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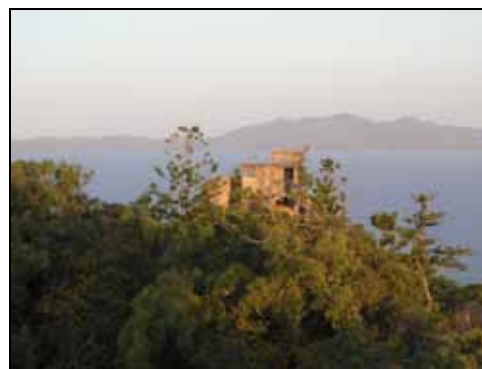
World War II in Townsville

Addressing the Dichotomy of Management in Underwater and Terrestrial Sites

The following develops upon the report from the Queensland section of the last AIMA newsletter (24.2) which detailed the current activities of the James Cook University masters program in maritime archaeology. In addition to a general update of the relevant events that have taken place in Queensland since the last AIMA newsletter, this commentary aims to address the occurrence of management dichotomy in WWII underwater and terrestrial sites in the Townsville region.

World War II in Queensland: World War II had a particularly heavy impact on the Townsville area. Cleveland Bay, just outside of Townsville, was a central harbour serving as an assembly point for shipping during the Second World War. From here, shipping was monitored and managed. Magnetic Island became the location for a signal station and coastal battery. The bay is also now a graveyard for dozens of World War II soldiers and a great deal of war related material remains. Data collected by the maritime archaeology masters students at JCU during the first semester of 2005 exemplified the importance of World War II sites in the area. Of the 200 sites marked in the compiled wreck database, 121 or 60% of the original 200 wrecks in the Townsville region are directly related to World War II (*continued on page 8*)

Bradley L. Garrett
James Cook University



The Magnetic Island Battery defended Cleveland Bay in Townsville during World War II (Images: James Cook University)



Cleveland Bay: A vivid World War II cultural seascape and the crash area of one of Australia's worst air disasters (Image: James Cook University)

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AIMA NEWS

President's Report

Dear AIMA members,

AIMA matters have been progressing without drama over the last few months. This is thanks to the steady hands of Jennifer Rodrigues and Aidan Ash in the administration of this organisation, Myra Stanbury and Jeremy Green our editorial team, David Nutley who maintains the website and Nathan 'Nugget' Richards our steadfast newsletter editor. The stability in these routine tasks within AIMA has liberated some time for the tackling of some wider issues. The perennial battles with the commercial salvage of shipwrecks, the AIMA submission to the Federal Productivity Commission and a request that AIMA merge with the other major archaeological societies in Australia will be discussed in this report. But first.....

Last newsletter report as AIMA President: At the upcoming AGM in late November I will be standing down as AIMA President. The reason is purely because of workload. It is a tricky thing to run an archaeological consultancy and provide the time required to be an effective AIMA President. Either one suffers in preference to the other or in my case both suffer equally. I am happy with what has been achieved, though somewhat frustrated that more was not done. This, however, has come at a personal and financial cost, which could not be sustained, at least in the short term. Given these circumstances it is the right time for someone with 'fresh legs' to take over and take this organisation further.

I think these last three years has seen AIMA progress towards a more professional footing - providing better and more reliable services to its members. I believe we have increased our presence as an organisation both nationally and internationally. The measure of our success could perhaps be seen in the occasional expectations placed on this organisation, which are more akin to those placed on bodies that have a bevy of paid staff, rather than those which are run by dedicated volunteers.

I am very proud to have worked with a team of people over the last three years who shared the belief that AIMA is an important, relevant and worthwhile organisation and who care enough to put a lot of their free time into it.

AIMA submission to the Federal Productivity Commission: In August AIMA made a submission to the Productivity Commission enquiry on Heritage initiated by the Commonwealth Treasurer, Peter Costello. The subjects broached in the submission were:

- *Background*
- *The economic benefits of conserving Australia's shipwreck heritage*
- *What does it take to conserve Australia's shipwreck heritage?*
- *What else is needed?*

The submission concluded with expression of the following key points:

For the greater efficiency and economically productive management of Australia's historic shipwrecks it is suggested;

- *Public education on the long term economic benefits of the preservation of shipwrecks continue;*
- *That the tenure of the Commonwealth Historic Shipwrecks Officer be increased or that a qualified maritime archaeologist, either as a contract or on secondment, fill the position on a short term basis;*
- *That the Commonwealth explore whether productivity gains that would arise if a single State agency had responsibility to administer its State based heritage legislation as well as being the delegated authority for the Commonwealth Historic Shipwrecks Act 1976;*
- *Allow Delegated agencies to supplement Commonwealth Historic Shipwrecks funding by instituting a 'user pays' system for access to wrecks within a Protected Zone (as defined in HSA Section 7);*
- *Amend the Commonwealth Historic Shipwrecks Act 1976 to incorporate all forms of physical cultural heritage located in Australian waters;*
- *That the Commonwealth ratify the Convention for the Protection of Underwater Cultural Heritage, and;*

- *Increase the annual funding allocation to the Commonwealth Historic Shipwrecks Programme.*

I am indebted to Joel Gilman and Jennifer Rodrigues who prepared this document and skilfully edited my errant contributions into positive statements. You can view the submission on the inquiry website: <http://www.pc.gov.au/inquiry/heritage/index.html>

Lecture at Sydney University by Professor Vinh on shipwrecks in Vietnam: In July I attended a lecture held at Sydney University, which featured Professor Augustine Vinh who advises the Vietnamese Government on matters to do with shipwrecks. The talk was promoted as 'Maritime archaeology in Vietnam' however on the day the talk was titled 'Shipwrecks in Vietnam'. A lengthy account of my views on this talk was posted on the various Australian archaeology email lists, including the AIMAmemberslist. A copy of the email can be provided on request. What will follow will be a merciful précis.

When listening to Professor Vinh's talk one could be forgiven to think that the only shipwrecks in Vietnam were those that had onboard copious quantities Chinese porcelain. Also that the underwater cultural resource management protocol was to locate the biggest porcelain wrecks, excavate them and sell the bulk of the artefacts on the open market. It was an odd talk given that was originally billed as being about maritime archaeology. For each wreck presented, there was a PowerPoint slide devoted to the date, origin and location of the wreck, another slide showing the porcelain recovered and a final slide describing how much the artefacts were sold for and at which auction house.

Professor Vinh was quick to explain that this form of underwater cultural resource management was the only model that could be practised in Vietnam because of corruption and looting. Vietnam is not the only country that experiences these problems and we have heard many a time the trials and efforts that maritime archaeologists who work to overcome these problems. Professor Vinh's justification of commercial salvage as being the only option in Vietnam is diluted somewhat by the fact that for the talk he gave at the NSW Art Gallery he was billed as having one of the largest collections of blue and white ceramics in the world, with a focus on shipwreck wares. Professor Vinh is also Professor of Management at the Hanoi School of Business, Vietnam National University.

There are two issues here that concern AIMA. Firstly, that Australia is an accomplice to the commercial salvage practices in Vietnam by serving as a major clearinghouse for the sale of artefacts through auction. This is a matter of some hypocrisy as this country has laws against this practice for shipwrecks yet we encourage it elsewhere. This issue is one reason why AIMA is pursuing the ratification of the UNESCO Convention for the Protection of Underwater Cultural Heritage. If this Convention were to be incorporated into Australia law then it would be very difficult, if not impossible for such sales to be conducted in this country. With other countries taking this stance it may well prompt the Vietnamese Government to reassess the value of its underwater cultural heritage in terms of long-term economic gains through tourism and jobs rather than its lesser economic value as a source of immediate hard currency.

