Project Beneath Gallipoli
The underwater archaeology of the Dardanelles battlefields

This summer, a joint Australia-Turkish archaeological team completed the first systematic survey of the underwater battlefield associated with the Gallipoli Campaign of 1915 on the Dardanelles Peninsula, Turkey. Headed by Tim Smith, Deputy Director of the NSW Heritage Branch, the 12-person team discovered a range of new sites, re-identified several others, and developed the first comprehensive footprint of the array of associated underwater archaeological sites. Members of the expedition included Selçuk Kola, who found the Australian AE2 submarine in 1998 and a host of other shipwrecks from the period, and Savaş Karakaş, well known Gallipoli researcher, diver and filmmaker. Bill Sellars, an Australian (continued on pg 4)

— Tim Smith

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President's Report

Thanks to all of those who participated in the AIMA photo competition. We received some wonderful images, from which our judges had the unenviable task of selecting the worthy winners in the various categories. Thanks also to all of our generous sponsors, who made it possible to offer such great prizes; to Andy Viduka, for his coordination of the competition; and, of course, to our well-respected and hard working judges: Barry Andrewartha, Patrick Baker and Mike Ball. We hope the competition will be bigger and better next year!

I am pleased to report that AIMA was recently successful in a bid to the Department of Foreign Affairs and Trade’s (DFAT) Australian National Commission for UNESCO Grant Scheme 2009-2010. The Australian National Commission for UNESCO assists projects which will further National Commission and UNESCO priorities and objectives. AIMA has received $16,350 to assist with the proposed Inaugural Asian Academy for Heritage Management (AAHM) Asia-Pacific regional conference on Underwater Cultural Heritage, to be hosted by the National Museum of the Philippines, Manila in November 2011. The money will be used to set up a conference website and assist with logistics, and to keep registration costs down to allow effective participation by as many countries in the region as possible. This conference will provide an opportunity to exchange and disseminate information about underwater cultural heritage and underwater archaeology in Asia and the countries of the Indian and Pacific Oceans, with a focus on particular sites, threats, issues and management challenges for the region. To date the conference has received support from UNESCO, ICOMOS-ICUCH, Advisory Council on Underwater Archaeology (ACUA), AIMA, Institute of Nautical Archaeology (INA), National Museum of the Philippines, Nautical Archaeology Society (NAS), Society of Africanist Archaeologists (SAfA), Asian Research Institute for Underwater Archaeology (ARIUA), Maritime Heritage Program in the Office of National Marine Sanctuaries at NOAA, Maritime Archaeology Program (MAP) at Flinders University, Program in Maritime Studies at East Carolina University and the Centre for Maritime Archaeology at the University of Southampton.

This will be the last newsletter before the AIMA conference and AGM to be held in Melbourne 16-19 September 2010 with the theme ‘Perceptions and misconceptions of maritime heritage: accuracy and impact in the public domain’. Please visit the website and register on-line at http://www.heritage.vic.gov.au/Maritime/AIMA2010.aspx. I hope to see as many of you there as possible!

It pains me to report that a young Thai friend and colleague, Worrawit Hassapak, has passed away due to cancer on 1 June 2010. Worrawit was only 34 years old and was an accomplished archaeologist, underwater archaeologist and technical diver who worked in the Thai Government Department of Fine Arts Underwater Archaeology Department (UAD). He played a key role in the recent UNESCO Foundation courses held in Thailand that have done much to facilitate capacity building in underwater archaeology, and promote closer ties and professional networks in our region. AIMA’s thoughts and sympathies are with Worrawit’s family, and with Erbprem Vatcharangkul and the rest of the close-knit UAD team.

It is with sadness as well that I report that long-time AIMA member Tony Arbon also has passed away. Despite having mobility issues, Tony was a regular attendee at AIMA conferences and his research in the course of his enthusiasm for maritime heritage has a lasting legacy in the form of the Tony Arbon Collection held in the Mortlock Library of South Australia. AIMA’s thoughts and sympathies go out to Tony’s family.

— Ross Anderson
AIMA Annual General Meeting 2010

This year’s AGM will be held on Saturday 18th September between 4.30pm and 5.30pm at the Melbourne Exhibition and Convention Centre.

Heritage Council of Victoria

AIMA was approached early in the year to suggest potential members for Archaeology Member and Alternate Archaeology Member to the Heritage Council of Victoria. Whilst a number of AIMA members did submit applications, none were successful. The newly appointed members are:

- Dr Anita Smith    Archaeology Member
- Ms Oona Nicholson Alternate Archaeology Member
- Mr Ken MacLeod    Engineering/Building Construction Member
- Mr Don Kerr       Alternate Engineering/Building Construction Member
- Dr Ursula de Jong National Trust Member
- Mr Bryn Davies    Alternate National Trust Member

Secretary’s Report

AIMA Photo Competition Winners & Prizes

*Best in Show*—Sam Edmonds (SS *Maheno*, Fraser Island)
Prize: Cod-hole 3-day trip with Mike Ball Dive Expeditions

*Professional Shipwreck & Nature*—Neil Vincent (SS *Kiama*)
Prize: Yongala Dive Charter 2 nights accommodation for 1 person

*Professional Shipwreck & Diver*—Neil Vincent (SS *Birchgrove Park*)
Prize: Nautilus Day Charter for 1 person.

*Professional Shipwreck Above Water*—Neil Vincent (SS *Maheno*)
Prize: Wolf Rock Day Charter 1 day charter for 2 people.

