

Australian Institute for Maritime Archaeology

NEWSLETTER

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Australian Institute for Maritime Archaeology (Inc)

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

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AIMA Executive Council for 1999-2000

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

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

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

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

Contributors please note the deadline for contributions for the next issue of the Newsletter (19.1) is **10 March 2000**

Please note: The Australian National Maritime Museum's email system has now been fixed.

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

Letters to the Editor

Greetings fellow Sub-Archers, here's some food for thought ...

Following a truncated discussion session at the recent AIMA Conference in Sydney on some issues related to the significance and management of HMB *Endeavour* - if/when located in waters off Newport, R.I. - this message contains a summary of some of the discussion points (in random order), to enable the discussion to proceed as suggested at the session in Sydney:

1. - is it absolutely certain that the *Lord Sandwich* (scuttled in Newport's Outer Harbour in 1778 with 12 other vessels) was the renamed HMB *Endeavour*, ie. is the historical evidence conclusive ?

2. - is RIMAP's current sampling / probing strategy the most effective/ appropriate? Eg. Are timber analysis and matching scantlings going to be adequate techniques to determine the identity of each of the (13) sites ?

3. - is the search being carried out for substantive reasons, ie. In terms of substantive archaeological outcomes, or are the media driving the project ? What are these outcomes, have any been stated as yet ?

4. - what is the cultural significance of the *Endeavour* (assuming it is located and positively identified), eg, are its values purely symbolic in terms of Cook's voyages, will it be able to answer substantive / timely research questions about Cook's Pacific voyages, or is its significance more directly associated with the American War of Independence ?

5. - while media attention is of course vital for the success of any historical/ archaeological project, shouldn't there be an awareness of the pitfalls, eg.

presenting info which could lead to unfounded / undeliverable expectations, ie. if the community perceive 'substantial' amounts of money going into the project they may expect corresponding outcomes - are these actually there ?

6. - what role should archaeologists / C R managers / maritime museums play in "educating" the media - eg. by "tempering" misguided / uninformed enthusiasm and/or making sure things stay in their proper perspective's, not letting unfounded /potentially undeliverable expectations run away and lead lives of their own !

7. Assuming the *Endeavour* is located / identified - what are the expected outcomes in terms of new knowledge , eg. new knowledge about 18th C British shipbuilding or about Revolutionary war prison hulks?

8. - Given the 'potential' significance of the site to the UK, US, NZ, and other Pacific countries as well as Australia, should a group comprising representatives of these countries be formed now to assist in investigating the site, determining its significance, and how the site should be managed and/or approached in the future ? If so, who should foot the bill for this group ?

I'm sure lots more questions could be formulated - but the above should be a good start to kick off a lively debate ...

Peter Gesner
Curator Maritime Archaeology/Pandora Project
Director
Queensland Museum
PO Box 3300
South Brisbane 4101

ph : (61) 7 3840 7673
fax: (61) 7 3846 1918
email: peterg@qm.qld.gov.au

On the 28 November 1999 Dr Abbass posted a reply to Peter Gesner's post

Hello Sub-Archers: This is in response to the questions raised by Peter Gesner regarding the search for the *LORD SANDWICH* ex *ENDEAVOUR* in Newport, Rhode Island.

1. It is certain that the *LORD SANDWICH* transport was HMB *ENDEAVOUR* sunk in Newport's Outer Harbour in 1778 during the Siege of Newport in the Revolutionary War. I would not have published it if I didn't think so. Please contact me if you want a copy of the first article coming out of that series. The

only questions (and big ones) is whether she is still here and if we can find and identify her.

2. The Rhode Island Marine Archaeology Project (RIMAP) created an elegant research design to determine the identity of each of the sites; timber analysis and matching scantlings were only two strategies in that RD. This research design incorporated the suggestions of our Council of Advisers for Archaeology, that met in May 1999. The RD was approved by the Rhode Island Historical Preservation Commission, our permitting agency. The permit is in my name and therefore I am responsible for the intellectual integrity of all RIMAP work.

Our plan was to open only a small area of our primary target site and to try to determine which vessel it might be through a process of elimination; this took four weeks. We have not yet made public our findings other than preliminary statements at the Australian National Maritime Museum. We will be presenting the final results at the SHA meetings in Quebec.

Three Australian archaeologists were our guests for the 1999 fieldwork, joining a team of 22 other RIMAP volunteers. All of our volunteers are trained in the RIMAP adult education program in underwater archaeology and they pay their own expenses to participate in the fieldwork. The National Park Service sponsored some of 1999's hard costs. Our teams are led in the field by professional underwater archaeologists; Jon Faucher is the Site Manager on this particular shipwreck.

3. The research in Rhode Island is not being driven by the media, although it is obvious that the Australian involvement in the project is dependent on generating as much press as possible.

4. RIMAP was not looking for the *ENDEAVOUR*. We were studying the British transports sunk in Newport during the Revolutionary War. According to contemporary journals, the prison ships in Newport were used differently than the more notorious ones such as the *JERSEY* in New York. In addition, important Newport citizens were prisoners aboard the *LORD SANDWICH* transport/prison ship and that association makes her of special local interest.

The chances are few that there will be much of the *LORD SANDWICH* that can be directly associated with Cook or his South Pacific voyage, other than the vessel itself. As noted above, we were interested in the *LORD SANDWICH* for what she can tell us about her later life.

5. The media feeding frenzy has been an annoyance

and an intrusion, although it may be useful for the success of our project. I have been very careful not to present any information that was unfounded, but the press sometimes blows simple remarks out of proportion. To believe that you can control such media behaviour is naive.

On the other hand, I understand that some in Australia are wilfully embroidering the facts. And I have heard that a government representative boasted that they will fund archaeologists to come to Rhode Island, find *ENDEAVOUR*, and take her home. This is a mistake.

First of all, I have made it very clear in every interview that, despite the fact that *ENDEAVOUR* is their cultural icon, the Australians have no legal claim to her. The British may have residual rights to her, but the Rhode Island Historical Preservation Commission has possession and custody; they are also moving to take title. The Rhode Island Marine Archaeology Project has the exclusive right to conduct the archaeological search for the transports (including *ENDEAVOUR*).

We have been planning for some time to establish a museum of Rhode Island maritime history and underwater archaeology. The international interest in *ENDEAVOUR* can only benefit our efforts in that direction, and we would be foolish not to take advantage of those benefits. To have *ENDEAVOUR* in a museum of local maritime history will make Newport of even greater international interest to the touring public.

The only scenario in which Australia might take her is if Britain defaulted and Rhode Island could not raise the money necessary to fund an appropriate program for her support. We do not plan to let that happen.

It is obvious that you have in Australia competition for scarce archaeological funding that is being skewed by "unfounded/ undeliverable expectations" surrounding the *ENDEAVOUR*. Those expectations are not being created in Rhode Island.

6a. I will be very interested to hear success stories from people who have "tempered" the media.

6b. Yes, we expect to generate new knowledge about 18th century British shipbuilding, especially Whitby colliers, and the opportunity to compare plans as built, with later repairs. And especially yes, we expect to generate important new knowledge about life aboard British prison ships. You will see it published in due course.

7. There is already an international group "formed to

assist in investigating the site, determining the significance, and how the site should be managed and/or approached." This is the sister organisation to RIMAP, the FOUNDATION FOR THE PRESERVATION OF CAPTAIN COOK'S SHIPS. The Foundation's board members are from England, Canada, Australia, and nine states in the US. Half of the board are practicing underwater archaeologists, and comprise the Council for Advisers for Archaeology. If you want to know more about the Foundation, check out <http://Cookships.org>

Please note that RIMAP is in its 9th year, and we are very active on a number of different studies in our state. Anyone who is interested to know more about what we are doing in Rhode Island is welcome to contact me directly.

D. K. Abbass, Ph.D.
Director
Rhode Island Marine Archaeology Project
and the Foundation for the Preservation of Captain Cook's Ships
Box 1492
Newport, RI 02840
e-mail: at883@osfn.org

Australian Institute for Maritime Archaeology

Membership Renewals: Just a reminder for those members not paid up for the July 1999 – June 2000 financial year that fees are due now.

The AIMA/NAS courses continue to be a huge success and I encourage any person who wishes to develop skills within the field of Maritime Archaeology to undertake these short, action - packed courses. Contact the AIMA/NAS Senior Tutor, Mark Staniforth on (08) 8201 5195 or the National Training Officer, Cos Coroneos, on (02) 9344 3120.

Email: Any members who have not submitted an E-mail address to the Secretary are urged to do so. Contact by E-mail will allow members faster access to information, courses, notices and upcoming events.

I'm sure you will agree that the quality of the AIMA Bulletins, Special Publications and Newsletter have developed to high class, sought after publications. A reminder to any members who wish to submit an editorial for the Newsletter or research article for the Bulletin, please contact me for any assistance. These publications seek to inform members and the wider community about recent events, developments and projects within the field of Maritime Archaeology in

Australia and overseas. Don't hesitate to contribute your activities or thoughts.

Tim Smith
Secretary
E-mail: smitht@heritage.nsw.gov.au

AIMA SCHOLARSHIP PROGRAM

Notice of Second Round
Applications sought now and must be submitted by 30 January, 2000.

This is the second scholarship round and aims to encourage original and timely research on maritime archaeological themes in Australia. The scholarship of up to \$2000 is to be awarded on a rolling basis.

AIMA announced the successful applicant for its inaugural Scholarship Program in the last Newsletter. That Scholarship was presented to graduate student Ewen McPhee from James Cook University in Townsville to assist his PhD research focussing on the early pearling industry of Torres Strait. Presently under-researched, the work will seek to establish a comparative study of ethnicity and technology, including a detailed examination of the archaeological remains at Wai Weer Island, a pearling station in Torres Strait. The work will assist future studies of different cultures involved in the pearling industry and provide a history of the industry in the region between 1860 - 1914.

The scholarship program is unique and assists key research in needed areas. It seeks to encourage and sponsor projects applicable to maritime archaeology in Australia. This could include encouraging original historical and archaeological research, fieldwork, the practical application of different techniques, training and community educational activities, assistance with the development of materials for wider publication and exhibition, and the development of computer software.

The successful scholarship holder is required to write up a report on the work suitable for publication as an AIMA *Special Publication* or an article in the well regarded AIMA *Bulletin*.

To obtain a Scholarship Application Pack, contact the AIMA Secretary, Tim Smith, on (02) 9849 9575, by Fax (02) 9891 4688, or E-mail at smitht@heritage.nsw.gov.au.

Applications for future rounds of the Scholarship program will be announced through this *Newsletter*.