The second matter of concern is that Professor Vinh indicated that the Vietnamese Government supports the UNESCO Convention for the Protection of Underwater Cultural Heritage. He is in discussions with the UNESCO people in Vietnam to see whether his Government's commercial salvage model could be accommodated within the Convention. One of the reasons that the Convention was established was to stop this very practice. It would be disastrous if such an accommodation were reached, as it would make a mockery of the Convention and all it stands for.

Letter from Denis Gojak concerning the amalgamation of AIMA, AAA and ASHA: Last month the Presidents of AIMA, the Australian Society for Historical Archaeology (ASHA) and the Australian Archaeological Association (AAA) received a letter from Denis Gojak. Denis for those of you who don't know is a historical archaeologist of many years standing. He was employed at NSW National Parks for decades before recently joining the dark side by becoming a consultant. An example of the respect that he has within the archaeology community is that last year he organised a day workshop, at his own expense, in Sydney and over 100 consultants/academics/government people (including interstate) showed up. An unprecedented event.

The letter - attached in full in this issue – requests that the organisations consider ways in which they could work together to form a more effective lobby group and make better use of each organisations strengths and resources. The word 'amalgamation' was used as well as other models of cooperative ventures.

In recent years the organisations have taken to running joint conferences. Perhaps in the near future all three organisations will contribute towards a dedicated part time position for an Administration Officer. This would be an effective use of resources. A number of letters have been written with the logos of the three organisations forming the letterhead and countersigned by all three Presidents. Perhaps this *ad hoc* situation can be formalised by a standing inter-organisational committee. However how far this will go will be dependent on the members of each organisation. Issues of relevancy, the retention of identity and equitable sharing of resources will have to be addressed. This is not something that will be decided quickly as Denis has noted.

This letter is being discussed in the AIMA Council and is on the agenda for the November AGM where it is anticipated that AIMA will produce a statement on this matter. If anyone has any thoughts or concerns on this matter please do not hesitate to contact myself, the Secretary or you're State Councillors on this matter.

What to do with AIMA savings: In the September 2004 issue of the newsletter (Vol 23, no. 3) I wrote about what we should do with AIMA's accumulated savings. At the time we thought we could had \$45,000 in savings. Through his careful monitoring of AIMA's cash flow, the Treasurer, Aidan Ash, has confidently tucked away \$60,000 into a term savings account. A discussion was initiated last year in Council with the intention of coming up ideas on what should be done with it. For the reasons stated at the start of this report, Aidan's and my time has been spent dealing with immediate matters rather than long term planning.

We have kick started the debate as this money should be made to work for the benefit of AIMA members. Two concepts have been presented to the AIMA Council – do we use the interest generated from these savings to offer annual scholarships and travel subsidies to the members or do we spend part, or all of it, on a project or product? We anticipate that a decision on this matter will be finalised at the upcoming AGM.

Cosmos Coroneos

Secretary's Report

Membership renewal: Membership renewals are still coming in. For those of you who have yet to renew your AIMA membership, you can download the form from the AIMA website and fax, email or mail them to me at the WA Maritime Museum address. Thanks to all those who have sent in their renewals.

AIMA AGM: Please be reminded that the AIMA AGM will be held on **Monday 28 November** at 5pm at the Western Australian Maritime Museum, Victoria Quay, Fremantle, where the conference is being held. Members will be notified of the specific room/location nearer the date.

Jen Rodrigues

Special Item-Letter to Association Presidents

To the Presidents of:

15 September 2005

- The Australasian Society for Historical Archaeology
- The Australian Archaeological Association
- The Australasian Institute for Maritime Archaeology

Dear Presidents Susan, Judith and Cos,

I am writing to you as a long-standing and occasionally active member of all three societies and as someone who supports their objectives in promoting archaeological investigation, conservation of the resource and communication of our results to the public.

Recently I have been involved in helping to prepare submissions for changes to the NSW Heritage Act relating

to its relics provisions, the Commonwealth Productivity Commission enquiry on historic heritage and other strategic issues. I have also initiated an occasional historical archaeology practitioners day in Sydney which was aimed at getting everyone who does historical archaeology, whether they were members an established body or not, together to encourage them to start working together as members of a group with common objectives, threats to livelihood and so on. As a result of these activities I have become increasingly convinced that the current arrangement of having three Australian archaeological societies that have niche sub-disciplinary domains is not helping either workers in archaeology, the discipline or the resource itself. The rest of this letter goes to supporting my argument and, as a bottom line, calling for the three societies to work towards merging for their own and Australian archaeology's benefit in a staged process.

There are, I think, three main grounds for considering merger as necessary. These are:

- the separation that is effected by the three societies is becoming less relevant to either academic or public archaeology
- three societies representing archaeological interests make for less effective lobbying with government
- members and potential members and the public are missing out on the economies of scale that merger could bring.

The 2002 Townsville combined mega-conference underlined what the rest of this letter is about. The three societies were able to come together and do what they needed to do for their own normal conference purposes and it clearly demonstrated that most archaeologists worked as easily outside the sub-disciplinary society boundaries as within them. It was a big conference and that allowed it to provide opportunities for student support that would otherwise be largely unattainable, especially for ASHA.

I think that sometimes we tend to think of archaeologists' work as reflecting the artificial bounds that the societies have created and maintained, but this is clearly not the case. When the three societies were established their potential members came from three fairly distinct academic origins and the nature of each subdivision's specialisation was reflected in different legislative protection for the resource. In the past decade this has become much less apparent, and many archaeologists now graduate having done at least two, and sometimes three of the sub-disciplines, and continue to work in them. All are better integrated within cultural heritage management and academic separations are far less rigid than they were. The sharp line between Aboriginal — historical — maritime no longer exists in academia, in the way archaeology is investigated, in graduate ability or in legislative effect. It only remains in the three societies' demarcation of their area of interest.

All of the societies have been active in representing the archaeology profession and the interests of archaeological heritage at national and state levels in the past. However, there is a view I have found in government that identifies the presence of three societies as diminishing the impression of a collective voice, and being potentially a reflection of sectional interests when submissions or advocacy is considered. At a government level the presence of multiple societies or representative groups makes for less impact, far less plausible threat or argument and fewer people or resources to contribute to the critical job of lobbying and preparing solid submissions and advocacy. It weakens the societies' ability to lobby on behalf of the resource or member interests when each cannot say that they represent all archaeological opinion in the country.

This maintenance of the sub-disciplinary differences has resulted in a landscape of three societies that have negligible overlap in membership, are effectively working against each other because they ultimately compete for the membership dollars of a finite and small group of archaeologists. The three societies further cannot provide the level of service to members that a single group could more easily meet.

A particular issue is the cost of membership in the three societies to the average punter and the resultant ineffectiveness of the representation of the discipline. To become a member of all three societies would cost \$100 annually for students or \$145 for full membership. While that is not really restrictive for a professional [comparable to a year's AACA or ICOMOS full membership] my impression is that there would be very few potential members who belong to all three. The benefits they receive — 1 or 2 substantial journal issues, newsletters, electronic newsletters, conference attendance — would proportionately cost less and cover much more ground than they do now. It would also provide enough members in each capital city to be able to have a realistic events *I* talks program that would serve either professionals or the public. At the moment there is limited ability to support such initiatives except through National Archaeology Week. ASHA's talks program in

Sydney in the 1990s, for example, fell over because it just didn't have the bums on seats to sustain the required organisation. The amount of funds allocated to supporting student participation varies greatly between the societies but is an important factor in fostering continued membership and activity. None of the societies is really developing significant public membership or outreach, which also probably reflects the perceived lack of value for money to a non-professional audience.

