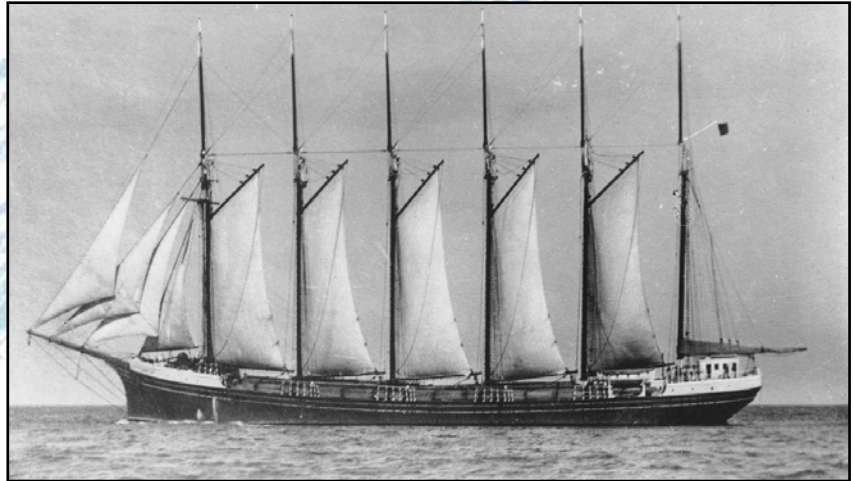


# FUMAN 2007

FLINDERS UNIVERSITY MARITIME  
ARCHAEOLOGY NEWSLETTER

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*Dorothy H. Sterling*

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MMA Student Agnes Milowka recording iron hull remains on the *Star of Greece* shipwreck site.

## Flinders University Program in Maritime Archaeology 2007

### Program Staff

Mark Staniforth—Associate Professor  
Jennifer McKinnon—Lecturer  
Jason Raupp—Technical Officer  
Mike Nash—Research Fellow  
Ian Moffat—Research Fellow

### PhD Students

Rick Bullers  
Claire Dappert  
Jun Kimura

### Masters of Maritime Archaeology (MMA) Students

Jessica Berry	Mark Opdyke
Jody Bulman	Nicole Ortmann
Matt Carter	James Parkinson
Kellie Clayton	Sarah Quine*
Darren Cooper	John Ricci
Andy Dodd	Peter Ross
Roger Halliday	Najat El Hafi Skeate
Benjamin Holthof	Rhonda Steel
David Kalinowski	David Van Zandt
Kenny Keeping	Harry Watts
Darren Kipping	Brian Williams
Agnes Milowka	Karson Winslow
Aaron Mior	Zach Woodford

### Editor's Note

This year has again seen the Program in Maritime Archaeology at Flinders University grow in student numbers, cooperative relationships and field work opportunities. As the number of partnerships with heritage agencies across Australia continues to increase, students and staff have enjoyed working with Heritage Victoria, Tasmanian Parks and Wildlife Service, South Australia's Department for Environment and Heritage, the Western Australian Maritime Museum and Museum of Tropical Queensland. As you will read these projects have in many cases provided the basis for both Honours and Masters theses, and led to collaboration on research reports and publications.

Another exciting development in 2007 has been the new opportunity to work on projects overseas! The development of the first overseas practicum with the Lighthouse Maritime Archaeology Program (LAMP) in St. Augustine, Florida (USA) and our involvement in the UNESCO field school in Galle, Sri Lanka, encouraged MMA students to gain experience outside of Australia. This has also led to the establishment of Internships in Australia and the US. The success of those internships has helped to pave the way for others planned for 2008.

It's been an exciting year for the Program and this fifth edition of FUMAN showcases many of the developing relationships and opportunities available to Flinders students. We hope that you enjoy FUMAN 2007 and look forward to what awaits in '08!

*Jason Raupp*



The plinth resting on the HMS Pandora wreck site contains the remains of an unfortunate crew member.



## Letter from the Director

Two PhD students – Rick Bullers and Claire Dappert - were employed on 9 month part-time Lecturer A contracts to help with teaching in the graduate program in maritime archaeology and more general teaching in the Department of Archaeology. The program also has a new PhD student who started in July 2007, bringing the number of maritime archaeology PhD candidates to three. Our new PhD student is Jun Kimura who was awarded a prestigious Endeavour Postgraduate Award by the Australian Federal government to conduct research on medieval East Asian ship-building.

Jennifer McKinnon, ably assisted by Maritime Technical Officer Jason Raupp, coordinated the annual Maritime Archaeology Field School at Victor Harbor in South Australia between 1 and 18 February 2007. The Field School started as usual with an AIMA/NAS part 1 training course on the first weekend with 10 postgraduate students enrolled. Chuck Miede from the Lighthouse Archaeology Maritime Program (LAMP) at St. Augustine, Florida came over for the Field School as part of an exchange of staff program scheduled to take place over the next two years.

Some of our usual graduate topics were available in 2007 (ARCH 8101, ARCH 8102, ARCH 8104 and ARCH 8112) as well as a new topic on ship construction (ARCH 8108) that Jen McKinnon ran as a two week intensive course in September 2007. The first student fieldwork practicum (for credit) was held in association with LAMP at the St Augustine Lighthouse in Florida (USA) in July 2007. Eight students were involved in conducting research fieldwork with Flinders University staff Jen McKinnon and Mark Staniforth, LAMP archaeologists Chuck Miede and Sam Turner as well as other archaeologists in and around St. Augustine.

2007 was a year of consolidation in the Program in Maritime Archaeology at Flinders University with four students completing and submitting their Master of Maritime Archaeology (MMA) theses during the year. Congratulations to John Ricci, Brian Williams, Mark Opdyke and Zach Woodford for completing their theses.

Australian Maritime Archaeology (ARCH 2004) was taught by Associate Professor Mark Staniforth in semester 1 of 2007 and had 18 undergraduate enrolments. Mark also supervised two honours students who did maritime archaeology related topics and completed in 2nd semester of 2007: Karen Alexander who submitted her thesis entitled "The Role of Legislation in the Protection of Maritime and Underwater Archaeological Sites in South Australia" and Toni Massey whose thesis was "Excellence in Hell: an Investigation of Convict-built Maritime Material Culture on Sarah Island, Tasmania".



MMA Students Kellie Clayton and Brian Williams record the remains of a jetty on the foreshore of Lake Alexandrina as part of 2007 field school activities

The MAMS publications have been extremely successful, largely thanks to editor Claire Dappert with editorial assistance from Karson Winslow and Ben Holtof. There are now thirteen issues available.

The Program in Maritime Archaeology has now been running for five years (2002-2007) and so in November it was subjected to a five yearly review – thanks to all of the current and former staff and students as well as our industry partners such as Peter Harvey at Heritage Victoria who participated in the review process.

*Mark Staniforth  
Convenor of the Program in Maritime Archaeology  
Department of Archaeology*

### *Life on the Edge – SHA 2007*

The Society for Historical Archaeology Annual Meeting in Williamsburg, Virginia (USA) was well attended by Flinders University students and staff. Lecturer Jennifer McKinnon and graduate students Linda Honey and Bill Welsh organized a two part symposium entitled “Aspects of Maritime Archaeology from Australia.” Presenters in the symposium included Flinders Program in Maritime Archaeology staff members Mark Staniforth, Jennifer McKinnon and Jason Raupp, as well as PhD student Claire Dappert and graduate students Sharan Baskar, Amanda Hale, Linda Honey, Emily Jateff, Brandi Lockhart, Deb Shefi, Bill Welsh, and Karson Winslow. Congratulations to all on a job well done!