Minutes of the 1999 AIMA Annual General Meeting

Date: Tuesday 21 September 1999
Time: 6:30pm (EST)
Venue: Australian National Maritime Museum, Sydney

Present:

SA Bill Jeffery, Terry Arnott,
Mark Staniforth, Nathan Richard,
Cassandra Philippou

QLD Peter Gesner, Viv Moran,
Stephen Beck, Andrew Gillespie

WA Jeremy Green, Corioli Souter,
Myra Stanbury

VIC Ross Anderson, Paul Brock,
John Hargreaves

NSW. David Nutley, Tim Smith,
Mike Lorimer, Cos Coroneos,
Leanne Legge, Antonia Syme,
John Riley, Phil Bowman, John Fisher,
Vanessa Roth.

NT Paul Clark, David Steinberg,
Tim Smith, Silvano Jung

TAS Mike Nash

Visitors:

USA: Dr Kathy Abbass, Dr Sheli Smith
NZ: Mary O'Keeffe

Apologies:

SA Peter Bell, Terry Drew
WA Dena Garrett, Brian Richards, Pat Baker
VIC Peter Harvey, Malcolm Venturoni
NSW Cos Coroneos, Lindsey Shaw
C'wlth: Kieran Hosty.

1. Confirmation of AGM Minutes for 1998
Moved Bill Jeffery, seconded Viv Moran that the minutes of the 1998 AGM be accepted. **Carried.**

2. REPORTS

2.1 President's Report (David Nutley)

I have over the last 12 months been pleased as President, to see AIMA

developing on a number of fronts as well as continuing its excellent record in publication and dissemination of maritime archaeological research.

One important change has been to the AIMA web site <<http://aima.iinet.net.au>>. New features have been added to the existing features of the site including information pages about membership and the annual conference. These are incorporated into a new web site design. AIMA is indebted to the IT skills of our Treasurer for implementing these changes. The site has also been moved to a new and faster server. This has improved public access to general information about AIMA as well as to the shipwreck database. I would like to acknowledge the assistance of the Centre of Excellence and Jeremy Green in particular, for these refinements. It is my intention that this site will continue to evolve over the next 12 months and increase the service that it can offer. This will include additional information about the AIMA/NAS courses and further developments to the shipwreck database.

AIMA has been seeking Centenary of Federation funds to develop a major project on 20th century shipwrecks. AIMA's Deputy Vice-President, Bill Jeffery, has taken primary responsibility for this project and will be the Project Officer in the event that the application is successful. The information gained from this project would be made available in the form of a published book and in a significant addition to the AIMA web site. Our first application for funding was unsuccessful but has been resubmitted for a second round of applications with refinements.

The AIMA/NAS courses have continued to expand with Part 1 courses now having been run in most major centres and a number of Part 2 courses also having been conducted or scheduled for the near future. This is an important AIMA project that is making a marked contribution to the number of people being involved in shipwreck investigation and management. It is also having a significant impact on the number of people becoming involved with AIMA and AIMA's other activities including conferences. I urge all AIMA

members to assist with the promotion of these courses within both the diving and non-diving community.

One of the challenges for AIMA in coming years is the need to develop a closer relationship with other archaeological associations within Australia. This includes AAA, ASHA, AACA and AIPA. There have been attempts at forming closer ties with ASHA. Mainly Mark Staniforth has spearheaded this. There was a combined conference in Hobart and a similar arrangement is being organised for Adelaide next year. There has also been a joint AIMA/ASHA publication. However, in the normal course of events, few AIMA members have attended ASHA conferences and few ASHA members have attended AIMA conferences. Even fewer AIMA members have attended AAA conferences. One of the main reasons for this is the time and money implication of attending multiple conferences.

A small number of AIMA members are involved with AACA and also a small number with AIPA. However, this involvement is not a formal tie between AIMA and any of these associations. Suggestions have been made from time to time that these organisations should be merged, although a Federation of Archaeological Associations would perhaps be more likely and desirable. At the very least, reciprocal arrangements for some membership benefits, such as reduced conference fees, could be achieved with very little difficulty. Such moves would have a positive influence on encouraging dialogue and promoting a cross-fertilisation of ideas and information. This could have considerable long term benefits for the standing and credibility of archaeology as a whole and for the study and management of underwater heritage in particular.

At present it is prohibitively costly to attend more than one or two of the 3 major archaeological conferences held in Australia (AIMA, ASHA, AAA) let alone also being involved with AACA or AIPA. A combined conference involving Aboriginal, historical and maritime archaeology would be an exciting venture. No immediate plans for a combined

conference have been seriously discussed to date. AIMA members may wish to begin considering such possibilities. If there is an indication of interest or support for this idea within AIMA, I would be happy, as President, to begin lobbying the other organisations on this issue.

In conclusion, I would like to acknowledge the support and commitment by many AIMA members over the last 12 months. When contributing to AIMA, it is normally over and above each member's considerable workload in his or her area of primary employment. In addition to those already mentioned, the involvement of State Councillors in a number of capacities has been greatly appreciated. The publications committee have continued to work hard - Myra Stanbury and Jeremy Green to produce and disseminate the AIMA Bulletin and Special Publications and Kieran Hosty (and Lindsey Shaw) the AIMA Newsletter. I would also point out that two AIMA Executive positions in particular make considerable demands on a person's time. Those positions are Treasurer and Secretary. Without the work and dedication of people in those positions, AIMA could not even begin to function. The current Treasurer, Mike Lorimer, has been changing jobs and establishing his own company, and imposing, as only he can, enormous demands on his waking hours. Tim Smith, on top of the extensive demands of his employer, his 3 hr daily travel regime to and from work and the stress of impending and recent parenthood, has worked tirelessly to ensure that membership details are in order, other correspondence is dealt and has provided considerable assistance with the organisation of this year's conference.

To all of the AIMA Council, my sincere thanks.

2.2 Treasurer's Report (Mike Lorimer)

An audit has not been completed for presentation at this AGM. AIMA's finances are in a favourable state with total expenditures for the 1998/9 financial year being \$23, 102.77 from the General Account and \$12, 000.00 for the Training Account. AIMA has submitted a funding

request to Environment Australia for the 1999/2000 year and has revised the level of funding sought for publication production and mailout to bring it in line with actual costs.

2.3 Secretary's Report (Tim Smith)

External correspondence has remained relatively light over the recent 1 July 1998 - 30 June 1999 year, with the bulk dealing with membership and publication matters, brochures and newsletters. Executive and Councillor communication via E-mail remained a popular way of discussing issues and news. Four teleconferences have been held in the 12-month period on demand. The Secretary has continued to handle membership banking to streamline depositing, receipting and updating of the Membership Database.

There were 148 paid up members for the 1998-9 financial year, comprising 14 Institutional, 15 Student, 2 Associate (excluding AIMA-NAS Graduates) and 117 Ordinary members. There were 21 new members who signed up for the year. This came to a total membership income of \$6, 347.00 for the 1998-9 year. Mr Ewen McPhee was awarded the inaugural AIMA Scholarship to assist his research entitled, "*The early pearling industry in Torres Strait: A comparative study of ethnicity and technology.*"

2.4 Scientific Diving Regulations Committee (David Nutley)

AIMA received a copy of the Draft Australian /New Zealand Standard on Occupational Diving Operations (to be AS/NZS 2299.2 - Part 2 = Scientific Diving) for comment.

AIMA will be making a submission to Standards Australia (required by 31 October 1999) and be forwarding a copy of that submission to the Delegates and Environment Australia for comment.

2.5 Publications Editorial Committee (Myra Stanbury & Jeremy Green)

Bulletin 23 1999 will feature the papers presented at the 1998 AIMA Darwin Conference. Most papers have been

reviewed and are awaiting final editorial corrections. Completion of this volume is required. Special Publication #13 - La Perouse will be forwarded to the printers by the end of 1999.

2.6 **Newsletter** (Kieran Hosty & Lindsey Shaw)

The production and distribution of the *Newsletter* has been slightly behind schedule, partly due to ongoing E-mail problems associated by the ANMM and its transfer to the new Wharf 7 complex.

Contributors are requested to forward copy for *Newsletters* well in advance of final deadlines where possible. Members requested that future *Newsletter's* incorporate images/graphics where practicable.

2.7 **National Shipwreck Database** (Jeremy Green & David Nutley)

Improvements to the database have included the purchase of a new modem and the creation of special "Advanced" search option. The Commonwealth has suggested that the database required some improvements in terms of visual display and range of data fields available to the general public user. It was pointed out that significant problems have arisen with the database where some States and Territories have not been consistent with field names and data entry and that some States have not upgraded their data since 1995/6. The development of the national database as a key priority of the NHSP was reinforced. It was also noted that with the cessation of funding to the National Centre of Excellence for Maritime Archaeology, all States must supply their data correctly formatted, to reduce demands on WAMM staff. Heritage Victoria indicated that the Victorian component of the database will go on line soon via their Office homepage.

2.8 **AIMA/NAS Training Program** (Mark Staniforth, Cos Coroneos)

During the 1998/9 financial year, the allocated Environment Australia budget of \$12, 000 has largely been expended through the State Tutor income. There

have been some changes in State tutor positions within the year, eg appointment of Brad Duncan in Queensland. To date, 140 people have completed the Part 1 Training Course, with 50-60% progressing to the Part 2. It was noted that AIMA's licence to run the NAS courses in Australia expires on 31 December 1999 and that Mark Staniforth will have to re-negotiate the agreement with NAS (UK).