*Amateur Shipwreck & Nature*—Damien Siviero (SS *Birchgrove Park*)
Prize: Eaglehawk Dive Centre 1 day charter for 1 person and Dive Rite mask and Snorkel.

*Amateur Shipwreck & Diver*—Damien Siviero (*Dee Why*)
Prize: HCBS 1 day charter for 1 person and Historical Diving Society SE Asia-Pacific 1 years membership and book package.

*Amateur Shipwreck & Water*—Sam Edmonds (Bulwer wrecks)
Prize: Digital Diver INTOVA IC600 camera and housing and Ningaloo Dreaming 2 x Navy Pier double dive.
On a positive note, whilst Heritage Council of Victoria remains without a maritime archaeologist, there are now three members of Council on the Maritime Heritage Advisory Committee, in addition to non-heritage council members.

**Membership Renewals Now Due**

Membership forms have been pouring in with a total of 50 to date, leaving around three-quarters of members still to e-mail, post or fax their membership forms to me. In amongst this organised 50 we have one new life member – welcome and congratulations to Michael Gregg, you join a select group of only 10!

Remember, you MUST be a financial member for 2010/2011 to be eligible for member rates to the AIMA Conference. Likewise, those considering nomination for committee memberships at the AGM also need to ensure that they are financial members for this year.

**New Contact for Membership Enquiries**

I want to let you all in on a little secret about how membership payments work, and why there is often a delay between you sending off your forms and the money being taken off your credit card or bank account. I do not actually processes the membership forms or maintain the membership database, this is done by our Administration Officer Wendy Handyside, who lives in WA. Whilst, as Secretary, the constitution requires me to maintain copies of membership forms and database, I do so only for reference. As such, when I receive membership forms or enquiries, I forward them on to Wendy for processing. To minimize confusion, I post them in weekly batches, and since Wendy does not work full time, there can often be a lag time of a couple of weeks or more. For now, please continue to send membership forms to me; however, other enquiries would be more swiftly dealt with by Wendy, who can be contacted on aimamembership@hotmail.com.

— Hanna Steyne

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**AUSTRALASIAN NEWS**

**NEW SOUTH WALES**

*(continued from pg 1)* resident in Turkey and Gallipoli expert, provided in-depth knowledge of the site. The inaugural 2010 expedition focussed on the Brighton Beach–ANZAC Cove–North Beach sector, scene of the major actions by ANZAC troops, and on Suvla Bay to the north. An extensive area of seabed was imaged using sidescan sonar. This work has revealed two new shipwrecks which, according to Turkish divers and fishermen, have not been inspected previously. One, a steel barge in 55 metres of water approximately 1.3 nautical miles off ANZAC Cove, proved to be a spectacular addition to the known shipwreck heritage of the campaign. An Allied vessel, historic images of the type show them being used, amongst other purposes, for transporting seriously injured, stretcher-case casualties to offshore hospital ships. It is not known why this particular example sank at the present location, but it lies beyond the range of then-standard Turkish gunnery. Another barge was detected off the entrance to Suvla Bay, some eight kilometres to the north, in approximately 30 metres of water. The expedition team could not dive the site before having to depart, but plan to return and do so in 2011. Another possible wreck has emerged in the post processing of the sonar data, together with an area of rough ground.
offshore from ANZAC Cove that might relate to dump sites. Two other previously known barges in the ANZAC area received detailed survey inspection for the first time. Another known wreck inside Suvla Bay was found by the team to be the remains of the British Destroyer HMS Louis. That vessel ran aground in Suvla Bay in October 1915 and subsequently was destroyed by Turkish guns from the heights. The wreck had been identified previously as a vessel used to carry water condensing plants. The team corrected the identification of Yarrow boilers used to drive a steam turbine power plant, confirming their association with the naval wreck. The Project Beneath Gallipoli team inspected a number of pontoon wrecks inside Suvla, which they believe are the remains of bridge building pontoons brought from Victoria by the Royal Australian Navy Bridging. This could prove to be the first physical evidence of the RAN on the peninsula, other than the remains of the AE2 submarine in the Sea of Marmara. Several ships sunk as block ships and harbour protection barriers inside Suvla, e.g. ss Pina and Feremosco, were confirmed to have been salvaged and removed from the archaeological record sometime after 1915.

A major focus of the expedition was detailed diving inspection of ANZAC Cove itself. The team mapped the remains of several cement footings for small piers, along with British .303 rifle ammunition, fragments of rum jars, and lead balls from Turkish shrapnel shells. The remains of timber piles from the famous Watson’s Pier, inspected previously by the team, were found to be seasonally buried by sand.

Left – An overhead view of the barge wreck. (Photo: Mark Spencer)
Below – An historic photo of a barge of this type transporting dead and wounded soldiers off the beach.
The expedition was carried within the guidelines of the UNESCO Convention on the Protection of the Underwater Cultural Heritage 2001, and its results will be incorporated into a Conservation Management Plan for the ANZAC/Suvla area and presented to the Turkish and Australian Governments. All work was conducted by permission of the Turkish Government, within the controls of the Ministry of Culture & Tourism, the General Staff of the Turkish Armed Forces and the Turkish Coast Guard Command. The work shows that the World War I-era underwater archaeological heritage is not fully known or identified, and that the archaeology of the Gallipoli Campaign is well represented and preserved under the sea. Conditional on future funding support, the team plans to redeploy to Gallipoli in July 2011 and extend their inspection to the Cape Helles area.