*Jennifer McKinnon, Lecturer*

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### **2007 Flinders Maritime Archaeology Field School**

The 2007 Maritime Archaeology Field School took place at Victor Harbor, South Australia during the first two weeks of February. Field School began with a two day AIMA/NAS training course in which members of the general public also participated. Then it was off to Victor Harbor, where students investigated a number of maritime sites on both land and underwater. Activities included investigations of the Granite Island historic causeway and baths; the remains of the three-masted schooner *Ada & Clara* (1891) on Hindmarsh Island; the jetties, fishers’ caves and *Star of Greece* (1888) at Port Willunga; and geophysical surveys at Port Elliot and Middleton Beach.



Heritage Victoria vessel (*Stessl*) and SA Department for Environment and Heritage vessel (*Rapid*) moored over the *Star of Greece* (1888) shipwreck at Port Willunga.

Field school highlights included a BBQ and yacht race at the Armfield Slipway, where historic vessels are lovingly restored by a devoted group of volunteers; a visit from Mr. Grant Rigney from the Narrindjerri Aboriginal Community; and a visit to an early twentieth century shipwreck salvage camp associated with the wrecking of MV *Victoria* at Tunkallilla Beach.

Special thanks to Kurt Knoerl who designed and updated the website journal. Also many thanks to the South Australia Department for Environment and Heritage’s Rick James and Heritage Victoria’s Pete Harvey for providing staff and logistical support. If you would like to read more about the field school check out the Online Museum of Underwater Archaeology website for student journal entries and photos: [http://www.uri.edu/artsci/his/mua/project\\_journals/flinders/flinders\\_intro.shtml](http://www.uri.edu/artsci/his/mua/project_journals/flinders/flinders_intro.shtml).

*Jennifer McKinnon, Lecturer*

## Wilson's Promontory Shipwreck Survey

In March Heritage Victoria's Maritime Heritage Unit invited Technical Officer Jason Raupp and MMA students Agnes Milowka and James Parkinson to participate in a ten day shipwreck survey around Wilson's Promontory National Park. Known simply as the "Prom", it is a peninsula that juts out from Victoria's southern Gippsland region. The weather around the Prom is extremely unpredictable due to its exposed position on the Bass Strait, which meant that diving conditions could be favourable one day and impossible the next.

The main objectives of the project was to inspect known shipwrecks in the region, to continue recording work on an historic whaling vessel and to search for other historically known shipwrecks if possible. Most of the work was concentrated in Waterloo Bay where the historic whaler *Cheviot* was lost in 1854. Lying in 26 meters of water, the wreck was first investigated in 2000 and includes many well preserved features such as iron knees and anchors, part of its lime and timber cargo, a galley stove, a pile of bricks from an on board try works, and artefacts associated with whaling activities. A site inspection and some recording of artefacts and features were carried out on this site by the Flinders crew, MHU Staff and members of the Maritime Archaeology Association of Victoria (MAAV). Meanwhile other MAAV members conducted a search for another historic vessel (*Richard and Anne*, 1855) using their newly

acquired side scan sonar.

Due to increasingly rough sea conditions, these operations were suspended and attempts were made to locate wrecks in other areas around the Prom. Several days of rough conditions dictated an alternative plan and saw the crew conduct several kilometre hikes into the bush to assess sites, including a former whaling and sealing station and an historic sawmill and jetty site. Many thanks are extended to Peter Harvey, Cassandra Philippou and Hanna Steyne of the MHU for providing such a great opportunity to Flinders students and staff, and to the members of the MAAV for all of their help!

*Jason Raupp, Technical Officer*



Looking out over Bareback Cove, Wilson's Prom.

## The Skipjack *Joy Parks* Project

Skipjacks working the Chesapeake Bay (USA) are part of the last all sail fleet in America. After the decline of the oyster industry in the 1890's skipjacks evolved as they were cheap to construct and maintain. The focus of this research was to record a particular vessel and compare its history and design to others of the type. Through the study of an individual skipjack the influence of its builder on other shipwrights was explored.

The vessel chosen for this study is *Joy Parks*, a skipjack built by prolific Virginia shipwright Tom Young in 1936. *Joy Parks* is the last skipjack built by Mr. Young, built for a younger oyster captain in Maryland. The build and use location differences, the age difference between shipwright and client, as well as access to the vessel to perform a detailed survey made *Joy Parks* an excellent source for investigation of a shipwright's influence.

Hull lines, outboard profile and deck plan drawings of *Joy Parks* were produced from this research. The analysis of this data was incorporated into a thesis and adds to the limited collection of architectural information available on skipjacks in the historical record.

*Mark Opdyke, MMA Student*



### *Dorothy H Sterling* Site Inspection

Port Adelaide, South Australia is a booming area of maritime history. Within the North Arm of the Port River, the Ship's Graveyard can be found. This area is home to a record 25 ships abandoned and salvaged, spanning over a century. Of particular interest is *Dorothy H Sterling*, a six masted schooner built in 1920 in Portland Oregon and abandoned after bringing a load of timber to Port Adelaide in 1929. Due to the Great Depression the vessel sat derelict at Port Adelaide and after numerous attempts to sell and auction, it was subsequently moved to the North Arm where salvageable parts were removed.

Survey on this vessel took place at the end of March 2007 and consisted of a field crew of honours, graduate and PhD students, as well as Flinders staff. As the vessel was located in an intertidal zone, survey was best done at low tide due to the strong currents encountered during high tide. Snorkelling surveys around the vessel were conducted, but SCUBA was not employed. Recording at low tide allowed for better communication and time management, which can sometimes be lost or unclear when diving.



Students and staff record the remains of *Dorothy H Sterling* at near low tide in the Port River; note the iron-hulled vessel *Santiago* (1857) in the background.

Access to the site required a vessel, and once the site was reached an array of survey and recording techniques followed. A baseline was run down the keelson remains, excluding sections of the bow and stern which were tied in using profile recordings. A general plan view was produced which included the positions of frames, fasteners, remaining timbers, natural elements important to the site (mangrove tree amidsthips) and any important surface artefacts. Photography was also very important due to the limited amount of time on site.

Archival research took place in repositories in both Australia and the United States and aided greatly with the information about the vessel. What can be established about *Dorothy H Sterling* is that the ship came to Australia without enough funds to cover harbour fees or pay the crew. *Dorothy H Sterling* appears to have been a victim of changing technologies and times; no longer was a sailing vessel seen as a significant means to transport trans-Pacific goods. This can be seen by the amount of steam vessels that were put into service at this stage in history, reaching Australia, South America and other areas in the Pacific Rim. The boom of six-masted schooners was short lived, and mainly a traditional product of the east coast of the United States, with eight of ten being built in Maine. Only one seven masted schooner was ever built, revealing that six-masted schooners though could be profitable, they did not last long enough to come into favour. The history of *Dorothy H Sterling* is little known. It played an integral role in trade between the United States and Australia, and represents the difficult times that came about due to the Depression.

*Karson Winslow, MMA Student*

### Australian Shipbuilding

Research into colonial Australian shipbuilding practices has continued during 2007. Field work this year has concentrated on the extensive surveys of three Australian-built vessels: the ketch *Alert* (1872-1959), abandoned at the Jervois Basin ships graveyard at Port Adelaide, the intact ketch *Annie Watt* (1870-) managed by the South Australian Maritime Museum in Port Adelaide and the restored ketch *May Queen* (1867-) in Hobart, Tasmania.