There are somewhere between 500 and 1000 working archaeologists in Australia and they are being offered not a single clear affiliation but three alternatives. These reflect, at a superficial level, sub-disciplines within which we work, but we also acknowledge through our work that indigenous archaeology doesn't stop at 1788 and that maritime archaeology continues about high water mark, and that many important archaeological questions or heritage resource affect all three areas.

As the Presidents representing our discipline, and who were required from the Townsville Conference onwards to consult regularly on matters of mutual importance, I think you are in a perfect position to do something. The first thing would be to open it up for discussion with the members. I've timed this deliberately so that it leads up to the three AGM5 and it should be raised as an issue to be discussed. Because it is a major issue it would be reasonable to aim that all three societies should openly debate the issue for several years from 2005 with a vote in 2008 to decide whether to merge as an **in-principle** matter. Two-three years is necessary partly so that all of the issues for and against can be fully aired and there is no sense of time pressure forcing a decision. If the three societies all voted yes in 2008 then there is probably another 2-3 years worth of work in sorting out a merged constitutional framework, how membership will be set and so on before the final entity can be created, which would give 2010 as a date to work towards if there was strong support for merger.

I can see that there are also substantial reasons against merging, quite apart from the impact of change itself. All of the societies have worked hard to get to the position where they are now and would not want to possibly lose anything in a merger. Specific alternatives may possibly meet some of the concerns — the effectiveness of lobbying may be able to be improved by creating an umbrella entity covering all of the societies, for example. Each of the societies has a distinctive way of doing things and sacrificing that would doubtless be a wrench, and I offer no solutions to how the issues of ASHA having substantial New Zealand membership, AIMA's role in dive training or how financial arrangements would be resolved. These are all things that need to be considered in discussion. What is most important is that a debate is initiated and that society members can make informed decisions about the longer-term future of their societies.

You may not be convinced by the argument that merging is necessary, and there are also very good reasons against it, but these should be clearly articulated and the members of the three societies asked to consider all of the costs and benefits.

I look forward to seeing the debate start at the three AGM5.

Yours sincerely
Denis Gojak

AUSTRALASIAN NEWS

Australian National Maritime Museum

Fort Denison: Recently ANMM staff revisited Fort Denison to continue the underwater survey of the island. This dive concentrated mainly on the area between the Martello Tower and the Bastion with a number of items being located and recorded. One of the most notable features in this area were the large sandstone blocks that are believed to have originally come from a wall that formed a wet ditch protecting the eastern side of the island. This dive completed the fieldwork component of the survey. Currently a report outlining the survey's findings is being compiled for the NSW Parks and Wildlife Service.

North Bay Project: In August the Museum was invited to participate in a collaborative project with the National Parks and Wildlife Service (Tasmania), the Maritime Archaeology Association of Tasmania and Heritage Tasmania. The project's main aim was to attempt to locate the remains of an anchor from Able

Tasman's flag ship *Hermshrick* lost off the Tasman Peninsular in 1642. The team conducted a series of magnetometer surveys off the Forestier Peninsula locating several magnetic anomalies. Divers were deployed to investigate these targets but unfortunately no remains of the anchor were located.

Dunbar: Taking advantage of the calmer winter conditions the Museum in conjunction with the NSW Heritage Office visited the *Dunbar* wreck site near the entrance to Port Jackson. The smoother conditions provided an ideal opportunity to access this usually turbulent site to examine the state of the wreck. The site was found to be in very good condition with no obvious signs of deterioration or change.

Stirling Smith

NORTHERN TERRITORY

Artefact returned to Historic Shipwreck site:

On the 30 August 2005, the rusty remains of a WWII 1938 BSA (M20) motorcycle was returned to the historic ship wreck site of the *Mauna Loa*, which was sunk in Darwin Harbour by Japanese aircraft in 1942.

Removed from the *Mauna Loa* wrecksite in June 1991 by the Australian Navy Clearance Diving Team from HMAS *Waterhen*, the motorcycle was donated to the Museum and Art Gallery of the Northern Territory (MAGNT) for commemorative display in the 50th anniversary (1992) of the bombing of Darwin. The *Mauna Loa* was subsequently declared an historic shipwreck site in 1994 under the Northern Territory's *Heritage Conservation Act 1991*.

Following the commemorative anniversary display (1992 – 1994) the motorcycle was again on public display in 1996. Despite having been stored in a specially designed tank and kept wet, the motorcycle's composite metal construction continued to deteriorate over the years. Conservation was difficult because the motorcycle comprised several different material types (including stainless steel, iron, copper, brass, rubber, plastic, glass etc), each requiring specialist treatment. To conserve effectively would have required separating each component for individual treatment. This was considered not possible due to the objects deteriorated state.

Made in 1938 by the Birmingham Small Arms Company, under orders from the 'War Office', the BSA –M20 was a small, but heavily built motorcycle used for dispatch and scout riding by the British Army and her allies. Thousands of these robust little motorcycles were built and numerous examples have survived today, including several found in transport museums around the world. It is even still possible to buy a BSA – M20 via the Internet today, or to purchase a replacement exhaust system for an existing one.



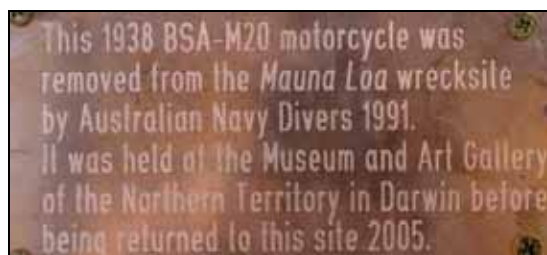
BSA motorcycle before (Image: Paul Clark)



BSA motorcycle after (Image: Paul Clark)



BSA motorcycle return (Image: Paul Clark)



BSA copper ID tag (Image: Paul Clark)

From an archaeological perspective the motorcycle had little or no value. Recovery from the seabed (although well meaning by the Navy at the time), was compromised because of the lack of contextual data. Its original location on the wreck site was not known, nor was its orientation or association with other artefacts or the ship's structure recorded. Its archaeological value was therefore reduced somewhat, to that of curiosity, rather than part of a question orientated research program.

While having historical significance due to its connection with World War II and the bombing of Darwin, the motorcycle was in very poor condition and beyond any reasonable long-term conservation treatment. In a corroded and decayed state and with little archaeological interest even the potential for future display or interpretation was considered very marginal.

Faced with these problems the MAGNT decided that the proper course of action was to return the artefact to the wreck site. The author would be interested to know if other artefacts have ever been returned to historic shipwreck sites under similar circumstances.

Paul Clark, Darwin

Charles Darwin University

On a recent opportunity to dive in Darwin Harbour, Silvano Jung saw the wreck *Zealandia*, which sank during the first Japanese air raid. Below are some photos from his dives.