3. **ELECTION OF OFFICE BEARERS 1999-2000**

3.1 **Executive Committee Members**

President David NUTLEY
Heritage Office
Locked Bag 5020,
PARRAMATTA NSW 2124
Ph: 02 9849 9574
Fax: 02 9891 4688
nutleyd@heritage.nsw.gov.au

Senior Vice President Bill JEFFERY
Heritage South Australia, Dept of Environment, Heritage & Aboriginal Affairs. GPO Box 1047, ADELAIDE SA 5001
Ph: 08 8204 9311
Fax: 08 8204 9250
jefferb@denr.sa.gov.au

Second Vice President Myra STANBURY
WA Maritime Museum, Cliff Street, FREMANTLE WA 6160
Ph: 08 9431 8437
Fax: 08 9335 7224
myra.stanbury@museum.wa.au

Third Vice President Terry ARNOTT
Heritage South Australia, Dept of Environment, Heritage & Aboriginal Affairs. GPO Box 1047, ADELAIDE SA 5001
Ph: 08 8204 9245
Fax: 08 8204 9250
tarnott@denr.sa.gov.au

Secretary Tim SMITH
Heritage Office
Locked Bag 5020,
PARRAMATTA NSW 2124
Ph: 02 9849 9575
Fax: 02 9891 4688
smitht@heritage.nsw.gov.au

Treasurer Mike LORIMER
 PO Box 189 DEE WHY NSW
 2099
 Ph: 02 9451 5228 Mobile: 0418
 229 699
 loraden@hotmail.com.au
 peter.harvey@doi.vic.gov.au

3.2 State Council Members (max 20)

Qld Peter GESNER
 Queensland Museum,
 GPO Box 3300,
 STH BRISBANE QLD 4101
 Ph: 07 3840 7673
 Fax: 07 3846 1918
 peterg@qm.qld.gov.au
 Malcolm VENTURONI
 MAAV,
 20 Sixth Avenue,
 CHELSEA HEIGHTS VIC 3196
 Ph: 03 9772 4727
 malcolmv@ocean.com.au

Warren DELANEY
 Queensland Museum,
 GPO Box 3300,
 STH BRISBANE QLD 4101
 Ph: 07 3840 7600
 Fax: 07 3846 1918
 warrend@qm.qld.gov.au
Tas Mike NASH
 Parks, Wildlife & Heritage,
 GPO Box 44A,
 HOBART TAS 7001
 Ph: 03 6233 2387
 Fax: 03 6224 0884
 miken@dpiwe.tas.gov.au

Vivienne MORAN
 Queensland Museum,
 GPO Box 3300,
 STH BRISBANE QLD 4101
 Ph: 07 3840 7675
 Fax: 07 3846 1918
 vivm@qm.qld.gov.au
 Keith MOON
 152 Mt. Rummey Road,
 MT. RUMNEY TAS 7170
 Ph: 03 6248 5123 BH/AH
 kemoon@netspace.net.au

NSW Antonia Syme
 Director
 Artbank
 50c Roseberry Ave
 Roseberry NSW 2018
 Ph: 02 9662 8011
SA Dr Peter BELL
 17 Sherwood Terrace,
 BEAUMONT SA 5066
 Ph: 08 8379 6498
 Fax: 08 8338 2460
pbell@adelaide.on.net

C'wealth Kieran HOSTY
 Australian National Maritime
 Museum,
 GPO Box 5131,
 SYDNEY NSW 1042.
 Ph: 02 9298 3710
 Fax: 02 9298 3780
 khosty@anmm.gov.au
 Terry DREW
 SUHR,
 38 Baker Street,
 SOMERTON PARK SA 5044
 Ph/Fax: 08 8295 1877
 thapdrew@camtech.net.au

Vic Peter HARVEY
 Heritage Victoria, Level 22,
 80 Collins Street,
 MELBOURNE VIC 3000
 Ph: 03 9655 9754
 Fax: 03 9655 9720
WA Dena GARRATT
 WA Maritime Museum,
 Cliff Street,
 FREMANTLE WA 6160
 Ph: 08 9431 8435
 Fax: 08 9335 7224
 garrattd@museum.wa.gov.au

Brian RICHARDS
 Lot 36 Loris Way,
 KARDINYA WA 6163
 Ph: 08 9360 2351
 Fax: 08 9310 8480

brianr@cleo.murdoch.edu.au

Corioli SOUTER
W.A. Maritime Museum,
Cliff Street,
FREMANTLE WA 6160
Ph: 08 9431 8439
Fax: 08 9335 7224
corioli.souter@museum.wa.gov.au

NT Paul CLARK
Museum & Art Gallery of the NT, GPO
Box 4646,
DARWIN NT 0801
Ph: 08 8999 8283
Fax: 08 8999 8289
paul.clark@nt.gov.au

David STEINBERG
Museum & Art Gallery of the NT, GPO
Box 4646
DARWIN NT 0801
Ph: 08 8999 8283
Fax: 08 8999 8289
david.steinberg@nt.gov.au
Tim SMITH
School of Fine Arts, Northern Territory
University,
DARWIN NT 0909
Ph: 08 8946 6324
Fax: 08 8927 0612
tim.smith@ntu.edu.au

NZ David CHURCHILL
MAANZ, 22 Nassau Ave.,
Grenada North,
WELLINGTON,
NEW ZEALAND
Ph: 04 232 8006
Mobile: 025 531003

3.3 AIMA/NAS

Senior National Tutor

Mark STANIFORTH
Archaeology,
Flinders University,
GPO Box 2100,
ADELAIDE SA 5001
Ph: 08 8201 5195
Fax: 08 8201 3845
Mark.Staniforth@flinders.edu.au

3.4 Public Officer:

Pat BAKER

W.A. Maritime Museum,
Cliff Street,
FREMANTLE WA 6160
Ph: 08 9431 8439
Fax: 08 9335 7224
pat.baker@museum.wa.gov.au

4. APPOINTMENT OF SUBCOMMITTEES

Research Committee and Chair (5 approved by CSIRO)

Jeremy GREEN (Chair)
Professor Frank BROEZE Dept of History,
University of Western Australia, WA
Professor John PENROSE Centre for Marine
Science, Curtin University, WA
Mike MCINTYRE, Heritage Victoria, Dept of
Infrastructure, VIC
Jon WOMERSLEY, Director, Conservation,
Department of Environment, QLD

Publications Committee and Chair (7)

Jeremy GREEN (Chair)
Myra STANBURY
Bill JEFFERY
Kieran HOSTY
Malcolm VENTURONI
JCU replacement for Mark Staniforth (pending)

Shipwrecks Register Committee and Chair (7)

Jeremy GREEN (Chair)
David NUTLEY
Bill JEFFERY
Mike NASH
Peter GESNER
Paul CLARK

Special Projects Advisory Committee (SPAC) and Chair (8)

Peter GESNER (Chair)
David NUTLEY
Kieran HOSTY
Mike NASH
Bill JEFFERY
Paul CLARK
Peter HARVEY
Jeremy GREEN

Diving Regulations Committee and Chair (9)

Kieran HOSTY (Chair)
Jeremy GREEN
Terry ARNOTT
David NUTLEY
Mike NASH
Peter GESNER
Paul CLARK

Peter HARVEY
Prof John CAMPBELL

Training Programs and Chair (7)

Mark STANIFORTH (Chair)
Bill JEFFERY
Vivienne MORAN
Malcolm VENTURONI
Cos CORONEOS
Ross ANDERSON
Corioli SOUTER

Diver Education (NASDS/PADI) and Chair (5) Committee dissolved at AGM 4/10/1998

Corioli SOUTER (Chair)
Cos CORONEOS
David NUTLEY
Judith MCDONALD
Dean COX

Newsletter Editors (2)

Kieran HOSTY & Lindsey Shaw
Aust National Maritime Museum,
GPO Box 5131, SYDNEY NSW 1042
Ph: 02 9298 3710 Fax: 02 9298 3780
Khosty@anmm.gov.au
lindsey@anmm.gov.au

5. APPOINTMENT OF PUBLIC OFFICER (2yr appointment)

Pat BAKER
(appointed at 1997 AGM)

6. APPOINTMENT OF AUDITOR

John A. Nurmi & Co.
Accountants
2 Leslie Street
WOOLLAHRA NSW 2025
Ph: (02) 9389 0511
Fax: (02) 9389 7881

7. GENERAL BUSINESS

AIMA list of members with Maritime Archaeological qualifications (David Nutley)

I have spoken before about the desirability of AIMA maintaining a register of members with formal, tertiary qualifications in maritime archaeology. This would not be an accreditation process for specific employment. Nor would it involve assessment of reports or other work undertaken by individuals. Its function would be to

encourage and recognise maritime archaeological academic achievement by members. It would also serve to communicate to tertiary institutions the kind of minimum standards that AIMA considers appropriate for an individual to be classified as a professional maritime archaeologist.

Members discussed the proposition but determined that AIMA would not establish such a list. Instead, consideration was given to incorporating a preamble in the AIMA Code of Ethics stipulating certain criteria deemed to be required by someone employed/seeking employment as a Maritime Archaeologist in Australia.

7.2 AIMA 2000 Scholarship (Tim Smith)

Notice was drawn to the successful first round scholarship offered in April 1999. The successful applicant was Ewen McPhee from James Cook University for his PhD study of the pearling industry in the "top end". The practicality of offering a second scholarship round in early 2000 was discussed and agreed to. The scholarship will be offered to a maximum of \$2000.00 with advertising to be issued through AIMA, dive magazines and general media outlets before Christmas for closure in about February 2000.

7.3 2000 AIMA Conference - Adelaide

Mark Staniforth discussed initial planning arrangements for the proposed 20th Annual AIMA Conference to be held in Adelaide in 2000. The conference organisation committee has held preliminary planning meetings. Due to the Sydney Olympics, the conference will not be held in September as usual, but deferred to November. This will also allow it to be run in conjunction with the annual ASHA historical archaeology conference, also scheduled for Adelaide.

The theme for the conference has yet to be advertised together with the central Adelaide venue. The Annual General Meeting (AGM) will either be held as a teleconference in September, or permission will be obtained from the Ministry of Fair Trading (WA) to hold it in conjunction with the conference.

7.4 AIMA Listserver (Jeremy Green)

AIMA members have requested a simple mail-forward system like the current one for the Executive/Council. It would contain a simple list of

e-mail addresses of all AIMA members (supplied/available) and will be updated by the Secretary. This will be easier to maintain than a proper server and would enable AIMA to cut costs for mailing to members who have e-mail. Jeremy Green will investigate this on his return from the Abrolhos, although it may invoke a small fee to establish the "mailforward" on the AIMA site.

7.5 Post-Graduate Course – WA (Jeremy Green)

The WAAM are hopeful to draw on academic teaching staff from other universities and institutions in Australia when next running the Curtin University Post Graduate Diploma Maritime Archaeology Course. The next courses will depend on fee-paying enrolments (minimum 6 students required), budget and the ability to obtain sponsorship or resources from elsewhere.

The AIMA Executive/Council and practitioners agreed to forward suggestions about the structure of any proposed course. The WAAM also indicated an interest in determining possible ways that delegated agencies and Universities could contribute to this course. Some imaginative approach might involve groups contributing to the course, possibly through the use of the Internet or by coming to WA and taking part in the teaching.

Mark Staniforth also agreed to the benefit of having people presenting sessions within the Maritime Archaeology programs run at Flinders University in Adelaide.

7.6 Centenary of Federation proposals (Bill Jeffery)

Bill Jeffery outlined AIMA's 1999 submission to the Centenary of Federation grants program, which was unfortunately unsuccessful. One proposal involved the development of a book featuring shipwrecks and other maritime related items with a connection to the years of Federation. The other was the development of a website detailing the maritime history of the Federation period. Both projects were favourably received.

8.0 Next Annual General Meeting:

The 2000 AIMA AGM will either be held in September by either as a postal/teleconference, or approval will be sought to hold it later in conjunction with the AIMA Conference.

Meeting closed: 7:30pm (EST).