The results of surveys of the schooner *Zephyr* (1851-1852), wrecked at Marion Bay, Tasmania, and the ketch *Mary Ellis* (1897-1907), wrecked at Sleaford Bay, South Australia, were also published this year. These vessels appear to have been very well built with suitable scantlings and fasteners. The results of timber analyses also indicate the use of non-Tasmanian timber in *Zephyr*, and

North American timber (Douglas fir) in *Mary Ellis*. In the latter case, this imported timber was only located in outer planking and ceiling timbers and is probably the result of repairs.

A comprehensive database has been developed to store the data associated with the Australian Shipbuilding Project. To date there are over 460 vessels listed and more than 500 people associated with the shipping industry. Archival research has continued with many more vessels and people to be entered. This database is a work in progress and will ultimately become the most comprehensive dataset on Australian shipbuilding available. It is anticipated that the database will eventually become web-based for public access.

*Rick Bullers, PhD Student*

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### Flinders University Overseas Traveling Fellowship

Claire Dappert has been enrolled in a PhD at Flinders University since March 2006 on an Endeavor International Postgraduate Research Scholarship (EIPRS). As part of her academic endeavors she has also been a Part-time Lecturer in the Department of Archaeology, served as Series Editor for the Flinders University Maritime Archaeology Monograph Series (MAMS) and was recently elected as President of the Society for Underwater Historical Archaeology.

Although her dissertation topic has changed slightly from her initial proposal, over the past year she has been busy researching the involvement of American merchants in the late eighteenth- and early nineteenth-century China trade and the consumption of Chinese porcelains and teas in American society. Additionally, she rewrote her research proposal, buried her head in theory and Chinese porcelain books, started composing several chapters and planned fieldwork and research overseas for the upcoming year. As a result of this hard work she received the prestigious Flinders University Overseas Traveling Fellowship, an award which is given to only one doctoral candidate throughout the university per year.

The Flinders University Overseas Traveling Fellowship provides monetary assistance to conduct research in a number of museums and libraries. Dappert plans to visit several institutions, including the Peabody Essex Museum, the Nantucket Whaling Museum, and the New York Public Library, and make contact with several state agencies and archaeologists employed at universities.

As part of the Overseas Traveling Fellowship, Claire will complete an internship with the Columbus, Ohio (USA) based PAST Foundation. During this time she will access the *Frolic* (1850) artifact collection under the direction of PAST Director of Operations, Dr. Sheli Smith. Dr. Smith led the Past Foundation in underwater excavations of the *Frolic* wreck site during 2003 and 2004.

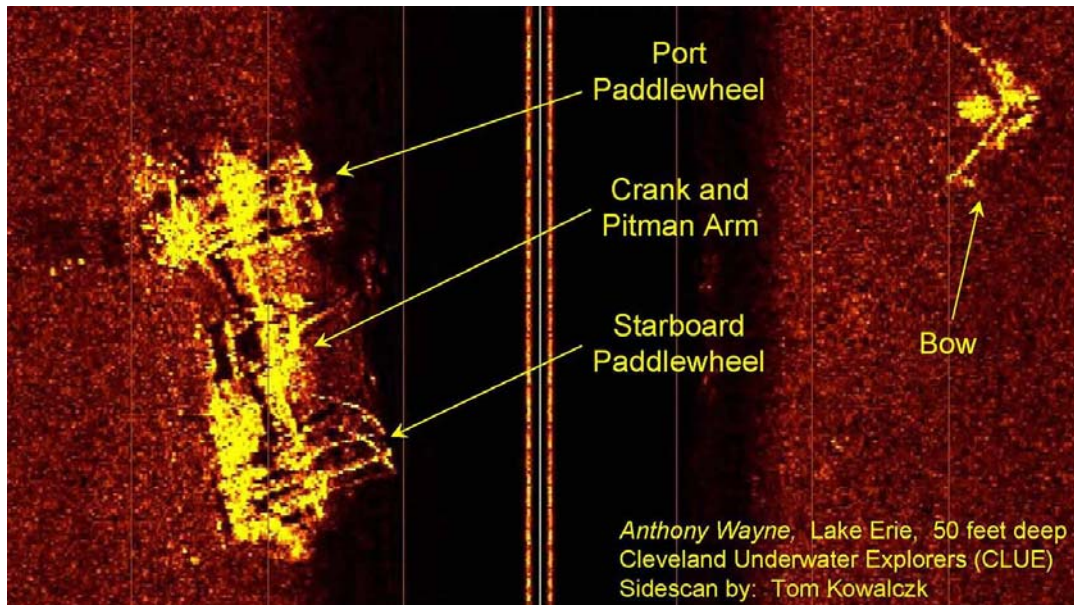
Dappert was also named a Research Fellow and Intern for The Massachusetts Board of Underwater Archaeological Resources (BUAR). The internship will take place between May and July of 2008. Under the supervision of BUAR Director Victor Mastone, she will assist the BUAR in attempting to locate a US-China trade vessel suspected to have wrecked near the Massachusetts coast.

Dappert will enter her analysis and final writing stage immediately after the Overseas Traveling Fellowship. She hopes to submit her dissertation in early 2009.

*Claire P. Dappert, PhD Candidate*

## Great News from the Great Lakes

Director of the Cleveland Underwater Explorers Inc. (CLUE) and Flinders MMA student David M. VanZandt completed a successful 2007 field season with the discovery and documentation of several shipwrecks in Lake Erie. A total of eight previously unknown shipwrecks were located over this season.



Side scan sonar image of the remains of *Anthony Wayne* (1850) .

Of particular interest was the discovery of the wreck of the side-wheel steamboat *Anthony Wayne* by CLUE member Tom Kowalczyk September 2006. A preliminary pre-disturbance archaeological survey was performed by the CLUE team in early 2007 which provided photographic and video images of the site. This historically significant ship was built in 1837, only 19 years after the construction of the first steamboat on Lake Erie. *Anthony Wayne* sank in 50 feet (15 meters) of water on April 28, 1850, after its starboard boilers exploded while traveling off Vermilion, Ohio. Approximately 38 people lost their lives in the explosion and sinking. *Anthony Wayne* is believed to be the oldest existing steamboat wreck in Lake Erie. The shipwreck discovery was announced at a press conference at the Great Lakes Historical Society (GLHS) on June 20, 2007, and garnered international press coverage. The group has begun the process to nominate the wreck for listing on the National Register of Historic Places, where it could become Lake Erie's first listed shipwreck.

CLUE also continued its support of the Maritime Archaeological Survey Team (MAST) and GLHS in their efforts to survey known shipwrecks in Lake Erie. High resolution side scan sonar images were taken by CLUE of the wooden schooner *Ivanhoe* (1855) and wooden steamer *Sarah E. Sheldon* (1905) to serve as site guides for the archaeological survey of these two vessels. CLUE also provided additional assistance to GLHS in the identification process of four possible shipwreck sites previously located during a survey performed by the Ohio Department of Natural Resources Division of Geological Survey.

CLUE is non-profit research organization aimed at researching, discovering, and documenting the underwater cultural heritage of Lake Erie and the other Great Lakes. For additional information please visit their website at: <http://www.clueshipwrecks.org>.

