



## **Australasian Institute for Maritime Archaeology Inc**

### *Newsletter*

Volume 24, Number 2

June 2005

**ABN 37 830 874 307**

Registration No. A0820044J Western Australia Associations Incorporations Act 1987 Section 18(6)

[www.aima.iinet.net.au](http://www.aima.iinet.net.au)

---

## **Aircraft Discoveries in NSW**

January saw an Ulladulla trawler operator pull up a five-bladed propeller from 130 meters of water in a tricky operation to recover his nets. The prop has been identified as coming from a Hawker Sea Fury piston-engined fighter (remainder of wreck left behind). Developed at the end of WW2, the aircraft served with the RAN and were notable in the Korean Conflict. A Sea Fury was lost at sea in the study area during 1954. An inspection of the propeller was undertaken on 10 May 2005 and resulted in the confirmation of the item. Part of the undercarriage (hydraulic jack) was also recovered and inspected. This revealed serial numbers which are currently being compared to surviving log and maintenance books held by the Museum of Flight at Nowra. Additional research assistance is being provided by NAVY Historical, past RAN pilots and the Fleet Air Arm Association (UK), in an attempt to conclusively identify the aircraft involved. At least two Sea Furies were lost in the Ulladulla/Wreck Bay area and involved pilot death. The inspection resulted in an editorial piece in the *Sydney Morning Herald* which has highlighted the role of the NSW Heritage Office in underwater heritage management. Discussions are continuing with museums and interested parties regarding a potential display environment, together with conservation advice (*continued on page 5*)

Tim Smith  
Heritage New South Wales



(Tim Smith drawing propeller from a Hawker Sea Fury trawled up by fishermen 130m of water off Ulladulla. Image: Heritage NSW)



(Hawker Sea Fury on display at Nowra. Image: Heritage NSW)

---

#### **Contents**

<b><i>AIMA News</i></b>	<b>2</b>	<b><i>Contact Details</i></b>	<b>22</b>
<b><i>Australasian News</i></b>	<b>4</b>	<b><i>Editor's Note</i></b>	<b>22</b>
<b><i>Conferences</i></b>	<b>18</b>	<b><i>AIMA/NAS Newsletter</i></b>	<b>23</b>

## AIMA NEWS

### President's Report

**Sri Lanka Maritime Archaeology Unit assistance appeal:** Aiden Ash, the AIMA Treasurer, has electronically transferred AUD\$7,597.42 from the AIMA Sri Lanka Aid account to an account nominated by the representatives of the Sri Lankan Maritime Archaeology Unit.

Books, equipment and other ancillary items that have been received by the Galle Store are to be taken to Sri Lanka in July courtesy, as I understand it, of the Western Australian Maritime Museum and Prospero Productions.

I would like to thank those AIMA members who were involved in organising this effort. In particular I would like to thank Ross Anderson and Mike McCarthy. It was Ross who instigated and coordinated the raising of donations. Mike McCarthy volunteered his time in organising the Galle Store. Thanks also to the Western Australian Maritime Museum for their assistance.

Above all I would like to say thank you to those of you who donated money or items to this worthy cause. The AIMA Sri Lanka Aid account is now closed. If members still wish to contribute money or items (before July) please contact:

*Ross Anderson*

[ross.anderson@doi.vic.gov.au](mailto:ross.anderson@doi.vic.gov.au)

*Mike (Mack) McCarthy*

[michael.mccarthy@museum.wa.gov.au](mailto:michael.mccarthy@museum.wa.gov.au)

**"Ethics & Archaeology" Seminar, National Archaeology Week 2005:** On the 15<sup>th</sup> May a seminar focusing on the ethical issues facing archaeology was held at Ramada Hotel in Melbourne. AIMA, the Monash Asia Institute and the School of Geography and Environmental Sciences, Monash University jointly hosted the event. The speakers; Lyndell Prott, Bill Jeffery, Ian McNiven, Colin Hope, Andrea Di Castro and myself explored the attitudes of countries around the world towards their own cultural heritage as well as to those of others that happen to be situated within their borders.

Lyndell Prott gave a very comprehensive talk on the UNESCO Convention for the Protection of Underwater Cultural Heritage. Bill provided an interesting account of the people of Chuuk's attitudes to WWII sites underwater as opposed to those on land. Ian raised issues of cultural heritage 'ownership' (for want of better word) within Australia. Colin gave an illuminating talk on his many years of work in Egypt and how poverty coupled with 'antiquity overload' provides a real challenge in effectively protecting archaeologically significant sites. Andrea Di Castro highlighted the loss, and under appreciation, of traditional urban landscapes in a booming Chinese economy. I bought up the rear with a standard 3 veg talk on ethics and archaeology.