Zealandia Rudder Post (Image: Silvano Jung)



Zealandia Bow Stem (Image: Silvano Jung)

QUEENSLAND

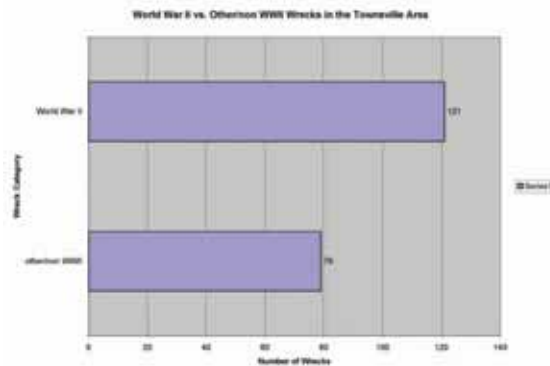
James Cook University

World War II in Queensland (cont.): Since the publication of the last AIMA newsletter, a WWII commemoration ceremony was held in Townsville in August 2005. The commemoration included a joint American and Australian service that marked the end of the war and victory in the Pacific. Part of this ceremony was dedicated to the memory of 27 American soldiers who crashed in Cleveland Bay in 1943 in a Douglas C47 Dakota.

Douglas C47 Dakota: Of the 121 wrecks catalogued in a 20 mile radius of the Ross River Breakwater for the project, one of these wrecks was a Douglas C47. We discussed the methodology and use of a magnetometer to try to locate this wreck in the last AIMA newsletter (24.2). Now, we are using the wreck to lead as an example of significant submerged WWII heritage in the Townsville region.

As mentioned in the last AIMA newsletter, this plane wreck is also regarded as the fifth worst air disaster in Australia (see www.townsvilleatwar.com.au).

The VP60 commemorative ceremony in Townsville last August had also established a plaque in honour of this air disaster. Additionally, there are personal stories, most of which come from children of the 1940s. Most of the oral accounts describe children playing near the river or beach that happen to come across parts of dead bodies, all of which are dressed in khaki uniforms. Furthermore, many of the family members of the deceased were not fully aware of the conditions and nature of their respective family member's loss until they were contacted by local researchers, Peter Murray and Alan Gunders.



Graph displaying World War II wrecks vs. 'Other' wrecks in the Townsville region. (Image: JCU)

Personal communication with the RAAF (Royal Australian Air Force) museum curator was informative in terms of the potential for integrity of the C47 site. The RAAF curator informed the research team that Cleveland Bay was a heavily fished area, and that the GBRMPA zoning restrictions are actually quite recent. The curator suggested that any wreck debris would have been greatly churned or broken up over the sixty years of heavy fishing. Furthermore, Murray and Gunders state that there are oral accounts of the C47 being labeled as a shipping hazard shortly after the wrecking, and that consequently the wreck had been blown up, though there is no official documentation to support this suggestion.

The JCU research team in cooperation with Murray and Gunders has made the first and only attempt thus far in the heritage management process, which consisted of simple locational research, which led to a number of magnetometer hits, but yielded no conclusive location. Even if further work does not locate the site, we have learned the large heritage value of this wreck and can deduce that heavy fishing and potential explosive activities have furthered the decomposing process of the site. Again, we aim to address the C47 as a model of underwater heritage so we can make a comparison of underwater versus terrestrial heritage management.

The Magnetic Island Forts – Terrestrial World War II Site Management Bias:

The World War II forts on Magnetic Island are a great example of the possibility for good site management in the area. Unfortunately, these techniques are rarely extended to underwater heritage sites, despite the fact the Townsville has a significant dive tourism industry, and could feasibly benefit from good underwater trials of non sensitive sites. Established trails around Magnetic Island for instance, and wrecks such as the *SS Moltke* get a large number of visitors each year.

Presently at the forts there is a well-established trail that guides the guest through the site complete with informative signage addressing the site's significance, its role during the Second World War as well as cautionary signs for visitor safety. The trail leads the user through living barracks and storehouses.



View of turret base (Image: James Cook University)



View of inside the forts (Image: James Cook University))

One fort is located so as to look over at Townsville harbour at incoming shipping. Despite the time and money invested, the Magnetic Island forts never played an active role in the defense of the harbour unlike the planes crossing over Cleveland Bay.

The forts, have been turned into a heritage trail, are protected, and have plenty of interpretive materials for users. This occurrence further elucidates the Eurocentric dichotomy of land and sea. On a cursory level, it seems that if a site is located in the water, then it is not worthy of protection because most people cannot readily access it.



View of Horseshoe Bay from the Forts
(Image: James Cook University)

The JCU team, private researchers, and other stakeholders regard the C47 and other World War II wrecks in the area as equally significant. If the Cleveland Bay C47 for instance was extended better protection earlier on, then it might be better preserved because it would have been cosseted from the heavy fishing activities in the area. The forts are very accessible to the public now, and consequently some problems have arisen such as graffiti on the Forts. This is a direct impact on the site from users; something would have to be monitored if these wrecks were to be advertised to the diving public. Of course, in many instances, such as the Cleveland Bay C47, proper management may include not advertising the wrecks location. This however should not exclude these sites from protection and monitoring simply because they do not 'turn a profit'.

It is interesting to note the differences in the way 'sites' are viewed in the area. Take for example the shipwreck trail on Magnetic Island. Most of these wrecks were scuttled or were scuttle mishaps to create breakwaters. It is slightly curious that a shipwreck trail can be established around the island when there are one hundred thirty two plane wrecks in the same vicinity that have very strong or perhaps stronger significance. A World War II heritage trail could easily be established with some further efforts.

Considering the strong military presence in Townsville, it is suspected that a Second World War heritage trail would be well received. People could still fish in the area but regulations could prevent anchors from being dropped and trawlers from coming into close contact with the sites. The large SCUBA diving industry on Magnetic Island could have more sites to take students. Furthermore, management and maintenance of the trail could be executed through the James Cook University maritime archaeology practicum course that would inherently encompass heritage issues. This way, the sites can be protected and managed and students could learn hands-on underwater and maritime archaeology and heritage skills.

Bradley L. Garrett

Other JCU Reports: We are very pleased to announce that the 8th and 9th of October 2005 at least ten students are going to follow an AIMA/NAS part 1 certification at the Townsville Maritime Museum with the participation as lecturer of Bill Jeffery, Vivienne Moran, Steven Beck, Ralph Zillmann, Megan Absolon and Nicolas Bigourdan.

The last opus of the Maritime Practicum Project as an element of JCU Master of Maritime Archaeology took place during the VP60 celebration in August. Indeed, as part of the commemorations, a monument has been erected to remember the death of 27 American soldiers on board of a C-47 (Dakota) crashed in Cleveland Bay near Townsville, being Australia's fifth worst air disaster. This wreck has been the subject of research for Master student last semester (see AIMA Newsletter June 2005). During this event at the Jezzanine Barracks, many Australian veterans and Military representatives were present together with the Townsville Mayor, Prudy Drew (niece of the C-47 pilot) and the commander of US Air force in Japan and Korea. For further info please have a look at the September issue of JCU Outlook cover story at : <http://www.jcu.edu.au/div1/marketingandpr/mediaoutlook.html>

- Bill Jeffery is currently back to write his PhD after two semesters of teaching at JCU. In addition, Earthwatch has just recently approved his future Earthwatch Project for Chuuk Lagoon (Micronesia) for 2006. Therefore, he plans to attend their annual conference in Boston in early November 2005. In terms of congress attendance, Bill Jeffery is going to present a paper during the next AAA/AIMA conference held at Fremantle end of November 2005. Bill is also lecturing and co-organizing the AIMA/NAS course part 1 certification in October 2005 at the Townsville Maritime Museum. Finally, he is going to be involved in teaching at the UNESCO field school in Galle (Sri Lanka) in November/December 2005.

- Nicolas Bigourdan is at the moment following a GIS course at JCU as well as lecturing and co-organizing the AIMA/NAS course part 1 certification in October 2005 at the Townsville Maritime Museum. He is about to complete the writing of his thesis as part of the Master of Maritime Archaeology finishing early in December this year. Then he is going to present a paper partly on his thesis at the next AAA/AIMA conference in Fremantle end of November 2005.

