printed in this edition. They will be posted to AIMA's email web site and/or mailed to Members separately.



HAPPY CHRISTMAS

To all Members and friends of AIMA, we wish you well over the festive season and into the New Year! AIMA hopes that you have a happy and safe time and are eager to join with our new Executive and Council in promoting the work of AIMA and Maritime Archaeology into 2003.

AIMA NEWS

President's Report

Seasons greetings everyone

My name is Cosmos Coroneos and, as of the AGM held at Townsville on November 20, I have been elected new AIMA President. David Nutley, after 5 years of holding the President's position, had decided that it was time to give someone else a go. I should say that David has, in his years as President, has overseen the implementation of many new programmes and expanded the functions of this

organization. Some of these include the introduction of the AIMA/NAS introductory courses into maritime archaeology, the AIMA scholarship, the contract position of the AIMA Training Officer, Web site expansion, AIMA logo and new stationary, just to name a few. On behalf of AIMA, I would like to thank David's diligence, foresight and hard work over the years in making AIMA a more relevant organization to its members. I hope that I can emulate David's achievements and look forward to his advice in his new role as Senior Vice-President.

For those who don't know me, I work as a Maritime Archaeology Consultant, out of Sydney, and have filled the role of AIMA Training Officer for the last 5 years. I am also mad for taking on the demanding role of President!

The next year will be a big year for AIMA in the field of publications, conferences, AIMA/NAS and with structural changes within the organisation. I will mention for the moment some of the things that are on the boil.

AIMA/NAS

Having sorted out AIMA's incorporation and insurance implications, I am happy to tell you that the AIMA/NAS courses are soon to run again. Please contact your state tutors to obtain details on the next courses in your State.

Administration Officer position

It has become evident that with AIMA's increase in membership and the AIMA/NAS scheme, the administrative workload on the Secretary and Treasurer has gone beyond what can be reasonably expected from someone in a volunteer capacity. For this reason, at the Townsville AGM, it was moved and accepted that a paid position be created to take on the data entry and banking tasks that now take up considerable time. The duties of the new Administrative Office position are currently being finalised and it is hoped that the position will be filled early in the new year.

AIMA conference

The 2003 AIMA Conference is scheduled for Tasmania. We are finalising arrangements with Port Arthur who have shown interest in being the venue and we are looking at holding the Conference in late November. We will let you know when the dates and the venue are confirmed.

Cos Coroneos,
Secretary's Report

Dear Members, I also take this opportunity to wish you

well into 2003 and continue to be in direct contact with you throughout the year.

Just an administrative note: AIMA kindly uses the NSW Heritage Office as a convenient mailing base. The Heritage Office has just moved buildings to the Old Kings School at Parramatta, so all AIMA Membership forms, web site content and other publication materials will be updated to reflect the new phone and fax details. Please note AIMA's postal address (front page) remains the same.

Regards

Tim Smith
AIMA Secretary



Australian National Maritime Museum

Antarctic Heroes (5 December - 4 May 2003)

The big show for the summer months opened at the museum on the 5 December 2002. From collections all around the world the museum has assembled evocative artefacts that recall a heroic age of Antarctic exploration. Among the items are the Norwegian flag planted by Amundson at the South Pole in 1911 and the wolf-skin suit that he wore, the paper bags containing the last scraps of food found near Scotts body and Shackleton's *James Caird*. The *James Caird* was the six metre long ship's boat that was sailed by Ernest Shackleton and five others across Antarctic seas to summon help for the expeditioners after *Endurance* had been trapped and crushed by ice. (*Signals # 61*)

Shark's - Predator and Prey (19 December - 03 July 2003)

On at the same time as Antarctic Heroes is Shark's - Predator and Prey. This exhibition explores Australia's fear of sharks and changes in attitude to them over the past 200 years. Europeans have tended to loath sharks as loathsome predators and objects of morbid fascination. Villainous sharks feature in artworks threatening shipwrecked sailors, sharks teeth feature in lucky charms and surfboards are displayed with large chunks bitten out of them. The other side of the shark is also shown including its use on log coffins depicting Māna, ancestral sharks of the Yolngu people of north-east Arnhem Land. (*Signals # 61*)

The Search for James Cook's Endeavour (20 February 2003)

The ANMM team of Paul Hundley and Kieran Hosty has just completed a forth season of fieldwork of work

in the USA, searching for the British Troop Ship *Lord Sandwich* ex HMB *Endeavour*. The Whitby collier was sunk with 12 other vessels by the British, to blockade Newport Harbour in 1778 during the American Revolutionary War. Paul and Kieran will talk about their work with the Rhode Island Marine Archaeology Project on this very interesting project. Contact (02) 9298 3777 for further information.

Sydney Harbour unplugged (23 February 2003)

Giving new meaning to the term 'bottom of the harbour', research scientists with the Defence Science and Technology Organisation (DSTO) have been imaging the sea beds around Australia - including Sydney harbour - for the Royal Australian Navy using groundbreaking technology. The DSTO's survey of Sydney Harbour may have found as many as 15 new shipwrecks, including one near the Sydney Opera House. This afternoon program - lead by Dr. Philip Mulhearn from the DSTO, will look at the recent research and discuss the new technology. For further information please contact the Museum on (02) 9298 3644

Edward Lombe (1828 - 1834)

On 6 December 2002 Tim Smith from the NSW Heritage Office joined Kieran Hosty and Lee Graham from the Museum on a wreck inspection of Sydney Harbour's earliest known shipwreck site. Working out of the Museum's recently acquired Arvor 20 workboat, the team had planned to dive an unidentified hopper barge off Clarke Island but due to strong north easterlies ended up diving on the northern side of the Harbour. The *Edward Lombe* ran ashore at Middle Head on the 25 August 1834 and progressively broke up in the surf. The wreck was re-discovered by divers in the early 1960s and for a time was a popular sport's diving destination.

Kieran Hosty

New South Wales News

New Home for NSW Heritage Office

As noted, the NSW Heritage Office has just relocated to the Old Kings School, situated at 3 Marist Place, Parramatta 2150. The switchboard number is 9873 8500, Fax is 9873 8599. Postal and electronic addresses stay the same. The three-storey sandstone heritage building is located close to the Parramatta River and Victoria Road and will provide an infinitely more enjoyable work place, and even more spectacular dive store and washing facility !

Tweed Heads launch

David Nutley and Tim Smith travelled to Tweed Heads in November to participate in the launch of two new publications by the Deputy Premier of NSW and keen diver, Dr Andrew Refshauge. The publications, two new *Shipwreck Information* Sheets in the current series, detail Evans Head and Tweed Heads losses. The launch was held aboard a local dive charter operator at the site of the *Fido* 1907 wreck site. This popular local wreck was then inspected by the official party and attracted strong local media interest. David Nutley and Colin Brown from the Department of Public Works and Services also inspected the remains of the local freighter *Dellie*, wrecked near Fingal Head in 1941, and a hopper barge within the mouth of the Tweed River.

Edward Lombe (1834) dive

Tim Smith joined (see above) the National Maritime Museum in a dive training visit to the wreck of the *Edward Lombe* 1834 at the foot of Middle Head, Port Jackson. With the city surrounded by bushfires and thick smoke, the clear water was a relief, although the Historic Shipwreck has been virtually eliminated by contemporary salvage activity, severe environmental conditions and extensive plundering during the 1960's-70's. Thanks to the ANMM and for future joint operations.

Darling River Report

Work progresses on the report detailing David and Tim's successful September expedition to the Darling River. Site plans and 3-dimensional theodolite survey data extraction will soon be completed. Continuing research has revealed the presence of two other Historic Shipwreck sites visible in the Murrumbidgee River system, the paddle steamer *Wagga Wagga* at Naranderra, and possibly the paddle steamer *Violet* near Hay. These two sites will be inspected early in 2003 if river levels are sufficient to expose the remains. Heritage Office research has benefited greatly from keen local resident interest, together with regional museum, library and Historical Society staff, local council members, and the Heritage Advisors in each area.

ICUCH – Madrid November 2002

On 9 October 2002, AIMA Vice President David Nutley, was elected as a member of the *International Committee for Underwater Cultural Heritage* (ICUCH), a committee of ICOMOS (International). As a committee member, he has attended the annual meeting of ICUCH held in Madrid between 30 November and 1 December 2002, and the General Assembly of ICOMOS from 2-5 December.

Election to this committee represents David Nutley's reputation at both a national and international level.

His nomination to represent Australia on ICOMOS was submitted by ICOMOS (Australia) and supported by AIMA, of which he was President for the last 5 years. His subsequent election onto the committee required support from heritage professionals from a range of nationalities and backgrounds.

ICUCH is involved with matters of international interest in relation to management of underwater heritage and in developing proposals for places of particular significance for World Heritage Listing. Membership of this committee will also enable David to represent and promote the underwater heritage strategies and programs in Australia and the important role of AIMA.

New Arrival

Tim and Melisa were pleased to announce a new arrival to the Smith clan on 28 October 2002 – little Harry James Smith. His name was partly coined in remembrance of Lt Henry Stoker of the *AE2* submarine, which Tim was to be attending a series of meetings on in Turkey, that very day!

News from Queensland

Townsville Maritime Museum

Land and Sea Townsville Conference 2002

It is with some relief that I can write and say, ‘What a great conference’ and offer some communal patting on the back to the organizing committee, especially David Roe and Martin Gibbs, and also Bill Jeffery, Alison Mann, Lorna Hempstead, Louise Boyle, Walter Dixon, and Jane Harrington. Thanks must also go to the three amigos or at least Presidents at the time: David Nutley (for support throughout), Neville Ritchie / Dennis Gojak (ASHA) and Sean Ulm (AAA). Their willingness to pull together and work through some issues was good to see and suggests a potentially rosy future for cooperative programs.