This seminar was held in response to a lecture last year hosted by the Monash Asia Institute which AIMA and archaeologists from Monash University felt espoused the views of only a tiny minority of archaeologists with regards to ethical and sustainable cultural heritage management. The seminar was relatively well attended and was deemed successful in achieving its objective, which was to provide information and encourage open discussion.

This seminar would not have taken place if it wasn't for the efforts of Cassandra Philippou, Lucia Lancelotti and Ross Anderson. Thanks guys for putting it together.

**Gallipoli Senate Enquiry:** Most of you will be aware of the publicity around the road works at Gallipoli earlier this year. AIMA at the time wrote to the Prime Minister voicing our concerns over the damage being caused to the archaeological remains at Anzac Cove. The Australian Senate in May/June held an enquiry into the recent happenings at Anzac Cove. AIMA made a submission to this enquiry – which can be viewed along with other submissions at [http://www.aph.gov.au/Senate/committee/fapa\\_ctte/gallipoli/index.htm](http://www.aph.gov.au/Senate/committee/fapa_ctte/gallipoli/index.htm).

**New Administrative Officer:** In April Gina Scheer, the inaugural AO for almost 2 years, hung up her hole punch, post-it notes and plastic pockets. Gina performed this tricky job admirably and doggedly. As she was

the first AO and was therefore charged with setting up entirely new administrative systems as well as dealing with many glitches that arose during the way. All this on 2 hours a week! Gina is now recovering from her ordeal with a relaxing excavation on the island of Chios.

Aiden Ash has taken on the AO position, effective until the next AIMA AGM in November. Aiden's task is to work with Jen Rodrigues, AIMA Secretary, to improve on the accounts and membership databases so as facilitate a more seamless interaction and data transfer between the Treasurer, Secretary and AO. The AIMA Council will be discussing over the next few months how we go about advertising and choosing future AO's.

Cosmos Coroneos

### Secretary's Report

**AIMA membership renewal for 2005-2006:** AIMA memberships for the next financial year are now due. You can download a renewal form from the AIMA website (<http://www.aima.iinet.com.au>) or I can send you one if you like. Please complete the form and mail or fax it back to me with payment as soon as possible. Thank you to all those who have already sent me your renewals.

**AIMA Membership renewals for 2004-5 and other payments:** Some members and institutions who had sent their renewals for the 2004-5 financial year and other payments between Dec 2004 and Feb 2005 have enquired as to why their payments were only processed between March and May 2005. It has been explained to me that the auditors had withheld the necessary bank books and materials which the Admin Officer needed to process the payments. As a result, all payments virtually stopped during these several weeks until the banking materials were returned to AIMA around March 2005, and a back log of work had to be carried out immediately thereafter. Please accept our apologies for this delay which will be addressed in the next financial year so that it does not happen again.

Thanks to Susan Cox (Dept, of MA, WAMM) for handling all the Bulletin and Special Publication mail outs in the last 6 months ( but in the past as well) on behalf of AIMA and the Editorial Committee, particularly in her efforts to help AIMA keep postage costs down as well wherever possible.

Jen Rodrigues

### Special Item: Endangered Historic Submarine *Resurgam* (1880)

## An Open Letter To

**Maritime archaeologists, Shipwreck conservators,  
ICUCH/ICOMOS members, Heritage practitioners,  
Stakeholders in *Resurgam***

As overseas maritime archaeologists with professional experience in the assessment and management of historic submarines, and as practitioners aware of the individual and collective importance of these early submarines as archaeological sites, we are led to express our great and growing concerns at the endangered status of one of the world's greatest submerged maritime heritage treasures, the *Resurgam*.

Many in Britain will be aware of *Resurgam's* status as one of the most important early submarines, a product of a great engineering brain, a man operating and inventing years ahead of his time. Few maritime heritage practitioners worldwide are not aware of the significance of *Resurgam*. None will doubt its importance, all would attest to the need to have the on-going damage that is occurring at the site immediately cease.

Adverse newspaper reports regularly appear. Rarely do we not read of some accident or incident contributing to its accelerated degradation, or rendering it even more at risk by souvenir hunting, unauthorised salvage, or flagrant vandalism. Rarely are there not calls for immediate action from concerned Britons.

The inability of local authorities to agree on the best means of physically protecting this world-recognised ground-breaking submarine-boat is rendered the more remarkable at a distance, given that its preservation can be so easily and economically effected without the need to resolve issues regarding ownership and responsibility.

All that is required presently, notwithstanding the well-known competing claims and duties, is to move the vessel to a more benign (less saline, calmer and safer) environment underwater. By this means in-situ conservation will have begun, and unauthorised access prevented.

