

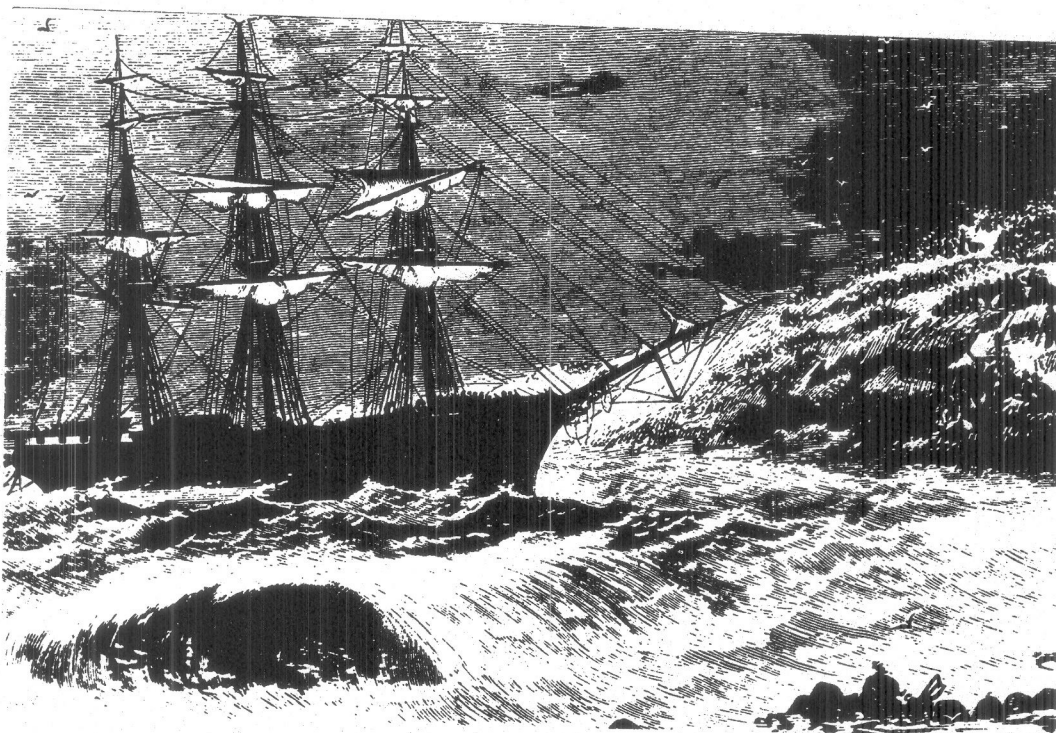
Jones

AUSTRALIAN

MARITIME

ARCHAEOLOGY

ASSOCIATIONS



NEWSLETTER NO. 17

AUSTRALIAN ARCHAEOLOGY ASSOCIATIONS
NEWSLETTER NO.1

EDITOR'S
INTRODUCTION

The first Newsletter has got off to a bad start, in that I have only had reports from Home Affairs, South Australia, Tasmania, Victoria, New South Wales and Western Australia. Whilst, I can appreciate that there are difficulties, if this Newsletter is to be at all worthwhile, even a brief note is better than nothing.

It seems at present we will have to review the printing of the Newsletter and we may look to possibly getting the work started in Western Australia. Peter Stone, in the meantime, has kindly volunteered to help. The question of publishing a Journal must be examined. I need to know the views of the Associations on this matter. Do you have any views, what length, etc. Could you write to me before April after?

As I will be away until mid April, I plan to publish the second Newsletter in July. The deadline for material will be 1st. June.

I draw your attention to the Journal of the Australian Association for Maritime History, editor F. Broeze, Department of History, University of Western Australia, Nedlands, W.A. 6009, Treasurer Mr. V. Evans, Box 4149, G.P.O., Sydney, N.S.W. 201. The subscription is \$10 for 1978, through membership, and it should be of great interest to you all.

I think if we are to function properly, a similar organisation to the above is necessary. Could the Association Members consider the possibility of affiliating together to form an Australian Association for Maritime Archaeology. This would be \$5 for Association Members (Associate Membership) and \$10 ordinary membership and \$25 corporate membership. It would provide enough capital to pay for a proper Newsletter and Journal, and also provide funds to assist with conference costs. I would suggest that this could be discussed at the Oceans Conference later next year.

Best wishes to you all in 1979.

JEREMY GREEN.
Department of Maritime
Archaeology W.A.

COMMONWEALTH DEPARTMENT OF HOME AFFAIRS

P.O'.Box 1252,
 Canberra City,
 A.C.T. 2601

The Protection of Historic Wreck - Commonwealth Government Legislation.

The Commonwealth Government enacted the Historic Shipwrecks Act in late 1976 for the purpose of protecting historic shipwrecks and relics located in waters off the coast of Australia. Provision exists in the Act for it to be brought into force for waters adjacent to the coasts of the States separately upon proclamation and it has been proclaimed to apply to waters adjacent to the coasts of Western Australia and Queensland. The Act automatically applied to the waters off Commonwealth Territories as from the date it received the Royal Assent.

Under the Historic Shipwrecks Act, the Minister for Home Affairs, the Hon. R.J. Ellicott, Q.C., M.P., may declare certain wrecks and relics to be "historic". In order to ensure their protection, "protected zones" may also be declared around the locations of historic shipwrecks and relics. Access to protected zones and activities within them are limited by Regulations which have been made for the purpose of the Act. Persons who have possession, custody or control of articles taken from a historic shipwreck or historic relics may be directed by the Minister to take specific action for the preservation or exhibition of such articles or relics.