Judging from the responses I have received to date, at least two people thought it was the best conference they had been to (thanks Mike and Neville), with many more emails confirming that the engagement of interaction and networking had produced some good bridges. By the nature of the conference, the range of papers was widely varied, and it was heartening to see so much interest being shared by the audiences.

There were approximately 250 attendees, and although figures have not yet been finalised, AIMA was well represented - thanks to all who made a big effort to

travel this far north of Hobart to help make it such a success

The week started with a ‘Meet and Greet’ on Sunday evening at the Maritime Museum. The chairman of the Townsville Port Authority, who were our sponsors for this event, set the tone for the week by welcoming our international and widely travelled national speakers, and encouraging an overall mutual exchange of information. Despite the flowing of the wine, most people found their way to the convention centre to attend the evening’s lectures. Mark Jones from the *Mary Rose* Trust gave us a fascinating view into the current status of the *Mary Rose* – 20 years on, followed by John Jameson of the US National Parks Service with his talk on ‘Archaeology and the Inspirational Highway’.

Brian Fagan’s topical opening address on Monday morning took Ron McLean’s views considerably further. His impassioned talk on the survival of archaeology through the ‘coming together as a family’, and working together as one, aroused many salient points of view throughout the week. It was perhaps the most common topic of interest to all, about which everyone had something to contribute.

Another highlight was Richard Gould’s public lecture ‘An archaeologist at ground zero’, held on Tuesday evening at the Museum of Tropical Queensland. It was an absorbing albeit solemn evening. Richard outlined the role that his team had undertaken in the scouring of the outlying streets surrounding the site of the destroyed Twin Trade Towers, searching for small fragments of human remains in order to assist in identification. His message that we in Australia should be considering the formation of a similar task force was a sobering thought.

The venue was perfectly suited to all of our needs: superb organisation from the convention centre staff, adequate space to hold the plenary sessions, three separate conference rooms following swift rearrangement of this main ‘ballroom’; good quality technical support (well done Brad), fine lunches, and last but not least, an excellent array of restaurants, bars and cafes.

The final dinner was held at the Breakwater Marina, where we were provided with a terrific buffet and band. The conclusion of the conference saw the timely presentation of various awards, including that of Best Paper, which AIMA helped to sponsor.

Perhaps one of the highlights of the evening was that of the ‘Big Man’ award. This is an award usually conferred by AAA, and presented to the person who

makes the funniest and /or biggest *faux pax* during the conference! This year it went to a certain AIMA member – none other than our own ex-President David Nutley. Enthusiastically describing the unique situation he found himself in after having ‘gone down on *Yongala*’, it is with some relief for us all to understand that he was one of the first 50 divers to dive the wreck.

As befitted the ‘crime’, David’s punishment was to be presented with a ‘Viagra’ emblazoned umbrella, matching silky orange and white shorts – and a fabulous trophy. For those of us who have seen David in his wetsuit, we can barely wait for a hot and rainy day in Parramatta.

Viv Moran

Museum of Tropical Queensland

No report this issue.

James Cook University

No report this issue.

South Australia

Heritage South Australia

HMAS *Hobart*

The latest warship to sink in South Australian waters was declared an historic shipwreck under the South Australian *Historic Shipwrecks Act*, 1981 on December 19, 2002. HMAS *Hobart*, sunk on November 5, 2002 as a dive tourist destination also had a declared Protected Zone around it. The Minister responsible for the legislation, the Minister for Environment and Conservation delegate powers to the Minister for Tourism, so that the South Australian Tourism Commission (SATC) could issue the thousands of permits expected. An Administrative Agreement was also entered into between the two government agencies, so that SATC takes all the responsibility (insurance and other costs) for managing the site. The Heritage Branch of DEH will be involved in a management board and with the inspection of the site for corrosion and compliance with the legislation. It will be interesting to see how this works!

Review

The Department for Environment and Heritage has conducted another review of its operations!! surprise,

surprise!! and Heritage SA is now a branch of the Natural and Cultural Heritage section of DEH.

Shipwreck Guideline Brochures

The first four titles in a new series of brochures outlining the importance of preserving South Australia's historic shipwrecks were recently released. The brochures provide valuable information to help visitors enjoy fishing and diving our shipwrecks while minimising their impact, and therefore ensuring that shipwrecks remain available for everyone's enjoyment and interest in the future. The four brochures so far released are: *Shipwreck Guidelines 1: Anchoring on Shipwrecks*; *Shipwreck Guidelines 2: Diving Shipwrecks*; *Shipwreck Guidelines 3: Snagged Objects*; *Shipwreck Guidelines 4: Historic Shipwrecks in South Australia*.

New Boat

Heritage SA will soon take delivery of a new 8.5 metre survey vessel being constructed by Cairns Custom Craft in Queensland.

Education

Heritage SA is pleased to announce Robyn Hartell’s permanent Senior Heritage Education Officer status and wish her well for continued achievements.

SA Boat Show

Heritage SA and Marine Division of Transport SA developed and staffed an exhibition and stand at the 2002 Boat Show held in Adelaide.

SA Moorings Program

A \$288,000 project, jointly funded by the State and Federal Governments, has provided long term protection for some of South Australia's most important shipwreck sites. The South Australian Moorings Program, carried out by Heritage SA, has protected 10 of the State's key historic wrecks by installing buoys which recreational and charter boats can attach to instead of using their anchors. The addition of interpretive signs on land near some of the sites will also help people to understand our maritime heritage and to value the wrecks themselves. The South Australian Moorings Program has installed mooring buoys at the following shipwreck locations - five around Wardang Island in the Spencer Gulf, (*Australian*, *Songvaar*, *Investigator*, *MacIntyre* and *Moorara*), one off the north-west coast of Kangaroo Island (*Portland Maru*) and four in Gulf St Vincent (*Star of Greece* off Port Willunga, *Norma* off Semaphore, and *Zanoni* and a barge off *Ardrossan*).

Bill Jeffery and Terry Arnott

Flinders University

This is to let you know that registration for the Fifth World Archaeological Congress is available on the web site at:

<http://www.ehl.flinders.edu.au/wac5>

The form needs to be downloaded and faxed or mailed by post to WAC-5 in Washington D.C. Payment can be made by credit cards or cheque in US dollars.

People who wish to join WAC, can do so though contacting the Treasurer, Robin Torrence, on robint@mail.austmus.gov.au.

Participants in the *Underwater and Maritime Archaeology* theme should note that there will also be a special reception at the National Museum of American History (NMAH) - further details will be provided later.

For information about the *Underwater and Maritime Archaeology* theme at the next World Archaeology Congress (WAC5) in June 2003 see: <http://www.ehl.flinders.edu.au/wac5/indexhomepage.html>

Applications are invited for entry to:
GRADUATE CERTIFICATE OF MARITIME ARCHAEOLOGY (18 Units)

Flinders University offers a graduate coursework program in Maritime Archaeology including the Graduate Certificate in Maritime Archaeology. The Department of Archaeology has been teaching maritime archaeology successfully at both undergraduate and postgraduate level since 1996. The Graduate Certificate is designed to provide professional knowledge and expertise in maritime archaeology particularly for practitioners working in related fields as consultants and for government agencies. It may also provide an avenue for entry into the other graduate courses in maritime archaeology available at Flinders University (Graduate Diploma in Maritime Archaeology and Master of Maritime Archaeology).

The Graduate Certificate is an 18 unit coursework program that is available both internally (on-campus) and externally (by distance learning). The 18 units of coursework is normally completed over two years. Not all topics are available in every semester. Please ask the Coordinator of Maritime Archaeology Studies for details.

Eligible students must normally hold an approved three-year degree majoring in Archaeology or an equivalent qualification from an approved tertiary institution. The Faculty Board may, under certain circumstances and subject to specific conditions, admit others who can show evidence of fitness for candidature.

To qualify for the Graduate Certificate in Maritime Archaeology a student must complete 18 units with a grade of P or better in each topic, according to the following program of study:

ARCH 8101	Australian Maritime Archaeology	6 units
ARCH 8102	Underwater and Coastal Archaeology	6 units
ARCH 8103	Maritime Archaeology Field School	6 units

Both ARCH 8101 and ARCH 8102 are available both internally and externally. ARCH 8103 is a two week intensive field school that will require students to be resident at the field school location (in Feb 2004 at Portarlington, Victoria).

Candidates may be permitted to take other topics in the Graduate Certificate only with the permission of the Coordinator of Maritime Archaeology Studies and only if they have substantial prior studies or experience in Maritime Archaeology.

The Graduate Certificate will ... provide students with a sound theoretical and methodological grounding in maritime archaeology and underwater cultural heritage management ... provide students with an understanding and appreciation of the place and role of maritime archaeology in the interpretation of maritime sub-cultures as well as cultures in the wider context ... allow students to understand the history of the practice of maritime and underwater archaeology

Student learning outcomes will include: ... the ability to analyse and critically evaluate maritime archaeology, underwater archaeology and underwater cultural heritage management practices as they have changed over the past thirty years and as they are practiced today. ... understanding the place and role of maritime archaeology as a sub-discipline of archaeology and in the interpretation of maritime sub-cultures as well as cultures in the wider context.