— Tim Smith
Expedition Director

Fieldwork Update
New Shipwreck – well, an LVT(A)-4!

The Heritage Branch has always been interested in the lost amphibious vessels from the 8 March 1954 disaster off Stockton Bight. The 15th Northern Rivers Lancers Regiment was undertaking training manoeuvres at Stockton at the time when weather conditions worsened unexpectedly and devastated the Regiment. In total, five LVT(A)-4s, one LVT-4 and two six-wheel-drive DUKWs were lost off Stockton Beach during the storm. Only one LVT(A)-4 has even been found, having been recorded by diver John Riley many years ago. The LVT, short for Landing Vehicle Tracked (the “A” designation applied to armoured versions), was a class of amphibious assault vehicles built during 1941–5, and used first in the Pacific Theatre during World War II. The LVT-4 was nicknamed the “Water Buffalo”, while the LVT(A)-4 “Amtank” version offered fire support with a 75mm Howitzer. Unfortunately, land markers for the one known vehicle have been altered and the location of the wreck became lost to the dive community. To amend this, the Heritage Branch last year enlisted the support of Newcastle Port Corporation and their Survey Branch to search for the missing vehicle and others lost in the storm. The survey ended successfully, with the vehicle located in approximately 32m of water. No other remains were detected within the half-kilometre multibeam sonar sweep.

We have been unable to get to the site this year, but if any divers are interested in inspecting the rare remains, the vehicle’s position coordinates are E.398599, N.6362444. Coordinates are on the Map Grid of Australia datum Zone 56 (MGA56), and will be added to NSW Maritime Heritage Online (http://www.maritime.heritage.nsw.gov.au) shortly. The vehicle is oriented in an easterly direction in 31.7m of water, with the shallowest depth recorded as 30.5m. Please note that three troopers were drowned in the 1954 incident and that the site may still retain their remains. All divers should respect the relics associated with this tragic event. Similarly, several veterans from the Regiment are still alive, together with the family and relatives of...
those lost. As an additional precaution, there are likely unexpended armament rounds associated with the wreck. The Heritage Branch kindly requests that all divers visiting this unique site contact us prior to your visit, so that we can gauge the level of interest and visitation, learn from your experiences diving the site, and work cooperatively with you to help manage the site into the future.

The Heritage Branch gratefully thanks Newcastle Port Corporation for their fantastic survey assistance.

**Seal Rocks boiler collapses**

Sadly, the longstanding iconic boiler on Boat Beach at Seal Rocks collapsed late last year. The boiler, an old ‘box type’, has been a local landmark at Seal Rocks. The Heritage Branch previously confirmed that the boiler came from the wreck of the paddle steamer *Rainbow*, which wrecked there on the beach 3 March 1870. The report was provided by local resident John Allen. Resident and past Seal Rocks Lighthouse Keeper Mark Sheriff has recently reported a new shipwreck out in the bay behind the boiler. He believes this is the *Trio* itself, with timbers exposed about 25m northwest of the boiler. Locals say this is an extremely rare event and the hull is hardly ever sighted. The Heritage Branch team will visit Seal Rocks shortly and survey the remains.

**Listings**

**Wollongong Harbour Precinct**

The listing of Wollongong Harbour was gazetted on 5th May 2010. This item is identified as part of the ‘Convict’ theme within the Thematic Listing Program.

Wollongong Harbour Precinct is of State significance because it displays the infrastructure on which the first southern port outside Sydney was founded and developed at Wollongong. It also provides evidence of the measures taken to defend that important southern outpost of the colony.

The Precinct includes fabric deriving from each stage of its development from the substantially intact 19th century convict-built harbour together with modifications made as it developed from a commercial harbour to its present function as a fishing and tourist port.

The harbour was the first port in the Illawarra and is the oldest and most intact extant block walled harbour in NSW. It comprises the Belmore Basin (the block walled harbour); the 1869 rubble mound breakwater; mooring rings, other related appurtenances and remnants of facilities left as the harbour developed.

Also included in the Precinct is the 1872 Breakwater lighthouse, one of the early lighthouses of NSW and one of only two wrought iron lighthouses in NSW - the other being at Ulladulla and built to the same design by the same engineer, Joseph Mather of Sydney.

**Outreach**

**Lecture Program**

Sarah Ward presented to the Diving Organisation of University Technology Sydney (DOUTS) on Thursday 22 April, and will present to the Jervis Bay Dive Club on Wednesday 30 June 2010. Both presentations will provide an overview of the NSW Maritime Archaeology Program.

**National Archaeology Week**

The Heritage Branch proudly supported
National Archaeology Week (NAW) from the 16-22 May 2010. The aim of NAW is to increase public awareness of Australian Archaeology (and Archaeologists) both underwater and on land, and to promote the importance of protecting Australia’s unique archaeological heritage. Maritime Archaeologist Sarah Ward now sits on the NSW NAW Committee which is committed to promoting maritime archaeology in NSW to as wide an audience as possible. If you are interested in finding out what’s on in NSW in the coming year, please visit the Archaeology Week website: http://www.archaeologyweek.com/states/nsw.php.

Diving into Archaeology with the Heritage Branch

As part of National Archaeology Week, the Heritage Branch hosted ‘Diving into Archaeology’, an entertaining evening designed to help members of the public dive into archaeology and explore the shipwrecked depths of human history. This free event took place on Wednesday 19 May 2010 at the Heritage Branch. Heritage Branch Director, Petula Samios, officially welcomed guests and introduced feature talks by: Wayne Johnson, Max Gleeson, Kieran Hosty and Tim Smith. Sarah Ward was the MC the evening. The feedback from the event was extremely positive, and as such we will be running another similar evening during National Archaeology Week in 2011, so watch this space!