Nicolas Bigourdan, Bill Jeffery

A weekend was recently spent photographing defense sites at Pt Lonsdale and Queenscliff as part of PhD research being undertaken in southern Port Phillip. I am currently planning to undertake a project to more accurately survey the network of WWII sites in the Pt Lonsdale foothills in greater detail after the completion of the thesis later this year. The WWII defense networks were installed in this area predominantly in response to the threat of submarine and aerial warfare, which meant that the previous defensive facilities concentrated at Queenscliff and Pt Nepean were no longer provided adequate coverage for attacks that could be mounted from far offshore. Initial investigations over the last five years have revealed a system of military sites, including Mark 7 gun emplacements, searchlights, bunkers, observation/ range finding posts, communications cables, and access paths and tramways, which are interlinked (and hidden) within the dense coastal vegetation. The area also demonstrates many other sites associated with navigational facilities, including the former telegraph station and former lighthouse site have already been surveyed, and the lighthouse keepers quarters. Current discussions are taking place to investigate the involvement of the MAAV in the project.

Brad Duncan

Museum of Tropical Queensland

***Scottish Prince* (1887) field trip July 19-21, 2005:** The *Scottish Prince* was the last of 10 shipwrecks needed to be video documented for a Commonwealth Historic Shipwrecks Project- Queensland Virtual Reality Shipwrecks Trail. To get to the *Scottish Prince* a joint Maritime archaeological Association of Queensland (MAAQ) and Queensland Museum fieldtrip was planned. The *Scottish Prince* is located approximately 400m off the Southport beach just outside of the Southport Seaway. Weather conditions during the programmed week were deteriorating yet one successful effort to get to the site was achieved. Crossing the Seaway bar and over the site was quite lumpy. Video and stills of the site were acquired with some to-ing and fro-ing in the swell. Flathead, puffer fish, wobbegong and a stone fish were seen on the site along with the mandatory bait and small tropical fish prevalent in the area. Thanks must go to the MAAQ in general for the success of the fieldtrip and particularly to Don Norman for supplying the boat.

Don Norman, Lynton Holroyd, Warren Delaney (MAAQ), Coleman Doyle, Andy Viduka (MTQ)

SOUTH AUSTRALIA

Flinders University

The Archaeology Department has undergone several staffing changes in the last three months. At the end of June Dr. Joe Flatman left Flinders to take up a position at University College London where he has become the co-ordinator for the Masters programme. Joe is to be replaced by Jennifer McKinnon in January 2006. Jennifer studied for her PhD at Florida State University examining a 17th century Spanish anchorage in Wakulla, Florida. Her thesis examined trade between the Spanish and the Native population in Florida and its extension into the

non-Spanish world during the Apalachee mission period. Jennifer has also worked for the Florida Office of Cultural Resources in their Underwater Archaeology Division. While there she was involved in the 1733 Spanish Galleon Trail project, the results of which have just been launched as a website available at <http://dhr.dos.state.fl.us/archaeology/underwater/galleontrail/>.

Until Jennifer's arrival in January Susan Briggs has been appointed to teach in the Graduate Maritime programme, Undergraduate topics and organise the field school (see below). Susan submitted her PhD thesis in August, which examined the Victorian concept of respectability as displayed through the material culture of Port Adelaide residents.

Two students have also left the Department, having successfully completed their Masters Degree. James Beringer-Pooley submitted a thesis entitled 'Comparative Corrosion Analysis of the WW1 J-Class Submarines in Victoria', which received a Distinction. Congratulations to James, who is now travelling in Canada. Shane Lyons also completed the thesis component to be awarded a Masters Degree. Shane's thesis, 'The Lighthouses of Kangaroo Island: A survey of the archaeological potential on historic lighthouse sites', surveyed areas surrounding lighthouses for archaeological material. Shane has returned home to Canada.

Graduate students at Flinders have undertaken several training courses in preparation for the field school. Technical Assistant Rick Bullers organised a boat handler's course, which included both theory and practical application. Students have also completed Senior First Aid training and will be completing a DAN Oxygen Provider course. This brings student qualifications in line with new University Diving Regulations in time for the field school.

Flinders University annual Maritime Archaeology field school is this year to be held at Mount Dutton Bay, near Coffin Bay on the Eyre Peninsula. Students will be examining the historic jetty at Mount Dutton Bay. The jetty is unique in that it is the only known jetty to have been constructed on a private pastoral lease in South Australia. The jetty was used to ship the wool clip to Port Adelaide or direct to markets in the United Kingdom. Participants in the field school will also be surveying a boat that sank at its moorings near the end of the jetty. The boat is purported to be an oyster dredge used to harvest Native Oyster beds from the surrounding bays. The field school will be held between the 1st and 14th February 2006. A limited number of places are still available for divers and non-divers. Enquiries to susan.briggs@flinders.edu.au.

Susan Briggs

TASMANIA

Maritime Archaeological Association of Tasmania

Prince of Wales Bay magnetometer survey - In search of the *Anson* Mooring: As part of Brad Williams' investigation into colonial prison hulks in the Derwent River, Tasmania, a magnetometer survey of Prince of Wales Bay, Glenorchy, was undertaken in August 2005. The 1742 ton, 3rd rate naval ship *Anson*, was used as a female probationary hulk in the bay between 1845 and 1850. Whilst the hulk was towed away and broken shortly after 1850, the site offers significant archaeological potential - it is the only female probationary hulk site in the world, therefore the associated material culture is unique. With the support of Ecophyte Technologies, the Australian National Maritime Museum, Tasmania PWS and James Parker, a section of the bay off Dowsings Point was surveyed by magnetometer, in an attempt to locate the mooring of the *Anson* (a large metal structure of known configuration). Contemporary pictures determined the search area, and a very promising target was located. This target will be the focus of further investigation over the next few months and could contribute greatly to the knowledge of this unique penal site.

Re-formation of the Maritime Archaeology Association of Tasmania: Over the last few months, there have been moves to re-form the Maritime Archaeology Association of Tasmania (MAAT). MAAT was a very active group during the late 1970s and 1980s, being instrumental in the establishment of projects such as the *Sydney Cove*. The new MAAT has been structured as a sub-group of Wildcare Inc, an independent division of the Department of Primary Industry, Water and Environment which functions as the incorporated governing body of Tasmanian volunteer groups undertaking natural and cultural heritage projects.

The group has only just officially formed, therefore a membership drive and project planning are the next stages. It is envisaged that MAAT will work closely with other Australian maritime heritage groups. The committee is very keen to hear suggestions from the industry, other Australian avocational groups, and in particular past members of MAAT. For further details, please keep an eye on Australian archaeology e-groups, future AIMA Newsletters, or email maatasia@yahoo.com.au (a website is in the planning stages).

AIMA/NAS Training: An AIMA/NAS Part 1 course (and Part II lecture series) is planned for the long-weekend of November 5-7. The venue is to be confirmed, but it is anticipated to be held on the east coast of Tasmania. To be kept updated on this, and future Tasmanian courses, please contact Brad Williams brad@southcom.com.au

The North Bay/Tasman's Anchor project: In August 2005, a team assembled on the Forestier Peninsula, Tasmania, in search of Abel Tasman's anchor, lost in 1642 off his flagship, the Heemskirk in North Bay. The project was a collaborative effort by Parks and Wildlife Tasmania, The Tasmanian Heritage Council, The Maritime Archaeology Association of Tasmania, The Australian National Maritime Museum and Ecophyte Technologies and aimed to consolidate and confirm the decades of work undertaken by New Zealand author Grahame Anderson on Tasman's exploration of the coastline of Australia and New Zealand.