Then with the submarine in a secure and slowly stabilising state, due consideration could be given to enhancing its status. The attachment of anodes (a proven initiative) and monitored technical and recreational/tourism visitations are two minimum-cost initiatives that could be considered. All other issues could be then be resolved in an appropriate manner and to the satisfaction of the stakeholders.

We understand that there are highly capable and experienced archaeologists, conservators and salvage operators in Britain and in nearby European countries, who are willing to combine and help save the *Resurgam*, in the manner outlined above. To that end we urge those officials in Britain and Wales capable of decision-making in respect of *Resurgam* to act quickly and effectively and to harness their largesse, expertise and commitment on behalf of what we perceive is an unnecessarily endangered maritime heritage site of global significance.

Drs James P. Delgado, Michael McCarthy, & Robert S. Neyland

#### **Special Item: Sri Lanka Update**

##### **Sri Lanka Update: [Extract from Newsletter 5, *Galle Heritage Reconstruction Project* 29 March 2005]**

Nearly three months after the Tsunami destroyed the facilities of the Maritime Archaeological Unit (MAU) in Galle, the MAU team could resume their activities. On 24 March the new building for the MAU was officially opened. Through the commitment of the Mutual Heritage Centre in Sri Lanka, and with the support of the Cultural Emergency Response Fund, the Netherlands Cultural Fund, the Amsterdam Historical Museum, the department of conservation of the Western Australian Maritime Museum, the INAH Mexico, NTNU Vitenskapsmuseet Seksjon for arkeologi, Norway and various other international institutes, the basic infrastructure has been restored and the recovered artefacts placed back in conservation in a safe environment. A team of experts in the field of maritime archaeology, conservation, museology and monuments assisted the Sri Lankan team in assessing the damage caused by the Tsunami and helped with this first phase of rehabilitation. In the last weeks the humanitarian situation has drastically improved. Although many people are still suffering the consequences of the immense destruction, one can sense the strong will to resume life. Cultural development might play an important role in this process. The UNESCO has offered to help to restore their damaged spiritual centers and so contribute to an important aspect of community building. The director of the Mutual Heritage Centre Sri Lanka, Mr. Balachandra presented at the opening of the new MAU facilities his vision on the development of Galle as a cultural centre. Hopefully he can count on an ongoing international support to implement his plans to develop preserve and present Galle as a unique living monument.

Robert Parthesius

## **AUSTRALASIAN NEWS**

### **Australian National Maritime Museum**

**White Bay, Maritime Archaeological Inspection and Heritage Assessment:** The Museum's maritime archaeology program recently conducted an inspection and heritage assessment of an unidentified anchor and propeller for the Sydney Ports Corporation. Sydney Ports is responsible for maintaining navigation channels in Port Jackson and the location of these two objects potentially created a hazard to shipping movements.

The inspection revealed that the anchor was a large iron Admiralty Pattern dating from the mid eighteenth century and was used as part of a mooring system for the nearby Glebe Island wharfs. The propeller was found to be a much more recent 20<sup>th</sup> century design with severe damage to its blades, which most likely led to its dumping in the harbour.

**SS Duckenfield survey:** In early April Museum staff assisted in a joint project with David Nutley from the NSW Heritage Office and Dr John Runcie from the Oceanic Research Foundation. The focus of the project was the wreck of the *SS Duckenfield*, an iron single screw steamer which sunk after running aground off Long Reef in May of 1889.

The two day field project aimed to assess the current condition of the site, obtain detailed photographic and video images and to assess the extent of iron deterioration to the Scotch boiler. It also examined the photosynthetic activity of encrusting marine plants and algae upon the shipwrecks by using modulated fluorometers placed in strategic locations upon the wreck.

Logistical support was provided by Dick & Pip Smith who were kind enough to offer their new purpose built research vessel the *Ulysses Blue*. The data collected is currently being analysed.

**Fort Denison Survey:** A systematic underwater survey is currently being undertaken around the waters of Fort Denison (Pinchgut). The aim of this survey is to provide the NSW Parks & Wildlife Division (the managers of Fort Denison) with information on any submerged cultural heritage items that may exist around the island. This survey will provide information that will assist in planning future maintenance works or modification as well as providing information that may be used in interpreting the site.

An initial survey undertaken in May located a number of objects of interest. These included an iron gun carriage wheel, iron grates and the remains of a mechanism that may belonged to one of Australian's first tide gauges the *Russel Tide Gauge* 1872.

Research is continuing and the team hopes to return to the site in the next few weeks and complete the survey.

Stirling Smith

## NEW SOUTH WALES

### *Heritage New South Wales*

**Shipwreck Consultancies:** During David Nutley's extended leave to undertake a Master's Degree (below), the Heritage Office has engaged Cos Coroneos, Cathy Fisher and Marina Gold to job share and continue upgrades to data in the award-winning *Maritime Heritage Online* web site, and to assist with the completion of management plans and other research materials. Welcome aboard!