The following table summarises the number of shipwrecks declared to be historic under the Act to date:

Territory (Section 5(2))	No. of Wrecks declared (Section 5(2))	No. of Wrecks declared provisionally (Section 6(2))	No. of Protected zones declared (Section 7(1))
(Queensland)	1	-	-
Western Australia	38	3	1 (Zuytdorp)
Northern Territory	1	-	1 (Japanese Submarine)

The Historic Shipwrecks Act also gives effect, in Australian law, to the Agreement between the Netherlands and Australia concerning old Dutch Shipwrecks under which the Netherlands transferred all its rights, title and interest in and to the wrecked vessels and associated relics of the former Dutch East India Company to Australia. The wrecks are located off the Western Australian coast. The Agreement provides for a Committee with Australian and Netherlands representation

to determine 'the disposition of recovered materia-}æ^Áthe parties to the Agreement and State of Western Australia. The Department of Home Affairs provides secretarial services for this Committee.

In June 1978, the Premiers' Conference took decisions to implement the principles of offshore co-operation between the Commonwealth and States which had been agreed to earlier. The main items of agreement concern the extension of the powers of the States over the territorial sea and the vesting of proprietary rights in the States in respect of the seabed of the territorial sea.

These decisions have implications for the future legislative control of historic wrecks and further discussions on this matter will be held between the States and the Commonwealth. When the outcome of the discussions are known they will be reported in the Maritime Archaeological Newsletter.

LES NEILSON

13th. December, 1978.

SOUTH AUSTRALIA

SOCIETY FOR UNDERWATER HISTORICAL RESEARCH

427 Esplanade,
GRANGE. S.A. 5022

The first recorded European contact with the coast of South Australia was in 1627 when the Dutch East Indiaman "Gulden Zeepaard" (Golden Seahorse), under the command of Francois Thyseen, sailed East from a point near Cape Leeuwin, W.A. The ship followed the coastline for about 900 miles and happening upon a small archipelago, Thyseen charted the main islands and named them St. Francis and St. Pieter.

But once again, here was a Dutch captain so disappointed with the condition of the countryside that he abandoned his search for good land. Turning about at a point he named Pieter Nuyt's Land in honor of his supercargo, Thyseen had given up just 200 miles from Spencer's Gulf where he would have found fertile land that may have encouraged the Dutch to make further and more fruitful explorations.

For the next 175 years, the remainder of the South coast of South Australia remained uncharted.

In 1802, the Eastern end of Bass Strait and sailed Westward to investigate the Southern coasts of the mainland. At the same time, Matthew Flinders in the "Investigator", rounded Cape Leeuwin and headed East with the same objective. Flinders passed Pieter Nuyt's Land and discovered Spencer's Gulf where his cutter overturned (at Memory Cove) drowning eight crewmen of the "Investigator". S.A.'s coast had claimed it's first recorded "wreck". Flinders and Baudin later met in Encounter Bay, exchanged information, and continued on their separate ways thus setting the scene for further exploration and eventual settlement.

Although there is evidence of earlier landings on our coast, these were whalers and sealers crewed by runaway convicts from Van Dieman's Land and there is little written record of their activities.

Settlement of S.A. did not begin in earnest until about 1837 when the settlement at Adelaide was founded. From then onwards, sea traffic along Australia's Southern coastline grew to sizable proportions.

Approximately 350 ships, barques, brigs, schooners, ketches, cutters, and paddle steamers are recorded as having been wrecked along our coast or on the river Murray. It would seem highly likely that many more unrecorded wrecks exist.

In 1974, a small group of divers who were concerned about the decimation of historic wreck sites by souvenir hunters and salvage divers, formed what is now known as the Society for Underwater Historical Research. The aims of the Society are strongly based on two areas of endeavour; the systematic and scientific preservation of S.A.'s nautical heritage, and education.

The organization is run on standard constitutional lines, i.e. elected administrative committee supplemented by a Research Officer, Registrar of Relics, and Museum Representative. Additional positions which are by appointment or election are; Conservation Officer, Quartermaster, Project Team Leaders of specific projects, Display Officer, and Police Representative.

The society enjoys a close working relationship with the Aboriginal and Historic Relics Unit of the Department of the Environment and the S.A. Museum. Being a purely voluntary group, the society suffers from the universal ailments of all similar groups, lack of funds and facilities. The Relics Unit has very kindly lent what space they could afford for the establishment of our meagre conservation facilities (four electro-chemical baths and several holding tanks), relics and records storage, the use of their darkroom and workshop and, very importantly, the use of a 16' Avon inflatable. Any equipment which the society owns has either been donated or purchased by the members. An exception has been the receipt of a \$4,000 grant from the Cultural Heritage Committee for the Morgan project.

An appropriate place for the display of maritime relics in S.A. has been the object of a long-term campaign by a number of concerned groups including S.U.H.R. Recently, the S.A. state Government allocated one hectare of land on the Port River as the first major step in the establishment of a

marine historical centre. It will hold a museum, outdoor exhibits including the tug "Fearless" and ketch "Annie" and will be the operating historic steam tug "Yelta".

"Loch Vennachar"

Much publicity was generated by the society's 1977 expedition to Kangaroo Island to do a preliminary survey on the elusive wreck of the "Loch Vennachar".

She was a ship-rigged iron vessel of 1552 gross tons, built by J. & G. Thompson of Glasgow in 1875.

When approaching the Neptune Islands (250 km from Adelaide, her destination), on the 6th of September, 1905, she was spoken by the Adelaide Steamship Company's ship "Yongala". Captain Rees, master of the "Yongala", duly reported this meeting. The clipper had signalled - "Loch Vennachar - Please report me, all well".

She never arrived at Port Adelaide and although pieces of wreckage were found all along the coast and around Kangaroo Island, her final resting place and the cause of her disappearance remained a mystery until February 1976. After years of research and hard work, members of the S.U.H.R. located the wreck site in an extremely difficult area of the island's remote Western tip. A two week expedition was planned for the following year and in spite of rough seas, much was accomplished.