Sydney Historical Archaeology Professionals Workshop

The Heritage Branch worked with the Sydney Harbour Foreshore Authority (SHFA) to organise the 2010 Sydney Historical Archaeology Professionals Workshop (SHAP2010). SHAP 2010 was held at the Big Dig Archaeology Education Centre in the Rocks on Friday 28 May and explored the theme of the in situ conservation and on site interpretation of archaeological sites, both underwater and on land. Siobhan Lavelle and Sarah Ward represented the Branch on the organising committee, along with Wayne Johnson and Monique Galloway from SHFA, and Pamela Kottaras from Biosis Research. SHAP 2010 was highly successful and a follow-up publication is planned.

—Sarah Ward & Tim Smith

Wreck Spotters Program

Dear AIMA Members,

After a successful 10 years, the Heritage Branch, NSW Department of Planning is relaunching its unique Wreck Spotters program. With 30 noted enthusiasts already involved in the program in a voluntary capacity, and with new wrecks exposing up and down the NSW coast, the Heritage Branch is now looking to expand the number of individual Wreck Spotters involved in the program.

The role of the Wreck Spotter is to assist Maritime Archaeologists from the Heritage Branch in documenting known historic wreck sites, ‘spotting’ any changes to existing wrecks, and in detecting and reporting new finds.

If you live near the NSW coast, have recognised interest in the preservation of historic shipwrecks and underwater cultural heritage, and are interested in joining the Wreck Spotters Program, please contact Heritage Branch Maritime Archaeologist Sarah Ward on 02 9873 8533 or via email at sarah.ward@planning.nsw.gov.au for more information.

Wreck Spotters are chosen on the basis of their regional location, proven history of shipwreck research, expertise in recording sites, and important contribution to helping protect these fragile reminders of our maritime past.

Warm regards,

Sarah


**Victoria**

**Heritage Victoria**

**Current projects**

With our ‘team’ of two making up the Maritime Heritage Unit for most of March, April and May, Pete and Hanna were primarily taken up with statutory responsibilities as Parks Victoria looks to upgrade its piers in Port Phillip and Westernport Bays. Many of the sites are on the Victorian Heritage Register or Victorian Heritage Inventory and require permits or consents for work. As such, headway on projects was limited, with time taken for a week of fieldwork on *Clarence* for Flinders University PhD candidate Debra Shefi’s research.

The **South West Maritime and Historic Archaeology Project**, funded by the Heritage Strategy and Heritage Council of Victoria, and undertaken by Cosmos Archaeology, was completed, with over 100 archaeological sites identified in the Warrnambool and Port Fairy areas. A number of sites were identified as potentially of State-level significance and will be further investigated for nomination to the Victorian Heritage Register. The extensive report and associated site cards are held at Heritage Victoria.

Our **conservation work** at the Heritage Victoria Conservation and Research Centre, funded by the Heritage Strategy, has come to an end, with x-ray assessments of the Clonmel coin collection made by conservator Susie Collis. The small project has allowed non-funded maritime finds still in treatment to be assessed, tested and undergo regular solution changes. Our Curatorial Officer, Annie Muir, has also had the opportunity to update and improve information in our new artefact catalogue EMu.

Over the past six months we have been working with MegaPixels to digitise the **Heritage Victoria maritime slide collection**, covering the 1980s, 1990s and up to around 2004. The project has brought to light some amazing images of shipwrecks rarely visited by the team, and some fabulous photographs of volunteers and staff past and present. The slide scanning project has been attracting some attention, with media coverage and mention in parliament by Minister Madden! We now have over 2,000 shipwreck images from the Heritage Victoria slide collection up on our flickr site (only another 20,000 to go!). Visit [http://www.flickr.com/photos/heritage_victoria/sets/](http://www.flickr.com/photos/heritage_victoria/sets/) to check them out.

**Public Access to Historic Shipwrecks: guidelines** are now available online on the Heritage Victoria website in the Forms and Guidelines section. Hard copies should be available soon. The Guidelines clarify the decision making processes regarding public access to historic shipwrecks, and the restriction of access to some sites in Victoria. The publication is the first by Heritage Victoria to explain the historic shipwrecks legislation in conjunction with the international best practice framework within which decisions are made, including significance and threat assessments. The publication also includes a number of ’rediscovered’ images from the Heritage Victoria slide collection and from the diving community.

The Heritage Victoria/Heritage Council National Archaeology Week careers day talks were well attended with over 60 students and parents at the event. Recent graduates working in the fields of historic, aboriginal and maritime archaeology made presentations, and Dr Charlotte Smith, of Museum Victoria, talked about careers in museums. The afternoon included a panel discussion and questions to archaeologists working in government, a consultant, and lecturers from Melbourne and La Trobe Universities. La Trobe University kindly provided a venue in the city for the event.

We continued our **in situ conservation** work on *City of Launceston* with Professional Diving Services placing a seventh smaller anode on the engine block to assist with the protection of this massive metal object. We also placed a number of anodes on the armour plating of HMVS
Heritage Victoria has been liaising with the Department of Primary Industries (DPI) since 2009 to provide information on historic shipwreck protected zones to recreational anglers. The Regulations to the Heritage Act 1995 allow for on-the-spot fines for people found using a boat, fishing or diving in a protected zone without a permit. The provisions have been in place for some years, but many anglers seem to be unaware of the laws.