David Van Zandt, MMA Student





## East Asian Shipbuilding Technology

In 2007 Jun Kimura commenced his PhD studies in the Flinders Program in Maritime Archaeology. His research will focus on East Asian shipbuilding technology and seafaring throughout the medieval period. Though seafaring in the East Asian region, including maritime trade and military affairs controlled by individuals and governments, has been written by many maritime historians, comprehensive archaeological research into the development of ship design and ship construction technologies has yet to be undertaken.

This study will highlight archeological data on shipwrecks from the tenth to the fifteenth century from China, Korea, and Japan and some East Asian-built shipwrecks in Southeast Asian waters. It is hoped that this study will help to clarify the construction characteristics of East Asian oceangoing vessels. As many researchers have pointed out, a representative feature of the structure of

East Asian vessels is the introduction of a keel and bulkheads to the ship's hull. However, the reason why and the manner in which these fundamental compositions were adopted to oceangoing vessels have not been properly examined. Therefore, this study will hypothetically pursue the meaning of the combination of a keel and bulkhead construction as a representative feature that determines design, assembly order, and structural philosophy of oceangoing vessels historically employed in East Asian region. The resultant perspective from this approach will provide a systematic framework to study the remains of historic shipwrecks the Asian region. It is also expected that this research can be used as an indicator for the assessment of prosperity of medieval East Asian seafaring.

*Jun Kimura, PhD Student*

## Ada and Clara Site Inspection

Who would have thought that such an ignominious heap of rusting iron and rotting timbers – *Ada and Clara* – could have had such a long and fascinating history. Flinders University students first encountered the nineteenth century abandoned wreck in February 2007 at a University-run field school. Our task then, had been to record the vessel and write a site report on it in three days.

Three days, however, were by no means sufficient to do the vessel justice. Since then MMA student Jessica Berry has been researching the vessel's history for her thesis, spending days spooling contemporary newspaper reports and dusting off archive material. Records show that *Ada and Clara* (now known locally as Showboat) had an illustrious life. Built in Milang in 1891, it survived two economic depressions and two world wars. Each successive owner added his own mark, altering it to fit different circumstances. Between 1910 and 1930 it went from being a three-masted schooner working on lakes Alexandrina and Albert, to a passenger ferry and then tour boat working on the River Murray.

The wife and sons of the last owner, Donald Murray Dennis, have been able to supply contemporary details of the last decade of *Ada and Clara's* existence. The vessel sank at its moorings several times in the 1950s. Finally it became too expensive to keep refloating. It was briefly abandoned in Goolwa but nobody liked the look of a rotting old wooden boat – it was getting in the way of the shiny new speed boats - so in 1962 it was moved out of site to mudflats where it remains.

*Jessica Berry, MMA Student*



MMA Students Jessica Berry and Karson Winslow establish a baseline along the keelson of *Ada and Clara*.

## Armfield Slipway

In 2006 and 2007 the Flinders University Graduate Program in Maritime Archaeology and the Historic Armfield Slipway began an informal partnership in educating maritime archaeology graduate students interested in historic boats. Each semester students take a field trip down to the slipway in Goolwa to listen to the men and women talk about the painstaking, yet rewarding process of boat restoration. The slipway also invited students to operate some of their restored boats in late 2006. Students had a great day out on the water learning about kitchen rudders and man overboard drills. In February 2007, the slipway hosted a barbeque during the annual Maritime Archaeology Field School which took place in the Victor Harbor area. The barbeque was made even more special by yacht races and a tour of the yacht club!

Students enjoy talking to the slipway volunteers about boat restoration and seeing some of the remarkable projects they have completed. Although it does not seem like your typical education process (student at desk and lecturer teaching), the students *are* learning through a process of osmosis - by being around people who know about "old" boats, students take in small bits of information without even realizing it.

This semester the slipway stepped that learning process up a notch by allowing the program to borrow one of their restored vessels, *Tom Jones*. This special little boat travelled up to Adelaide where it was carefully placed in a 9 m<sup>2</sup> room on Flinders University Campus. It was the centrepiece of a 7-day intensive topic called *Ships: Research, Recording and Reconstruction* in which 12 students received the theoretical and practical training necessary for understanding ship research and construction. Students learned nautical terminology, the basic components of a ship and activities onboard, principles of ship construction and rigging, procedures for taking and drafting ship lines, hull analysis, and principles of reconstructing ships.



The good "ship" *Tom Jones* on campus.

Although not a "ship", *Tom Jones* was the focus of the ship lines practical. Students practiced taking ship lines using conventional methods (tapes and pencils) and digital methods (EDM and goniometer). An EDM was used to digitally record points along the hull which was later downloaded into a computer program to produce a set of lines. Valuable lessons were learned such as, when technology fails and it is often the old-fashioned, conventional method that is most reliable! The data the students collected was used in their final projects to produce a set of lines for *Tom Jones*. The best of these lines will be presented to the slipway later this year. Students had a great time recording the little boat and the name of the vessel elicited quite a few poorly executed versions of "What's New Pussycat?" and "It's Not Unusual".

The Flinders University Program in Maritime Archaeology has gained much through their relationship with the historic slipway. It is our hope that we continue to work with the slipway and develop a relationship that will be beneficial to both and last a very long time. Thanks again to the Armfield Slipway for participating in the education of students interested in "old" boats.

*Jennifer McKinnon, Lecturer*

## LAMP Practicum

For two weeks in July the Lighthouse Archaeological Maritime Program (LAMP) in St. Augustine Florida (USA) hosted Flinders University's first overseas Practicum in Maritime Archaeology. The practicum was a huge success and accomplished what it set out to do – to enhance the experiences and knowledge of our graduate students while providing research support for the Lighthouse program. Participants in the practicum included:

- eight students from Australia, Canada, the UK and the US;
- five visiting students (Florida State University and University of West Florida);
- two Flinders teaching staff;
- three Flinders supervisors;
- three LAMP staff and countless volunteers; and
- ten agencies and companies: the Museum of Underwater Archaeology, St. Johns County, Guana Tolomato Matanzas National Estuarine Research Reserve, Southeastern Archaeological Research, Inc., Florida Public Archaeology Network, University of Florida, Division of Historical Resources, Marine Magnetics, East Carolina University, and H.L. Hunley Project.



LAMP practicum students and staff in front of the St Augustine lighthouse.

A total of 12 days were spent in the field collecting data, with 89 dives being conducted for a total of over 50 hours spent underwater. To check out what students and staff had to say about the field work, see the LAMP blog:

[http://www.staugustinelighthouse.com/blog/lampposts/flinders\\_universitylamp\\_mariti/](http://www.staugustinelighthouse.com/blog/lampposts/flinders_universitylamp_mariti/)

*Jennifer McKinnon, Lecturer*

## LAMP Internship

When offered the chance to move to Florida to work with a non-profit maritime archaeology program, there was no way I could pass up the opportunity - you can more or less say I jumped at the invitation! I felt lucky to get a chance to work in St Augustine, the first European port in the United States! The internship with the Lighthouse Archaeological Maritime Program (LAMP) began directly after the first annual Flinders University and LAMP joint practicum which was held in July 2007.

The practicum was a great introduction to LAMP and allowed me to become familiar with dive protocol and operations. This small group is responsible for a large amount of work such as site... *(continued on page 12)*



Preparing to map a profile of a ballast pile.