The site was charted in relation to trig points on land using an EDM (Electronic Distance Measuring instrument) and theodolite.

A photographic record, including a photo-mosaic was made of the site. The bow section surveyed and drawn to scale.

The main anchors were located (these are still housed and provide a clue to what may have happened that fateful night)

Several sample relics were retrieved. (These, after being preserved and recorded in Adelaide have been presented to the people of Kangaroo Island for permanent display.

The "Loch Vennachar" can be considered a virgin wreck worthy of extensive investigation as little has been removed and it is now a protected site. Recovery of the anchors for display and a more extensive survey are planned for the future.

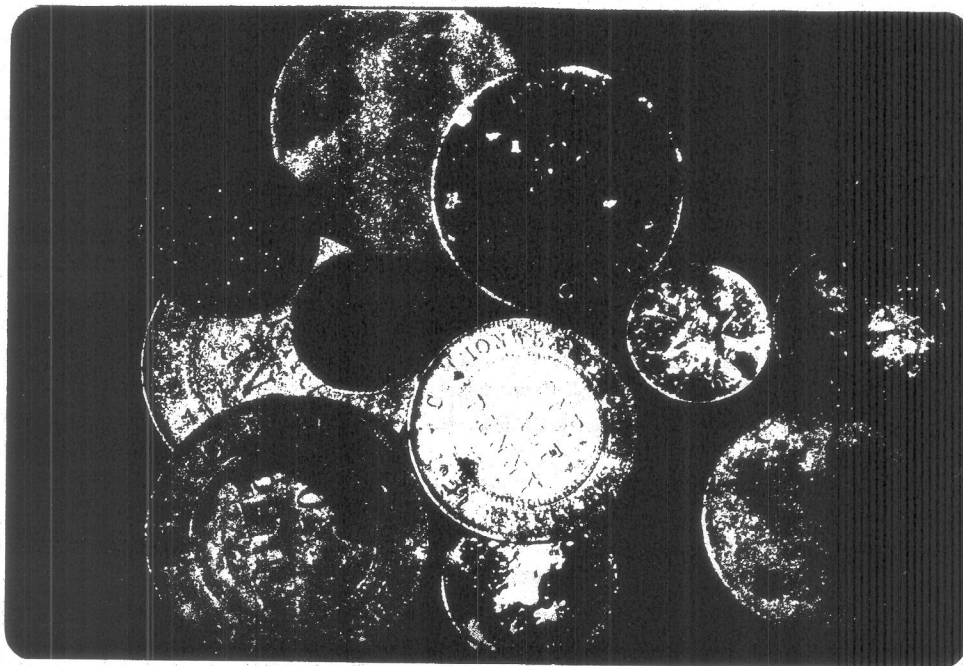
Holdfast Bay

Holdfast Bay (now known as Glenelg, Adelaide's metropolitan beaches), was the site at which U.A.'s earliest settlers landed. In 1945, the extreme end of the historic jetty was destroyed by storm. The jetty was re-constructed but is now about 200 metres shorter than the original.



The S.U.H.R. undertook a survey and complete archaeological excavation, over several seasons, of the site of the oldest portion.

Items recovered included thousands of coins (dating from 1827), sovereigns, half sovereigns, and "Adelaide Pound", hundreds of pieces of gold and silver jewellery (some with stones), watches, pistols, gas light fittings, and hundreds of miscellaneous brass, ceramic, glass and pewter relics. All of these items have been registered and preserved and constitute an impressive display of 19th and early 20th century artifacts.



"Utar of Greece"

30 km South of Adelaide is the site of the "Utar of Greece", a three-masted, full-rigged, iron sailing ship of 1227 tons.

Although only 200 metres from shore, only 10 out of the 28 crew reached the safety of the beach when she was forced aground in July, 1888.

The wreck was chosen for an S.U.H.R. project for a number of reasons, i.e.,

1. It was conveniently located from Adelaide.
2. The wreckage lies in only 3 - 4 metres of water on a flat rock bottom with only medium sand cover.
3. The wreckage is not scattered.
4. It is an ideal training site.

To date, the stern section has been triangulated and recorded photographically. Although the wreck has been known to local divers for years, a few articles of interest are still being recovered. Work on this site will be postponed for the present in preference to sites with more archaeological potential.

Morgan

Morgan, a small town on the "Bend" of the Murray River played an important role in the history of S.A. It was a popular landing for paddle-steamers in the 1800's as they steamed North with supplies for the inland settlers and returned South with produce for eventual transshipment to Adelaide.

With the aid of a grant from the Cultural Heritage Committee, S.U.H.R. commenced, in 1978, possibly the first "fresh-water" survey and excavation in Australia. A 3,480 square metre area adjacent to the old wharf where steamers would sometimes tie up four or five abreast has been surveyed and a comprehensive material density chart prepared. Another area, a short distance away, where steamers had moored is also being investigated. "Black-water" diving in incredibly cold water which screams past at 10 knots as the flood level rises has caused the development of some rather unique equipment to help overcome some of the subsequent problems.

Diver-to-shore communication was necessary for the recording of finds as they occurred. An electronic signalling device was built and, after a few teething problems, was invaluable in speeding up what otherwise would have been a slow, tedious, and inaccurate job.

A more humorous invention was a woodfired water heater. After emerging from the freezing water a diver would take the hose from the heater and jam it down the neck of his wetsuit soon taking the chill off of things.

A vast amount of material has been recovered and is in the process of preservation. Several sealed bottles of pickles (provisionally dated at about 1890), bottles (some rare, some unknown), pewter cruet stands, condiment jars, bowls, plates, cups, pitchers, tumblers and clay pipes are only a few of the items which will eventually be returned to the people of Morgan for permanent display. One of the aims of the project was to assist the people of Morgan to set up a National Trust Museum as the Society believes that community involvement is necessary for the preservation of their heritage. It now appears that this aim will be realized in the near future.