In June, Heritage Victoria staff presented to a round table forum of representatives of recreational anglers, as well as a number of DPI staff who are involved in managing recreational fishing in Victoria. Leading up to summer 2009/10, Heritage Victoria ran an advertising blitz in a local fishing magazine aimed at educating anglers about the protected zones and relevant laws. Unfortunately the campaign had the adverse affect of promoting these ‘secret’ locations to anglers, and recent site inspections of historic shipwreck protected zones indicate an increase in fishing activities on the sites.

We are now refining our campaign and working with the compliance team at DPI to ensure that the appropriate messages go out to the fishing community to protect Victoria’s most fragile and significant historic shipwreck sites.

Heritage Victoria has been working closely with the National Trust of Australia (Victoria) and community group Friends of the Cerberus to progress the stabilisation of Cerberus. Two catastrophic collapses in the 1990s following severe weather events squashed the buoyant hull and caused the sternpost to force itself up through the deck planking. Ever since these collapses, a range of community and government stakeholders has collaborated to find an appropriate solution to stabilise the site without compromising its significance. In 2005 the Heritage Council of Victoria funded the removal of the four guns, with a combined weight of more than 70 tonnes, to reduce the weight on the structure beneath the turrets. The guns are now being conserved on the sea-bed adjacent to the wreck (noted above).

Dr Ian MacLeod has visited the site on numerous occasions to monitor the wreck’s rate of corrosion,
and in June zinc anodes were attached to the armour belt to help reduce corrosion.

Relocation of Cerberus has finally been ruled out due to fears for its integrity. The concept of cutting away and removing the armour belt from the crushed, buoyant hull and supporting it and the turrets on a platform (in an attempt to restore its pre-1990s silhouette) has been declared a poor heritage outcome for the site. The Commonwealth Government has provided $500,000 to Friends of the Cerberus from the National Heritage Investment Initiative, which shall be used to stabilise the turrets with minimal impact on the integrity of the site. The funding will also be used to archaeologically record the turrets prior to the disturbance works and develop interpretation around the Black Rock foreshore.

In a major step towards Australian ratification of the UNESCO Convention on the Protection of the Underwater Cultural Heritage, the Victorian Government has committed to the Underwater Cultural Heritage Convention Intergovernmental Agreement. While there is still work to be done by some states, Victoria and several others have made an official commitment to the Convention, which was agreed to at the Environment Protection and Heritage Council (EPHC) meeting in early July.

Recent Fieldwork

We spent a week on Clarence in April assisting Debra Shefi from Flinders University to set up an experiment for her PhD research. The trial involved excavating three large holes off the site and back filling them with two grades of clean sand and one with surrounding sediment. We were joined by Maritime Archaeological Association of Victoria members Scott Allen, Des Williams and Peter Taylor, without whom we would probably still be out there digging (see MAAV report below)! We have since been back out to the site to take a first full set of cores from all three units and the surrounding sediment.

Susie, Hanna and two Year 10 work experience students, Josh Kutch and Victoria Ip, visited the HMVS Cerberus anchor currently undergoing treatment at HMAS Cerberus Naval Base. The anchor is a Martin’s type and, as tests on the day showed, contains much salt. The corrosion

The HMVS Cerberus anchor partially cleaned of its paint and corrosion layer in the ship husbandry yard at HMAS Cerberus Naval Base.
control team at HMAS Cerberus will remove the outer surface coat – which is a mix of paint and corrosion product – with a soft mineral abrasive and then paint the surface with a zinc-rich primer followed by a two-part coat of epoxy and UV-protective polyurethane.

Staffing
Cass has returned to Heritage Victoria and so the Maritime Heritage Unit is back to full capacity again! We can now look forward to exploiting Cass’s new found skills with National Heritage Listed sites as she takes on the task of working with Friends of the Cerberus and the National Trust of Australia (Victoria) to manage proposed stabilisation works to HMVS Cerberus, as outlined above.

We also hosted three work experience students over the past few months: Brigit Gartland, Josh Kutch and Victoria Ip. The students have been getting a good mix of experience, each spending two days with maritime and historic archaeologists and another at the Conservation Centre with Susie Collis, where they have been assisting with minimum sherd counts and reconstructing ceramic vessels from an early kiln site in Bendigo.

—Hanna Steyne & Cass Philippou

Planning is underway for commencement of the Eleutheria Project, as permission has been granted by Heritage Victoria for the survey. At present, the condition of the wreck and dimensions and extent of remaining hull structure is a bit of a mystery. The site lies within a 1.8-metre high mound of mud and shells. Eleutheria was a salvage lighter measuring approximately 30 metres in length and at least 7 metres in beam, and was employed in salvage and recovery operations on the City of Launceston.

Our first task will be a remote sensing survey of an area measuring approximately 500 x 500 metres using side scan sonar and magnetometry. Following this, we will erect a grid around the site using star pickets. These will serve as survey points for measurements relative to the wreck. We then planned to develop an accurate site plan, showing the remaining hull structure and items associated with the wreck.

There is a great deal of information to be gained from the wreck site, especially regarding 19th-century salvage methods and techniques. We have also proposed conducting a number of probes into the hull to establish the amount and condition of preservation. The survey is expected to take at least 12 months to complete, and we hope to publish the subsequent project report in the AIMA Bulletin.

As part of the research program into the history of the vessel, Des Williams has been perusing Lloyd’s Registers and gathering newspaper reports at the State Library of Victoria. It appears that the vessel transported a number of immigrants to Quebec in the late 1830’s and early 1840’s.