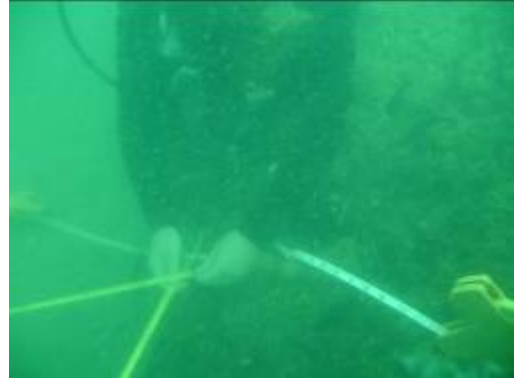


... monitoring, public outreach, education, conservation, contract work and grant writing just to name a fraction of the responsibilities.

The goal of the internship was to walk away with a well rounded feel for how an agency works, as well as conduct and lead a project of my own. Of particular interest to LAMP is the search for the location of the confederate privateer *Jefferson Davis* (1861). Historical documents state that it sank off of St Augustine, though shifting sands of the inlet have caused the present day shore to sit atop the area in which *Jefferson Davis* possibly could have gone down. During the 2007 practicum, remote sensing survey was conducted with a number of grids. I continued with this project, processing the data acquired from the practicum, and continued surveying the beach and narrowing survey areas to tighten up on positive anomalies. This project will continue after my internship ends through the help of volunteers, and hopefully the vessel will be located.

On July 1, 2007 the *First Coast Maritime Archaeology Project Grant* was supplied to LAMP by the State of Florida. This provided funding to support further research, survey and education within the St Augustine area. Dive operations have included site monitoring, mapping, recording and excavation. A number of sites have been investigated including the British sloop *Industry* (1764) and an unknown steamship wreck with a possible second wreck in same location.

The internship also allowed me to assist in educating local high school students about maritime archaeology and SCUBA certification. This was a great opportunity to see young people interested in maritime heritage, something I was not exposed to until a later phase of my academic career. Overall, the internship was a positive experience and proved to be a great transition experience for a graduate student towards a career in maritime archaeology.



Trilateration survey of unknown steamship

Karson Winslow, MMA Student

### Internship with Heritage Victoria's Maritime Heritage Unit

You know you're onto a good thing when the second day at work sees you head out of the office, and off to inspect one of the most significant shipwrecks in Victoria, *City of Launceston* (1865). The verdict – it's still there; but the question is, how long will it hold together? The point of our visit was to collect sash weights in order to help complete the corrosion study of this iron steamship and help answer these hard questions.

So far my internship with Heritage Victoria has been nothing but splendid. We've taken advantage of good spring weather and completed site inspections of wrecks such as *Hurricane* (1869) and *Empress of the Sea* (1861)... well, ok so *Empress* remained ever elusive but we looked for it long and hard. These short visits out on the water were a chance to get the team diving again and get the

boat into ships shape condition before we launch wholeheartedly into the summer field season.

There has been a lot to... (continued on page 13)



A well-preserved leather shoe on the *City of Launceston* (1861) shipwreck site.

... do around the office too. I have spent most of my time buried elbow deep in wreck inspection reports from the past 20 odd years and have been putting the details up onto Hermes, the Victorian Heritage database. This is a long-term project that will ensure all the available information on each shipwreck is in one convenient location and online - just the way it should be. While database work can seem a bit dry, the work has given me the chance to familiarize myself intimately with most of Victoria's wrecks... as well as practicing my detective skills in an attempt to decipher the handwriting of past MHU staff! With over 1000 sites recorded on the database, there is clearly a lot of work to be done and I have well and truly sunk my teeth into it.

Finally, another highlight has been helping to

teach an AIMA/NAS course, which saw me swap my student hat for that of the teacher... if only for a brief moment. The shoe was on the other foot this time and I must say I enjoyed the experience immensely. The students who were all veteran Victorian divers thoroughly enjoyed the course and did some great site drawings to boot. So hopefully the next time they're out for a wreck dive they'll look at the site in a slightly different and more archaeological way.

I'd like to take this opportunity to thank the staff of Heritage Vic for welcoming me into their fold and for this great opportunity to see the inner workings of the Maritime Heritage Unit.

*Agnes Milowka, MMA Student*

### Society for Underwater Historical Research

The Society for Underwater Historical Research (SUHR) is a community based, avocational maritime archaeology organization operating in South Australia. Formed in 1974 by recreational scuba divers and other persons with an interest in maritime archaeology and history, it is considered the oldest such group in Australia.

The SUHR general membership elected a new executive committee in September and we are committed to getting some fun projects off the ground in 2008. Our biggest concern right now is increasing our membership and our community profile in order to both create a vibrant and enthusiastic society and to ensure the Society maintains momentum. The new executive roster includes Claire Dappert as President, Peter Ross as Vice-President, Nicole Ortmann as Secretary, and Darren Kipping as Treasurer. That being said, the first big change since the election is that I am now also acting President since Claire recently received a grant to conduct research and fieldwork in the United States. We've also elected a number of committee members including Jun Kimura, Jason Raupp, Susanna Montana Jones, David Cowan, Jessica Berry, and Jennifer McKinnon. I'm certain that this very talented group will present plenty of opportunities for projects and fieldwork in the coming year.

In fact, we've already begun a number of projects. Darren took a bunch of us out to relocate the *Tigress* (1850) wreck site in October. Although we didn't find, but we will be going back to conduct a more thorough search in the new year. I've taken on the task of building a website that I hope to have finished in January. Before she left for the US, Claire, with assistance from Nicole, put together a couple of grant proposals that we hope will result in some project funding.

Through the creation of an SUHR lecture series, we invited Wendy van Duivenvorde from the Western Australian Maritime Museum to give a talk in September on Phoenician shipbuilding and shipping. And in November, Michael Nash from the Tasmanian Parks and Wildlife Service provided his reminiscences on life as a working archaeologist in Australia. Mike's talk coincided with the SUHR End of the Year Bash, jointly hosted by SUHR and the Flinders Program in Maritime Archaeology. SUHR Honorary Member Mark Staniforth arranged for a wine tasting from Pertaringa Winery; after meeting the winery expressed an interest in sponsoring more SUHR events!

Potential projects for the new year include investigations at: the 2nd Jetty at Port Willunga, Normanville, the Jetty at Brighton, and the Kingston Park Ship's Graveyard.



*Peter Ross, SUHR Vice-President and MMA Student*

## Queensland Historic Shipwreck Survey

In November 2007 an inaugural cultural tourism/education/research fieldtrip was collaboratively carried out by Queensland Museum/Museum of Tropical Queensland (MTQ) and *Undersea Explorer*. Research participants on the fieldtrip were Jason Raupp (AIMA/NAS tutor representing Flinders University/South Australian Heritage), Ed Slaughter (MTQ Assistant Curator and Collection Manager) and Andrew Viduka (Queensland Historic Shipwrecks Officer). The research aims of the fieldtrip were to carry out site monitoring of the HMS *Pandora* (1791) wreck site, and to quality check some location data in the Queensland Historic Shipwrecks database. The operational area for this expedition was the section of the Great Barrier Reef from Lockhart River north and east to Pandora Entrance. Eighteen sites declared by adventurer/author/shark hunter/salvager Ben Cropp in 1983, were used as the initial target data set to quality check. There was no expectation that the programmed seven days of sea time would allow us to find a significant portion of these sites due to the simple logistical realities of wind/weather and distance.