During the course of this project a number of wrecks have been located in the area. After the wharf and mooring areas have been finalised, a survey of these wrecks will be conducted.

"Santiago"

The "Santiago", possibly the oldest intact vessel in Australia, is a neglected hulk in the North Arm of the Port River. When inclement weather postpones other projects, a "dry" survey of this three-masted iron barque of 454 tons is possible.

Built in Methil, Scotland, by Leben & Company in 1856, the vessel sailed under the Norwegian flag until an accident near Sydney around the turn of the century. She was then brought to Adelaide and used as a coal hulk until 1945.

To date, measurements have been taken to allow a ship's outline and partial elevation to be drawn. On the starboard side the masts were located and measured. The masts look to have been cut off and allowed to fall overboard. The remains of the three masts, Sampson's binnacle and part of the rudder controls are some of the tail remaining in position on the hull.

Other sites which have been visited by the Society in the past twelve months include "Lady Kinnaird", "Grecian", "Victoria", "Fides", "Montebello", "Clan Ranald", "Norma", "Guldax", "Fairfield", "Fanny M." and an unidentified wreck at Sibsey Island.

The Society is currently re-evaluating its role as a responsible scientific group and will shortly begin compiling a more comprehensive wreck register. The feasibility of a systematic wreck inspection programme is being studied. Also, a structured training programme which will include field techniques, history, ship's construction, etc. has already begun. With an active membership of 40 "week-enders" we feel that we have accomplished a great deal in four short years.

PUBLICATIONS: "Loch Vennachar" Report
The Shape of Ships
S.A. Wreck List (to 1900)
Annual Report

IN PREPARATION: "Holdfast Bay" Report
"Star of Greece" (Prelim.)
"Morgan" (Prelim.)

TASMANIA

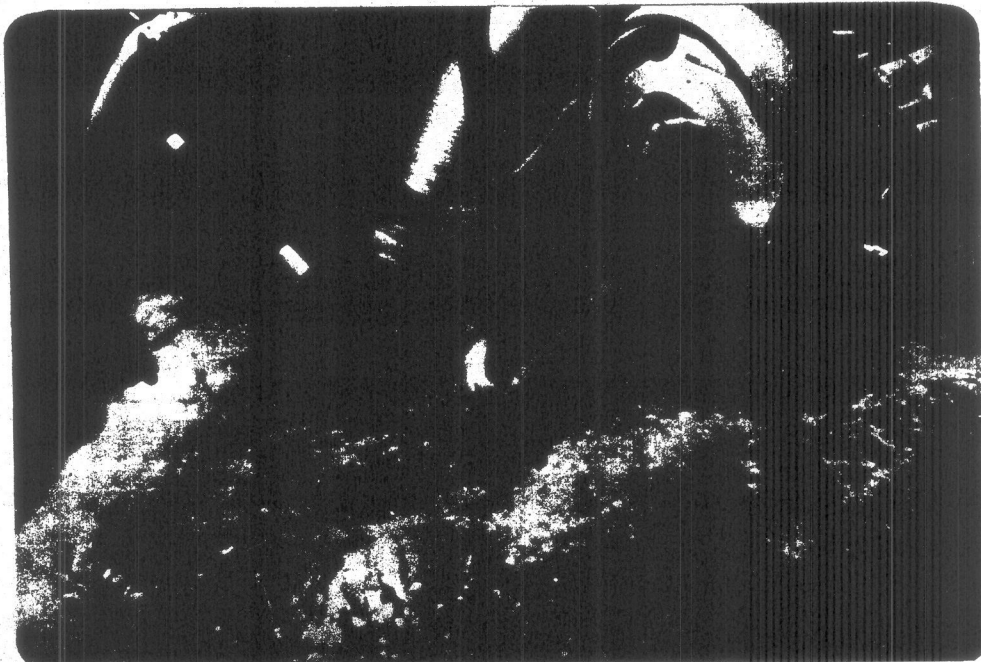
MARITIME ARCHAEOLOGICAL ASSOCIATION OF TASMANIA

1 Elsemere Street,
LAUNCESTON. TAS. 7250

Following the discovery of the wreck "Sydney Cove" on New Years Day 1977, a group of divers interested in development of the wreck formed the Tasmanian Underwater Research Group.

Following several preliminary investigation expeditions to the wrecksite, and reports to the Tasmanian National Parks and Wildlife Service, a State Government grant of \$10,000 was made available for a feasibility survey of the wreck to be undertaken.

The feasibility study was carried out during April-May 1978 by the Tasmanian Underwater Research Group and the National Parks and Wildlife Service with assistance from Graeme Henderson, Curator of Maritime Archaeology, Western Australian Museum.



It was felt, after the feasibility survey on the "Sydney Cove", that there was a need to formalise the Tasmanian Underwater Research Group and that an association should be formed on the basis of the Western Australian Maritime Archaeology Association. It was envisaged that formation of an association would discourage "looting" of historical wrecks while encouraging divers to do constructive work on wrecks through the association.

Meetings to discuss the formation of an association were held in Launceston on 12th. June 1978 and Hobart on 24th. June 1978. The inaugural meeting of the association was held on 27th. August 1978.

The first annual general meeting was held on 8th. October 1978 and a constitution was formerly accepted.

Office bearers elected were:

<u>President</u>	Ken Atherton
<u>Secretary</u>	Ken Trebilco
<u>Treasurer</u>	Clive Cook

Membership to date is approximately 30.

The establishment of a wreck register based on the Western Australian model has been initiated and a detailed survey of Hebe Reef and its wrecks is being planned. No other projects have been undertaken, being only a very young association.