The corrosion project continues on its slow but interesting path. The project has been running for over three years now, but with an estimated duration of five to six years, it will be some time yet before the undertaking is completed. Four coupons were recovered from the Port Melbourne ballast site, and four recovered from the Goorangai wreck. It was no small effort to locate the Goorangai coupons, as they had become well and truly camouflaged within the wreckage. MAAV members John Munro (our...
boat pilot), Jim Anderson and Peter Taylor dived the wreck and finally found the coupons half-buried in the sand, with one adhering to a piece of metal plate. The plinth was also given a good scrub down, as it was covered in marine growth. We also recovered four coupons from Cerberus, cleaned and weighed them, and sent the results to Ian MacLeod at the Western Australian Museum.

Scotty and Pete assisted MHU and Flinders University student Debi Shefi with her reburial experiment. Debi’s plan was to excavate three separate holes off the Clarence site and fill them separately with coarse, fine and spoil sands. She will monitor oxygen content at various points in each pit to determine where the anaerobic layer begins and what type of reburial material is most suitable.

Unfortunately, due to time constraints, we were only able to complete two holes, and so Debi returned in late May. With help from Des, Sven Bartels and Pete, she excavated and refilled the last hole for the program. It was a major effort, with only one slack water during which to work. Using a suction dredge, we stayed busy for hours digging and then back filling the hole, and didn’t finish the job until 5:00 PM. After the long drive back to the shed in Altona, then cleaning and putting away our gear, everyone was pretty well spent and ready for a well-deserved night’s rest.

— Peter Taylor

WESTERN AUSTRALIA

HMS Roebuck model

Work is continuing on the development of a model of HMS Roebuck, of William Dampier fame. Instigated as a result of the Department’s location of the wreck in 2001, this program has involved the production of the ship’s lines by R.T. Sexton, and the model itself, based on these results, by Clive Gordon, both working in association with Mac McCarthy and Department staff.

Vergulde Draeck ballast bricks

Ten ballast bricks from Vergulde Draeck were recently shipped to the Netherlands on loan for installation in an artwork designed by English artist Nathan Coley for the new extension of the Amsterdam National Maritime Museum (Scheepvaartmuseum).

“With the artwork titled ‘Bringing Back the Ballast’ Coley wants to bring back bricks that were part of a different culture for 400 years to the Maritime Museum. Coley, who makes large installations based on historical architecture, proposed to build a wall constructed with Dutch ‘IJsselbricks’ which were used in the 17th century as ballast on vessels of the Dutch East India Company.”

–www.enterthemothership.com

A shipping container (decorated with Coley’s artwork) is circumnavigating the world to pick up samples of bricks from various places, along with a consignment of modern bricks.
HMAS Sydney and HSK Kormoran

A souvenir booklet to commemorate the finding of HMAS Sydney, funded by DEWHA, edited by Mack McCarthy and produced by the WA Museum’s Publication Unit, was officially launched at the Western Australian Museum–Maritime, at Victoria Quay, on ANZAC Day, 26 April 2010.

Artefact photography

A permanent and dedicated imaging system consisting of camera stand, Nikon D80 camera and 55mm lens, and connected iMac computer using Capture One software has been established to speed up the process of coin and artefact photography. Artefact imagery is now being populated into the artefact database.

CEO Alec Coles OBE

The Western Australian Museum's new chief executive officer, Alec Coles, was awarded an Officer of the Order of the British Empire (OBE) in this year's Queen's Birthday Honours List. Mr Coles was recognised for his services to museums and, in particular, for his seven and a half years as director of Tyne & Wear Archives & Museums. As director, he was responsible for the £26m (AUS$45m) development of the Great North Museum, which included the redevelopment of a major museum site, its extension and the installation of new displays throughout. The redevelopment is currently short-listed for the National Lottery Awards for Best Heritage Project. Mr Coles is also a staunch supporter of the public value of museums and has a reputation for increasing the diversity of museum audiences.

Mr Coles said he was delighted, humbled and honoured by the award.

“This is a great honour of which I am extremely proud. I am delighted to accept the award, but in all honesty, this is surely recognition of the extraordinary work of all my staff and colleagues at Tyne & Wear Archives & Museums,” Mr Coles said.

Chairman of the Board of the WA Museum, Tim Ungar, extended his congratulations to Mr Coles on behalf of the staff and board of the Museum.

“The WA Museum is delighted to have a director of Alec’s stature working for our organisation. Alec is a wonderful public servant who strongly believes in the role of museums as places of cultural expression. He takes an innovative and holistic approach to developing museums as interactive and exciting experiences,” Mr Ungar said.

Grant award

Corioli Souter was the recipient of a Woodside Community Grant for the proposed IMMERSE: Underwater Technology and Exploration Exhibition. The project is currently in the concept development stage.

Santo Antonio da Tanna (1697), Mombasa

Jeremy Green is assisting the Institute of Nautical Archaeology (INA) and their partners at Texas A&M University Press to complete the final publication of the 42-gun Portuguese frigate, Santo Antonio da Tanna, that sank off Mombasa in 1697. The shipwreck was excavated

(Above) One of the sides of the ballast shipping container decorated by artist Nathan Coley. (Right) Ross Anderson, Myra Stanbury, Jennifer Rodriguez, and Wendy van Duivenvoorde pose in front of the shipping container with the ballast bricks from Vergulde Draeck. (Photos: P. Baker)
between 1976 and 1980 by INA, with assistance of maritime archaeologists from the Western Australian Museum.