Through research of primary documents relating to Tasman's voyages, Anderson had formulated a theory of the location where Tasman had anchored in North Bay to escape a storm in early December, 1642. The journal of crew member Isaac Gilseman described that after the storm, upon raising the anchor, only the shank was pulled, having lost the flukes - thus leaving behind a significant artifact relating to the European discovery of Tasmania - a tangible link to the namesake of Tasmania.

Anderson had previously mounted two expeditions to Tasmania in search of the anchor - the last in 1997 had gained promising hits with a marine magnetometer in 45 metres of water, in proximity to the expected anchorage location of Tasman. At the time, however, circumstances prevented a systematic investigation of these sites by divers. The 2005 project, coordinated by James Parker and Brad Williams, worked in collaboration with Anderson to re-survey the area with improved staffing and technology, to re-examine these magnetic anomalies and have divers investigate likely targets. The aim of the project was not to raise the anchor, but to attempt to confirm the location and assess its condition in order for a comprehensive conservation management plan to be formulated in conjunction with Anderson and an appropriate Australian museum.

Magnetometer operator, Ian Moffat (Ecophyte Technologies), Maritime Archaeologists Stirling Smith (Australian National Maritime Museum) and Brad Williams (Maritime Archaeology Association of Tasmania) worked with divers from Eaglehawk Dive Centre to survey a 700 metre square in North Bay, in the vicinity where Anderson's previous expeditions had indicated magnetic anomalies. A proton magnetometer, integrated with GPS and towed behind a boat was used to scour the area in a grid-pattern and the data plotted on a map to highlight areas of magnetic anomalies. Analysis of the data identified two possible targets, however visual investigation of the most likely of these proved to be either a false reading, or a buried target.

Although the anchor was not located, the major rationale of consolidating prior data was fulfilled, and a greater understanding of site conditions has been gained. There is the future possibility of widening the search area or employing different technology to assist in the search. There are so few seventeenth century European artifacts relating to Tasmania, that the quest for Tasman's anchor is certain to be a project which will continue well into the future. Further information on this project can be obtained through the Maritime Archaeology Association of Tasmania maatasia@yahoo.com.au.
James Parker and Brad Williams

**THE AIMA NEWSLETTER IS SUPPORTED BY:
THE HISTORIC SHIPWRECKS PROGRAM**



Australian Government

Department of the Environment and Heritage

WESTERN AUSTRALIA

Western Australian Maritime Museum

Iron, Steel and Steam 2006: On Site Seminar:

In the last week of June 2006 and in response to Australia-wide and some initial overseas interest, we will be convening Australia's second on-site iron and steam ship archaeology seminar. While centering at the Western Australian Maritime Museum in Fremantle, there will also be attractive elements at Adelaide, Melbourne, Sydney, or Townsville for delegates flying eastwards home. In effect, for some it will become a 'traveling seminar'. While these stop-overs will provide those attending with an opportunity to examine many important programs elsewhere, Iron, Steel and Steam is primarily called to present.

A) At Fremantle:

1) Stage three of the *Xantho* project, i.e. the full re-assembly in the exhibition gallery

2) The beginnings of the Fourth Stage of study comprising a variety of analyses such as the engineering and metallographic, historical and social elements, and so on

3) A 'lessons learnt from *Xantho*' segment including the practicability and ethics of engine recovery, the commitments in expertise, time, funds and effort required and comment on modern iron and steam ship archaeological method and conservation practice.

4) Allied sections will include thematic studies, e.g. exhibition practice; education; pre-Federation warships; WWII ships; the modern phenomenon of deep water iron and steamship archaeology and so on.

5) And at the Fremantle leg generally it is not intended to deal at all in the technical elements of modern deep-water archaeological diving per se, rather discussion will be limited to the results of the application of the 'new' methods to deep sites in as much as they relate to the interpretation and presentation of the sites.

6) The presentation of recent developments in iron, steel and steam ship archaeology and museum practice at other places in Australia.

Elements 1-4 will run from Monday 26 to Wednesday 28.

Fremantle Notes: Australia's first on site practical and theoretical seminar was held at the SS *Xantho* excavation and engine recovery in 1985 and the papers from that seminar were produced by the WA Museum in 1988. A few copies remain available. As per the 1985 on-site seminar, it is envisaged that a publication will result from Iron, Steel and Steam 2006, though as a first stage a set of 'virtual proceedings' they will be collected as PDF's. These can be viewed/downloaded by contributors with a pass-word in the lead up. Attendees not contributing will be provided access to the papers in mid June.

Your hosts in Fremantle: Department of Maritime Archaeology staff



Joining (Image: Mack McCarthy)



Xantho turning shaft (Image: Mack McCarthy)

On their way home flying east across the Australian continent from Fremantle attendees are invited to drop off in Adelaide, Melbourne, Sydney, or Townsville to examine and discuss developments there. We might also be able to present something in Hobart for those having interests there.

Adelaide, Melbourne, Sydney, Townsville Notes:

A) At Adelaide: Travel by small boat, and view the exciting ship's graveyards there. View innovative wreck access and interpretation programs amongst the mangroves and see some amazing old wrecks including the famous iron sailing ship the barque *Santiago*. For those seeking a dive, there are a number of nearby sites, including the former HMAS *Hobart*. Tour historic Flinders University and learn of the maritime archaeology courses there. Your host in Adelaide: Terry Arnott and at Flinders Mark Staniforth.

B) In Melbourne: See the lovely restored barque *Polly Woodside*. Without necessarily getting wet, visit the Monitor Cerberus just offshore, see the conservation of the huge guns recently removed from the wreck, and learn of the management plans for its hull. Then visit a 'J' Class submarine not far away in the shallows and learn first hand of the results of the 'J' Boat study a comparative corrosion study examining a suite of identical vessels with almost identical service histories, yet all scuttled in different environments. Attend a seminar on these projects and learn more about the results of deep water archaeology on the east coast, with Peter Taylor and his colleagues. Your hosts in Melbourne: Peter Harvey and Cass Phillipou.

C) In Sydney: Visit the ship grave yard sites and if you want get wet and dive some shallow wrecks, like the *Royal Shepherd*. Learn about the shipwreck and wreck access programs of NSW. Visit the National Maritime Museum in Sydney, view the exhibits and programs with staff like Nigel Erskine and Kieran Hosty. Also see the conservation laboratories and the fleet of historic ships and boats. See the beautiful restored barque *James Craig* and the restored Fort Denison lighthouse. Attend discussions on the programs in NSW, on the problems of conservation and restoration of the Museum's historic ships and hear Tim Smith speak on the *AEI* & *AEII* and *K9* submarine wrecks, and on his plans for the WWI Gallipoli project. Your hosts in Sydney: There are a number, primarily David Nutley and, at the Museum, Stirling Smith

D) At Townsville: For the sun-seekers (June is in the Australian winter remember), travel up to the Great Barrier Reef and Townsville to visit the fabulous HMS *Pandora* gallery as an example of the latest of the Australian shipwreck exhibits and dive the nature/ iron wreck trail on Magnetic Island Offshore. Those wanting it can also dive on one of Australia's most intact and visited wrecks, the SS *Yongala*. Your hosts in Townsville: Viv Moran, and Andy Viduka

Costs: The *Xantho* Seminar in Fremantle will have a levy for producing the papers in hard copy form. While the costs of running each segment at Fremantle and elsewhere (e.g cars for transport to and from the venues, boats, mid-session refreshments &c &c) will be kept to an absolute minimum the exact costs will not be known until we get an idea of the numbers attending. Either way attendees will need budget for all air-travel, accommodation and all meals. Your hosts at each venue are best placed to advise on accommodation and transport within each state and you will be placed in contact with them once all the expressions of interest are in.