**Ben Buckler (Bondi) Battery:** The NSW Heritage Office is seeking nominations for listing State significant military heritage sites and items on its State Heritage Register (SHR) under the NSW *Heritage Act* 1977. This is to coincide with 2005 being the 60<sup>th</sup> anniversary of the end of hostilities. Tim Smith undertook a magnetometer inspection of an historic 1893 coastal gun fortification site at Ben Buckler near Bondi in April. The site forms a buried archaeological structure consisting of the original gun pit, ancillary buildings and potentially the entire 9.2-inch 'disappearing' gun and its hydraulic mount. Rare in Australian terms because of its integrity, the site has been nominated to the Heritage Council's State Heritage Register Committee at its meeting of 4 May. The Bondi Battery was still in existence in WW2 in reserve, but was covered over in the 1950's.

**Ulysses Blue – Duckenfield survey:** David Nutley participated in a survey of the *Duckenfield* 1889 wreck, in conjunction with the Australian National Maritime Museum, during the inaugural research charter of the Dick Smith owned, *Ulysses Blue*. The two-day trip involved the deployment of analysis equipment by Dr John Runcie and his team from the Oceanic Research Group. The team is attempting to measure the fluorescence of chloroform as part of a study of colonisation of wrecks by marine organisms. The studies have the potential to broaden information on colonisation rates, and effect of iron in wrecks attracting marine life. The team might also develop a system for mapping wreck sites as an aid to their documentation processes.

**William Dawes 1942 and Bega 1908 wreck inspections:** These two new deep wreck sites were discovered in October 2004 off Tathra in southern NSW, in a partnership operation between commercial fishermen,

Bermagui dive charter operators, The Sydney Project deep wreck dive team, and in liaison with the NSW Heritage Office. The 2005 ANZAC long weekend involved a second return dive to the *William Dawes* – a WW2 Liberty ship sunk by Japanese submarine I-11. The team confirmed the wreck lying on its side and inspected one of its 5-inch guns and wreckage of cargo (jeeps). The NSW Heritage Office issued a media release outlining the significant work which resulting in extensive media throughout the NSW south coast and coverage in Sydney papers. Four permits to enter the *Bega* Protected Zone under the terms of the Historic Shipwrecks Act 1976 have been issued in 2005. Research into both vessels continues.

**ANZAC Cove disturbance - March 2005:** The damage caused to the archaeology of the battlefield was highlighted in extensive media coverage in March-April 2005. Spoil from the works was also deposited into ANZAC Cove and potentially compromised relics and structures located underwater. AIMA forwarded a letter advising of the potential of its membership to assist with monitoring of the disturbance, within Tim Smith's and Mark Spencer's proposed *Beneath Gallipoli* project in 2006. Letters were sent to the Prime Minister and senior Ministers regarding AIMA's concerns for the site, the need for standard archaeological assessments to be undertaken with this kind of sensitive development. A similar formal submission will be made to a Senate Inquiry into the works due by 10 June 2005.

**Fish trap surveys:** As part of his Masters Degree research David Nutley has inspected two potential Aboriginal fish trap sites in the Pambula region, South Coast of NSW. The site inspections were undertaken in conjunction with the NP&WS' responsibilities for managing such sites. Rare and relatively intact, the potential trap sites will be incorporated into his degree topic examining the potential for inundated Aboriginal habitation sites within the littoral zone.

**Canoeists to document NSW Shipwrecks?** The Heritage Office has been contacted by canoeing organizations in NSW seeking information on the Homebush Bay ship breaking yard wrecks in Sydney. The groups have been approached regarding the potential for their members to undertake wider projects recording visible wreck sites and jetties along the NSW coastline and internal river systems, similar to the tourism experiences offered in relation to the South Australian ship graveyards near Adelaide.

**Dunbar-James Johnson research:** Tim Smith has been undertaking research into the life of James Johnson, sole survivor of the *Dunbar* tragedy in 1857. Leads provided to Marrickville History Society have revealed information on two houses in Dulwich Hill, Sydney, linked to Johnson and his three daughters. The houses still exist at 83 and 85 The Boulevard. Johnson's last daughter died only in the 1950s, when the houses were sold out of the family. Tim is considering writing a monograph on the life of Johnson post-Dunbar, and will investigate the potential to install a heritage plaque at the properties in conjunction with the local council. The Newcastle Maritime Museum has been actively assisting with records of Johnson's time as a lighthouse keeper at Newcastle, NSW.