KEN TREBILCO
27th. December, 1978.

MARITIME ARCHAEOLOGY ASSOCIATION OF VICTORIA.

45 Albert Street,
 ÁÛPPERÁFERNTREE GULLEY. VIC.

Project No. 1 - Grid Survey of Small Area off Williamstown

The area chosen is in very shallow water (0-6 feet) south of a small bay called Shelly Beach. Offshore are relatively large quantities of man made material, usually fragmentary, dating from the present to the 1830's. Apart from the area being very close to the anchorage area of early shipping and also close to the anchorage area of the prison hulks of the Victorian Penal System, the place is also known to have been a landing place for early immigrants who waded ashore from small boats.

It was proposed that a series of squares be searched to find surface material and to transfer data on the intensity of finds to a chart in an attempt to give a scatter diagram.

A system of trilateration was used to lay out the grid, The method can be explained as follows:

A triangle was made up using yellow cord, the dimensions of 30' x 30' x 42.4' giving a right angled isosceles triangle. Two prominent rocks were chosen as fixed points for the baseline AB. With the yellow chord pulled taught, point C forms the rightangle apex of the triangle ABC. If the diver at point C swims to the other side of the baseline AB a new triangle ABC1 is fixed, AB then being the diagonal of the square ACBC1. If the diver at point A then moves to the other side of BC1 another triangle is fixed; the diver at C1 then moves to the other side of A1B; A1 to the other side of BC2 and so on.

Because the triangle is isosceles and right-angled, the resultant pattern is a regular series of squares. As the point and direction of starting is known as well as the sides of the square, the location can always be refound easily.

Six triangular areas were searched and numbered one to six. The numbers of fragments found in each area were added to the chart.

Shore Finds: Gin bottle necks pre 1840
 Fragments of 'cable pattern' crockery
 (19th. century ships ware)
 Dump bottle necks (19th. century)
 Brass oil lamp control knob

OFFSHORE FINDS: Clay pipe (nearly complete)
 Clay pipe stems
 Crockery fragments and bottle necks

It would seem at this stage that a larger area would need to be surveyed before any conclusion as to density of artifact location could be reached.

Divers Present: Over two dives

Project Leader: Dave Carroll

Terry Arnott
David Wilmer
Noel McLoughlin
Robert Watson
Rod Davies
Allen Rose
Rob Davenport
John McKenzie
Karl Jironc

Ray-Connor
Eric Milland
D. Capkin
Max Synon
Leslie Gillies
Perrian Robertson
Peter Stone
Peter Watson
Dave Kay
Helen Linton
Val .Stils

NEW SOUTH WALES

MARITIME ARCHAEOLOGICAL ASSOCIATION OF NEW SOUTH WALES

Prof. J. Bach,
Dept. History,
University of Newcastle,
NEWCASTLE. N.S.W.

SURVEY GROUP

This group is at present awaiting the construction of its survey frame and photographic tower. Several suitable locations are also being looked into for a pilot survey exercise. Anyone knowing of a sheltered wrecksite in shallow water close to Sydney that can be dived on the shore please contact Phil Bowman.

HISTORIC SHIPWRECKS ACT

At this moment the New South Wales Labour Government is still yet to proclaim the Act.

CANNON BALL FIND AT JERVIS BAY

On the 22nd October, 1978 two divers - Andry Luhlow and Steven Strong found a cannon ball while looking for shipwrecks in Jervis Bay. The area about one mile from Honeymoon Bay towards Point Perpendicular had been searched the weekend previously. However, during the week a two day storm had moved sand in the area, so Andy and Steve along with the Oceanographic Research Team, were searching the area once again.

When the cannon ball (Shot) was located it was only partially showing through the sand. Once this had been cleared, the shot was found to be cemented to the rock bottom; a tap from a hammer released it. After being brought out of the water about 15mm of encrustation fell off.

One week later, when Steve brought the shot to our last General Meeting, horror was expressed that it was not in water. So, on his return home it was deposited in the Strongs Marine Aquarium.

Statistics of the shot as given to me by telephone have enabled me to determine its size. The measured circumference of the shot is 21" (Steve Strong). This gives a diameter of 6.7" and when comparing it with a list of British Iron Guns Ca. 1780 the following is found:

Calibre 42 pounds
Diameter of bore 7.018"
Diameter of shot 6.684 (this shot 6.7")
Length of piece (ships guns), post 1780 8'4"
Weight of piece 52 cwt: 2 quarters : 0 pounds

So, from just one item found at random we can deduce a fair amount of information.

1. A 42 pound cannon was at sometime in Jervis Bay.
2. The type of British ship that carried 42 pound cannons at about 1780 was a First Rate (100 gun) British Man-of-War. So, a shot was fired possibly in practice or lost by such a ship.
3. A First Rate British Man-of-War visited Jervis Bay.
4. The name of the ship? That is a question for the historians - but it would not be an impossible task.

THE WRECK OF THE BALLINA Article by Geoff Thame - Port Macquarie

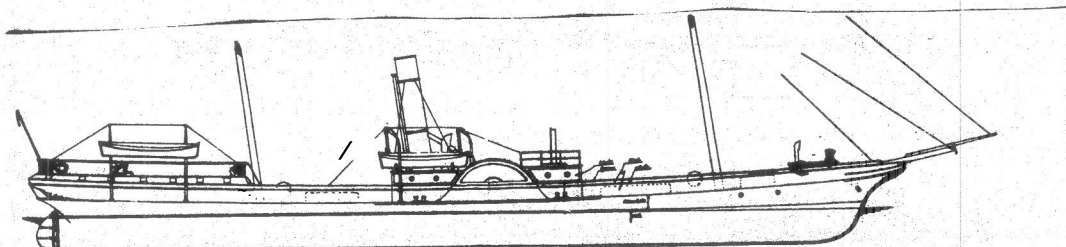
The "Ballina" was re-discovered in June, 1978 by a Public Works diver. This came about when Public Works divers were sent to inspect the recently extended North Wall to the Hastings River. The divers were taken to the point of interest by the Maritime Services Board in their aluminium 14' dinghy. The boat was anchored and the inspection took place. However, when it was time to raise the anchor they discovered it was caught on something and the diver went down again to alleviate the problem. He was back on the surface in no time at all and most excited at the find of a low lying ribbed section of a shipwreck. It would appear that only the forward section of the wreck was found at this time, as on subsequent dives with a public works engineer he was most surprised when I showed him the rest of the wreck. It is easy enough to understand this happening especially when visibility is down to 10 feet, as it often is.