Australian National Maritime Museum

The Hunt for Cook's *Endeavour*: As reported in previous AIMA Newsletters (and at the 1999 AIMA Conference in Sydney) In early 1999 Dr Kathy Abbass an American maritime archaeologist announced that historical information she had uncovered at the Public Records Office in London, England indicated that HMB *Endeavour*, the vessel used by James Cook to chart the east coast of Australia, was located off Newport, Rhode Island.

In May 1999 Paul Hundley met with Dr Abbass and members of the Rhode Island Marine Archaeology Project team. Braving near freezing conditions in a borrowed diving suit, Paul carried out a dive on Primary Target A which lies in 6 meters of water just 150m offshore from a large United States Naval Establishment near Newport. Following on from this initial dive the Australian National Maritime Museum was invited to participate in the hunt for *Endeavour*.

In early August 1999, assisted by a special grant from the Minister for the Environment and Heritage, Senator Robert Hill - with the support of the Minister for the Arts, the Hon Peter McGauran - and the valuable assistance of sponsors Maxwell Optical Industries, Australian Water Technologies and United Airlines, the Museum's team of Paul Hundley (Curator of USA Gallery and Project *Endeavour* Leader); Sue Bassett (Materials Conservator) and Kieran Hosty (Curator of Maritime Archaeology and Ship Technology) flew to the United States to take part in the survey and partial excavation of Primary Target A.

The site consisted of a stone ballast mound approximately 15 metres long by 10 metres wide, two iron cannons, some scattered timbers, and small piles of bricks – possibly associated with the ship's galley. Under the ballast mound and for a good distance out from either end of the mound extended the ship's timbers covered by thick silt.

At the northern end of the site the ballast mound had been dissected by a trench – possibly done by treasure hunters in the 1960s or 70s – which had exposed some *in situ* ships timbers. These timbers included the top of the keelson, along with the top of some ceiling planking and some futtocks or frames. Just to the north of this area – which because of its shape was called the 'rabbit's ears' by the RIMAP divers – was where

RIMAP intended to excavate a 10 foot by 10 foot (3m x 3m) grid which would hopefully uncover additional ship's timbers along with associated artefacts.

From this excavation the team hoped to be able to gain enough information to either confirm or deny Primary Target A as the *Endeavour*.

Working up to three 90 minute dives a day the team established a line out to the site followed by a perimeter grid and an excavation survey / reference grid. The area to be excavated was carefully sketched, photographed and video recorded – Sue Bassett (the Museum's material conservator) conducted corrosion potential tests on the two cannons, carefully measured the quantity of oxygen and the pH of the sediments and took a number of on site and off site water and sediment samples - prior to any excavation taking place. The ANMM in conjunction with Australian Water Technologies hopes to be able to use this information to not only calculate how corrosive the shipwreck environment is but also to date the sediments.

On the fifth day of diving the team commenced excavation on the site. Concerns raised over the potential damage to fragile artefacts and the terms of the State granted excavation permit meant that the divers had to excavate by handfanning the silt rather than using any mechanical devices.

Working in the 10 foot by 10 foot grid – which had been sub divided into four quadrants SW, SE, NW and NE - the team uncovered additional ballast stones and pebbles along with ship's timbers. The ballast stones were recorded, bagged, tagged and removed from the grid area – some of the stones and many of the pebbles were brought ashore where additional recording took place and samples taken before being returned to the site.

On the third day of excavation the first significant artefacts were uncovered in the NW quadrant of the excavation area – a series of wooden barrel staves and the head of a small cask were found lying on top of the vessel's ceiling planking. These items were carefully recorded, sketched in position, photographed and then taken ashore for further recording and conservation work.

As work progressed more and more artefact material came to light, buried beneath the ballast mound, in the thick black silt or from between the frames and futtocks of the ship's hull. Small fragments of glass, stone and coal, barrel staves, pieces of ceramic – including a fragment, possibly from a figurine of

South-East Asian origin, three wooden handles – one possibly from a knife, the wooden base and spindles of a sand glass, lead pellets, cloth and hair from the ship's caulking and metal and wooden buttons.

Sue also continued to take sediment and water samples, along with reduced oxygen potential's on the site. On a number of occasions – using a Yeo-Kal model 611 Intelligent Water Quality Analyser, generously loaned by Australian Water Technologies (AWT) – she took measurements of depth, temperature, conductivity, salinity, dissolved oxygen, turbidity, pH and reduced oxygen potential's of the water. Readings were taken at various depths and locations around the site providing the team with a better understanding of the underwater environment which in turn will enable a greater understanding of the interactions between the shipwreck materials and their environments, and the degradation processes occurring.

By the third week of the expedition the team had totally uncovered all ship related structure in the excavation area. These structures consisting of a large keelson, a series of first and second futtocks, paired frames, outer hull planking, ceiling planking and the top of the vessel's keel were carefully recorded and the lines taken off. The lines and scantlings of the timbers will later be compared with those shown in the plans of the *Endeavour*.

At the same time small samples of timber were removed from some of the structural timbers. These samples will be analysed by wood specialists in America and Australia and used to assist in the identification of the vessel.

With one week remaining the team decided to commence a small 5 by 5 excavation at the northern most end of the site – 10 metres north of the original grid. This excavation confirmed that the northern end of the vessel – and also the one closest to shore - was the stern area of the ship. But at the same time revealed some information that was not consistent with the findings from the first grid.

By the 1700s shipwrights had developed a series of unwritten codes relating to the size of structural timbers used in ship construction. These unwritten codes – some of which later developed into *The Lloyd's Rules and Regulations for Wooden Shipbuilding* – specified that vessels of a certain tonnage must use timbers of a certain size in their construction. While the scantlings of the timbers uncovered in the 10 by 10 excavation area seem to indicate that they belong to a vessel of between 300

and 400 tons, the stern post and dead wood found in the 5 by 5 excavation seem to belong to a much smaller vessel – possibly only 150 to 200 tons.

They are of course many possible explanations for this discrepancy – including poor construction techniques, hurried repairs or two vessels being wrecked very close to each other

Although the diving has stopped for the time being the analysis of the information gained from the excavation continues. Timber samples are currently being analysed by CSIRO in Melbourne, while the stone, coal, wool, fabrics, silt and water samples are being examined and identified by silt specialists, geologists, forensic scientists, and palaeobotanists at various institutions in Australia and America.

The lines and scantlings along with the glass and ceramics are also being studied at the Australian National Maritime Museum as well as Dr Abbass and Jon Faucher in America in an attempt to identify the vessel.

While these early results can not confirm Primary Target A as being the *Endeavour* they do indicate that the site is that of a pre-1800, wooden sailing ship of approximately the right tonnage and construction as Cook's ship.

Acknowledgments

The Australian National Maritime Museum gratefully acknowledges the assistance of Australian Water Technologies and Dr. Ron Johnstone AWT's Principal Consultant on Environment, Science and Technology, Maxwell Optical and United Airlines for all their assistance in making the hunt for Cook's *Endeavour* possible.

Kieran Hosty

New South Wales

Heritage Office

AIMA Conference in Sydney, 1999

The Heritage Office hosted the 19th Australian Institute for Maritime Archaeology (AIMA) conference with the Australian National Maritime Museum. Running between 18-21 September 1999, the venue was the ANMM at Darling Harbour. The Deputy Premier and Minister for Planning and Heritage, Dr Andrew Refshauge, opened the

conference while Mrs Hazel Hawke, Chair of the NSW Heritage Council, launched two important initiatives by the Heritage Office, the NSW *Wreck Spotters Program* and the *Wrecks Alive* community wreck survey project (see below).

Keynote addresses were provided by Dr Sheli Smith, Director of the Newport Harbour Nautical Museum (USA) and Dr Kathy Abbass (USA) who returned from fieldwork at a wreck thought to be Captain Cook's *Endeavour* at Newport, Rhode Island. Both speakers provided the delegates with exciting and informative papers covering topics as diverse as the maritime highways of the Pacific and the American War of Independence scuttled fleet. A total of 39 papers were presented during the event dealing with a range of upcoming issues, research and recent fieldwork. Topics included heritage management, field inspections, museum ethics, conservation developments, site interpretation, data presentation and community access to heritage sites.

The conference organisers and AIMA wish to thank Dr Sheli Smith and Dr Kathy Abbass personally for their attendance and good humour during their stay. Thanks also to all whom attended and made the event a great success (and a great opportunity to catch up with friends). AIMA's South Australian members are already planning the Year 2000 conference in Adelaide next year - we hope to see you all down .

NSW "Wreck Spotters" Initiative: Mrs Hazel Hawke, Chair of the NSW Heritage Council, officially launched the NSW "*Wreck Spotters*" Program. An initiative of the Office, this voluntary program aims to appoint a series of regional shipwreck spotters to provide "on the spot" information on wreck site conditions, recent exposures/discoveries and to draw upon their grass roots network of contacts. Over twenty individuals who reside along the State's coastline have been invited to join the Program and to develop regional information channels. Most are well-known local divers and maritime researchers who have an established association with the NSW Maritime Archaeology Program.

Wrecks Alive: The kit for the Heritage Office's new community wreck survey project, "*Wrecks Alive*", has been finalised and was launched by Mrs Hazel Hawke at the conference. The project continues the tradition of the earlier *Wreck Survey Project* and will continue on a rolling basis every year. *Wrecks Alive* invites divers, dive shops, clubs and individuals to research, survey and photograph historic shipwrecks in NSW and also the range of marine life associated with those sites. The best entries will be published through suitable media to showcase results. Contact the

Heritage Office to obtain a copy of the kit and for any additional information on (02) 9849 9575 or E-mail <smitht@heritage.nsw.gov.au>. Simply choose your favourite NSW wreck site and get started ! *Wrecks Alive* provides a useful framework for AIMA/NAS graduates to extend upon skills learnt during their training courses.

AIMA 1999 AGM: AIMA's Annual General Meeting was held on the evening of Tuesday, 21 September 1999 following the completion of the Conference. Minutes are printed separately in this volume. Thank you to all who attended.

Historic Shipwrecks Delegates Meeting: The meeting of Historic Shipwrecks Delegates, hosted by the Heritage Office, followed the AIMA Conference and was held on 22 September 1999 at Watsons Bay. Discussions included a proposed review of the 1976 *Historic Shipwrecks Act*, current directions of the National Historic Shipwrecks Program (NHSP) particularly future Commonwealth funding and the potential of establishing assistance through a service agreement arrangement, and the continued development of the *National Historic Shipwrecks Database* (NHSD).

Fieldwork: *Durisdeer* Survey

In July, David Nutley and Tim Smith travelled to Newcastle and dived on the wreck of the iron barque, *Durisdeer* (1895) at Stockton Beach. Located in shallow water near the seawall, much of the hull survives however was unfortunately heavily buried by mobile sand. The hull lies on its port beam ends with all three masts running out to sea. Known to some local divers, the wreck is rarely dived due to the generally dirty water conditions near the entrance to the Hunter River.