Tim Smith

## QUEENSLAND

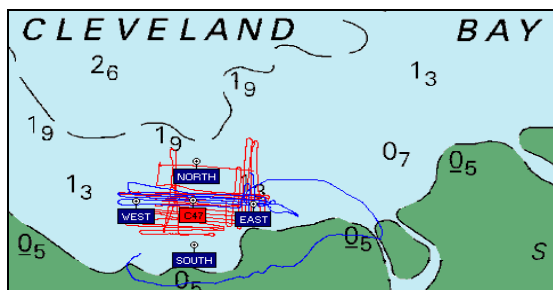
### *James Cook University*

The James Cook University Maritime Archaeology Practicum (part of the Masters in Maritime Archaeology program) was undertaken in April and May 2005, and was extremely successful.

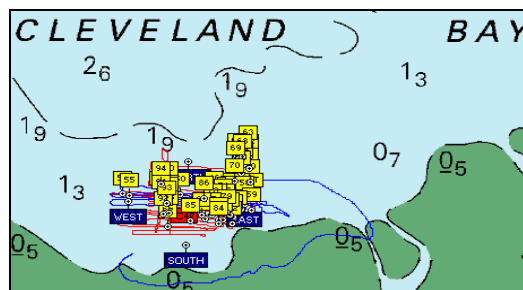
**Methodology:** The practicum had a number of goals. Firstly, we wished to develop a spatial (GIS) database of known submerged cultural sites in the Townsville area. This would assist future researchers as well as create a map of possible locations for more in-depth research. This database was then narrowed down according to site accessibility and significance to provide masters students with a handful of highly significant cultural sites for rigorous in-situ analysis led by the practicum coordinator, Bill Jeffery.

**The Cleveland Bay C47:** The first part of our research focused on a WWII-era C47 that crashed just outside of Townsville on August 7, 1943 that has been rigorously documented by local historian Peter Murray. This plane was one of three United States Air Force planes headed to Sydney from Townsville while RAAF fighter planes were being re-equipped at the Garbutt Airfield. With 27 Soldiers killed, this plane crash is Australia's 5<sup>th</sup>

worst air disaster. Although the accident narrative in the official government report of the wreck states that 'the airplane was completely wrecked, with only small pieces of the craft being recovered', there was anecdotal evidence to suggest that in fact a large portion of the plane remained in the harbour, leading the James Cook University masters cohort to suggest magnetometer surveys to locate the wreck as part of the practicum.



(Recorded Tracks from magnetometer runs near the C47's possible location. Image: James Cook University)



(Recorded tracks with all 'hits' over 10 nanoteslas marked. Image: Image: James Cook University)

Unfortunately, the accuracy of the crash spot was questionable, and eyewitness accounts only put the wreck within about a 2 kilometre square area. But, due to the high level of significance of this wreck, a survey was attempted in order to pinpoint the location of the wreck. Luckily, this site now lies in a G.B.R.M.P.A. conservation buffer zone, offering it protection from certain activities. The extent that this site was disturbed prior to establishment of the buffer zone is unknown.

Volunteers at the local Townsville RAAF Museum informed us that each of the C47's two engines should weigh about ½ ton each. With water levels usually between 2-3 metres in the bay significant feedback should have been reached if we were within 15 metres of either engine. While a diagnostic 'hit' was never achieved, we did have interesting results. We found that accumulations of ferrous materials had built up in the bay, causing our magnetometer to react on many occasions. It is likely that some of the hits were small archaeological signatures from the busy years of wartime activity. Due to bad weather conditions, the bay had very low visibility, making diving almost impossible.

Unfortunately, our survey did not reveal the location of the C47, though much ground was covered in the process which can now be eliminated from a further search area. In addition, we have firmly concluded the crash spot we obtained has proven to be completely inaccurate. On the other hand, our survey seems to support the idea that this bay was a very active area due to the accumulation of ferrous material on the sea floor. This is consistent with reports of World War II activities in the bay and supports the argument for a very tangible World War II landscape in the area.

Further work on the C47 would be beneficial. Recommendations include further historical research, aerial surveys during times of very clear visibility, expansion of search area and either divers or cameras being towed on days of exceptionally clear visibility. This research may be expanded for the next intake of masters students into the maritime archaeology program in 2007.





(Bill Jeffery on Magnetometer Duty. Image: James Cook University)



(Peter Illidge "Mowing the Lawn." Image: James Cook University)

**Intertidal Mapping: Recording the *George Rennie*** The second stage of the maritime archaeology practicum was to undertake underwater mapping of one of the pre-selected wrecks, according to the results yielded during the first phase. Unfortunately several factors, including weather, limited this possibility. The focus of the practicum was then shifted to the mapping of the *George Rennie*, an inter-tidal wreck located in Picnic Bay, Magnetic Island and which is part of the Magnetic Island Shipwreck Trail.