Considering the concern for the wreck shown by the Public Works Department and the Maritime Services Board, I am at a loss as to why the newspaper was notified of the find. However, they were and before long it was front page news. Everyone was told quite clearly that anyone could dive on the wreck and that there was no law to protect it.

I became concerned at this point and offered my diving services to the local Museum, suggesting they contact the Maritime Services Board for information on the exact location of the wreck. The Museum was quite interested in this proposal as were the Maritime Services Board and the local police. It wasn't too long before we had organised ourselves for the first dive which took place on the 14th. July, 1978

Actually, the first two expeditions were non-events: on the first occasion we missed the tide and the best I could do was observe what I could, flying like a flag from the anchor rope (believe me the water really whistles through there). The following day, Saturday the 15th. July, we were ready and waiting. But, due to the air hose blowing off the regulator as soon as I arrived on the wrecksite, I had to do a forced ascent, fortunately remembering to breath out all the way up!

The third dive (my first successful one) on Sunday 16th July revealed the forward half of the wreck - much as the Maritime Services Board diver saw. The visibility was about 15 feet and I probably made the same mistake as he did, assuming that the wreck finished at a sharp bulkhead off to the south of the engine room. I busied myself exploring the engine room, port paddle, forward hull area and mast housing. As we were concerned that local divers would collect whatever they could for their private collections, we raised anything of interest we found lying around, knowing that at least these artifacts would end up in the local Museum.



Monist's sketch of the Bollina made from an original painting of the vessel.

Finds on this dive included a brass tap, washer, a piece of marble and a beautiful brass fitting about 9 inches long, (rather 8 shaped) and various other brass and copper objects. Their use is still unknown. On subsequent dives we have found other items of interest but since they are hard to describe without photographs I will not try.

The ship appears to be broken in about four positions. The bow section finishes at the engine room just forward of the paddles. The second section comprises the engine room area and is the only part that actually has an inside, or part that you can swim through. Across the top of the engine room are two large T-beams about 12 feet apart which probably supported the engine and paddle housing etc. These are parallel and run the full width of the ship and would make ideal points for making triangulations to other objects in future work.

The starboard paddle is practically unrecognizable but the lower half of the port paddle is all there including the timber paddles. The donkey boiler shown on Mike Richards drawing is in fact where he has shown it. The two cylinder engine is inclined to the axle at about 30 degrees, its stroke having its right position extended. The fact that this section of the ship has two 12 inch T-beams across it and an axle as well as an engine and boiler, no doubt account for it being held together far better than the remainder of the ship for the last 100 years.

Aft of this section the ship lists to port about 25 degrees and remains that way through to the rudder. The rudder is a beautifully carved piece about 10 feet long and

should be no real problem\o remove when the time comes. The overhanging section of the stern (the fourth section) above the rudder was blown off in 1910 and now lies upside down about 10 feet away. The port handrail and rudder are the only easily recognizable pieces of the third section.

As far as a navigable hazard is concerned the axle at the, port paddle is the highest point, being only 6 feet below'-water at low tide. Sharing this problem is a boiler with some sort of stack attached at the same depth but forward of the forward mast housing, approximately where a forward cargo hold would have been. This boiler appears to be part of the "Ballina" cargo. However, it could possibly belong to the "Hastings" or another ship sharing a combined grave.

As yet, I have not located the bow or any anchors and I think these may be under the newly extended North break wall. If this is so, we will not be able to find them. Generally speaking this is not the sort of wreck I would imagine one could grid, as was the "James Matthews" or "Sydney Cove". However, I would imagine it should be a relatively easy task to do triangulations from the ends of the two beams across the engine room I mentioned earlier. These points would also be easy to locate for a land survey.

Considering that the "Ballina" has been down for the last 100 years, it is in remarkably good shape and should truly be an exciting piece of work should the

Association get the 'go ahead'. Here's hoping."

WESTERN AUSTRALIA

MARITIME ARCHAEOLOGY ASSOCIATION OF A.Ü.A.

18 Balga Way,
MULLALOO. V.A.

The Maritime Archaeological Association of Western Australia was formed in October, 1974. The M.A.A.Ü.A. as it is known, was a product of the diverse historical interests of a group of local amateurs being co-ordinated by a part-time introductory course in Maritime Archaeology run by Jeremy Green, the Head of Maritime Archaeology at the W.A. Museum.

Since that time the Association has become the amateur wing to the Maritime Archaeology Department of the A.Ü.A. Museum and it is the source of much of the voluntary labour and expertise used on Museum projects. The Association has developed its expertise steadily, such that it now operates its own projects and often uses museum equipment and workboats.