Search for rudderless wreck !: A magnetometer survey was conducted of the inshore area north of the breakwater at Stockton. The search aimed to determine the presence of shipwreck remains which might have been the source for the large 6.15 timber copper sheathed rudder which washed ashore from this area in April, 1999. A Ferex Magnetometer was loaned by ADI Ltd and proved extremely useful. A wreck was discovered within 200 metres of the rudder's find location and situated in 5 metres of water. Currently heavily buried by shifting sand, the wreck appeared to be a sailing vessel, although the only identifiable elements included a winch and some iron knees. Local researchers confirm that the site is occasionally exposed and visible from the shore as a dark patch. The timber composite ship *Berbice* is known to have been lost in the area in 1888 and might

be a possible contender. Future dives will be planned when the site becomes more exposed.

Admiralty Pattern Long Shank Anchor: A further inspection was completed of the Admiralty Old Pattern Long Shank anchor located at Sydney Heads in August. Located by John Riley last year, further measurements and video footage were taken. While the type is now confirmed, the origin of the anchor or reasons for its loss are almost impossible to ascertain. The item is protected by the NSW *Heritage Act*, 1977. A scatter of bricks surround the anchor but have been identified as belonging to the 1930s-40s and therefore not associated.

K-IX Submarine Survey (1922-1945): Tim Smith led a survey team that successfully re-located the wreck of the Dutch (ex-Australian) submarine *K-IX* at Submarine Beach, near Seal Rocks also in August. Again, ADI's magnetometer proved its worth and the site detected lying under present beach sands at a depth to the deck casing of three metres. The extensive national (and international) media coverage (including ABC 7.30 Report) resulted in many people coming forward with photographs of the wreck site at various periods since its loss in 1945. The wreck has not been exposed since the early 1980s and its exact position lost to memory. Local researchers Leanne and Bill Legge provided valuable assistance throughout the survey period.

New Strategic Plan for NSW Maritime

Archaeology: The Heritage Office Maritime Archaeology Program has developed a new strategic plan for management of historic shipwrecks in the State. Expect some exciting new products and approaches in the coming twelve months. We will reveal more when the draft is finalised.

New Arrival: Tim and Melisa were proud to announce the birth of their daughter Sari on 24 August 1999. Tim was especially pleased that he managed to schedule this before Father's Day and the AIMA Conference ! Thanks to everyone for their kind thoughts.

Tim Smith and David Nutley
Maritime Archaeology Program
Heritage Office (NSW Government)

Northern Territory

Work on the Boatshed Gallery - Museum and Art Gallery of the Northern Territory (MAGNT)
The Boatshed Gallery contains an extensive display of historic boats and ethnographic watercraft. The refurbishment of the gallery is continuing, with focus

now on the creation of new interpretative panels and the beginning of a conservation and restoration program for the historic boat *Tujuan*.

Tujuan (which in English means 'destination') began life as a small trading vessel in the eastern part of the Indonesian archipelago where it was used to transport small loads of timber, cement, copra and tea. In 1990 at the height of the dramatic rise in the price of 'shark fin', the vessel's owners decided to try their luck, and fitted the boat for a speculative shark fishing voyage to waters off the north Australian coast.

Tujuan was apprehended by the Royal Australian Navy. The vessel at the time was to the north of Nhulunbuy (Gove), away from the area where Indonesian fishers are allowed to fish.

Usually a boat like this is disposed of and burnt by Commonwealth Fisheries, but recognising the vessel's significance in terms of its age and technological style the vessel together with its contents, was donated to the MAGNT on the 24 April, 1991.

On the 23 August 1999 the MAGNT moved the 6 ton *Tujuan* into the Boatshed Gallery from the museum grounds where it had been displayed since 1991.

Wreck inspection surveys in Arnhem Land: The MAGNT has begun a long term project involving the search for and wreck inspection of shipwrecks in the Arnhem Land region, to be conducted by David Steinberg. The project will include a close collaboration with local Aboriginal communities. Firstly research includes a strong focus on local Aboriginal knowledge as to the location of shipwreck sites. Secondly members of the community will participate in all stages of the fieldwork including wreck inspections.

This season the project has focused on the Maningrida community and its surrounding area. Maningrida is located on the east bank of the Liverpool River in central Arnhem Land.

Interpretation on the steamer wreck *Australian*

The *Australian*, a schooner rigged steel steamer of 2838 gross tonnes, was built in 1896 by Robert Napier and Sons of Glasgow, Scotland. It was owned and operated by the Eastern and Australian Steamship Company. This company's fleet of ships facilitated coastal trade between ports along the north, east and south coast of Australia and international trade to ports in the Indonesian archipelago and the China Sea. The steamer ran aground in 1906 on Vashon Head reef along the north coast of Arnhem land. This occurred due to an error in navigation, brought on by an unusually strong tide and the lack of navigational

beacons in the region.

A brochure on the shipwreck has recently been produced by the museum. : A display is presently being developed in conjunction with the Parks and Wildlife Commission of the NT and traditional owners of the Cobourg Peninsula region. It will be housed at Gurig National Park located in NW Arnhem Land.

Silvano Jung's Masters thesis – further fieldwork

Recent archaeological research on the Darwin Harbour Catalinas has focused on one site, believed to have belonged to the US Navy. Examination of the aircraft's propeller assembly and engine features indicate that the wreck is a PBV-4 Catalina variant. These were early model Catalinas, deployed in the Philippines with PATWING 10. While retreating back to Australia after the Allies were forced from the Philippines, five PATWING 10 aircraft operated from a Sea Plane Tender, the USS *William B. Preston* in the Harbour. Three of these aircraft were destroyed at their moorings during the first Japanese air raid on Darwin on 19 February 1945. The identification of this wreck site (previously known as 'Catalina 5') indicates that this is a unique find, as it represents the only located, and relatively intact PBV-4 in Australia.

A field trip is planned this Dry Season on another suspected US Navy Catalina located near the PBV-4 wreck. This wreck (previously known as 'Catalina 4') could be an ex-Royal Netherlands Air Force Catalina. Apparently, the Dutch Catalinas had metric gauges and instruments, which would help to identify the wreck, since all of the other Catalinas reported to have been lost in the harbour had imperial measurements on their instruments. Hopefully, if we can confirm this wreck's identity, Darwin's lost Catalina, by a process of elimination, must be a US Navy aircraft as well; another PBV-4, since all of the RAAF's 1945 Catalina losses are now positively identified.

South Australia

Heritage South Australia

Plans for new maritime heritage trails: Work continues on the development of two new maritime heritage trails. The Garden Island Ships' Graveyard Maritime Heritage Trail has been in development since July 1998 and is scheduled for launch in August of this year. The trail concerns the 25 vessels abandoned on the shores of Garden Island and in the North Arm of the Port River between 1906 and 1945. Besides interpretive signage located adjacent to the graveyard itself and the closest boat ramp, this trail is to be

accompanied by an interpretive booklet and Internet site.

The Port Elliot Maritime Heritage Trail comprises five signs concerning the development of Port Elliot and the seven vessels that were wrecked in the vicinity of the Port between 1853 and 1864. Associated with the signage of the Port Elliot Maritime Heritage Trail will be the production of a brochure on the sites.

Jervois Basin Ships' Graveyard: Heritage South Australia has been engaged in the recording of the remains of vessels abandoned and broken up in the vicinity of the Jervois Basin in inner Port Adelaide. This area has been a major site for the breaking up of vessels in the Port Adelaide region since the early 1900s until the early 1980s and has at least 6, and up to 22 vessels abandoned on site. Current work in the area is concentrating on the location of other likely vessel remains and the correlation of this material with the vessels identified as being broken up there. A major task has been the correlation of vessel remains with the vessel *Fitzjames* that was reputedly disposed of inside the basin sometime around the turn of the century. The *Fitzjames*, originally a wooden barque was built in 1852 at Richibucto, New Brunswick, Canada and ended up as a Quarantine vessel and boys reformatory hulk in Port Adelaide.

Port Adelaide Torpedo Boat Station: A preliminary investigation into the Port Adelaide Torpedo Boat Station and its Torpedo Boat TB191 has begun with the help of naval history enthusiast and Torpedo Station researcher, Mr. Lee Rodda. Built in Port Adelaide in 1905 and abandoned in 1911 the station was a late response to the worries concerning Russian invasion that was consuming Australia at the time. Over the years the land in question has been reclaimed, but reports of structural remains on the site have been attributed to the station. An initial investigation has concluded that although there are no remains that are definitive evidence of the station, some features, such as the original jetty will allow other structural remains to be located and identified.

New Wreck – *Caprice*: Following on from the West Coast survey, reports by Coffin Bay locals has resulted in the finding of the small cutter *Caprice* in Mount Dutton Bay. The small vessel, only about 29 feet (8.84m) in length, is the only known example on the shipwrecks database of a South Australian oyster-dredging cutter. Its construction date and builder are unknown, but it foundered in the bay in c1928.

Staff Changes: We regret to report that Nathan Richards has left Heritage SA in favour of Flinders University and student work hours. No more 9-5 for

Nathan. He undertook a great deal of valuable work on the abandoned ships of South Australia, the Garden Island and Port Elliot maritime heritage trails and the shipwrecks database, amongst a host of other things. While he will still be calling in from time to time, he will be sadly missed around the office by all our staff.

We are pleased to report that Bill Jeffery, our Principal Maritime Heritage Officer, has returned to take up the reins again in South Australia after a sojourn of about ten months in Queensland.

Heritage SA has been fortunate in obtaining the services of Robyn Hartell for a few months, and hopefully for longer. Robyn was the Education Officer for many years at the South Australian Maritime Museum. She is presently engaged on the Garden Island Maritime Heritage Trail (signs and booklet) and the Port Elliot Maritime Heritage Trail (signs and brochure).

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

Tasmania

Tasmanian Shipwrecks Book: Volume 2 of this publication is almost ready for the printers and (hopefully) will be out in December. This hard cover volume of approx 350 pages will cover Tasmanian shipwrecks from 1900-1999. Contact Mike Nash for further details or ordering.

SS *Tasman*: John Riley and his team from NSW will be returning in December to complete the survey of the deep water (70m) wreck of the SS *Tasman* (1883). Some artefact material will be raised for positive identification and for use in a small display at the Maritime Museum of Tasmania next year.

***Sydney Cove*:** After touring for the past two and a half years the *Sydney Cove* exhibition is finally returning to the Queen Victoria Museum, Launceston, for refurbishment before going on permanent display at new facilities in 2001. Work will be starting soon on producing an expanded edition of the previous *Sydney Cove* publication to include additional research carried out since 1996.

New Site: Word has just been received of a wreck located near the entrance to Port Davey on Tasmania's far southwest coast. It has been tentatively identified as the whaler *Victoria* which was lost in 1870 while

returning to Hobart. Further investigation is underway.