(Jetties in Picnic Bay. Image: James Cook University)



(The *George Rennie* in 1924. Image: James Cook University)

Originally, according to the interpretation sign (placed nearby on the shore) this steel hulled paddle steamer was built in Middlesex, England as a 151 gross ton vessel in 1885. Later in 1896 the ship was bought by the shipping company Howard Smith & Sons and then transformed into a lighter and used between West Point (Magnetic Island) and Townsville. It finally ended up in 1902 at Hawkings Point to be used as a breakwater for a small jetty.

The purpose of this exercise was to create a detailed map of the *George Rennie* using underwater mapping techniques. Mapping took place both underwater (at high tide) and in shallow water (at low tide). Recorded points were later downloaded into 3H's new *Site Recorder* (a GIS enhanced version of *Site Surveyor*) program



(Trilateration mapping on the remains of *George Rennie*. Image: James Cook University)



This program allows for the development of an accurate site plan and profile and has been especially organized and programmed for underwater archaeological research. *Site Recorder* allows for the integration of a base map (placing the shipwreck into a real world coordinate system), detailed site drawings, dive logs and an artefact database, all in the one package ([http://www.threeh.demon.co.uk/Recorder\\_main.htm](http://www.threeh.demon.co.uk/Recorder_main.htm))

This 3-day component of the fieldwork was divided into three different tasks undertaken by the team. The first session was devoted to recording (above water) over 100 points on the wreck using trilateration tape measurements, and a bubble level to provide a relative depth of each point (in much the same way as if it was done totally underwater). The second session produced two trench drawings, a plan view of the proposed outline of the hull, as well as two elevation drawings of the starboard and port side of the stern, together with some plan view photographs. Finally, the third session was undertaken with a Nikon Total Station to add a number of accurately measured points to compare with the results using trilateration.



(Total Station measuring. Image: James Cook University)



(Total Station measuring. Image: James Cook University)

The total station points had their own inaccuracies (from the reflective prism not being placed directly above the measured points) but the few points that utilised both systems were found to be within millimetre accuracy confirming the high accuracy of the simple trilateration system. The additional points provided by the Total Station (in a much shorter time) proved to be a very useful complementary process and demonstrated the effectiveness of using the two measuring systems, one drawing systems in recording intertidal sites.

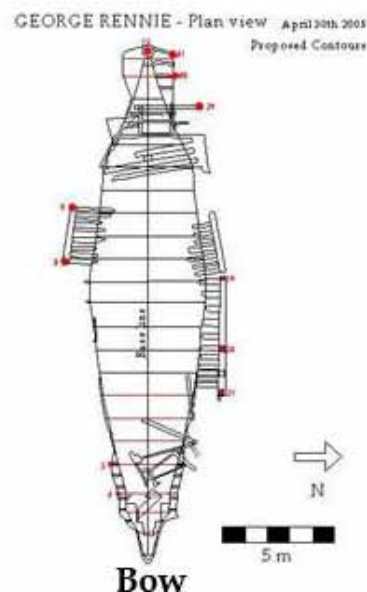
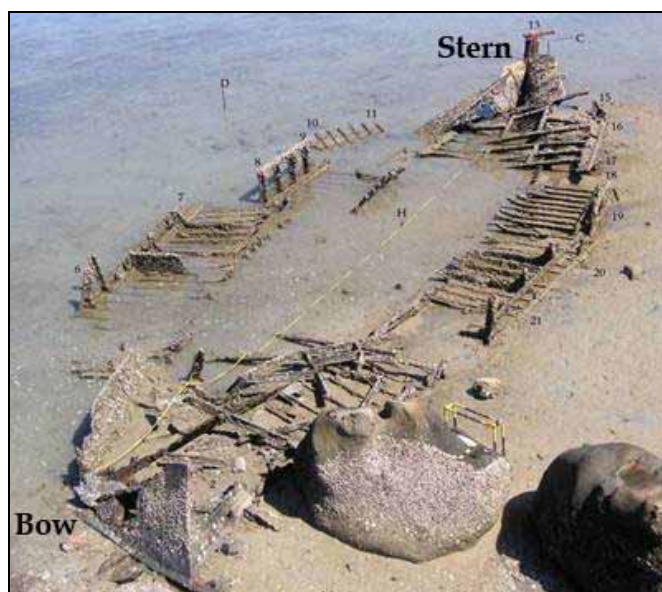
Since 3H's *Site Recorder* program is still under constant development, we encountered some minor constraints while dealing with the program. Peter Holt (developer of 3H's Site Recorder program) was very helpful in working through the process and taking suggestions for improvements in the program. Despite difficulties with certain aspects of the program, this tool has proven to be highly efficient and will probably be an essential digital recording program for underwater archaeological projects in the future.