Other aims of this project were to engage with the diving public and to increase their awareness specifically of Queensland's maritime heritage and in general the importance of Australia's maritime heritage. To achieve this aim, possibly the first ever AIMA/NAS part 1 course was delivered on a live-aboard vessel. The vessel carried seventeen tourists, seven crew and the three researchers. While all passengers participated in the lectures, thirteen passengers subsequently signed up for AIMA/NAS membership. As would be expected, verbal comments from passengers emphasised the greater benefit of interacting with the researchers over the expedition's duration.

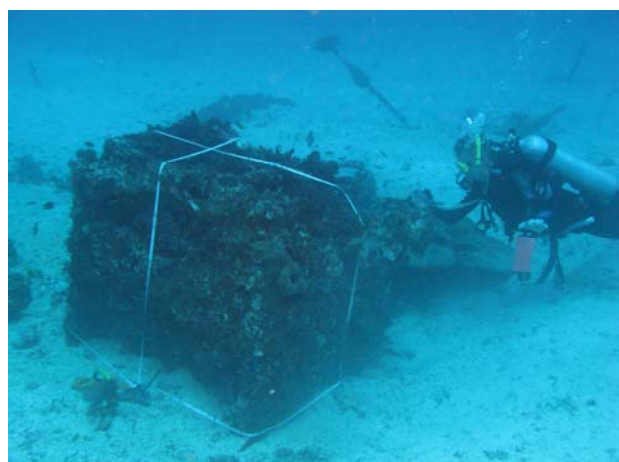
Tourism is an important facet of Queensland's economy. It has been reported that over six million people a year swim, snorkel or dive in the Great Barrier Reef. In economic terms, cultural tourism is often left unquantified; therefore the benefits remain unrecognised or diminished. *Undersea Explorer* is an internationally recognised vessel that delivers eco-aware and nature conservation focussed dive experiences. The vessel hosts researchers who carry out their specific programs and interact with the passengers. Queensland Mu-

seum had previously collaborated with *Undersea Explorer* in the 1980's delivering maritime archaeological training in conjunction with the University of Queensland. This latest collaboration is the first one ever focussed on cultural tourism and introducing the general public to maritime heritage.

Results from the expedition were numerous. The first advertised cultural tourism activity including the *Pandora* site was successfully completed and a site inspection was able to be carried out. Wreck site location data for *Martha Ridgeway* (1842), *Ferguson* (1841) and *Aert Van Ness* (1854) were confirmed in WGS 84 datum and a current site plan for the *Ferguson* was initiated. Manta towing to locate the wrecks of *Sapphire* (1859), *Borneuf* (1853) and *Charles Eaton* (1854) were carried out with no success; reported location data for *Sapphire* and *Charles Eaton* were found to be problematic, and limited time curtailed the tracked search for the *Borneuf* in the designated target area.

The successful delivery of an AIMA/NAS part 1 course in Queensland uniquely on a live-aboard vessel, the positive engagement with the diving public and articulation on the importance of synergistically viewing natural and cultural heritage, and thirteen new AIMA/NAS members are proof of the successful collaboration that will be conducted again next year and already has strong interest.

*Andy Viduka, MMA Student*



An *Undersea Explorer* diver assisting in a biological survey of *Pandora*'s large "Brodie" galley stove.



## An Investigation of Sarah Island's Convict Built Maritime Archaeological Remains

In April 2007 the Tasmanian Parks and Wildlife Service (TPWS) in conjunction with Flinders University (Associate Professor Mark Staniforth and students Karen Alexander, Rick Bullers, Toni Massey and Karson Winslow) carried out a detailed archaeological survey of Sarah Island as part of its management responsibilities. Sarah Island is situated in the southern end of Macquarie Harbour on the West Coast of Tasmania and is the site of Australia's earliest and most significant convict built ship-building industry. It was established as a penal settlement for convicts who absconded or committed further offences whilst in the colony. Sarah Island was in operation from December 1821 to 1833 and it is estimated that between 100 to over 350 individuals could have been incarcerated there.

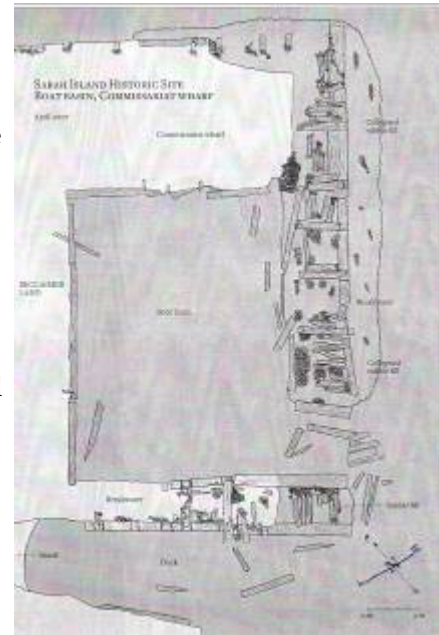
The primary aim of the archaeological investigation of Sarah Island was to gain a clearer understanding of the extent of the submerged remains, the type of wood used and methods employed in slipway construction in order to better understand the convict built infrastructure and the ship building industry. As the extent and complexity of the maritime features included around 500 m of the southern and eastern shores, it was suggested that recording should concentrate on the most prominent locations containing the slipways, dockyard, Commissariat wharf and boat basin. The features were recorded by using offset tape measurements from baselines along the shore. GPS readings and compass bearings were taken on the end points of each baseline and a total station was also used to record those points. The baseline offset measurements were drawn in plan view by Flinders University students at 1:50 scale but later reduced to 1:100 scale by TPWS.

Timber samples were taken by Mike Nash (TPWS) from 10 locations around the island. This involved the removal of small wood fragments, either by hand or saw, from the submerged structure. The samples indicate that none of the maritime features were made from Huon pine. This was important to the research as it helped answer questions regarding species of wood used which challenge the notion that most wooden features on the island were made from Huon pine. This also demonstrates the new colony's adaptation to the natural environment and the realized economic potential of Huon pine.

The main method of construction for the maritime infrastructures employed a style called cribbing. This involved integrating large logs lying parallel to the shore. Smaller logs were then secured to the larger logs at a 90 degree angle using rebated sections and timber treenails. The spaces between these logs were then filled in with rocks and smaller off-cuts of logs and timbers.

The archaeological survey on Sarah Island illustrates how terrestrial and underwater research in concert provide a more comprehensive archaeological account of past industry, and both should be employed to provide a more thorough understanding of coastal sites. Furthermore, it is maritime features that demonstrate the sea linkages most clearly - the dockyard and slipways, reclaimed land etc. - yet it is these very features that are the least-well understood on Sarah Island and most under threat of being lost to erosion processes, development and general neglect.

The archaeological record has revealed the sophistication of the maritime infrastructure on Sarah Island. It stands as a testimony to the skill and craftsmanship of the convict builders and demonstrates that archaeology has the capacity to improve our understanding of convict lives and identities, and the convict contribution to the development of Australia.



Results of a baseline survey of Sarah Island boat basin (TPWS 2007).

*Toni Massey, Honours Student*

## Ships!

Graduate students in the Program in Maritime Archaeology had little rest over their mid-semester break as they participated in an intensive 7-day topic called *Ships: Research, Recording and Reconstruction*. This is a new topic and provides students with the theoretical and practical training necessary for researching ships and ship construction. Students practiced taking ship lines using conventional methods (tapes and pencils) and digital methods (total station and goniometer).