Shipwrecks Database: The Tasmanian section of the Shipwrecks Database has recently been transferred to WA for inclusion in the National Database. Completed from research carried out for the Tasmanian shipwrecks books it is complete up to the present day with over 1000 wrecks now included.

Mike Nash
Maritime Heritage Officer
Tasmanian Parks and Wildlife Service

VICTORIA

Heritage Victoria

Mahogany Ship: The big news in Victoria of recent past has been the discovery of what has been called the "*best clue this century*" regarding the location of an ancient wreck in the sand hummocks near Warrnambool. First recorded by a shipwrecked party of sealers in the 1830s while walking back to Port Fairy it was known as 'the ancient wreck' then! Made famous by another 19th century report that described the timber as hard and dark' like mahogany' the wreck became known as 'the Mahogany Ship', and has been linked with an unproven theory of a Portuguese voyage of discovery along the eastern coastline of Australia.

Since 1993 finders Des Williams, Jim Henry and Phil Latimer have conducted research and used a hand auger to search for buried timbers with no success, until June this year when at a depth of 3 metres high in the sand hummocks a hard object was struck above the water table. A sample was chipped off and sent to CSIRO for identification and which proved to be northern hemisphere oak. It is the first time that a non-native timber has been found in the search area. It could conceivably be part of another nearby shipwreck or a piece of driftwood, but its location and the nature of the find have warranted further serious investigation. Heritage Victoria has been organising to have a non-disturbance Ground Penetrating Radar survey conducted by GPR expert Tony Siggins to see if there are further remains in the area, however the last two occasions have been rained out and too wet for the sensitive electronics. The next scheduled survey date was early October.

The Heritage Council has approved \$15,000 to fund an engineering assessment of the Monitor Class battleship *Cerberus* (1867). The assessment is to determine whether *Cerberus's* above water profile consisting of the armour belt with the main deck, turrets and guns can be structurally supported to

prevent further collapse and in fact to lift it to its pre-collapse profile. The thin hull has largely collapsed under the massive weight of the armour belt and turrets.

A report to evaluate the significance of historic shipwreck relics in Amnesty collections has been completed by archaeologist Jonathan Howell-Meurs. Among the findings was that there are indeed a number of objects in Amnesty collections of high significance, that most of the items in Amnesty collections are from a small number of wrecks (including the *Loch Ard*, *Victoria Towers*, *Fiji* and *Joseph Scammell*), and that there are very few artefacts in Amnesty collections from pre-goldrush (1851) shipwrecks.

A data integrity project has been conducted for the last three months with Wayne Caldwell being employed to ensure all the material on the electronic database is correct, current and suitable for internet publication with a view to the MHU's Shiplist database going on-line (see below). Also work has been done in ensuring the new files can be more easily transferred to the national database. A number of wrecks have been removed from the database (usually refloats or Tas/NSW wrecks), and a number have been added in the course of this process.

Development of the Geelong waterfront has seen the discovery of material related to the early Moorabool Street pier, including the remains of a goldrush era earth jetty, landfill and piles. The MHU with the assistance of MAAV member James Parkinson conducted an underwater survey to complement the watching brief being undertaken by archaeologist Fiona Weaver for the City of Greater Geelong.

Works to the MHU's Devil Cat now see it at the stage where it can successfully pass survey, with seating, life-rings, new radar and electronics the latest additions.

Further work is planned for the *City of Launceston* in October-November 1999 and February-March 2000.

The Victorian Heritage Register, which includes historic buildings, gardens, trees, cemeteries and all historic shipwrecks, is now on-line, and may be visited at <http://www.heritage.vic.gov>. The site also has technical reports and advice for owners of heritage properties, information about important sites and media releases.

The State Heritage Strategy is currently being finalised after the completion of the public and stakeholder consultation process. It includes the 'Shipwrecks 2005' policy document stating the MHU's

future directions for shipwreck site management, educational, promotional and research activities.

Ross Anderson
Maritime Heritage Unit
Heritage Victoria
Level 22
Nauru House
80 Collins Street
MELBOURNE VIC 3000

Tel: 03 9655 9721
Fax: 03 9655 9720
email: ross.anderson@doi.vic.gov.au

Queensland

Queensland Museum

The Queensland Museum's Maritime Archaeology Section (what's left of it, now that Bill J, Alison M and soon Viv M's contracts have run out) are flat out, ie. at full strettttchhhh, getting exhibits for the 660 sq m *Pandora*/Maritime Archaeology display area sorted. This has got to be installed and ready for try-outs by March 2000. The new museum in Townsville doesn't open officially until June 2000.

Pandora (and Maritime Archaeology) are to be the principal object of the museum. We live in hope that this means that somewhere along the track (in the not too distant future) this will also be reflected in the new museum's staffing structure, ie. bums on seats in (new) salaried positions !!

Relocation: The Queensland Museum's Maritime Archaeology Section will be relocating to Townsville holus-bolus in January 2000. Janet Campbell and Warren Delaney are unfortunately not making the move with the Maritime Archaeology Section to Townsville, as they have commitments which are keeping them in Brisbane. They are hopefully both to be re-deployed within the Queensland Museum.

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

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

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

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

AROUND THE WORLD



Noah idea holds water: *The Australian* 29/09/99: Compelling evidence that there was a Great Flood, as told in the Old Testament story of Noah's Ark, has been found far below the waters of the Black Sea by an American expedition.

Underwater surveyors, led by Robert Ballard have discovered an ancient coastline at a depth of 140m.

The Ballard team were working from a theory about the biblical flood of antiquity propounded by two marine geologists from Colombia University in New York.

News from the Internet

From Histarch 15 October 1999: Several months ago I posted a research survey of 15 questions as part of my Ph.D. research into the development of maritime archaeology. The success of that pilot study has led to the development of a more in-depth questionnaire which is currently being sent out. The aim of the study is to gather data concerning present attitudes towards several issues currently facing the field of maritime archaeology. The questionnaire is being sent to professional archaeologists/maritime historians, sport divers, students in maritime archaeology, amateur archaeologists, professional commercial salvors and treasure salvors.

If you would like to participate in this study please e-mail me your postal address and I will add you to my mailing list.

I want to extend my deepest thanks all those who participated in the previous pilot study. Without your input this next step would not have been possible.

Glenn P. Darrington
(e-mail: gd9@st-andrews.ac.uk)
Scottish Institute of Maritime Studies
University of St. Andrews
St. Andrews Scotland

From HISTARCH: The Plymouth Colony Archive Project, created and maintained by Jim Deetz, Patricia

Scott Deetz and Christopher Fennell of the University of Virginia, presents a fully searchable archive of original texts and analysis papers on the Plymouth Colony, 1620-1691. This site includes: texts of early laws, court records, wills, and probates; analyses of the colony legal structure, domestic relations, early settlement, criminal records, individual biographical information derived from court records, indentured servants and masters, and archaeological analysis of house plans and material culture; texts such as *Mourt's Relation* (1622) and *Goode Neues from New England* (1624); and the previously unpublished "Vernacular House Forms in Seventeenth Century Plymouth: An Analysis of Evidence from the Plymouth Colony Room-by-Room Probate Inventories, 1633-1685," by Jim and Trish Deetz.

The Plymouth Colony Archive Project is currently located at: <http://www.people.virginia.edu/~jfd3a>, and will be located as well in the near future in the collections and archive databases of the University of Virginia's Electronic Text Center, at: <http://etext.lib.virginia.edu>

We greatly appreciate any comments and suggestions about the contents and format of this web site; please contact Chris Fennell by email at ccf4f@virginia.edu.

From Histarch: Megan Springate has just finished a major update of her Historical Archaeology website at <http://www.digitalpresence.com/histarch.html>

Updates include: - bibliographies on the fur trade, marbles, smoking, etc. - expanded references section, including new sections for cutlery books, and regional and site-specific references - expanded links to Historical Archaeology around the 'Net - Joining of the Archaeology Web Ring - Awarded the GKA Golden Trowel Award for Archaeology on the Internet

Megan is adding a section listing firms doing archaeology. Listings would include contact info, website link, etc. If you'd like to be listed, please send her your details at mspringate@trentu.ca

From: E. Wittenberg EWitten507@AOL.COM: **Spain Gets Rights To Sunken Warship:** The Assoc Press

NORFOLK, Va. (AP) -- A salvage company that found a centuries-old sunken Spanish warship has no right to the vessel or the treasure it may hold because the ship still belongs to Spain, a federal judge has ruled.

The ruling by federal Judge J. Calvitt Clarke Jr. ends an ongoing dispute between Spain and Sea Hunt, a salvage company that found the warship *Juno* in 1997 less than a mile off the Virginia shore. Clarke's

decision gives Spain permanent possession of the *Juno*, which disappeared off the East Coast in 1802 with almost 435 passengers and, according to some accounts, as much as \$500 million in coins and precious metals.

Soon after the Sea Hunt's discovery, Spanish officials challenged the company in court, saying the ship was never technically abandoned and they still owned it.

We're the ones who spent the time and effort to find the ship, and it's given to a country that never lifted a finger to find it, said Ben D. Benson, who led the recovery expedition.

He said his company has spent more than \$1 million mining the Atlantic graveyards of the *Juno* and another ship, *La Galga*, that also sank nearby. Clarke based his ruling on the 1763 treaty that ended the French and Indian War.

Under the terms of the treaty, he ruled, Spain is the rightful owner of Spanish ships that sank off the U.S. coast after 1763. Spain has no claim to *La Galga* because it sank in 1750, 13 years before the treaty, he said. But while Sea Hunt now has rights to *La Galga*, the ship was not known to have been carrying any treasure when it sank.

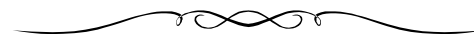
From Paulo Monteiro on the SUBARCH list comes **The liner *Empress of Ireland***, was sunk in the St. Lawrence on May 29, 1914 killing 1,012 of its 1,500 passengers and crew. This week, the Quebec government moved to protect the site to foil the plans of salvagers, following a proposal by a Canadian company, last year, to blow up its cargo hold to recover an estimated C\$1 million of nickel ingots.

ArchPub - Archaeological Publications

Announcement List: ArchPub will be distributed as a digest twice a week (Tuesdays and Saturdays) beginning with April 1999. One of the postings will be for additions to AON Books index and the other will be reserved for postings from the listmembers and related items picked from other mailing lists.

To subscribe to ArchPub, send the message: subscribe ARCHPUB to: majordomo@mail.serve.com
To post a message to the list use the list address: ARCHPUB@mail.serve.com.