Fees for Australian students:
Graduate Certificate in Maritime Archaeology AUS \$3,000. Please note that Australian students are eligible to apply for a loan to cover these fees through PELS (Postgraduate Education Loans Scheme). Information about the Graduate Certificate in Maritime Archaeology is available at:

<http://ehlt.flinders.edu.au/archaeology/courses/maritimegrad.php>

An application form is available at:

http://www.flinders.edu.au/students/future/application_high_deg.pdf

Applications for entry in 2003 close on 15 Feb 2003.
For further information please contact:

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Coordinator of Maritime Archaeology Studies
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Mark Staniforth

Short Report on the SUHR *Star of Greece* Survey

The project is being conducted by the Society for Underwater Historical Research of South Australia. The society is surveying the wreck site of the iron sailing ship *Star of Greece* (1868 – 1888) at Port Willunga with the object of publishing a report on the findings of the survey. The aims of the project are the provision of opportunities for recreational divers to participate in underwater survey, and the promotion of both the AIMA/NAS program and underwater cultural heritage.

The current status of the project is an incomplete site plan of the wreck. The project is at an exiting stage as the site plan is nearing completion. It is anticipated that at least six more dives will take place to fill in gaps. To date, 17 divers from Flinders University, the SUHR and interested members of the diving community have participated in the survey, which has been carried out over 23 dives. An article in the Onkaparinga council newspaper has been published. It is hoped that on completion of the project in 2003, divers will have completed parts of AIMA/NAS course.

Aidan Ash
Flinders University B. Arch. Third Year Student
Director of the *Star of Greece* Survey

John Cooper and David Cowan
Society for Underwater Historical Research
Star of Greece Survey

Tasmania

Tasmanian Heritage Office

In March 2001 a review of cultural heritage in Tasmania was undertaken with the aim of enhancing the conservation and management of the State's heritage assets. As recommended in the report a single organisation, now known as the Tasmanian Heritage Office, was formed in February 2002 from existing sections within the State Government.

The THO is the State Government's 'one stop shop' for expert advice and action on cultural heritage matters across Tasmania. Its primary responsibilities are; to ensure that statutory obligations for the protection and conservation of Aboriginal, historic and maritime heritage are met; to provide secretariat support and expert advice to the Tasmanian Heritage Council including the maintenance of the Tasmanian Heritage Register; to provide policy advice to Government; and to provide expert heritage advice to State government agencies, local government, the Tasmanian community and the private sector.

The Heritage Office is part of the recently formed Department of Tourism, Parks, Heritage and the Arts (DTPHA) under the direct responsibility of the State Premier, Jim Bacon. A Director for the THO is currently being permanently appointed and other issues with staffing and funding are being addressed. A strategic plan for the operation of the THO was developed in July 2002 and the movement of staff and records to one office location has recently been completed. In line with a current push to greatly increase tourist numbers to the State it appears likely that increased funding for infrastructure and site development works will be forthcoming over the next few years, in which the THO will play a major role.

Maritime Heritage

The maritime heritage program was recently boosted by the employment of Nathan Richards as a project officer. Nathan has recently submitted his Doctorate through Flinders University on *Deliberate Watercraft Abandonment in Australia*. He is currently concentrating on the final checking of the Tasmanian Shipwrecks Database with the addition of geographical information for the inclusion on the new version of the National Shipwrecks Database run through Environment Australia.

***Sydney Cove* Survivors Camp**

Fieldwork has recently been completed in conjunction with a team from Flinders University at Preservation Island in the southern Furneaux Group, Bass Strait. Preservation Island was the location of the wreck of the merchant ship *Sydney Cove* in 1797 and the survivors subsequently occupied the island for over 12

months. Some details of their time on the island are available through the historical record including the building of a 'house' and other structures. A map drawn up by Matthew Flinders during a salvage voyage to the wreck in 1798 shows the location of the survivor's dwellings.

The fieldwork was able to locate the site of at least one structure. Test excavations revealed a badly damaged hearth, two postholes containing ship's timbers and a considerable artefact collection. The artefact material included cargo items such as bottles and porcelain, ships fittings, and a large quantity of bones from native fauna including 'mutton birds', wallaby and wombat. Recent publicity for the find has included local newspaper articles and radio and television coverage through the ABC. Analysis and reporting on the work will be undertaken during 2003.

Convict Sites

In anticipation of upgrading of visitor infrastructure at two significant convict sites, underwater surveys are being carried out over summer. The Port Arthur historic site on the Tasman Peninsula will be opening up Point Puer, used to house convict boys, and will be installing a ferry jetty. A survey of the site by Nathan Richards has recently been completed. A similar project will be carried out over January at Sarah Island on the West Coast. Large tourist vessels out of the nearby port of Strahan regularly stop at the former convict settlement and visitor numbers are increasing. A new ferry jetty is being planned near the convict dockyard precinct and the underwater survey work will help determine the location.

Low Head Precinct

Established in 1805 the Low Head Pilot Station is Australia's oldest continuously used pilot station. It was de-manned in June 2000 and the site handed back to the State Government. The Low Head Lighthouse, lying north of the Pilot Station, was established in 1833 and is the third oldest in the country. The station was handed back to the State Government in 1997 with the operating light tower currently leased back to the Australian Maritime Safety Authority. Major funding for site works at the precinct has recently been allocated by State and Federal Government initiatives. The DTPHA is currently undertaking the preparation of a Strategic Asset Management Plan (SAMP) for the Low Head Historic Precinct through local consultants Inspiring Place. The document is to inform the Department of the current condition of the precinct, its future maintenance and resulting management issues for the historic site.

Victoria

Congratulations to all of the organisers of the AAA/ASHA/AIMA Townsville 'Land & Sea' conference for a great success!

City of Launceston, etc

The MHU has just returned from its last season of fieldwork for the SS *City of Launceston* 2-16 December. The work involved completing sand-bagging on previously dug trenches on the stern. It now appears almost untouched, as a furry layer of weed growth has returned to the site. The next step is to commence arrangements for opening the site to public access, which will be in the form of restricted permit access similar to the system employed for the *William Salthouse*.

A site plan was made of the *Eleutheria* (1866), a salvage hulk used to work on the *City of Launceston* wrecked during a storm nearby, and we now also have a greater understanding of the HMAS *Goorangai* (1940) minesweeper site lying in the South Channel of Port Phillip. John Riley came down from NSW to assist with the site plan. Indications are that the gun, large trawl winch, anchors and other gear was salvaged at the time, and is a clue to the shortage of armaments, spares and war materials that Australia was experiencing at this time when Allied defence priorities lay with the European, and later Pacific Theatre. The HMAS *Goorangai* was the RAN's first loss of a surface ship, and the second loss of a ship with all hands (the *AE I* was the first) when it was involved in a collision with the passenger liner MV *Duntroon*. The site was also blasted beyond recognition at the time by a Navy demolition team in order to clear the channel. A ship's model commissioned by Heritage Victoria to be made by John of the HMAS *Goorangai* as a minesweeper will be displayed in the Queenscliff Maritime Centre. Thanks to volunteers Scott Allen, Peter Taylor, Aidan Ash, Aara Welz, John Riley, Brian Richards, Quinn Stokes, James Parkinson, Des Williams, Priya Cardinaletti, Adrian Brown and Mike Gerner for their help.

James Parkinson (start catwalk music) has also organised some stunningly attractive white long sleeve 'SS *City of Launceston* Fieldwork Team' T-shirts, so for everyone who has participated in the expeditions over the last five years please contact us to receive your very own maritime fashion statement. Sizes are M, L and XL.

The remaining money from a Public Heritage Fund grant for the SS *City of Launceston* will be used for conservation of artefacts, and to publish the excavation report and artefact catalogue.

Candidates are currently being interviewed for a maritime infrastructure project and backfilling position for Ross who will be on extended leave until July. An historian will also be employed to improve our knowledge of the significance of the remaining historic maritime infrastructure resource within the state.

Cerberus

A report on the feasibility of stabilising the *Cerberus* is due in by Christmas from engineers, GHD. A jack-up pile barge was used to drill test holes close to the site to determine the load bearing capabilities of the seabed and thus enable an accurate costing for the number of piles required to support of the weighty deck, turrets, armour and guns. A conservation plan has also been completed.

Regional survey

A regional historical thematic and maritime archaeological survey of the historic shipwrecks between Point Lonsdale and Cape Otway titled 'Surf Coast Wrecks' is due out in January.

Ross Anderson

Western Australia

The Broome Seaplanes: submerged aircraft nominated to the Heritage Council of WA for protection under the Heritage of Western Australia Act 1990.

The 15 seaplanes (Dorniers, Catalinas and Short Sunderlands) lost in an air raid at Broome in WWII are in two groups, one which dries at low water spring tides and another that always remain submerged. While the 'drying wrecks' were often visited and picked over for souvenirs and exhibition pieces in times past, the latter were almost forgotten and to an extent they remained undisturbed until 1990 when reports of looting at the wrecks filtered through to the unofficial managers of the sites the Broome Historical Society, the Airforce Aviation Museum (in Perth, at Bullcreek).

Having no expertise in underwater sites, they were then joined by the Department of Maritime Archaeology at the WA Maritime Museum and a loose mix of legislative and management strategies was put into effect that have sufficed until recent times. One of those strategies was to quietly monitor the deep-water wrecks and to say very little about them until forced to do so!