The history of the Association and a list of the major projects in which it was involved was summarised by the Secretary Denis Robinson and appears in the Papers from the First Southern Hemis here Conference on Maritime Archaeolo&]

ÇFİÍÍDÈÁThe Association is also producing its own publication covering the years 1974 to 1978 and has received over twenty articles from various individual memberb to date. It is from

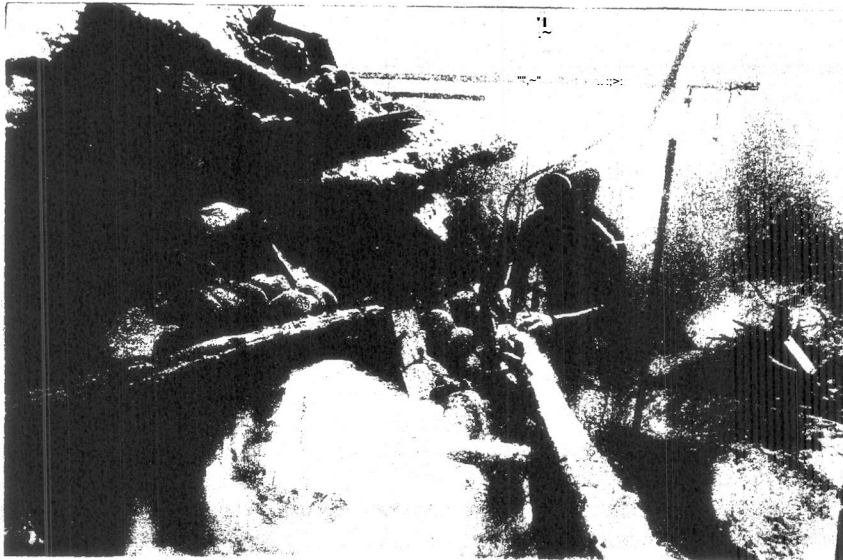
these two publications and the Association MinutabÊA\hat the following details and chronological list of major projects to date are taken.

OCTOBER - DECEMBER 1974

The Association was formed just as "A Summary of Shipwrecks in and around the Port of Fremantle" (author Denis Robinson) was published by the Fremantle Port Authority - an excellent small publication summarising the vessels wrecked (in alphabetical and geographical order). In October, the Association members accompanied Assistant Curator, Scott Sledge on an inspection of over 30 wrecksites on the North West coast from Broome to as far South as Jurien Bay, and a kelp cutting programme was undertaken by the association in November to allow a photo-mosaic and survey of the Lady Elizabeth (1878) site. This was the first group project undertaken by the Association and was finally completed with the display of the photo-mosaic at the Maritime Archaeology Conference held in Perth late in 1977. Two unsuccessful swimline search were conducted late in 1974 for the cannons of the Rockingham (1830) an early shipwreck and the remains of the ex-coal hulk the Helen.

1975

Association members worked solidly on the ex-slaver James Matthews (1841) the only known slaving hull excavated to date. Over 7,000 roofing slates were recovered and many hours, over many seasons, were spent drawing, airlifting, water-dredging, cataloguing and sorting out of materials on site.



An expedition including Association members left in April to work on the V.O.C. ship Batavia (1629) wrecked on the Abrolhos Islands west of Geraldton. On this project members worked alongside the Museum staff on site, in reef searches, and in the drawing-up, cataloguing and conservation of material found.

In mid year an aerial survey of the area on the shoreline of Cockburn Sound was undertaken by Association members in an effort to locate vessels, thought to have been wrecked or run ashore. Later in the year, three wrecks were found by Association members, notably Mike Pollard, an Association Historian expert on the Cockburn Sound area. The Association also began its investigation of the brig Dato (1890) in

Oáãæ^↔^&ÃÑá] on Garden Island south of Fremantle,--Clll field day was held on the wreck of the Alex T. Brown (1920) to familiarise members with drawing and measurement techniques.

1976

Members prepared to depart for a long expedition on the Zeewijk (1727), another V.O.C. ship lost in the Southern Abrolhos. Work undertaken included swimline searches and land excavation. A wreck (subsequently identified as the Day Dawn ÇFÎNDÁ was found in March, 1976. This project became one of the most ambitious undertaken by the Association, as it was given a virtual free hand in the excavation and investigation of the site. Profiles of the hull were taken using equipment designed and constructed by project leader and association president Lindsay Hill, while other association members were involved in the archival research, surveys of local residents, drawing-up and conservation of artifacts raised. The Association has produced a brief report on the excavation soon to be published in the International Journal of Nautical Archaeology and is producing a detailed analysis of the project for publication in book form.

This project, together with the Batavia and Zeewijk projects, carried into 1977 whilst throughout the year searches (successful and otherwise) were conducted by other groups for undiscovered wrecks. Work was also commenced on an investigation of the old Fremantle Jetty, a rich source of old bottles and sundry artifacts.

A group of II West Australians including Association members worked on the site of the 42 gun frigate Santo Antonio De Tanna an historic Portuguese wreck in Mombasa Harbour, Kenya, East Africa.

This year saw the conclusion of the Day Dawn project with the lifting of the capstan for conservation by the Association. Further searches for wrecks were instigated, the most successful being the location of the Historic dredge ACEÏ (1962) in Cockburn Sound.

A group accompanied Museum officer Warren Robinson on an investigation of a well thought-to have been used by survivors from the Vergulde Draeck (1656), another Dutch ship lost off the Western Australian coast.

Other projects completed were a field day on the use of a magnetometer and preparation for the conference on Maritime Archaeology which was well attended by members and at which two papers were presented on behalf of the Association.

Later in the year the Association assisted a conservation group in a sea study in Cockburn Sound and helped a local school diving group measure and pinpoint a number of historic river barges.



Projects were commenced on a study of the relative output and efficiency of water dredges and airlifts and on the investigation of a 'Wall of stones' believed to be the remains of the ex-hulk Redemptora (1920's), scuttled south of Fremantle.

Three cement tKegst were raised by Association members from the wreck of the Sepia (1898) using the Museum workboat Henrietta and further field days were held on the use of magnetometers and metal detectors.