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



**Australian Government**

**Department of the Environment and Heritage**



(Picture and plan view of the *George Rennie* with labelled points. Image: James Cook University)

This year's project yielded a number of interesting results which may later be published. For those who are interested in this years Maritime Practicum, and those interested in receiving information regarding the 2007 Masters program in Maritime Archaeology, please contact Bill Jeffery at [william.jeffery1@jcu.edu.au](mailto:william.jeffery1@jcu.edu.au).

**Personal Updates:** Bigourdan Nicolas: He is currently carrying out his research for the maritime archaeology master thesis at JCU, in order to finish his master degree by November 2005. This research lead him at the moment to document a part of the collection held in the Museum and Art Gallery of Northern Territory in Darwin, and especially some utilitarian and symbolical Asmat canoes from Irian Jaya. Among those canoes, three are regular canoes and two are soul canoes. The purpose of this study will be to have a closer look at the meaning and role of a canoe for the Asmat population of the South-Eastern part of Irian Jaya (Indonesia), by including an ethno-archaeological perspective. Specifically, the aims are to provide an accurate documentation of five physical ethnographical canoes from the traditional and ancestral society of Asmat, then to demonstrate the deep maritime and/or nautical component of the Asmat societies through defining the extent of the place of canoes, and finally to see comparatively the degree of adaptation that Asmat possess for evolving in a mangrove and swamps environment by evaluate to which extend their canoes are acclimatize and adjusted, and then possibly track down and discuss a potential origin from the Sepik River. Obviously, this thesis might be subject to possible slight changes to some extent due to time left before completion and according to significant and interesting outcomes.

Bill Jeffery: Bill Jeffery plans to re-commence his studies from June 2005. He also recently gave a presentation on some underwater cultural heritage issues in Chuuk and Sri Lanka at the Melbourne seminar during National Archaeology Week.

Bradley L. Garrett and Erika Stein

## **SOUTH AUSTRALIA**

### *Flinders University*

Maritime archaeology postgraduate student Rick Bullers has been employed as maritime technical officer for the Department of Archaeology. Rick will work on a part-time basis looking after the diving, equipment and logistical needs of maritime archaeological fieldwork by the Department, and we wish him the best of luck in his new job.

In the April mid-term break, several maritime archaeology postgraduate students accompanied Mark Staniforth to Oystertown, Coffin Bay, South Australia, where they conducted non-disturbance surveys of the remains of the 19<sup>th</sup> century oyster fisheries of the area. The fieldwork was part of a long-term project in the area, supported by the local community and funded by a Flinders University Small Grant. Closer to home, students have also been involved in the non-disturbance survey of the remains of the torpedo boat station at Port Adelaide, South Australia.

In May, maritime archaeology postgraduate student Capt. Rowan Brownette was instrumental in the salvage of the replica of Captain Cook's ship *Endeavour* when she grounded on a sandbank. Rowan is a distance-learning student of the Department, and his day job is as one of the Sydney harbour pilots. Directing a team of tugs, Rowan successfully refloated the *Endeavour*, enabling her to return to her berth at the National Maritime Museum.

In late June, maritime archaeology postgraduate students James Beringer-Pooley and Shane Lyons will submit their MA theses, which will complete their MA programs. James' thesis is on the corrosion potential of J-class submarines off Victoria, and Shane's on the lighthouses of Kangaroo Island, South Australia. We wish James and Shane the best of luck with their submission, and their future careers in maritime archaeology.

Mark Staniforth will be attending the mid-year meeting of the SHA Board in Rockville, Maryland in mid June in his capacity as Chair of the Advisory Council on Underwater Archaeology (ACUA). Over the last few months ACUA has been lobbying governments and organisations on issues like the inclusion of advertising for the sale of coins from SS *Republic* in the *Smithsonian Magazine*, the establishment of a new *Journal of Maritime Archaeology (JMA)*, and amendments to the US National Historic Preservation Act. Mark will spend five days in the USA and he plans to visit some maritime museums around Chesapeake Bay looking at the Oyster industry there.

In the mid-year break, maritime archaeology postgraduate students Debra Shefi and Peta Knott are off to foreign climes to undertake fieldwork. Debra will be taking part in the University of Edinburgh's 'Last Hunters and First Farmers of the Northern Adriatic' underwater survey, directed by Clive Bonsall and run around the shores of the Adriatic from the Slovenian port of Koper (see <http://www.arcl.ed.ac.uk/arch/field/dive-slovenia/>). Meanwhile, Peta Knott will be taking part in Texas A&M University's Institute for Nautical Archaeology 'Episkopi Bay Survey', directed by Justin Leidwanger along the shores of Cyprus (see <http://ina.tamu.edu/episkopi/2004/>).