In March 1991, for example, Woodside Petroleum and Associated Survey International joined in providing the Museum with a side scan sonar, expert staff and a

large workboat that was transiting through Broome from oil and gas exploration duties. Though this survey produced a number of targets, it proved incomplete due to gear failure. Soon after being incorporated into the Dutch multi-national Fugro Survey, the ASI team under Mr Ted Graham completed another leg of the work, identifying further sites and setting the scene for a visit by a Museum team as soon as funds could be found. At all times these sponsors considered the safety of the sites more important than their corporate needs and acted accordingly in keeping the confidences requested of them.

In 1998, the author was approached by a well-known aviation photographer and film maker, Jon Davison who was interested in producing a documentary with the ABC on the four 'Black Cat's that were scuttled in the Rottneest Island Graveyard after WWII. Having concluded that this was not feasible due to location and conservation problems (see the 'Black Cats' Report), it was suggested that the focus of any application for funds become the archaeology and protection of the Broome seaplane sites, thereby enabling the money to be applied to a search and analysis program. A component for the presentation and marking of the sites in accordance with modern site management strategies was also fundamental to the application.

The point is made at this juncture, that though the obtaining of funds by this means was considered an unsatisfactory way of obtaining the funds required to adequately assess and protect the submerged aviation archaeological resource at Broome, there appeared no other alternative. There was no legislative structures in place and no apparent funding mechanism. There was also a recognised danger that enhanced publicity could result in unwarranted diver interest in the sites. Despite this, it was agreed by the chief stakeholders that this funding mechanism was the only visible alternative. This issue will be discussed at length at a later date.

Davison, assisted by the author, subsequently produced a proposal for an historical and archaeologically-based documentary entitled '*Australia's Pearl Harbour: The Japanese raid on Broome, March 3 1942*' (Davison, 1998). Though staff were very interested in the proposal, the National Broadcaster, was unable to proceed, partly due to internal restructures and the matter was put 'on hold' until another backer, or alternative funding source, could be found.

In 1999 Mr Jeff Parker, a Broome diver and aviation wreck enthusiast became involved and with the

Museum's chief diver Geoff Kimpton, they quietly commenced documenting the deepwater wrecks.

After completing a very well received film on the SS *Xantho* program, in late 2000, former professional diver, maritime archaeologist and noted film-maker Ed Punchard began developing ideas for his 'Shipwrecks Detective' series to be produced in association with the Department of Maritime Archaeology. Jon Davison subsequently presented his 1998 proposal to Prospero and it was accepted as a viable proposition, adding another dimension to the saga and providing the necessary funds and logistical support to enable the Department to conduct a remote sensing search of the bay under Jeremy Green, an extensive oral history program under Corioli Souter and an excavation under the author's guidance. Discussion were also held about management and public access strategies.

The film Bay of Fire is soon to be released rendering this the appropriate time to bring the Broome Flying Boat project to the attention of the archaeological community. The report of the March 2001 fieldwork in its remote sensing, archaeological, and oral history elements by practitioners Green, Jung, McCarthy and Souter is in preparation.

Recently the Department of Maritime Archaeology nominated the entire suite of sites to the Heritage Council. They received the proposal with great enthusiasm.

On 25 October, Dr Judy Edwards, the Minister for the Environment and Heritage published a Proposed Conservation Order over the Flying Boat Wreckage Site calling for submissions in writing with a closing date of 15 November.

The Museum team are awaiting the results with great anticipation, for if the strategy succeeds (it was first proposed over a decade ago), this will open a new phase in Australian underwater archaeology and will introduce a new legislative umbrella to add to the existing shipwrecks legislation, another ministerial portfolio and a new institutional 'player' to underwater archaeology, the Heritage Council of Western Australia.

M. McCarthy

Consultant's reports

Cosmos Coroneos and Chris Lewczak
Cosmos Archaeology Pty Ltd

At the end of last year Stirling Smith left the 'firm' to

pursue more field related archaeological work – sitting in my office I envy him. Chris Lewczak has taken Stirling's place and has been working full-time since July.

A brief review of the 'wet' contracts we undertook this year is as follows:

Amalfi Estate, Sydney Harbour

This year opened with an assessment of a curious landscape feature on a waterfront property in Longueville, Sydney Harbour. After some head scratching and archival research it appears that the feature was a gully naturally cut through sandstone which had been modified to function as a access way between the old Amalfi Estate and the still existing 1880s sandstone jetty.

Walsh Bay 2/3, Sydney Harbour

The last of the finger wharves to be developed in this precinct, an assessment and inspection was required. A number of 80 year old rotten piles were earmarked to be replaced. An inspection revealed that many of these were still sheathed with copper. This came as a surprise to the developers as previous dive inspections did not note this. This is because the copper sheathing was completely covered in mussels and other marine growth. Due to the still inner waters of Sydney Harbour and the lack of maintenance, corrosion products that formed on the copper reduced the toxic effect of the copper on colonising marine growth.

Port Arthur 2002 Field survey, Tasmania

This was the final season of the three year survey. Most of our efforts were concentrated on the convict shipyard as well tidying up loose ends and surveying in all the in-water structures recorded in the previous years. The project could not have been completed without Nathan Richards and Chris Lewczak who were contracted as field supervisors.

Jones Bay Wharf: Western Shore Shed monitoring, Sydney Harbour

One of the last major finger wharves to be developed, a large underground car park was to be constructed through the wharf landfill that was laid in 1911. The development was to penetrate earlier 1880s wharfage down to the seabed. The bulk excavation was monitored and the earlier deposits documented.

Nepean – Hawkesbury Expert Panel, New South Wales

The Sydney Water Authority is considering releasing stored water into the Hawkesbury – Nepean river systems in an effort to restore original water levels. Biosis Research sits on the expert panel providing advice on cultural issues. We advised Biosis on the

impacts that may have on sites both under the water and on the riverbanks.

Botany Bay Port Expansion, Botany Bay

There is a proposal to expand the Port Botany facilities up to Sydney Airport. The assessment demonstrated the low likelihood of any shipwrecks being impacted however the proposed dredging plan may impact on the remains of the Sir Joseph Banks Hotel jetty and baths, Sydney's premier resort of the 1840s.

The Regia - site extent determination

The next stage of the *Regia* shipwreck exhibition was to determine the extent and condition of the wreck site. In difficult conditions, with the assistance of Professional Diving Services (Malcolm Venturoni) and Nathan Richards, we managed to demonstrate that the vessels' in-water remains were more substantial than anticipated.

Harrington, Manning River, New South Wales

A river dredging development within the mouth of the Manning River will require some excavation to take place near the site of the old Newton 1840s shipyard. Advice was provided on mitigating measures to be implemented to prevent damage to the archaeological remains of the site.

South East Kowloon Development Project, Hong Kong

The waters around the old Kai Tak runway in Kowloon Bay are to be reclaimed for a major housing estate. A dive survey was conducted on 24 targets obtained through side scan sonar. We found a wreck! A 10 year old sampan though. Some ceramics were recovered from around an exposed rock in the middle of the study area. Further investigations may take place. Nathan Richards was sub-contracted to assist with the diving.

Permanent Aviation Fuel Facility, Hong Kong

A fuel pipeline is to be laid between the mainland and a small set of islands near the new Chep Lap Kok airport. A dive survey looked at 26 targets identified. It was a tough gig as the diving was in zero visibility conditions, over 20 m deep, with current and in a major shipping channel. One of the features of working in Hong Kong is the amount of building demolition that finds itself on the seabed. This has the effects of masking potential wreck sites or giving the signature of a possible wreck site. In one area we bought up ceramics and timbers but it surmised, in conjunction with the other material that we also found in that area, that we were dealing with an old village that had been bulldozed and dumped in the sea.

AIMA TO 2002/2003

The AIMA Training Officer contract was renewed this year however with additional duties such as nationalising AIMA's incorporation, sourcing public liability and professional indemnity insurance.

Telstra BS-2 cable, Bass Strait

Telstra is looking at laying another cable across Bass Strait, from Inverloch, Victoria to Stanley, Tasmania. Advice was provided on the potential submerged cultural resources that may be impacted by the proposed development and mitigating measures recommended.

AIMA Scholarship 2002 – Progress Reports

Progress report: AIMA 2002 scholarship 'A survey of artefactual and archival material relating to Broome's World War Two flying boat wreck sites' by Silvano Jung:

When Stan Gadjia, an aviation enthusiast, went to Broome in the 1980's, he identified several of the flying boat wrecks there on the basis of domestic and maintenance items, such as dining forks and aircraft spanners marked with the respective aircraft serial number. This current project, in a way, follows-on from Gadjia's initial investigations, with one major difference: I proposed that these wreck sites can be identified using archaeological techniques. This is where Gadjia's research falls apart on the question of identifying which aircraft is which at the bottom of Roebuck Bay, since he did not recover the artefacts, that he relies so heavily on for identification purposes, to archaeological standards.

As Sir Charles Peers pointed out in the *Antiquaries Journal* of 1929, what sets an archaeologically excavated artefact apart from those collected by relic hunters is that 'the circumstances of its finding are of even more evidential worth' (Jessup 1974:82). This study has investigated some of the artefacts that survive in collections at the Royal Australian Air Force

Association Aviation Heritage Museum at Bull Creek and artefacts excavated from the Dutch Catalina Y-59. Despite the apparent positive identification that some of these objects indicate, the lack of contextual data is a serious problem. Only the archaeologically excavated Y-59 is positively identified. The artefact study of the other sites investigated by Gadjia suggests that archaeologists still need to determine the origins of the aircraft that they came from. This project is

currently continuing to document and research information relating to artefacts recovered from the Broome flying boat wreck sites.