ArchPub web page:
<http://www.serve.com/archaeology/archpub>
e-mail: archaeology@mail.serve.com



Associations

The Australasian Society of Historical Archaeology

For further information please contact:

The Secretary
Australasian Society of Historical Archaeology
Box 220
Holme Building
University of Sydney NSW 2006

NAS: For information on the Nautical Archaeology

Society, please contact:

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

Grants and funding

George Alexander Foundation & Ian Potter

Foundation : Value up to \$100,000. Awarded to Australian organisations for projects in areas including arts, fellowships, travel, grants and research. Closing dates mid April; mid July. Contact Executive Secretary George Alexander Foundation and Ian Potter Foundation

Level 5, 1 Collins Street
Melbourne Victoria 3000
Ph (03) 9650 3188

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

National Maritime Museum
Head of Research
Greenwich SE10 9NF England

United States Cultural and Academic Specialist

Grants : Awarded to American specialists to spend two to six weeks at an Australian museum or gallery to work on specific projects or work as consultants.

Available on a shared cost basis with USIS (United States Information Service) Contact: Noeline R. Milson, USIS

Ph: (02) 6270 5966
Fax: (02) 6273 3051.

Australia Council Grants : The Council provides grant money for many cultural activities. For comprehensive details and application procedures

please see the Australian Council for the Arts Grants Handbook. Available from the Australia Council on (02) 9950 9000
Belconnen ACT 2616

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

New Books, Publications, Videos and Articles



"Mirror of the Australian Navigation By Jacob Le Maire" - A facsimile of the 'Spiegel der Australische Navigatie door Jacob Le Maire', published in Amsterdam in 1622. The account of the voyage of Le Maire and Schouten.

The original book of 1622 has been faithfully facsimiled in this prestigious Australian Maritime Series. Accompanying the facsimile of the original Dutch text is the English text first published in 1770 by the great Pacific scholar, Alexander Dalrymple, together with an essay by Edward Duyker which carefully examines the importance of the voyage in the context of modern-day scholarship.

Hordern House and the Australian National Maritime Museum together publish the Australian Maritime Series. This is a unique project started in 1991 that makes available finely bound, limited edition copies of important and early voyage books.

Mirror of the Australian Navigation by Jacob Le Maire is Number Five in this prestigious series.

FOR FURTHER INFORMATION PLEASE
CONTACT HORDERN HOUSE, 77 VICTORIA
STREET, POTTS POINT, NSW 2011

PH: (02) 9356 4411
or (02) 9357 7355
FAX: (02) 9357 3635

The Society for Historical Archaeology (SHA) :

Back copies of the Society's publication *Historical Archaeology* are now available on CD-Rom. Out of Print Volumes 1 – 23 (1967 – 1989) may be searched by word, subject, author, or title. The table of contents, bibliographic list of contents, reports, book reviews, editorials can also be accessed and downloaded to print.

The CD-Rom along with The SHA Special publication on *Underwater Archaeology – 1999*. Edited by Askins Neidinger and Matthew Russell are available from the Society for Historical Archaeology, PO Box 30446, Tucson, AZ 85751 – 0446, USA.

Larry Bowman Catalogue No. 5

Larry W Bowman of Indian Ocean Books, Maps and Prints has released Catalogue No 5 featuring 532 antiquarian items on the Indian Ocean Region. The catalogue will be sent free of charge to individuals who clearly and specifically indicate their collecting interests and to institutions seeking to augment their Indian Ocean holdings. Contact Bowman at bowman@uconnvm.uconn.edu
or
PO Box 232
Storrs CT 06268-0232
USA

Survivors: British Merchant Seamen in the Second World War by G H and R Bennett has just been published. 256pp 24 illus. £25 from The Hambledon Press
102 Gloucester Avenue
London NW1 8HX
England

Forthcoming Conferences

Art Fraud and Heritage Crime – Protecting Art, Protecting Artists and Protecting Consumers. 2 – 3 December 1999. Australian Institute of Criminology Conference. For further information please contact The Conference Co-ordinator, PO Box 139, Calwell, ACT, 2905. Ph (02) 6292 9000

Proposed workshop: The archaeology of culture contact in Australia (8 December 1999)

We are proposing a one-day workshop considering issues related to the archaeology of culture contact and the archaeology of recent (post-European) Aboriginal history. This is provisionally planned to be held the day before the 1999 AAA conference. This workshop does not seek consensus on the term 'contact', which is used here to cover a range of research which often employs different terminology.

This workshop originates from discussions during the 1998 AAA conference, where it was evident that current research projects were considering similar

methodological and theoretical issues. Following a quick informal poll, it was decided to take advantage of this year's AAA conference and organise a workshop (rather than a session) around this theme. It is worth stressing that this is not part of the AAA program, but we are taking advantage of the timing of the national conference to encourage participation.

We hope to take advantage of the informal nature of the forum to initiate a broader discussion than possible in a conference session, and provide an opportunity for people to discuss their research into the archaeology of culture contact in Australia. Consequently the program is currently entirely provisional, and will be developed in following months.

The workshop would aim to demonstrate the variety of approaches being conducted into the archaeology of culture contact in Australia, and signpost key questions and research directions. For students and others currently conducting research the workshop would provide an opportunity to inform others of their research, particularly as much of this research is still unpublished.

If you wish to attend, then respond to either Rodney Harrison or Alistair Paterson. Your feedback will assist the program - tell us what you want in it!

Alistair Paterson, phone 08-93802867
paterson@cyllene.uwa.edu.au
Rodney Harrison, phone 08-93803947
rharriso@cyllene.uwa.edu.au

Alistair Paterson
Associate Lecturer
Centre for Archaeology
University of Western Australia
Nedlands, Western Australia 6907

The Australian Archaeological Association (AAA) Annual Conference 1999 – Transformations: Will be held at the Mandurah Gates Resort, Western Australia between 9 and 11 December 1999.

Accommodation and transportation packages are available.

For further information and downloadable registration forms, point your browser to www.arts.uwa.au/Archaeology/AAA99

AAA Conference 99
C/o Centre for Archaeology
University of Western Australia
Nedlands WA 6907 Australia
Fax: +61 (08) 9380 1023

GIS/GPS FOR ARCHAEOLOGISTS: An intensive workshop at the Archaeological Computing Laboratory University of Sydney:

7 - 18 February 2000

Since 1996 we have held annual intensive workshops on GIS/GPS for Archaeologists. We will be holding our next two week intensive workshop in February 2000 (weeks can be taken separately). The workshop is aimed at introducing a wide range of GIS and GPS techniques for landscape, site and artefact mapping, and getting participants up to speed on effective use of Desktop Mapping and GPS.

Past workshops have been very well received. Each year we improve our equipment, teaching materials and technique, allowing us to provide participants with new skills and an up-to-date overview of the equipment, applications and approaches available to maximise on the spatial components of their data.

Participants are encouraged to bring along their specific problems or datasets for analysis.

Week 1: Desktop Mapping and GIS: 7 - 11 February 2000

An introduction to desktop mapping - simple but functional GIS packages designed for real people rather than GIS professionals. The course will focus on MapInfo, one of the most popular, and in many ways the easiest,

of these software packages. MapInfo is a vector based GIS, available on PCs and Macs, that allows us to store and display spatial data, to link conventional databases with maps, and to analyse and query the data.

We will also look at other GIS software packages, including GeoMedia, Maptitude, MFWorks, Idrisi, Grass, ERMapper, Vertical Mapper and especially ArcView. ArcView is similar to MapInfo in many ways, but has added extensions for grid-cell and 3D capabilities, and is equally widely used.

We will also look at the issues involved in publishing map data on CD or on the WWW and the creation of map animations from spatial data.

Week 2: Data Collection (including GPS): 14 - 18 February 2000

An introduction to various ways of getting map data into a GIS, focussing on the specific needs of the participants within the group structure. We will cover

free and low cost data sources, creating maps from existing databases in ASCII text, Excel, Access and other DBMS, and scanning and digitising from current and historic maps (including techniques for rectifying historic maps and aerial photographs to fit modern coordinate systems).

We will also collect and download Global Positioning Systems (GPS) data (suitable for extensive mapping e.g. site survey) and digital surveying equipment (suitable for intensive mapping e.g. excavations) and learn about the limitations and precautions required in using this equipment and the types of equipment available. We will be generating and analysing our own data.

Having explored the capture and analysis of data, we will complete the course by looking at ways to get the data out, both through printed maps, insertion of maps within documents, creation of WWW pages and publication of raw data (using ArcExplorer and CD-ROM).

Basic Computing Skills: 3 - 4 February 2000

This is a short two-day course for those who are not confident with basic computer use, designed to get participants up to speed with simple computer skills. Otherwise it will be assumed that all participants understand generic software menu commands (Open, Save, cut-and-paste etc.), as well as directories, folders, file names, the desktop, the mouse, etc. This will only go ahead if there is sufficient demand.

This is a lot to get through in two weeks, and participants are asked to expect a pretty intense and intensive learning experience. You will learn skills which will allow you to analyse and present data for business clients or academic audiences, as well as having an understanding of other tools that are available for more specialised applications. Any participants who have their own data sets they wish to work on are welcome to bring them along.

Participant numbers are limited to ensure everyone has access to a Windows workstation in our lab for the duration of the workshop. Although we use Windows, the skills taught will be equally applicable to Mac users. The precise content of each workshop will be adjusted according to the skills and interests of the group. Participants will also be able to use all the facilities of the lab during the workshops, including large format A1 digitiser and A0 photo-quality plotter, scanning and video capture, and a wide range of GIS and other software.

The cost of each workshop is as follows

Basic Computing Skills (2 days)
\$200 for all participants.

GIS/GPS for Archaeologists (2 weeks)
If paid by 24 December, 1999 (25% discount); \$1500
(students \$600) If paid after 24 December, 1999;
\$2000 (students \$800)

GIS/GPS for Archaeologists (single week)
If paid by 24 December, 1999 (25% discount); \$1000
(students \$400) If paid after 24 December, 1999;
\$1333 (students \$533)

We can accept Purchase Orders and/or issue pro-forma
invoices if required. Negotiable discount for two or
more participants from one project or department.

Student rate is normally available only to full time
students, but we will assess applications on a case-by-
case basis from part-time students who are not
substantially employed in archaeological, GIS or
computer-related work.

Refunds in case of cancellation before 23 January 2000
will incur administrative expenses of \$50 (except for
Basic Computing Skills course cancelled through lack
of numbers). After this refunds will be limited to
50%. If cancellation is unavoidable, e.g. illness
/accident, we will give reasonable consideration to a
full refund less expenses.

For further information contact:
Andrew Wilson or Ian Johnson
tel: 02 9351 3142
fax: 02 9351 6392

**33rd Conference on Historical and Underwater
Archaeology: "Waterways and Landscapes"
Society for Historical Archaeology and Advisory
Council for Underwater Archaeology Quebec City,
Canada January 4-9 2000**

The official "SHA Québec 2000" web site is now on
line at www.sha.org/meet20.htm. Advance registration
and conference information can be
obtained there. New information concerning any aspect
of the Conference and any changes to the program will
be posted on the site, so please consult it regularly. All
SHA and ACUA members will shortly receive an
Advance Registration Package by mail.