Expressions of Interest In Attending:

1) Send a return EMAIL expressing your interest in attending to the Convener m.mccarthy@museum.wa.gov.au. Subject: Iron, Steel and Steam Seminar. Those without Email can fax the Convener at 61-08-94318489.

2) State where you want to go after the *Xantho* leg at Fremantle.

3) Advise if you can give a paper, provide a draft title and a line or so on its content. Make sure you can translate the final into a PDF file with embedded images. (this is relatively easy, even the Convener a noted steam-powered computer operator has done it).

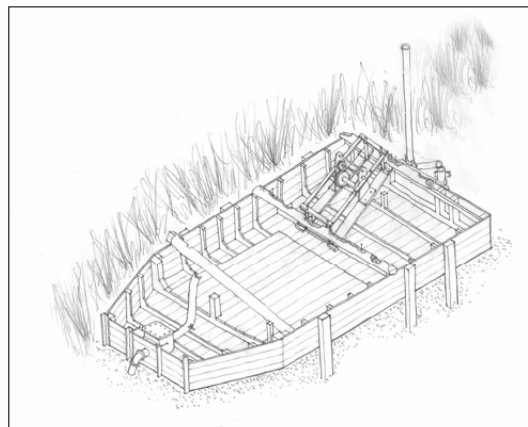
4) Advise if you would be happy to give a talk, the paper, or something similar at the other stops you have nominated.

Mack McCarthy

Maritime Archaeological Association of Western Australia

Yanchep Barges [Excerpt from *MAAWA Messenger*; Volume 3, Number 8, September 2005]

MAAWA members planned to survey barges abandoned in Wagardu Lake, Yanchep National Park Recreation Area. Saturday 27 August was set aside for the event. All went to plan and both barges were surveyed both in plan and cross-section.



Drawing of 'Barge 1' at the north-western end of the lake (Image: C. Cockram)

NEW ZEALAND

Maritime Archaeological Association of New Zealand

Underwater Archaeological Survey of the Kerikeri Basin [Excerpt from the *MAANZ Newsletter Number 22, 3rd Quarter, 2005*]: In the first half of 2004, MAANZ member, in association with a number of other parties, carried out a field survey of the Kerikeri Basin. This survey was carried out at the invitation of the Kerikeri Sustainable Development Committee. The Kerikeri wharf was one of the earliest lands and wharf sites in New Zealand. During the northern land wars of the 1840s, the landing at Kerikeri was used to unload colonial forces to attack Hone Heke after his assault on the flag pole on Maiki Hill above Russell. A butchers shop was located under the wharf in the 1880s. The jetty and the landing were located in the vicinity of the present day reclamation and wharf which was built in the 1930s. A gum store also operated on the north shore of the basin at the turn of the century, and foundation stone for this building still remains approximately 20m from the bridge. The survey consisted of three main elements:

- a basic foreshore pedestrian survey;
- a side scan sonar search; and
- a systematic diver survey.

The pedestrian survey was carried out on the 29th of March at low tide. The objective was to determine if there was anything of significance exposed in the inter-tidal mudflats, or anything visible in the water. The side scan sonar was towed by a small boat chartered for the purpose of the survey. Unfortunately the sediment on the bottom of the basin had a impact on the effectiveness of the side scan sonar. Finally the diver survey was carried out on the 9th and 11th of April 2004. The survey concentrated on areas identified as being high priority, as well as on specific targets highlighted by the side scan search. The lack of visibility underwater was a significant limitation during the systematic diver survey. During the survey one existing archaeological site was updated. This site is located in the vicinity of the present day jetty, and the original historic jetty. It comprises a scatter of ceramic and glass material over an area of approximately 20m x 20m. While much of the glass may have been deposited here fairly recently, there is also older black glass bottle present. Also worthy of mention is a piece of sawn timber located at the mouth of the Waitotorongo Stream, which may represent a structural element from an earlier bridge which spanned the divide between Koropiro and the Mission Station.

Copies of the resulting report are available from MAANZ member, Andy Dodd.

AROUND THE WORLD

Mary Rose

The 2005 diving season on the vessel *Mary Rose* currently underway. For updated information, view The *Mary Rose* website: <http://www.maryrose.org/project/dive05a.htm>

NEW BOOKS, PUBLICATIONS, VIDEOS AND ARTICLES

Now available from the Australasian Society for Historical Archaeology and the La Trobe University Archaeology Program: **An Archaeological Guide to British Ceramics in Australia, 1788-1901** By **Alasdair Brooks**

This volume offers a readable and practical guide to the archaeological analysis of British ceramics found in Australia from the beginning of European settlement at Sydney through to Federation. Intended for students and experienced researchers alike, it presents the latest in international ceramics research in a manner relevant to Australasian archaeologists.

The core of the book is a glossary of terms and guide to the identification of ware, form, and decoration. Additional chapters present guidelines on field and laboratory methods pertaining to the processing and cataloguing of ceramics; a review of the history of ceramics analysis in Australia, North America, and the United Kingdom; a model for ceramics analysis; and thoughts on the interpretive analysis of ceramics assemblages based on economy, status, function and meaning.

The most common wares, decorations and forms found on Australian colonial sites are illustrated in the text and on an accompanying CD featuring colour versions of the in-text images. Appendices feature additional information of use in identifying British ceramics in Australia, including a list of known British manufacturers (and their dates of operation) whose materials have been recovered from Australian sites; a ceramics time line cross-referenced to significant dates from colonial Australian history; and a guide to further reading.

"This ambitious manuscript will serve as a useful guide for Australian researchers working on 19th-century sites. The author has done considerable background work and has provided a thoughtful approach to the description and analysis of ceramics."

- Teresita Majewski, past president of the Society for Historical Archaeology and co-author of 'The Use and Mis-Use of Nineteenth-Century English and American Ceramics in Archaeological Analysis'

The book may be ordered through the Australasian Society for Historical Archaeology, PO Box 220, Holme Building, University of Sydney, NSW 2006, Australia. Order forms may also be obtained by e-mailing: a.brooks@latrobe.edu.au

AAA/AIMA CONFERENCE 2005 THE ARCHAEOLOGY OF TRADE AND EXCHANGE 27-30 NOVEMBER 2005

This is a final call for papers for the 2005 AAA/AIMA Conference Nov 27 - Nov 30, Fremantle, Western Australia.

- All paper presentation will be 15 minutes in length with 5 minutes allocated for questions and discussion.
- All posters should be designed to fit either A0 or A1 sheets.
- Submission of the proposal implies that at least one author will register for the conference and be present at the time designated in the conference program.
- All paper and poster proposals must be received by September 1 2005.
- Early bird registration closes on September 1 2005.