Silvano Jung

The Effectiveness of Interpretation on Diver Attitudes and Awareness of Underwater Shipwreck Values - SS *Yongala*, A Case Study. Status report by Bronwyn Jewell.

The focus of the current study was to develop an interpretative tool to communicate the cultural significance of underwater heritage in a broader context as suggested by the interpretative literature. Research focused on the wreck of the SS *Yongala*. Located 12 nm south east of Cape Bowling Green, North Queensland, the wreck is an internationally renowned diving attraction, ranked as one of the ten best dives in the world. It provides visitors with spectacular colour and marine life. The physical fabric of the wreck is managed by the Queensland Museum's Maritime Archaeology Department, located at the Museum of Tropical Queensland in Townsville. How the *Yongala* sank remains a mystery. Built in 1903, she sank during a cyclone on 23 March 1911 with all lives lost. The wreck of the *Yongala* represents a part of North Qld's cultural heritage, its loss of passengers affecting the northern communities of Hughenden, Cairns, Townsville and Charters Towers.

For forty-seven years, the wreck remained undisturbed until positive identification in 1958. Since the 1980s, the wreck has become a major component of Townsville's dive industry. Diver traffic has increased twofold over the past 5 years with a conservative minimum estimation number of 13,000 actual dives per year. Although the wreck is protected under various layers of legislation, the first and often the only point of reference for divers regarding the shipwreck is the crew of dive operations. Considering the increase in diver traffic to the *Yongala*, providing information to encourage appreciation, minimise risk of damage, and create a sense of caring can all assist in achieving sustainability.

The general aim of the current study is to help preserve and protect *insitu* the wreck of the *Yongala* for its social, aesthetic, scientific, archaeological, and historical values. The aim of the research was to test for differences between groups on the level of interpretation effectiveness on attitudes, awareness of the wreck's values, and enhancement of diver experience. The study's major research instruments were interpretation and survey methodologies. The interpretative tool was an underwater information slate. Double-sided, one side informed the diver about

the history and archaeology of the wreck, and the marine life commonly observed. The other side incorporated a drawing of the wreck, points of interest, other information such as depth, length of wreck and dive rating. The survey design was a questionnaire involving open-ended questions and ordinal rating scales of 1 to 10. The questionnaire was distributed to both groups. Divers who received the slate were asked a further two questions relating specifically to the slate. Independent t-tests were conducted for comparison analysis.

Groups were classed as Control - those who did not receive the slate and Treatment, those who did. The different groups were conducted on separate days and boatloads. Treatment groups were given the information slate before their dives, and both groups were handed the questionnaires after completion of dives. Of the 160 divers approached, 86%, or 138 agreed to participate – 61 in Control and 77 in Treatment. Sixty-eight percent of respondents were male. The majority of respondents were European, followed by the United Kingdom, and then Australians. Respondents ranged in age from 17 to 64 years old with the majority in the 21 to 30 years range. All levels of certification were represented. Forty-four percent of respondents held Advanced Open Water qualifications. The majority of divers began diving within the previous two years. Diving experience ranged from 10 to over 5000 dives with the majority being in the lower range of 1 to 20 dives. One hundred and twenty-three respondents had never previously dived the *Yongala*.

Divers were asked whether the available information had changed the way they viewed the *Yongala*. There was a significant difference between Control and Treatment groups, with Treatment divers being more influenced in changing attitudes. Eighty-nine percent of comments stated they now had a greater appreciation and awareness. The breakdown between groups for "Yes" respondents was 23% Control and 44% Treatment. Some of the comments by respondents were: "Greater appreciation of the enormity of the tragedy at the time"; "Makes you aware of the tragedy the *Yongala* people faced when this boat sank"; "Knowing there are so many bodies on board makes me feel privileged to be able to dive there"; "Makes you feel more involved with what happened aboard the *Yongala*"; and "I now view it as a graveyard as well as an outstanding dive site". A comment referring directly to the slate stated, "The slate information made it seem more like a human tragedy than just a dive site".

The introduction of the slate showed differences between Control and Treatment divers in awareness of

information. Respondents were asked to indicate which type of information they had access to regarding the *Yongala*. Overall, the “Formal on-site dive brief by crew” ranked 1st with the Underwater Information Slate ranking 6th. When asked to nominate the *best source* of information, the underwater information slate ranked 1st with the formal on-site dive brief ranking 2nd.

Treatment divers rated the overall quality of information about the *Yongala*, and the overall level of information received about the history, archaeology, and marine life, at a higher mean score showing significant differences, except for information on the marine life. 95% of all respondents understood the reasons for no penetration of the wreck but rating of the level of information received showed a significant difference with Treatment divers giving a higher mean score. Forty percent of divers fully supported the reasons for no penetration. Treatment respondents were double the number of Control respondents in fully supporting the reasons. Awareness of human impacts were indicated by the identified themes of “Need to preserve the wreck”; “Penetration would further damage marine life / wreck”; “It’s a gravesite”.

The significant differences between Control and Treatment divers translated to awareness of the wreck’s values. Eleven themes were identified from respondents’ comments regarding what they had learnt about the *Yongala*. The dominant themes were, historical, aesthetic, scientific, archaeological, and social. History had the highest frequency at 43% with Treatment divers having a higher ratio of 32 to 13. Ninety-four percent of Treatment respondents were aware of the wreck’s values, compared to 79% in Control. The effect of the slate was evident between groups when asked what other information they would like. Overall, requests for information about the development of the marine life and pictures and information about passengers and crew were ranked 2nd and 3rd after ‘no further information’. The majority of respondents requesting this information were Treatment divers, indicating attraction of interest and desire to further knowledge. Control divers indicated the wish for interpretation in how and why the *Yongala* sank, more history, and what the ship carried and its purpose.

Studies have suggested that effective interpretation can enhance the quality of visitor experience. Research on the effectiveness of underwater interpretation in enhancing diver *experience* appears negligible. Respondents were asked to rate how important were each of the following features to their diving

experience:

- | | |
|----|--|
| 1 | Seeing underwater life |
| 2 | Seeing many different types of marine life |
| 3 | Seeing large animals |
| 4 | Being close to nature |
| 5 | The colours of the fish and corals |
| 6 | Sense of adventure |
| 7 | Learning about history |
| 8 | Seeing artefacts |
| 9 | Learning about the archaeology |
| 10 | Sense of tragedy and loss of life |
| 11 | Seeing name of ship |

Control and Treatment respondents ranked each feature almost equally (as shown above) except for “Learning about the history of the wreck” which was ranked seventh by Treatment and eighth by Control. This ranking was transposed for ‘seeing artefacts’. Although rankings were almost identical by both groups, the mean scoring of the importance of the element to the diving experience was not. Except for ‘seeing underwater life’ Control divers scored aesthetic elements higher. Control divers also scored ‘seeing artefacts’ higher.

Treatment divers rated learning about the history and archaeology of the wreck, sense of tragedy and loss, seeing the name of the ship and underwater life higher. The influence of the information slate on enhancement of experience is reflected in the information it provides. The slate lists the different types of marine life to be encountered, and its uniqueness due to the wreck’s physical location. The slate mentions the ship’s name can still be found, urging them to look hard. Included on the slate is information about passengers with some of their names listed. The importance of the slate to the diving experience was rated 6.99 on a scale of 1 to 10 (10 being very important). There were significant differences in the importance of the slate when past diving experience and qualifications were compared. Very experienced divers rated the slate more important than inexperienced and experienced divers. Divers with Instructor qualifications rated the slate higher than Open Water divers.

Asked how the dive experience could be improved, respondents ranked ‘no improvement needed’ first. “More air/time on wreck’ was ranked 2nd by Treatment divers. Control divers ranked ‘more history’ 2nd, whereas Treatment divers ranked it 12th. This reflected the effectiveness of the slate in ‘filling in’ the details of the wreck’s history. Treatment divers were asked how the slate could be improved. Forty-five percent felt the slate was ok as is. Twenty-seven

percent suggested including a photo fish id with the slate.

The slate showed an increased awareness of information and of the wreck's values by Treatment divers. By placing the wreck into a broader historical and social context, the visitor has a greater awareness and appreciation of what the wreck once was. As a conservation management tool, the slate has shown value in helping to change divers' view of the *Yongala* and for understanding the reasons for no penetration. This form of communication appears to be more effective in gaining compliance than threatened fines and punishment, thus helping to achieve the management goals of Queensland Museum.

Bronwyn Jewell

AROUND THE WORLD



News from New Zealand

No report this issue.

News from South America

By Dolores Elkin and Diego Carabias

MARITIME ARCHAEOLOGY IN CHILE

In spite of not having voted in favour of the UNESCO convention yet (we hope it does so in the future), at a national level, Chile is showing an increasing concern about its underwater cultural heritage. In fact all traces of human existence which have been submerged for more than 50 years, in the country's territorial sea and internal waters, are automatically declared as Historical Monuments.

In comparison with other South American countries like Argentina (which voted in favour of the UNESCO convention but still lacks national legislation for the protection of its submerged heritage), or like Uruguay (which neither approved the UNESCO convention nor protects its underwater heritage with adequate legislation), the Chilean case is quite promising. This is particularly significant taking into account that the country has about 4500 km of shoreline and great potential in terms of its underwater cultural heritage.

In addition to such a favourable legal platform, Chile is promoting the development of the discipline of maritime archaeology at a professional level and providing considerable institutional support.