Réginald Auger
Program Coordinator, CELAT,
Université Laval,
Québec City (Québec), Canada G1K 7P4

Email: reginald.auger@celat.ulaval.ca
Fax: (418) 656-5727
Ph:(418) 656 2952.

In situ preservation: Proposal for a session at the
Society for Historical Archaeology and Advisory
Council for Underwater Archaeology (SHA Quebec
2000), Quebec City, Canada
January 2000

Current plans are to develop a symposium on the in
situ preservation of archaeological sites for the 2000
SHA to be held in Quebec City. This is a solicitation
for papers that will address the in situ preservation
of historic period sites. Papers may address underwater
resources, terrestrial resources, or terrestrial resources
that are now submerged for some
reason. Subject matter may include completed
projects, proposed projects, the use of synthetic
materials, as well as purposely placed materials near
submerged sites that are intended to alter the
immediate environment around underwater resources.
Papers will be limited to 15 minutes.

Please send a brief tentative subject matter title and a
description of the paper's content, as well as ALL
requests for information, to Robert M. Thorne :

Rmthorne@olemiss.edu

**CALL FOR PAPERS: The 12th annual Symposium
on Maritime Archaeology and History of Hawai`i
and the Pacific will be held President's Day
weekend, February 19-21, 2000, at the Hawai`i
Maritime Center in Honolulu, Hawai`i. This event is
co-sponsored by the University of Hawai`i Maritime
Archaeology and History Program and the Hawai`i
Maritime Centre.**

The 11th annual symposium was a resounding success
with added activities and the introduction of theme
sessions. For the 12th symposium we will be
continuing with session themes. Topics under
consideration are listed below. If you are interested in
presenting a paper, or have any further questions,
contact the Marine Option Program at the addresses
listed below.

NEW FOR 2000: We will be preparing a post-
symposium proceedings publication. Selected papers
will be compiled and made available to symposium
members and the general public. As with this year's
symposium, abstracts will be posted on the Maritime
Archaeology and History web site.

SUGGESTED SESSION TOPICS:
Western Contact in the Pacific

Cook and the *Endeavour*
Transpacific Commerce
Inter island Steam Navigation in Hawai`i
World War II in the Pacific
Findings from the Field (current projects)
Polynesian Voyaging
Management of Maritime Museums
Conservation and Preservation
Whaling
Maritime Biographies
Aviation Archaeology
Maritime Archaeology Technology
Midway Atoll
Others

ADDITIONAL INFORMATION: contact University
of Hawai`i Marine Option
Program, 2525 Correa Rd., HIG 215-A, Honolulu,
Hawai`i 96822 USA.
phone: (808) 956-8433, fax: (808) 956-2417, email:
<mop@hawaii.edu> web:
<http://www2.hawaii.edu/mop>

**Tradition and Innovation: Advances in
Conservation – 11c 18th International Congress: 10
– 14 October 2000** Melbourne, Victoria. Contact
Jullian Bickersteth, International Conservation

Services. 53 Victoria Ave, Chatswood, NSW, 2057. Ph
(02) 9417 3311 or email j.bickersteth@ibm.net

Further Studies and Internships

The Greenwich Maritime Institute is a newly
established research and post graduate centre founded
to become a Centre of Excellence in London. The
Institute is a free standing institute within the
University of Greenwich, drawing on the university's
existing academic strengths and developing them in
new directions.

The first two postgraduate courses to be offered by the
Institute are the MA in Maritime History and the MA
in Maritime Policy.

For further information please contact
Dr Sarah Palmer, Director, Greenwich Maritime
Institute,
Cooper Building, King William Walk, Greenwich
SE10 9JH United Kingdom.
Ph +44 (0) 181 – 331 7689
Fax: +44 (0) 181 331 7690
Email: [S.R. Palmer@gre.ac.uk](mailto:S.R.Palmer@gre.ac.uk)

AIMA/NAS Training Newsletter

Please send any contributions or comments to :

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

Issue 4

October 1999

News from New South Wales

Our most recent Part I course, held on the weekend of the 25th September, was run in conjunction with the annual conference for the Australian Institute for Maritime Archaeology. Those course graduates who attended the conference had their participation accredited towards the completion of their Part II.

Special thanks to our South Australian visitors, Mark Staniforth, Cassandra Philippou and Nathan "Nugget" Richards, who presented some of the lectures for the course.

During the AIMA Conference, the Wrecks Alive was launched. This is a community based, voluntary research project, co-ordinated by the NSW Heritage Office. It aims to encourage the recording of historic shipwreck sites in NSW. Divers are invited to examine their favourite wrecks, to research their history, and to record the range of marine life found on them. This initiative is the perfect vehicle for those graduates wishing to complete their Part II, III and IV certification. For further information contact David Nutley (02 9849 9574) or Tim Smith (02 9849 9575).

In the last weekend of October, our first Part II course is to be held in Sydney. It will involve one day of lectures and a day of field survey of the wreck of a barge in Berry's Bay. Please note that this course is being held in Sydney, not Myall Lakes as was previously advertised.

As this will be the last newsletter before the start of the new millennium, (I think...?), have a good NYE and all that.

Cosmos Coroneos
AIMA National Training Officer

News from South Australia

Unfortunately the AIMA/NAS Part 1 Training course scheduled for 14/15 August 1999 had to be cancelled due to lack of numbers. It is hoped that the revival of

the Society for Underwater Historical Research (SUHR) in South Australia will result in increased demand for AIMA/NAS Training in the future. The next part 1 course is scheduled for 13/14 November 1999.

Five students from Flinders University attended the JCU Maritime Archaeology field school on Magnetic Island in July which Mark Staniforth was involved in teaching in. Only one (Richard Coombe) needed to do the AIMA/NAS Part 1 and Part 2 Training which was offered as part of the field school. The other four (Heike Tausendfreund, Chris Lewczak, Kelly Horne and Tracey Treloar) - who had already done AIMA/NAS Part 1 and completed most of Part 2 - gained valuable field experience and had a great time.

Thanks to Brad Duncan and Peter Veth for organising the field school and AIMA/NAS Training.

Mark Staniforth

News from Victoria

A Part 1 Course is to be held in 27-28 November 1999 which will include a lecture component for the fulfilment of Part II. This course will be held during Heritage Victoria's field season on the *City of Launceston*.

Ross Anderson

News from Western Australia

Graduates of the NAS program have returned this week from Beacon Island, in the Abrolhos where they assisted with the excavation of skeletal material from land sites associated with the wreck of the VOC ship *Batavia*. Their help proved invaluable and gave them the opportunity to use their newly acquired archaeological skills.

The involvement of AIMA/NAS volunteers further highlights the success of the program which gives

students training in fundamental archaeological principles. Students also took part in wreck inspections of the *Batavia* and *Hadda* sites as well as proving their skills in a terrestrial environment.

The next AIMA/NAS Part I is set for 6/7 November 1999 in Bunbury. A Part 1 followed by Part 11 is also planned for February 2000. For more information contact me.

Corioli Souter

News from Queensland

On 29 May, our first Brisbane based Part 1 course was held in the training rooms at the Queensland Museum. The outdoor session was undertaken in the public (very) arena at the front of the museum, working from one piece of modern art to another. The sound of water splashing at the Art Gallery's entrance however lent us a touch of audio authenticity.

The Part II lectures took place on 15 August, again at the Museum and ran for the morning, with Bill Jeffery, Peter Gesner and myself lecturing to the group.

Part III came the following Sunday, with the group straining at the bit (almost) to get out there and do some real work. We arrived on Moreton Island, south of Comboyuro Point on the first early morning barge

trip and set up a pretty significant base camp

From the original group of eight, we were now whittled down to three with Bill and myself – but just the right number for the three wrecks we were to look at: the iron and steel 'Bulwer wrecks' *Hopewell*, (1900 – 1938), *Kallatina* (1890 – 1931) and the *Mount Kembla* (1885 – 1934). Two of them lie across the intertidal zone, and the third lies across their sterns, just covered at low tide to a maximum of approximately 2.5m. The vessels were scuttled in the 1930s to serve as a small boat harbour, which is still used by small fishing craft.

The site was ideal – protected in the right conditions, and shallow. Each vessel was surveyed, and each participant chose one to look at as the basis for their short report, and directed the measuring activity on their site. The group produced some good work, and were particularly impressive underwater – well done everyone!

One of the participants, Andrew Gillespie attended the AIMA Conference and so is well on the way to completing his Part II.

Thanks to Bill Jeffery, Peter Gesner, and Christine Ianna for her guest appearance in Part 1.

Viv Moran

AIMA/NAS DIARY: TRAINING OPPORTUNITIES

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

Date	State	Venue	Grade	Subject
October				
1/4	VIC	Bendigo	Part II	ASHA Conference (partial fulfilment conference day requirement for Part II).
17	VIC	Sandringham	Part II	Survey Day school, Carrum Unidentified Wreck
30/31	NSW	Central Coast	Part II	Survey weekend. Myall Lakes
November				
6/7	VIC	Polly Woodside	Part I	
13/14	SA	Heritage SA labs, Netley	Part I	
27/28	NSW	ANMM	Part I	
27/28	VIC	Polly Woodside	Part 1	

ANMM Australian National Maritime Museum
 ASHA Australian Society for Historical Archaeology

YOUR STATE TUTORS

South Australia

Mark Staniforth
AIMA/NAS Senior Tutor in Australia
School of Cultural Studies
Flinders University of SA
GPO Box 2100
ADELAIDE 5001
phone 088 201 5195
fax 088 201 3845
Mark.Staniforth@flinders.edu.au

Queensland

Vivienne Moran
Queensland Museum
Queensland Cultural Complex
P.O. Box 3300
SOUTH BRISBANE 4101
phone 073 840 7673
fax 073 846 1918
VivM@qm.qld.gov.au

North Queensland

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

New South Wales

Cosmos Coroneos
AIMA National Training Officer
46 Gale Rd
MAROUBRA 2035
phone 029 344 3120
fax 029 344 3120
cosmosc@ozemail.com.au

Victoria

Malcolm Venturoni
20 Sixth Avenue
CHELSEA HEIGHTS 3196
phone 039 772 4727
mobile 015 814 535
malcolmv@ocean.com.au

Western Australia

Corioli Souter
Western Australia Maritime Museum
Cliff Street
FREMANTLE 6160
phone 089 431 8439
fax 089 3357224
corioli.souter@museum.wa.gov.au

Part I

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

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

Part II

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

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

Part III

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

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

Part IV

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

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