The historic Armfield Slipway in Goolwa kindly loaned a small vessel (*Tom Jones*) for the ship lines recording session. This boat was carried into a classroom where students were able to set up the recording process.

Students also sat in on lectures such as: Outfitting a ship; Hull analysis: tonnage, displacement, performance; Wood sampling ships; and Reassembly and display. Guest lecturers included Katie Sikes from the College of William & Mary, Virginia (USA) and Wendy Van Duivenvoorde from the Western Australia Maritime Museum and Texas A&M's Nautical Archaeology Program (USA).

Field trips were taken to the South Australia Maritime Museum for lectures on Vernacular construction and South Australian ketches given by Kevin Jones (museum director) and Rigging and sails given by Don Lucas, a traditional sail maker, who incidentally is quite famous in the US for his sail making abilities. A second trip was taken to the Searles Boatyard at Pt. Adelaide where

Kingsley Haskett talked about the history of wooden boatbuilding at Searles Boatyard (over 75 years at the port) and toured the students around the yard.

The class was challenging, demanding and very hands-on with students spending 9 am to 5pm in lectures and seminars and their evenings in the lab drafting ship lines—the crunch to get projects handed in forced some to spend the night in the archaeology lab! It was a tough week for those teaching and taking the class but we all had a great time and learned a bunch.

*Jennifer McKinnon, Lecturer*



MMA Students Peter Ross, Agnes Milowka and Ben Holtfof take measurements of *Tom Jones*.

## Archaeological Geophysics at Flinders 2007

In 2007 geophysics continued to make a small but vibrant contribution to the maritime archaeology community at Flinders University through teaching and research on a variety of collaborative projects across the sub-disciplines. The teaching of archaeological geophysics as part of the undergraduate and graduate programs is a unique feature of the Department of Archaeology.

Offered for the first time in 2007, two and five day intensive short courses were open to Flinders University graduate students and industry professionals in November, and attracted a great deal of interest. These courses laid a foundation for the application of geophysical techniques to archaeological investigations and featured classroom and hands on instruction in the acquisition, processing and interpretation of geophysical data. The two day class will be offered again around the AIMA/ASHA conference in September 2008 and the five day class will run in December 2008 - register early to avoid missing out!

Highlights for geophysical techniques being incorporated by the Program in Maritime Archaeology staff and students in 2008 included:

- Shore-based geophysical surveys of Middleton Beach and Port Willunga to identify the remains of vessels known to have been lost in those areas; ... (continued on page 17)

- A survey of Sturt Bay (South Australia) in an attempt to locate an anchor lost in 1803 by *Casuarina*, a French survey vessel. An extensive marine magnetometer survey was conducted in the search area and discovered a number of potential targets which were interrogated using divers equipped with a metal detector. The result was one promising target which needs further investigation.
- Collaborative research with Dr Lynley Wallis from the Department of Archaeology and the Ngarindjeri community on the application of geophysical techniques to coastal indigenous sites on the Coorong, South Australia.
- Collaborative research with Dr Bruno David from Monash University, Associate Professor Bryce Barker from the University of Southern Queensland and Nick Araho and Alois Kuaso from the PNG National Museum on a study of a *Lagatoi* wreck and associated ancestral villages. Found by local villagers in the Gulf Province of Papua New Guinea, this wreck is associated with the Hiri pottery trade and the first of its type to be located. Magnetometer investigations were conducted in the areas surrounding the wreck and in an associated village site to locate buried material culture.

For more information on the complete range of archaeological geophysics research being conducted in the Flinders Department of Archaeology please refer to the website:

<http://ehlt.flinders.edu.au/archaeology/departement/staff/moffat.php>.

Ian Moffat, Research Fellow

### UNESCO / AAHM Field School in Galle, Sri Lanka

In April 2007, the Asian Academy for Heritage Management (AAHM) hosted a cultural heritage management field school in Galle, Sri Lanka. The AAHM (under UNESCO) is an academic network of research institutions located in the Asia-Pacific region and regularly provides professional heritage management training. The third field school examined the issue of how to practice the UNESCO Convention on the Protection of Underwater Cultural Heritage in Asian and Pacific states and its theme was "Maritime Archaeology and Cultural Heritage Management." Two organizations in Sri Lanka, the Postgraduate Institute of Archaeology of the University of Kelaniya and the Central Cultural Fund, organized the field school by cooperating with UNESCO Bangkok, ICCROM and Flinders University. Eighteen staff and postgraduate students from AAHM member institutions in eight different countries participated in this field school. Flinders Program in Maritime Archaeology was represented by recent graduate Amer Khan, MMA student Jessica Berry and PhD student Jun Kimura.

Galle is located in southwestern Sri Lanka, 119 kilometers away from Colombo. The old town of Galle and its historic fort are on the World Heritage List due to their architectural value related to the historical colonization by Europeans including Portuguese, Dutch, and British and remaining South Asian traditions. The historic Galle harbor area encompasses several maritime cultural sites,

and shipwreck sites as well. One well-known shipwreck in the area is the VOC vessel *Avondstar*. This British built ship traded in Asian regions until being captured by the Dutch Government during the British-Dutch War. Later employed by the Dutch East India Company in East Asia and South East Asia, in 1659 *Avondstar* entered the Bay of Galle and moored in the vicinity of the fort. It soon drifted toward shore and wrecked on a shoal.

*Avondstar* was first surveyed in 1992 by an international team consisting of Australian, Dutch, and Sri Lankan researchers. It played an important role in the development of maritime archaeology in Sri Lanka, and contributed to the decision to use Galle harbor as the venue for training. The Field School offered an intensive 9-day training course consisting of lectures on various topics and group work. International researchers from the field of underwater and maritime archaeology provided lectures on topics including principles and theory, site survey methods, *in situ* site preservation, and the concept of the UNESCO Convention 2001. Experts related to the history of Galle and cultural heritage management lectured on topics such as the concept of cultural heritage management and legislation for cultural heritage. As part of the group tasks, participants practiced a cultural impact assessment of the historic Galle area including architectural heritage and shipwrecks which will be ... (continued on page 18)



... under the influence of the definitive development plan for the expansion of the Galle port. On the final day the four groups presented their results to Sri Lankan and international representatives from national archaeological organizations and national agencies. These representatives seemed impressed with the students' work.

After completing the curriculum, the Regional Experts Meeting for Underwater Cultural Heritage was held. The aim of this Experts Meeting discussed the protection of underwater cultural

heritage in Galle as well as the current progress of the protection of underwater cultural heritage in other Asian and Pacific states, since the UNESCO Asia-Pacific Regional Workshop in Hong Kong in 2003. The involvement of Flinders University at the UNESCO activities, including the field school and the Experts Meeting, resulted in a great contribution to promote underwater cultural heritage management in the Asia-Pacific region.

*Jun Kimura, PhD Student*

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### Search for *Le Casuarina's* Lost Anchor

In 1803 a French expedition was sent to explore the southern and western coasts of Kangaroo Island, which had not been recorded by the previous expedition of 1802. At Kangaroo Island, Captain Nicolas Baudin rendezvoused with the schooner *Casuarina* and decided to again separate the fleet. He dispatched *Casuarina's* crew to explore and map the coastlines of St. Vincent's Gulf, Spencer Gulf, and what would later become Port Lincoln. On board was expedition chief geographer Charles-Pierre Boullanger who was to be the first to officially map this unexplored section of coastline.