**Ancient shipwreck excavation, Spain**

Wendy van Duivenvoorde and Patrick Baker are currently working in Cartagena, Spain on INA’s excavation at Bajo de la Campana of a late-7th century B.C. Phoenician shipwreck. The project is directed by AIMA Newsletter editor Mark Polzer, and is the subject of his PhD dissertation at the University of Western Australia.

**WA Museum—Geraldton**

Following water ingress to the Shipwreck Gallery at Geraldton during severe storms in May, maritime archaeology and conservation staff flew to Geraldton to assist with the disaster response.

Wendy van Duivenvoorde audited and documented all VOC cannon in the WA Museum collection and at Geraldton. A final report is pending.

**Western Australian Museum—Albany**

The redeveloped WA Museum—Albany was officially opened on 1 July. Ross Anderson has been working with Exhibition and Design team and multimedia developers GMG to provide content for an interactive touch screen display, part of the museum’s renovations. The display is generously funded by the Albany Port Authority, and features the port of Albany and maritime sites and shipwrecks in the Albany area.

— Ross Anderson

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**ARTEFACT OF THE MONTH**

**Slate Log, Lady Lyttleton (1867)**

This artefact is a fragment of a broken slate log, or tally board, used by the watch to record time, weather and remarks for later transcription into the ship’s log. The tally board is divided into ten columns, with visible headings including ‘H’ (hours), ‘Course’, ‘Winds’ and ‘Rem.’ (Remarks). The hours are listed in two-hour intervals twice from 2–12, rather than using a 2.4-hour system (2–2.4). It is an example of a rare navigational tool, and indicative of literacy aboard ships.

*Lady Lyttleton*, a 178-ton wooden whaling barque, was on route from Melbourne to Fremantle when it put into King George Sound in leaky condition on 16 June 1867. The vessel was taken to Oyster Harbour to be careened and repaired, but sank almost immediately after being heeled over. It was subsequently abandoned. Local divers rediscovered the site in 1971. The WA Museum’s Department of Maritime Archaeology surveyed and partially excavated the site in 1978, and again in 1990. Recovered material includes two nested whaling trypots, a slate ship’s log, a medio centavo (half-cent) coin from Chile dated 1853, and parts of the ship’s structure. At this stage it is still not known when and where *Lady Lyttleton* was built, although research indicates American or French construction. The ship’s figurehead also is in the WA Museum collection, after having been used as a gatepost at Candyup Farm, near Albany.

*Lady Lyttleton* slate log. (Photo: Patrick Baker/WA Museum)
AIMA Conference 2010

This year's annual AIMA conference will be held in Melbourne over Friday and Saturday 17–18 September, with a welcome reception on Thursday 16th and a conference dinner on Saturday 18th. The conference will be held at the Melbourne Convention and Exhibition Centre on the Yarra River, next to the historic ship Polly Woodside. Post-conference tours and an AIMA/NAS Part 3 are planned for Sunday, 19 September.

The theme for the conference is Perception and Misconception of Maritime Heritage: accuracy and impact in the public domain. The conference theme is designed to attract a wide range of sessions and speakers including heritage managers, consultants, asset managers, developers, shipwreck enthusiasts and researchers.

More information and a link to online registration can be found on the conference website at http://heritage.vic.gov.au/Maritime/AIMA2010.aspx

- All delegates and presenters for AIMA 2010 need to register and make the appropriate payment in order to attend the conference.
- Early-bird rates are available until 12 August 2010.
- Student and concession rates are available.

Full registration to AIMA 2010 includes the following:
- pre-conference Welcome Reception drinks 16 September
- early morning coffee/tea, morning tea, lunch and afternoon tea on 17 & 18 September
- conference kit including program and session abstracts
- admission to all conference sessions on 17 & 18 September
- admission to the Jack Loney Award Presentation and Public Lecture on 17 September

Single day registration includes:
- early morning coffee/tea, morning tea, lunch and afternoon tea on the day of registration
- conference kit including program and session abstracts
- admission to all conference sessions on the day of registration

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You must be a financial member of AIMA for 2010/2011 to be eligible for reduced member rates.

Students, unwaged persons and pensioners must provide a copy of valid ID.

Non-AIMA Members will notice that it is cheaper to join AIMA and register as a member than to register as a non-member.

AIMA membership is $45 for Ordinary members and $35 for Student members. As a reminder, membership entitles you to receive four Newsletters and one AIMA Bulletin per year, along with any Special Publications and inclusion on the AIMA e-mail group.

You can find 2010/2011 AIMA Membership forms on the AIMA Website in the Membership section.

The conference dinner on Saturday will be held at Medici in Docklands. Tickets are $60 and include appetisers, main course, desert followed by coffee or tea and wine to the table. Tickets must be purchased with registration, as numbers are limited. Information on the venue can be found here: http://www.medici.net.au/.

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ASHA Conference 2010

This year’s Australasian Society for Historic Archaeology Conference is being held over three days from 30 September to 2 October in Brisbane, at the Mercure Hotel located on North Quay in the CBD. Conference details and registration information can be found on the ASHA website [http://www.asha.org.au/conference/] or on the conference website [http://socialscience.uq.edu.au/asha-2010-registration]. Full details of papers and sessions is now available at [http://socialscience.uq.edu.au/asha-2010-sessions].

Please note that on-line registration will close on 29 September, after which time registration must be made at the welcome reception/conference, and will be subject to a 20% surcharge.