- Each paper submitted must include a separate title page, detailing:
 - Title of submission
 - Type of presentation (i.e. paper or poster)
 - Session for which submitted
 - Name(s) of author(s)
 - Mailing address(es)
 - Email address(es)
 - Phone number(s)
 - Fax number(s)
 - Corresponding author if different to lead author

Session times and other relevant details are available from the conference website: <http://www.aaa-aima-2005.conf.uwa.edu.au/welcome>

SESSION: Intercolonial trade in the archaeological record – artefact typologies and research materials

Organisers: Cassandra Philippou (cassandra.philippou@dse.vic.gov.au) Jennifer Rodrigues (Jennifer.Rodrigues@museum.wa.gov.au)

The aim of this session is to enable a broader discussion on artefact research. Since the birth of the discipline, archaeologists have used artefact typologies to assist in the identification, dating and interpretation of sites. From stone artefacts, shell and bone tools to clay pipes, glass bottles and anchors, artefact typologies can be extremely useful for relative dating. This session aims to generate discussion on recent research on artefact types; classification systems for artefacts; the benefits of rigorous interpretation of artefacts on the comprehension of sites; and the usefulness of large collections in developing typological research materials. Papers on artefact research that have enlightened interpretation of specific sites are encouraged, as are papers on recent developments in artefact research from all areas of archaeology. We welcome papers that may fit into this session, deadline for submission of abstracts is Thursday 1 September 2005. Please send abstracts to both session organisers.

SESSION: Archaeology in Museums

Session Organizers: Corioli Souter (corioli.souter@museum.wa.gov.au) Dr Val Attenbrow (ValA@austmus.gov.au)

This session examines the current role of museums in archaeology and archaeology in museums. Please forward paper suggestions to both organisers.

We are calling for papers that will address:

1. The dissemination of the results of current museum research projects to a wider audience.
2. The interpretation and presentation of archaeological themes through exhibition.
3. Archaeology Outreach - public education programmes
4. Collection research and management
5. Role of archaeologists in Museums- consultants, collectors, educators, researchers or collection managers?

SESSION: *In-Situ* Preservation and/or Stabilisation of Cultural Heritage Sites

Session Organiser: Ms Vicki Richards (vicki.richards@museum.wa.gov.au)

Within the last decade or so, *in-situ* preservation of archaeological sites has become an increasingly common and favoured practice. The aim of this session is to broaden discussions on the *in-situ* preservation/stabilisation and management of terrestrial and underwater cultural heritage sites and their associated archaeological finds. Papers discussing the ideology of on-site preservation, legislative requirements and present directions of *in-situ* preservation, assessment of site deterioration, principles for development and implementation of mitigation strategies, long-term success albeit failure of past stabilisation techniques, *in-situ* monitoring of sites to determine the effectiveness of *in-situ* management strategies, etc are encouraged.

Please submit a 200-word abstract for your proposed presentation as an email attachment in Word format to Vicki Richards by 1 September 2005.

SESSION: Interlinks: Maritime and Terrestrial sites.

Session Organiser: Dr Michael McCarthy: michael.mccarthy@museum.wa.gov.au

Within the context of interlinks between the terrestrial and underwater disciplines we will be accepting papers dealing with both theoretical and practical issues, site reports, future directions, artefact studies and so on. As an indicator of the direction this session is taking presently we have received and accepted abstracts for two papers, one on the Harbours of Aperlae in Lycia and the other on submerged Neolithic Settlements off the Israeli Coast. Please forward paper suggestions to the organizer by September 1 2005.

SESSION: The ethical boundaries of the commercialisation of cultural heritage

Organisers: Joel Gilman and TBA: joelgilman@hotmail.com

This sessions seeks to explore the sometimes fuzzy boundary between commercial exploitation of archaeological sites and supposedly legitimate sales of artefacts sanctioned by governments and institutions. This is a more subtle issue than the debate between archaeology and treasure hunting, as "surplus" artefacts are frequently sold in museum gift shops, by approved vendors, and by governments themselves.

This is an issue in both terrestrial archaeology and underwater archaeology. The recent controversy over the Binh Thuan porcelain raises the issue again in the u/w context. For example, in Israel, the government authorises the sale of ancient artefacts that are considered redundant specimens. Is this "Commercial exploitation?" Does the sale of wood chips from the original keel of the clipper *Cutty Sark* to support the ship's restoration cross the line between ethical and unethical activity? The question becomes what sort of artefact sale rises to the level of "exploitation"? What are the ethical constraints on the sale of deaccessioned artefacts from a museum collection?

Many codes of ethics - ICMM, CAMM, ICOM, etc. - address the issue in various ways. How can we as archaeologists develop a meaningful distinction between appropriate and inappropriate sales of artefacts? Or, perhaps there is no circumstance in which it is ethical to sell artefacts. Hopefully, this session will provide a forum for many points of view and out of the discussion we can begin to articulate some meaningful guidelines. Hopefully, we might yet have a ready answer to the inevitable question "What's the harm?" in selling artefacts. Presentations can be up to 15 minutes in length, with an additional 5 minutes allocated for questions. Please submit an abstract of no more than 200 words to Joel September 1 2005.

OTHER CONFERENCES AND SEMINARS

The NAS Annual Conference: 12th November 2005 Action Stations, Portsmouth

Including presentations from a range of professional & amateur archaeologists, the 2005 NAS Annual Conference will provide an opportunity to discuss research, review the archaeological activities of members and exchange ideas on managing our maritime heritage. The event will also incorporate the NAS AGM 2005, the 3rd Annual Adopt-A-Wreck Award – presented by Phil Harding – and the Inaugural NAS Photographic Competition.

Confirmed Speakers

Anton Englert *Sailing Trials of the Skuldelev-1 reconstruction Ottar*

Robert Parthesius *The Avondster (1659) – Wrecked Twice in Galle*

Nic Flemming *Submerged Prehistoric Landscapes*

Connie Kellaher *A Spanish Armada wreck in Donegal*

Lucy Blue *Archaeology of the Red Sea*

A Saturday Evening programme will be announced soon

Sunday Excursions

Dive an Elizabethan Merchantman in Horsea Lake, follow Nelson's Footsteps around historic Portsmouth or just sit back & relax – it's up to you!

**AIMA EXECUTIVE
2005 – 2006**

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Contributors please note the deadline for
contributions for the next issue (23.4) is
December 13, 2005. Contributions may be sent
via mail, email or fax.-

AIMA/NAS Training Newsletter

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Issue 25

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NO REPORTS THIS ISSUE

AIMA/NAS DIARY: TRAINING OPPORTUNITIES

Date	State/Country	Venue	Grade	Subject	Comments
October					
8/9 October	Queensland	Townsville Maritime Museum	Part 1	Part 1 Course	
5-7 November	Tasmania	Anticipated to be on the east coast	Part 1/II	Part I Course Part II Lecture Series	

YOUR STATE TUTORS

Northern Territory

David Steinberg
School of Humanities and Social Sciences
Faculty of Law, Business and Arts
Northern Territory University
DARWIN, NT 0909
(Ph) (08) 8946 6856
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South Australia

Terry Arnott
Heritage South Australia
Department for Environment and Heritage
GPO Box 1047, ADELAIDE SA 5001
(Ph) (08) 8204 9245
arnott.terry@saugov.sa.gov.au

Queensland

Cosmos Coroneos (acting)

New South Wales

Position vacant,
David Nutley (acting)
NSW Heritage Office
Locked Bag 5020, Parramatta, NSW
(Ph) (02) 9873 8574
david.nutley@heritage.nsw.gov.au

Victoria

Cassandra Philippou
Heritage Victoria
GPO Box 2797Y
MELBOURNE VIC 3001
(Ph) (03) 9655 9721
cassandra.philippou@doi.vic.gov.au

Western Australia

Corioli Souter
Western Australia Maritime Museum
Cliff Street
FREMANTLE WA 6160
(Ph) (08) 9431 8448
corioli.souter@museum.wa.gov.au

Tasmania

Position vacant

COURSE STRUCTURE

Part I

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

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

Part II

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

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

Part III

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

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

Part IV

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

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