According to the journals of both *Casuarina's* Captain Louis de Freycinet and Boullanger, on January 18<sup>th</sup> 1803, *Casuarina* sailed past Sturt Bay and was caught in a strong inbound tide. At 11:15 Freycinet ordered the starboard anchor to be dropped to prevent being blown onshore. Once the tide had subsided the crew began to retrieve the anchor, but the line severed and the anchor was lost in 10 fathoms of water. Despite soundings revealing a sandy bottom the captain assumed it had been a rock that caused the separation and it was never recovered.

In 2003 archaeologists and volunteers from the Department for Environment and Heritage (DEH) investigated a section of Sturt Bay to determine whether historical research could be validated using local knowledge and information, water depth, seabed type and historically mentioned landmarks. Using this methodology it was determined that though it was possible, the sheer size of the bay meant that a magnetometer survey was necessary. This led to a second exploration attempt in October 2007, which was coordinated by DEH. Project staff included Heritage Branch staff members Rick James, Sarah Laurence and Jason Raupp; DEH Coast and Marine staff member Guy Williams; Geophysicist Ian Moffat; and MMA student Kenny Keeping. A range of research methods were utilized including archival research, hydrographic survey, marine remote sensing and diver-based testing.

Initially the landforms spotted by *Casuarina* were located as a way to determine the possible course of the vessel and what would be the speculated search area. Once the perimeter of the area had been defined, a magnetometer survey was conducted and resulted in several anomalies. Seven of these were chosen as targets for diving inspections. All targets were tested using circle searches and an underwater metal detector. On the seventh target and last day of the project a strong response came from the metal detector which indicated a buried ferrous metallic object covering an area of approximately two meters in diameter. A GPS point of the location was recorded for future investigations.

Future research into anomaly number seven might determine the target's true identity, and help distinguish the lost anchor from that of another metallic object. Investigators should be prepared to conduct a systematic subsurface survey of this target. Although the anchor remains elusive, through well-recorded systematic surveys the search area is continually refined which makes its discovery a greater possibility.

*Kenny Keeping, MMA Student*

## Boats on Bark

In 2007 Program in Maritime Archaeology staff members Jennifer McKinnon and Jason Raupp began an exciting, long-term research project with Flinders rock art specialist, Dr. Sally May, to interpret representations of sailed water craft in the Indigenous art of northern Australia. Representations of this kind are increasingly being documented across Australia, however few of these have been interpreted by trained maritime archaeologists. This project allows Flinders Archaeology staff to work across the discipline and help students to understand the importance of such collaboration.



A bark painting by Minimini Numalkiyiya Mamarika (1904-1972) depicting Macassan prau with sail set and crew.

The first phase of the project interpreted a series of bark paintings representing Macassan praus collected by researchers from the 1948 American-Australian Expedition to Arnhem Land (Northern Territory). Indonesian fishermen from Makassar conducted seasonal visits to Northern Australia from at least 1650 until 1907, when the Australian Government prohibited them. Huge fleets of these praus harvested trepang (sea slugs) from the shallow waters of northern Australia, traded and closely interacted with Aboriginal cultures of the region. Though each of these images likely represent a story that has been passed down for generations, unfortunately little of that information was recorded.

The results of this research have been presented at a public lecture and a professional conference and are currently being prepared for publication. This second phase of the project involves studying both Macassan and European sailed watercraft depicted in rock art and has already begun with fieldwork in Arnhem Land.

*Jason Raupp, Technical Officer*

## Flinders University Maritime Archaeology Monograph Series (MAMS) 2007

The Flinders University Maritime Archaeology Monograph Series (MAMS) has had a busy and successful year. The series was officially launched at the start of 2007 by Jeremy Green of the Western Australian Maritime Museum. Organized by the EHLT Faculty and the Department of Archaeology, the launch was attended by over 50 people and documented by ABC's *Stateline* television series. Also during 2007, 9 new issues were published, giving the series a grand total of 16. Six more MAMS are already in the works for 2008, with the prospect of several more to be added as the year progresses.

Moreover, in the past year there have been over 250 issues of MAMS sold to a wide range of individuals around the world, including people from the UK, the USA, Denmark and Canada. Other buyers have included state and federal agencies, both from Australia and overseas, as well as local, state and national libraries and museums. Booksellers from Sydney and Tasmania have also shown an interest in the series and have agreed to sell the MAMS on consignment. Other outlets for sales have included public lectures and conferences, such as the Australasian Institute for Maritime Archaeology Conference held in Sydney in September.

The MAMS series has also received several generous grants from Flinders University, Comber Consultants and AIMA. I extend my sincere gratitude to these institutions for helping to get the MAMS series off the ground and running; the success of the MAMS would not be possible without this support.

I believe that our activities over the past year demonstrate that MAMS is accomplishing its goals: to disseminate research conducted by students and staff to a broader audience and to give our students an opportunity to publish their work at a high level. I look forward to a busy but prosperous year in 2008 and hope that the achievements of this first year has laid a strong foundation for the sustainability of the series for years to come.

*Claire P. Dappert, MAMS Series Editor*

## Agency, Industry & Volunteer Associations



Society for Underwater  
Historical Research



Heritage Victoria  
Maritime Heritage Unit



Tasmanian Parks & Wildlife



Western Australian  
Maritime Museum



Lighthouse Archaeological  
Maritime Program, Florida



South Australia Department  
for Environment and Heritage

## Flinders University Program in Maritime Archaeology 2007

### Theses Completed – Masters of Maritime Archaeology:

Mark Opdyke	"The Archaeology of a Skipjack: <i>Joy Parks</i> "
John Ricci	"Semiotic Investigations in the Maritime Cultural Landscape"
Brian Williams	" <i>Maple Leaf Identity Crisis</i> "
Zach Woodford	"An Archaeological Study of <i>Hecla</i> : A Complete Wooden Ketch from South Australia's Mosquito Fleet"

### Theses Completed – Honours (Maritime Archaeology):

Karen Alexander	"The Role of Legislation in the Protection of Maritime and Underwater Archaeological Sites in South Australia"
Toni Massey	"Excellence in Hell: An Investigation of Convict-Built Maritime Material Culture on Sarah Island, Tasmania"

## New MAMS in 2007

<b>Rick Bullers</b>	<i>Quality Assured: Shipbuilding in Colonial South Australia and Tasmania.</i>
<b>Kylli Firth</b>	<i>Bound for South Australia' 19th century Van Diemen's Land Whaling Ships and Entrepreneurs.</i>
<b>David Nutley</b>	<i>The Last Global Warming? Archaeological Survival in Australian Waters</i>
<b>Debra Shefi</b>	<i>The Development of Cutters in Relation to the South Australian Oyster Industry: An Amalgamation of Two Parallel Developing Industries</i>
<b>Jun Kimura</b>	<i>Spatial Analysis Using GIS in Maritime Archaeology: Case Studies of Shipwrecks in South Australian Waters</i>
<b>Jennifer McKinnon &amp; Jason Raupp (editors)</b>	<i>A Year in Review: 2006 Program in Maritime Archaeology</i>
<b>Emily Jateff</b>	<i>Hain't Bin Found Yet: The Search for Archaeological Evidence of Shore Whaling at Diamond City</i>
<b>Matt Gainsford</b>	<i>Hamlin Bay Jetty</i>
<b>Ashley Matic</b>	<i>Bones, Bottles and Ballast Stones: History and Archaeology at a Commercial Lot in Port Adelaide</i>