Venue

The conference venue is the Taldora Room, Mercure Hotel, 85-87 North Quay, Brisbane (between Turbot and Ann Streets). Coffee and tea will be served from 8:30 AM, with the conference commencing at 9:00 AM on Thursday 30 September. Visit [http://www.mercurebrisbane.com.au/] for more information on the venue.

Welcome Reception

Included in registration is a welcome reception, to be held on Wednesday 29 September from 5:00–7:30 PM at the Queensland Maritime Museum. The reception will take place on the deck of historic HMAS Diamantina, one of only two surviving World War II veterans in the world upon which surrenders were signed. Queensland Maritime Museum is located on the banks of the Brisbane River, at the southern end of the South Bank Parklands and next to the Goodwill Bridge, just off Sidon Street, South Brisbane. Visit [http://www.maritimemuseum.com.au/] for more information on the venue.

Conference dinner

For those already registered, please note a change to the conference dinner venue.

The conference dinner will be held at Berkleys on Ann, in the Rendezvous Hotel, 255 Ann Street, (corner of Edward Street), Brisbane on Saturday 2 October from 7:00 PM to midnight. Dinner is $75 per head and includes a 2-course meal, wine, beer and soft drinks, and live entertainment. The dinner must be booked with your registration and places are limited. Visit [www.berkleys.com.au] for more information on the venue.

Post-conference Tours

A choice of two tours is available on Sunday 3 October. Visit the conference website for details. Please note that the Railway Tour must be booked before 20 September.
Editor’s Note

This issue of the Newsletter is coming to you from Spain, where since May I’ve been excavating an Iron Age Phoenician shipwreck off the country’s southeastern coast. I was assisted this year by the WA Maritime Museum’s Wendy van Duivenvoorde and Patrick Baker, along with an international team of archaeologists and graduate students. Stay tuned for more to come on this fascinating shipwreck and excavation in later issues of the Newsletter.

—Mark
AIMA/NAS Training Newsletter
Please send any contributions or comments to:
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News from Victoria

We ran a well-attended Part 1 course at Aquatic Adventures on 3–4 July, with all ten students passing with flying colours. The weekend was exceptionally cold and wet, so the survey practical was attempted (with varying success) in the confines of the dive shop. Interesting drawings were made of fish tanks, the sofa and mannequins! Congratulations to graduates Hannah Trimby, John Yong, Darren Broadbent, Grant Weitering, David Liddle, Brian Beardon, Olivia Skinner, Ashley Missen, Richard Mead and Cristy Phelan. The students showed great interest in assisting with monitoring works on the William Salthouse, and with a number of experienced photographers, we look forward to seeing their work in the future.

Our next Part 1 course will be held at AB Ocean Divers on 28–29th August. To book a spot, please contact:

Sara Ibison
237 East Boundary Road,
Bentleigh East, Victoria 3165
Tel.: 03 9579 2600
E-mail: info@abocean.com.au

We will be running the next AIMA/NAS Part 2 lectures on Tuesday 10th August 2010, at the Heritage Victoria Conservation and Research Centre in Abbotsford. The cost will be $50, please contact Hanna for payment details to book your place.

We will be running a Part 3 Specialist Course on Archaeological Photography on the Sunday after the AIMA conference (19th September). The course will cost $50, please contact Hanna for payment details to book your place.

For further information on AIMA/NAS courses in Victoria, please contact Hanna on hanna.steyne@dpcd.vic.gov.au or (03) 8644 8949.

News from NSW

The Heritage Branch conducted an AIMA NAS Part 1 course on 22–23 May 2010 at the Charlestown Diving Academy, Newcastle. A big thanks to all those who attended, and especially to Dean Barrett for hosting the course.

The remaining Part 1 courses for 2010 will be held on 14–15 August in Jervis Bay, or 20–21 November in The Rocks, Sydney. We hope that The Rocks course will be followed by a Part 2 field school, and we are in the process of confirming a venue for a new Part 3 on ‘First Aid for Finds’ due to take place on 11 September 2010.

For bookings (or more information) contact Sarah Ward, Maritime Archaeologist via email at sarah.ward@planning.nsw.gov.au.
Part I
A two-day introduction to maritime archaeology, which includes at least eight hours of class work 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 two 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 seven approved lectures relevant to maritime archaeology, OR a Survey Day school which includes two 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 two-day conference in order to gain 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 is also required to have completed a minimum total of 12 weeks on at least three sites since beginning Part II.

NAS Conference 2010
The NAS 2010 Annual Conference will be held on 6 November at Portland Building, University of Portsmouth. The conference offers a day of exciting opportunities to discuss research, review the archaeological activities of members, friends and colleagues, and exchange ideas on enjoying our maritime cultural heritage. NAS Vice President Nic Flemming will serve as Master of Ceremonies.

Events include informal drinks on Friday 5 November at 7:00 PM at the “Ship & Castle” Pub, The Hard, Portsmouth (opposite Victory Gate), and Beer and Skittles at the Royal Maritime Club, Queen Street, on Saturday evening, 6 November, from 7:30 PM–midnight. A visit and private tour of the Royal Armouries Fort Nelson is offered for Sunday 7 November, from 11:00 AM–2:00 PM.

The booking form, list of speakers and additional details are available on the conference page of the NAS website (http://www.nauticalarchaeologysociety.org/news/conference2010.php), or by contacting the NAS office on 023 9281 8419 or nas@nauticalarchaeologysociety.org.
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