Over the years, anthropological academic research in Chile has been largely focused on the study of prehistory. Thus it is not surprising that the first underwater projects have been aimed at studying drowned terrestrial sites located on ancient coastlines.

In 1999 an investigation to locate submerged Early-Archaic settlements was conducted in Punta Ñagué, in the semi-arid coast of northern Chile. Although the area surveyed was considered most promising, no evidence of archaeological remains was found due probably to the large amount of sedimentation deposited on the seabed and that the corer used to collect samples underwater proved inefficient (Carabias, 2001).

In 2001, a brief search was carried out in Bahía Honda, Navarino Island, in the Beagle Channel, as part of a project aimed at studying sequences and cultural processes in marine high latitude environments. Although submerged artefacts were found, no conclusive evidence of preserved archaeological contexts could be identified.

In 2000 and 2001 as part of an environmental impact assessment research, a survey was carried out in Cabo Negro at the Magellan Strait, where the National Oiling Company (ENAP) planned to build a wharf (Chapanoff & Carabias, 2000; Carabias & Chapanoff 2001). The objective of the project was to establish whether the building of the new structures could disturb any submerged portions of existing prehistoric coastal sites in the area. Test units were excavated and underwater samples were collected with a corer, providing valuable palaeoenvironmental information of the sites.

However, research has not been limited to the investigation of transgression caused by rising sea levels and inundation of prehistoric coastal sites. Nautical archaeology, as well, has experienced a significant development during the last years.

As a result of a French-Chilean co-operation programme, the underwater excavation of the *Francisco Alvarez* began in 2000. This was an 800 ton Chilean frigate which sank in 1868 in Mangareva Island, Gambier Islands, French Polynesia (Carabias, 2001; Vecella & Guérout, 2000).

Chilean underwater archaeologists have also collaborated actively with the *H.M.S. Swift* Project,

conducted by the Underwater Archaeology Programme of the Argentinean National Institute of Anthropology and focused on a British sloop that sank in 1770 in Puerto Deseado, Southern Argentina.

Finally in 2001 the Submerged Valparaíso Project began (Carabias and Chapanoff, MS and in press). Valparaíso is a harbour located in Central Chile on the Pacific coast and is an emblematic place for the Chilean maritime context. During the 19th-century the port became a major step along the maritime trade route that connected the Atlantic to the Pacific Ocean via Cape Horn. Valparaíso is also an important urban settlement that increasingly demands an assessment, recovery and protection of its maritime heritage.

The Valparaíso project is conducted by the local Universidad del Mar together with the French organization Groupe de Recherche en Archéologie Navale (GRAN). It is an interdisciplinary project directed by the Chilean researchers Diego Carabias (archaeologist-diver from Universidad de Chile and Consejo de Monumentos Nacionales –National Heritage Council-) and Miguel Chapanoff (anthropologist-diver from Universidad del Mar and Consejo de Monumentos Nacionales). Representing the GRAN and other French institutions, researcher-diver Captain Max Guerout and Engineer Hervé Blanchet are responsible for the geophysical aspects of the project. Besides human resources from Chile and France, the project team includes specialists from Mexico, Argentina and Uruguay as well.

On the basis of historical sources, it has been possible to record information about some 500 shipwrecks between the end of the 16th century and the 20th century within the Valparaíso Bay (Carabias and Chapanoff, in press). According to the authors, the bay has several *loci* that can be considered loss traps for vessels, and which might be defined in terms of several features. One of the main goals of the project is to identify those features in order to contribute to a better understanding of the formation processes of the underwater archaeological record.

The Valparaíso submerged project also intends to trigger the development of underwater archaeology as an emergent discipline in Chile, and to generate tools for the management of the maritime heritage of the region.

The field methodology includes an initial stage of geophysical survey of the bay with high resolution equipment formed by magnetometer and side scan sonar, coordinated by the hydrographic programme Hypack Lite. This stage is followed by in situ general surveys and sampling collecting conducted by divers

in the places where magnetic anomalies have been detected, with the purpose of aiding in a chronological, cultural and micro-environmental assessment of each site.

The first field season of the Valparaíso project in Chile was conducted in November 2002. A strip parallel to the shore was surveyed, up to 50 meters of depth, and a great number of magnetic anomalies were detected, as well as many sonar images of wrecks. It was only possible to dive in less than 30% of the recorded locations. All the wrecks had iron hulls and they were of various sizes and had diverse states of conservation.

For further information on the Valparaíso Project visit the GRAN website www.archeonavale.org.

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News from the Internet

Researchers' elation reigns in Monitor's damp turret

By PAUL CLANCY, The Virginian-Pilot © October 24, 2002 Last updated: 11:18 PM

NEWPORT NEWS -- On the barrel of one of the cannons that lie upside down in the turret of the Civil War ironclad Monitor are the etched letters "MON" and "ER."

The archaeologists who have been digging through the coal-laden muck in the turret frequently get down on hands and knees and marvel at the engraving, probably scratched into the cannon's surface by inventor John Ericsson.

It is dank and cold and musty inside the famous turret that Navy divers plucked from the ocean floor almost three months ago. The pervasive aroma is rust and wet coal. Trickling water from sprinklers lend it the feeling of an underground cavern.

But it's music to the ears -- and perfume to the nostrils -- of the people who have spent years imagining what this icon of naval history was like for the sailors who fought and died in it.

"This is what it's all about," says John Broadwater, chief archaeologist for the Monitor project of the National Oceanic and Atmospheric Administration as he scoops goo with a trowel from among the turret's roof supports. "This is really why most of us got into this business. Everything we learn and find has to do with the story of the Monitor."

The turret, still gripped by the lifting device that brought it to the surface, rests in a steel tank at the Mariners' Museum near other parts like the propeller and engine.

This is day 28 inside the turret. All that's left, after nearly 40 tons of debris has been removed, is what appears to be a pile of wet coal under the barrels of

two big cannons, which seem remarkably intact after nearly 140 years on the ocean bottom.

The biggest finds have been the skeletons of two sailors and what appeared to be a wedding ring on one of their fingers. But the turret has yielded much more.

Among recent discoveries are numerous silver spoons and forks, several with initials and one with the name "G. Frederickson." That would be George Frederickson, an officer from Philadelphia, who drowned along with 15 other crewmembers when the Monitor sank off Cape Hatteras on Dec. 31, 1862.

Also, the contents of a pocket: coins, pocketknife, buttons and part of a key. A copper coin has the faded word "penny" around its edge.

There are mother-of-pearl buttons, pieces of fabric, a hard-rubber comb with "U.S. Navy" on its edge, a copper teakettle and a lantern that apparently hung in the turret, its globe only slightly cracked. In all, the museum has catalogued almost 1,000 items.

Every few hours, the researchers holler for someone to come hoist the large plastic buckets of black goo, through which the staff below sift.

Outside, the 20-foot-diameter structure seems larger than it does inside, where a crew of 20 once shared the space with two 11-inch cannons.

Even with just a few researchers, the space is cramped. They walk on roof supports above 42-degree water that immerses the turret when they're not in it. Hands become numb and backs achy by the end of eight-hour days.

A fine mist descends from the sprinklers that bathe the turret to prevent corrosion. There are jokes about a "Monitor flu" that might soon make the rounds.

Broadwater observes wryly that he escaped the coal mines in his native Kentucky by going off to college, only to find himself knee-deep in black anthracite. "My past has caught up with me."

Around the bend, historian Jeff Johnston taps with a pick at coal that has bonded with the iron in the cannons. Nearby, one wall of the turret bulges inward from the impact of one of the shots that struck it during its battle with the Confederate ironclad Virginia.

"The more you see, the more jumps out at you," says Johnston, his face smudged with black.

He gets down on kneepads and points to the Ericsson inscription. "You read about this in historical

documents, but to be able to see it, that was one of the highlights of the week."

He scoops out water lying between roof supports and points to a silver handle of a fork pinned under iron rails.

"Was somebody foolish enough to go back and get the ship's silver," Johnston wonders, "or did it fall into the turret from the galley?"

Wayne Lusardi, one of the museum's conservators -- and the third member of the turret trio -- believes the silver chest fell into the turret when the ship turned upside down.

The turret appears to have yielded most of its secrets, and by Thanksgiving the digging will likely end. But there's a sense that the researchers don't want it to stop.

Says Johnston, "It's an amazing place to come to work."

Reach Paul Clancy at pclancy@pilotonline.com or 222-5132.

Study Begins on Confederate Warship

Guardian Unlimited © Guardian Newspapers Limited 2002. Friday November 1, 2002.

SAVANNAH, Ga. (AP) - The U.S. Army Corps of Engineers has begun an investigation of how to save the remains of the sunken confederate warship CSS Georgia.

What is left of the boat now lies in the path of a planned \$200 million expansion of Savannah Harbour. The cost of excavating its remains, salvage artifacts and stabilize whatever archaeologists leave on the bottom of the Savannah River could run as high as \$13.4 million.

The wreck lies in 35 feet of water downstream from Savannah. Sonar readings have shown the ironclad is collapsing and might be slowly sliding into the ship channel.

"Basically, we want to have a plan for the CSS Georgia," said Col. Roger Gerber, the corps' Savannah district commander. The study began this week. "We want to know what we need to do to preserve her and how best to get it done."

Using sonar and other devices, archaeologists from the corps, the National Park Service and the U.S. Navy's Naval Historical Centre hope in the next few months to piece together the first accurate picture of the wreckage.

"They won't be excavating, but there will be a lot of mapping and probing," corps archaeologist Judy Wood says. "If the harbour-deepening project goes forward, we could be working on the Georgia for the next five or six years."