Some Association members were also involved in a search for anchors lost from the Dutch vesselWackende Boey off Yanchep, north of Fremantle, while another group operated a large scale swimline search of the shoreline of Jervoise Bay in an effort to pinpoint any unknown wrecksites before the area was resumed for heavy industry and shipyards.

The Zeewijk expedition inVolving Association members was a great success and a further wreck the Contest (1874) was located south of Rockingham.

There was also a great deal of individual and joint research conducted by Association members and a number of articles published, notably a lengthy treatise on local coal hulks by Historian Richard McKenna. These and other items will be published in this and the Association's own Journal at a further date.

MIKE MCCARTHY

December, 1978

MAF-TIA9'ARCHAEO@C; M ASSOC. IN ALL STATES

Maritime Archaeology Associations now exist in all states. Their basic aim is to promote and encourage maritime archaeology, and to co-operate with museums and other interested organisations in actively promoting an interest in our maritime heritage. The associations are amateur organisations and divers interested in wre\•A^A} & ' :æ ^ãã and welcomed to join.A

Further details may be obtJ'ined from:

Maritime Archaeology Association of NSW
c/- Mrs. Edna Stephenson, 23/268 Longueville Road, Lane Cove, N,S,W 2066

Maritime Archaeology Association of Tasmania.
C/- Ken Atherton, 1 Juliana Street, Launceston, Tasmania, 7260,

Underwater Research Group of Queensland.
P.O. Sox 10. North Quay.Brisbane. Old; 4000.

Maritime Archaeology Association of Victoria.
C/- Peter Stone, 45 Albert Street, Upper Ferntree Gully, Vic, 3156,

Maritime Archaeology Association of W.A.
C/- W,A Museum, Fremantle. @ & @
Finnerty Street. Fremantle. WA 6160.

Society for Underwater Historical Research.
C/- Bob Ellis, Relics Unit, 43 Fufarton Road. Kent Town, SA 5067.

Society for Underwater Historical Research - President's ANNUAL REPORT - 1978

The past year has been significant for both S.U.H.R. and South Australia, in the steadily developing field of maritime archaeology.

achieving, true underwater archaeology. As the Society expands, its contribution to South Australia's Heritage will also increase,

All activities are co-ordinated by Project Leaders who are responsible for the efficient operation of individual projects, A particular benefit from this system has been the developing of specialist knowledge by a wider range of members,

An important area of work which is still in its infancy is the collecting of information from all available sources for future use.

Many people have knowledge of events such as shipwrecks, construction and destruction of jetties, or photographs of historical maritime interest and this information needs to be gathered, by S.U.H.R" to preserve it for present and future generations,

The work of S.U.H.R, has been carried out with dedication by members, both diving and non diving, and I would like to thank all concerned

Work is all voluntary and the rewards for all lie in the satisfaction of a job well done,' This Report is an acknowledgement of your efforts, The ongoing preparation of individual Project Reports will further recognize your contribution.

*Thank you,
Peter Christopher,
PRESIDENT,
September, 1978,*

Peter Christophher.

The scope of the Society's work expanded to include a number of projects, details of which appear in this report. Equally as important has been the gradual recognition of the work of SUHR within South Australia, interstate and overseas,

Until recently dives have been involved in marine salvage rather than archaeology, merely recovering objects for display, both private and public,

Maritime Archaeology of necessity must cover a full range of activities including research, planning, exploration, survey, photography, registration of relics, preservation treatment, displays and the production of reports on all activities,

SUHR, is actively following these objectives and for the first time South Australia has a group dedicated to, and effectively

THE MARITIME ARCHAEOLOGICAL ASSOCIATION OF N.S.W. has made submission to the Premier of N.S.W., to have the Historic Shipwrecks Act proclaimed in N.S.W. This has become of some urgency since the findings of the wrecks of two paddle-wheel steamers on the North Coast of N.S.W.

These wrecks, the "Ballina" at Port Macquarie bar and the "Agnes Irving" at the Macleay River bar were examples of the first paddle-wheelers operating on the North Coast, and were lost within a year of each other around 1879,

Approaches have been made to groups of divers working on each wreck to ensure that full surveys are conducted of the sites before any further removal of artifacts, and full details of conservation procedures are being supplied to the divers so that all articles previously removed, and those that will be removed after surveys,

will be properly treated, preserved and stored,

At the last general meeting of the Association, plans were made to conduct trial surveys on sites in and out of the water, also members and other interested persons were asked to supply details of all wrecks they consider should be afforded protection under the Act,

It should be noted that of the many thousands of known wrecks along the coastline, only a handful have significance enough to be considered for declaration as "historic Shipwrecks", so there should be little or no effect on sports divers once the Act is proclaimed in N.S.W

A special feature of this meeting was a talk by Steve Domm, detailing some of the work involved in the finding of the "Pandora" wreck, which showed that the diving is only a minor part of exploration for wrecks,

WHEEL TROUBLE!

Toby Stewart, President of the Scuba Divers Federation of Victoria, works carefully to remove the encrustacean covering the magnificent wrought and cast ship's wheel from the Will O the Wisp. The wheel was found by Barwon Grove divers Chris Gaskell and Carl Ebbels, who gave custody of the wheel to the Geelong Underwater Research Group.

The wheel is now in fresh water where it will remain until formal conservation procedures have been prepared,

Moves by the Maritime Archaeology Association of Victoria and the G.U.R.G. to have the wheel conserved by the National Trust of Aust. (Victoria) have been met with a 'laissez-faire' attitude by the Trust, and by the Chairman of the Polly Woodside Museum Committee, Mr. Phil Webster.

Unless a more positive attitude is apparent in the near future, the wheel will be either returned to the sea, or will be given to another museum,

Unfortunately this would mean that the wheel, found in Port Phillip Bay, would leave Melbourne,