The *Georgia* effort follows the raising of the Confederate submarine H.L. *Hunley* two years ago from Charleston harbour. The turret of the USS *Monitor* was recovered off Cape Hatteras this summer.

The *Georgia* was one of three Confederate ironclads built in Savannah after the battle between the *Monitor* and the *Merrimack*, off Hampton Roads, Va., in 1862.

The ship originally was a U.S. revenue cutter that had been seized at the start of the war. Local carpenters and railroad workers rebuilt it and armoured it with 500 tons of iron.

On its maiden voyage, it ran aground three miles downstream and remained there for the rest of the war.

Medieval ship's hull is removed

Thursday, 7 November 2002, 06:52 GMT

BBC News

Archaeologists are due to begin removing the final remains of an historic trading ship found in south Wales.

A team of experts will lift the keel of the 15th Century vessel as part of a £3.5m restoration project, following the discovery at the site of a new arts centre in Newport.

The project team had been able to excavate 98% of the vessel, which is thought to be a century older than Henry VIII's legendary flagship, the *Mary Rose*.

The ship's discovery has created enormous interest in the city and beyond, with universities as far a field as the United States declaring the vessel as hugely significant to historians.

On Thursday, the keel section will be taken out in pieces and the timbers placed in storage until the mammoth task of reconstructing the ship begins.

The project team from Gwent and Glamorgan Archaeological Trust will then get on with the job of excavating a recently discovered wooden structure.

It is thought the mystery object might have been a cradle used support the ship on dry land, which could add to the emerging picture of a unique maritime discovery.

Once their work is finished, contractors will get on with the job of building the city's new theatre and art centre, which has been delayed since the vessel was discovered during last summer

Previous building work and other disturbance at the riverside location meant the bow and stern of the ship are missing or destroyed and thus not all the timber remains can be successfully recovered.

Newport council curator Ron Ingles said the loss of parts of the vessel had to be accepted as an act of fate.

A £3.5m Welsh Assembly Government grant to preserve the craft was pledged in August after a high-profile campaign mounted by archaeologists.

Affinity: But it has emerged that cash refers only to restoration of the main hull.

Thousands of people flocked to the bank of the Usk during the summer as contractors made way for archaeologists' attempts to lift the boat.

Many have found an affinity with Newport's new discovery at a time when the city is finding its feet as Wales' third metropolis.

Timbers are being stored in water tanks at Corus' nearby Llanwern steelworks - preventing erosion by air - until a decision on their eventual fate is made.

The remains of the ship will be displayed at their planned resting place in Newport's new arts centre, scheduled for a 2004 opening.

Visitors will be able to see it through a glass floor, and there will also be a viewing gallery on the lower level.

Hitler's sunken warship may start losing oil

Reuters. November 05 2002 at 01:49PM.

Oslo - The wreck of Adolf Hitler's giant warship *Blucher*, which was sunk off the coast of Norway on the day Germany invaded the country during World War 2, has cracked open and could spill oil, authorities said on Tuesday.

"It looks like the decomposition of the wreck is going faster than expected," Morten Hauge, a pollution advisor said. "We have discovered big cracks. It could break into two pieces very soon and spill oil".

The ship is 208m long and has rested at a depth of about 90m for 62 years. It holds an estimated 30 tons of oil - all that remains after most of the oil was pumped out of the wreck in 1994.

Hauge said authorities would evaluate what to do next.

The *Blucher* led a troop convoy into Oslo harbour on April 9, 1940, and sunk as a result of torpedo attacks from Fort Oscarsborg. Over 830 crewmembers died, delaying the German invasion of Norway.

The attack is a symbol of the Norwegian resistance movement and is seen as the country's biggest success during World War 2. Norway was under German occupation until 1945.

World War Two wrecks haunt Pacific with oil spills

Story by Michael Christie, REUTERS NEWS SERVICE. AUSTRALIA: November 4, 2002 SYDNEY.

A thousand World War Two warships crumbling away in watery graves from the Great Barrier Reef to palm-fringed atolls have come back to haunt the South Pacific as they begin to leak their toxic cargoes.

Loaded with oil, chemicals and ordnance, the sunken aircraft carriers, battleships, destroyers and oil tankers are succumbing to five decades of storms and seawater, regional officials say. At risk are pristine coral reefs, fish stocks that supply Japanese sushi markets and idyllic tourist destinations.

Last year, up to 24,000 gallons (91,000 litres) of fuel spilled from the USS *Mississinewa* into the remote Ulithi Lagoon in Yap, Federated States of Micronesia, preventing the 700 islanders living on the atoll from fishing for their food.

The leak from the military oil tanker, sunk by a one-man Japanese suicide sub in 1944 as the U.S. Third Fleet prepared for the assault on Japan, was eventually plugged by U.S. Navy divers.

But another five million gallons (19 million litres) of aviation fuel and oil remain onboard, threatening to spill every time a cyclone sweeps by or age degrades another rusty bolt.

The USS *Mississinewa* is just one of 1,080 wrecks that the South Pacific Regional Environment Programme (SPREP) has charted as it tries to persuade the victors and vanquished of World War Two to help the region avoid looming environmental disasters.

"There's no question that there is a problem because we've just had this major spill out in Yap," said Sefanaia Nawadra, marine pollution advisor with SPREP.

"Basically we have to deal with it otherwise this will keep on occurring," Nawadra of the Samoa-based SPREP told Reuters.

A similar threat to the *Mississinewa* is represented by the oil tanker USS *Neosho*, sunk with the giant USS *Lexington* aircraft carrier and the destroyer USS *Sims* in 1942 during the Coral Sea battle, 200 nautical miles off Australia's Great Barrier Reef.

"If you look at just the two oil tankers, the one in Micronesia and the one off the Great Barrier Reef, the amount of oil that just those two tankers alone contain is equivalent to the amount of oil that was spilled during Exxon Valdez," said Trevor Gilbert, an oil spill advisor to SPREP.

Recognised war graves

Of the three million tonnes of warships under the Pacific, around two thirds belonged to the Japanese and most of the rest to the United States. A few are Australian or from New Zealand.

Unlike commercial vessels, where salvagers can claim rights to sunken cargo, warships forever belong to their flag state nations. In addition, many are recognised war graves.

SPREP has just begun to catalogue the environmental threat, compiling a list including 23 large aircraft carriers, 213 destroyers, 22 battle ships and 50 oil tankers, plus submarines. The number of merchant navy vessels is a bigger unknown.

SPREP now needs money for a more detailed study to identify wrecks that pose a high risk and must be dealt with immediately.

Its appeal for help has met with sympathy from sections of the U.S. government but a rather chillier reception from Tokyo, regional officials say.

With the potential price tag for pumping just the USS *Mississinewa* dry of oil reaching up to \$6 million, both appear understandably reluctant to take full responsibility.

"What we've argued from the standpoint of countries in the Pacific is, okay hang on, we didn't really have a choice in whether we participated or not in the war," said Nawadra.

"The adversaries came and fought the war in our backyard and now we're expected to deal with this as well."

Many of the wrecks are in the graveyards of some of the Pacific's great battles - Iron Bottom Sound off

Guadalcanal in the Solomons, where up to 550,000 tonnes of shipping was sunk, and Truk Lagoon in Micronesia, where 200,000 tonnes of warships were lost in an area just 60 km (40 miles) across.

The countries themselves do not have the resources for major salvage or environmental operations.

Nor is the problem unique to the Pacific.

"This may be a problem for the Pacific right now but it's going to be a big problem in the Mediterranean and off the (U.S.) state of California," said Nawadra.

DNA identifies child victim of Titanic shipwreck

South African Broadcasting Corporation
Copyright © 2000 SABC. Posted on: Monday,
November 4, 2002.

It has taken 90 years, the latest in DNA technology and a television documentary to do it, but the "Unknown Child" from the doomed *Titanic* has finally been identified. The crew of the Canadian recovery ship Mackay-Bennett found the body of the young, fair-haired boy a few days after the steamer sank, with the loss of 1 517 lives.

However, there was no identification and the crewmen decided to take the body to Halifax and pay for a proper funeral, burying the little coffin at the top of a hill in Fairview Lawn Cemetery, along with 120 other *Titanic* victims. The headstone reads "Unknown Child" and over the years it has attracted the attention of cemetery visitors.

Now the experts have determined it was the body of Eino Viljami Panula, who was 13-months-old when the *Titanic* sank on April 15, 1912. He was one of five brothers from Finland who died in the disaster, along with their mother.

"The unknown child is now a known child, identified and returned to his family," said Ryan Parr of Canada's Lakehead University, who co-ordinated the work of over 50 scientists, genealogists, and *Titanic* researchers.

Relatives pay their respects: The infants relatives, Magda Schleifer from Helsinki, and her daughter and son-in-law, Nina Schleifer and Jyrki Uutrla and their one-and-a-half-year-old daughter, arrived in Halifax this week to pay their respects at the grave.

Magda Schleifer, who is 68 with a shy smile and gently beaming eyes, said she knew that her grandmother's sister and her five sons had drowned when the *Titanic* sank. However, the family's loss

became more real when blood tests confirmed the unknown child was Eino, she said. "It has been more and more a family story and now, it's more like something really happened," she said, speaking through her son-in-law.

Eino's mother, Maria Emila Ojala, and her five sons were travelling to the United States to join her husband, John Panula, who was working in Pennsylvania when the *Titanic* hit an iceberg and sank. The family in Finland never knew that any family bodies had been found from the sinking. Then, early last month, producers of the television series "Secrets of the Dead" contacted Magda Schleifer and asked if she would donate a small blood sample for DNA testing, to see if the unknown child was from her family.

It was the first time she had heard about an unknown child, and she said she wanted to help if she could, especially as the lost child was around the age of her granddaughter. Uutla said the visit to the cemetery with the documentary film crew had been very emotional for the grandmother.

"Of course, you are there, at the cemetery, where so many bodies are, have their graves, and people bring toys to the few babies that are lying there," he said.

"You see the toys, the graves, it is something concrete, not just a story, and remember how the Mackay-Bennett crew took care of the child - who would not be emotional? She's a very emotional woman, so it was shocking, moving."

The family has decided that the boy's remains will stay in Halifax. "The child has been taken care of here, the memory has been kept alive, so why do some changes?" said Magda.

The documentary *Titanic's Ghosts* will be broadcast on the US PBS television system on November 20 as part of Thirteen/WNET New York's *Secrets of the Dead* series, which looks at historic events using modern technology. It was produced in association with Britain's Channel 4 and National Geographic Channels International.

North-western Islands a ship graveyard

By [Jan TenBruggencate](#), Advertiser. Science Writer

The North-western Hawaiian Islands are an archaeological treasure containing dozens of untouched shipwrecks and plane crash sites that lie ready to reveal their secrets, said Hans Van Tilburg, a University of Hawaii marine archaeologist.

In addition to a number of known wrecks, a recent survey of the sites discovered several more. Some wrecks appear to date back nearly two centuries to the days when wooden whaling ships were common in Hawaiian waters.

The low-lying islands were a nightmare to shipping. Most have never had warning lights, and at night a ship could sail right onto the reef. The area also was incorrectly mapped on early navigation charts.

"Kure, which used to be known as Ocean Island, was notorious for being poorly located on charts," Van Tilburg said.

The victims included ships that hauled coal under sail from Australia to San Francisco, ships that mined guano on the islands more than a century ago, and, more recently, a number of fishing boats from fleets that ply the mid-Pacific.

"The most fantastic aspect is that some of those sites are very old and relatively intact because they have never been looted," said Van Tilburg, who led a three-person team on a month long survey that began in September and covered the area from Nihoa, just beyond Kaua'i, to Kure, 1,400 miles to the west-northwest.

One wreck, lying in the lagoon at Kure Atoll, was of a wooden ship more than 150 years old. Van Tilburg said it is probably a whaling ship — perhaps the *Gledstanes*, lost in 1837, or the *Parker*, which went down in 1842. In each case, surviving crewmembers made it to a sandy island within the lagoon, built a boat and sailed to the main Hawaiian Islands.

"Multiple anchors, chains, fasteners, rigging, equipment, bricks, copper sheathing, etc. were scattered on the bottom and photographed, filmed and sketched," Van Tilburg wrote in a summary of the team's findings.

"This is the best-preserved and most historically intriguing site discovered ... Wreck sites like this are time capsules from a previous era and can reveal information about the crews, the trades and the lifestyles found in the 19th century Pacific," he said.

Many wrecks may have gone up on the windward reefs of the atoll, and then parts of them may have been driven in storms and high waves over the edge of the reef into the lagoon, where calmer waters protected them from further damage. That may be what happened with the wooden wreck on Kure, he said.

The wreck of the fishing ship *Kaiyo Maru No. 25*, on the reef at Laysan Island, shows the effects of constant

exposure to the surf. Although the wreck is fairly recent, the ship's steel-hull is being torn apart by the pounding waves.

Van Tilburg said he has documented 50 ships known to have been wrecked on the North-western Hawaiian Islands, the earliest at Pearl and Hermes Atoll in 1922. But during the survey, there was tantalizing evidence of wrecks that no one knew about.

At Necker, or Mokumanamana Island, the crew found iron artefacts marking a possible wreck that has never been documented.

The archaeology team, which included anthropology student Suzanne Finney and marine science student Marc Hughes, recorded the wrecks they found, but did not bring back samples. That's for future marine archaeological expeditions, Van Tilburg said.

They surveyed 16 shipwrecks and 16 anchors, some associated with the shipwrecks, as well as two aircraft crash sites. One was found in about 60 feet of water on the outer reef of Kure Atoll and appeared to be a Navy *Corsair*.

Van Tilburg said that although Corsairs were used during World War II, there were no Corsairs in the famed Battle of Midway, so the plane probably went down late in the war or afterward.

The North-western Hawaiian Islands are under the control of a jumble of government agencies, but their management could be simplified if agencies are successful in having them designated a national marine sanctuary.

Robert Smith, coordinator of the North-western Hawaiian Islands Coral Reef Ecosystem Reserve, said one goal is to unify oversight and protection of the islands and reefs.

He said an understanding of the marine archaeology of the site is an important part of that.

"We are committed to supporting research and exploration that will lead to an increase in understanding and protection of submerged artefacts found within waters of this remote region," Smith said.

Articles sourced with thanks from Maritime Archaeological Association of New Zealand Inc "Trawl".
<http://maanz.wellington.net.nz>

Field Work, Further Studies and Internships

White House Bay Maritime Archaeological Project- St. Kitts April 2003

The maritime archaeological section of the University of Bristol, and Anglo-Danish Maritime Archaeological Team are conducting a special maritime archaeological field school.

We aim to survey and record two wrecks and a careening site during the month. Water temperatures are very tropical, and we can only take 13 people per week.... Full information is on our web site www.admat.org.uk

Simon Q. Spooner
Department of Archaeology,
University of Bristol, England.

Associations

Australian Archaeology Association (AAA):

Subscriptions for 2002 were due in January.

If you have recently paid for 2002, 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
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Or contact Richard by email: fullagar@uow.edu.au

Or check out the website

<http://www.archaeology.usyd.edu.au/AAA/>

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

Great Barrier Reef Marine Park Authority
PO Box 1379 Townsville QLD 4810
Ph: (07) 4750 0895
Mob: 0408811657
Fax: (07) 4772 6093
www.gbrmpa.gov.au<<http://www.gbrmpa.gov.au>>

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

Conference Grants for Participation in Overseas Conferences Sponsor: Royal Society - United Kingdom

The Conference Grants for Participation in Overseas Conferences scheme provides grants to U.K.-based scientists for visits overseas where participation at a conference is the main purpose and the conference is on any scientific or technological discipline within the remit of the Royal Society, i.e., the natural sciences, including mathematics, engineering science, agricultural and medical research, the scientific aspects of archaeology, geography, experimental psychology, and the history of science.

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URL for more information:
<http://www.royalsoc.ac.uk/funding/confgrants.htm>

New Books, Publications, Videos and Articles



A new version of Site Surveyor 2 is available on the 3H Consulting website.

Site Surveyor 2.2 now supports offsets and ties (baseline trilateration) measurements, useful for quick assessment surveys or detail recording. Site Surveyor 2.2 includes support for planning, collecting, processing and reporting for all types of survey and recording work underwater. The program is used on archaeological projects in 14 countries.
Visit <http://www.threeh.demon.co.uk> to download a FREE evaluation copy of the new Student Edition.

Web for Windows has also just been updated, to v 4.5. This is in response to suggestions from the

Instituto Português de Arqueologia and fixes some bugs that they found, and is also a bit easier for newcomers to use. I'm slowly contacting all licensed users with this free upgrade, but if anyone is in a hurry please feel free to contact me (off-list!) and jump the queue.

Please contact Nick Rule at RULEN@LOGICA.COM for further information.

Harris Matrix Program: Proleg is proud to announce the new launch of its Proleg MatrixBuilder 2002 software.

With Proleg MatrixBuilder 2002 you can: Build Professional Harris Matrices considering chronologies Get instant error information when enter your stratigraphic data. Be confident your matrices are error free. Personalize the matrices with shapes, colors, labels and more! Export your matrices to bmp files Enter data Easy and Fast . Export/Import data

[Proleg MatrixBuilder 2002](http://www.proleg.com) is a unique software for archaeologists that automatically generates a fully customizable Harris Matrix, while taking into account chronologies and storing all types of physical relationships. Download a fully functional free trial version at <http://www.proleg.com>

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<http://www.proleg.com>

Forthcoming Conferences



The **International Shipwreck Conference** is on 8th Feb. 2003 at the University of Plymouth, UK.

Visit the conference web site at www.shipwreckconference.com for information.

The **First International Conference on Maritime Heritage** takes place in Malta from the 24th to 26th March 2003. The event is organised by Wessex Institute of Technology, UK and University of Malta. Information can be found at:

www.wessex.ac.uk/conferences/2003/heritage03/
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:

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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>

2003 Chacmool Conference

"Flowing Through Time - Exploring Archaeology Through Humans and Their Aquatic Environment" is the theme chosen for the 2003 Chacmool Conference. The conference is seen as a wide-ranging, interdisciplinary, look at how humans have used and exploited water; the role of water (or the lack thereof)

in the rise and decline of cultures and civilizations; how water has affected archaeological sites over time; iconography, mythology and ideology of water; trade routes, maritime cultures; desertification etc.

We are open to suggestions for sessions and papers and urge anyone who is interested in participating in the conference to contact chacmool@ucalgary.ca as soon as possible.

Students should note that a monetary prize is available for the best paper presented by an undergraduate or Masters student. We hope to get all conference related information up on our web (www.ucalgary.ca/arky) in the New Year.

Lesley Nicholls

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AIMA/NAS Training Newsletter

No report this issue.