In early July, maritime archaeology lecturer Joe Flatman will be leaving Flinders University to take up a post at the Institute of Archaeology, University College London. His replacement will be announced shortly, and Joe looks forward to collaborating with Flinders University staff and students in the future.

Dr. Joe Flatman

## VICTORIA

### *Heritage Victoria*

**Gallipoli ship dip:** The wreck of the SS *Kanowna* was found on the Anzac Day Long Weekend by a team of technical divers and members of the Maritime Archaeology Association of Victoria Greg Hodge, Mick Whitmore, Mark Ryan (Southern Ocean Explorations) and Peter Taylor (MAAV) on 24/5/05 in 78m depth in Bass Strait. The *Kanowna* was a 7105 ton interstate passenger steamship belonging to the Australasian Steam Navigation Company (AUSNCo) when it struck a rock in fog off Wilson's Promontory, drifted off and sank - it was not salvaged at the time and has all passengers luggage and cargo on board. The date of the finding is significant as the *Kanowna* was requisitioned by the Australian Government to be used as an Armed Troop Transport to send the Australian Military Expeditionary Force to occupy German New Guinea. It also served as a troop ship and hospital ship in World War I for the ANZAC forces in the Mediterranean, where it narrowly escaped being torpedoed. Its sister ship the SS *Kyarra* also operating as a troopship was not so fortunate and was torpedoed and sunk in 1917. The *Kanowna* was especially declared to be a protected historic shipwreck in 1998. The wreck is substantially intact with deck planking and cranes still in place, though some depth charge damage from RAN anti-submarine exercises is apparent.

Well done to the team for a truly significant and challenging find, that made front page news in Melbourne's Age newspaper, keeping them busy with TV and radio media coverage over the next few days!

**SS Cambridge:** Intact stern gun and ammunition magazine reported by technical diver Craig Howell. Demonstrating graphically the extent of the sea war in southern Australia's shipping lanes, the *Cambridge* was sunk by a German mine off Wilsons Promontory in November 1940. The site has previously been dived since its discovery in the 1980s but no-one had reported the existence of the stern gun. Most merchant ships were fitted out with defensive stern guns during World War II.

**MHU stuff:** 8/4/05 - St Leonards pleasure boat moorings and remains of boat sheds on foreshore c. 1920s were inspected.

18/4-22/4/05 The MHU visited Cape Howe Marine National Park & Gabo Island on the Victoria-NSW border. Sites inspected were the SS *Gunundaal* (1929), SS *Monumental City* (1853), *Mary Wilson* (1852) and SS *Riverina* (1927) shipwrecks, and Gabo Island terrestrial archaeological sites. A commando-style operation involved swimming ashore in NSW to trek over the Cape Howe sand dune in wetsuits back into Victoria to inspect the SS *Gunundaal* (wreckage lies straddling the border of NSW and Victoria). Fortunately a serious diplomatic incident was avoided as the photos and wreck report was supplied to NSW Heritage Office.

The *Mary Wilson* (wrecked 1852) is a significant site to Gabo Island as one of the passengers on board was an engineer who took out the licence for the first quarry on Gabo Island. The famously beautiful Gabo Island pink granite features in a number of buildings in Australia and Australia House in London. The first navigational structure on Gabo Island (built 1853) also included the *Mary Wilson*'s keel as one of its supporting legs, when one of the original legs was washed overboard the ship transporting it.

Thanks to Mike Irvine from Parks Victoria Orbost, Don Love, John Ariens, Tony Syme, Gabo Island Light station caretaker and all Parks Victoria staff at Mallacoota for making the trip possible.

Sun 1/5/05 - PS *Ozone* AIMA/ NAS Part 2 site survey.

**Make shipwreck interpretation not war!** New interpretation signs are to be installed for Beware Reef Marine Sanctuary at East Cape, Cape Conran (funded by Parks Victoria with input from Parks Victoria, Don Love and MHU) describing the SS *Auckland* and SS *Ridge Park* shipwrecks, and the PS *Ozone* and *Dominion* sites at Indented Head (MHU).

**Staff and Volunteers:** A new part time conservator David Graves has joined the Heritage Victoria conservation laboratory staff. Megan Phillips, Melbourne University conservation student is researching waterlogged cork treatments to be undertaken on artefacts from SS *City of Launceston*, *William Salthouse* and *Loch Ard*. Ross Anderson is departing Heritage Victoria to take up a position as Assistant Curator, Maritime Archaeology Department at the Western Australian Maritime Museum.

**Piers and jetties:** Brad Duncan is continuing to work on a part-time project basis on the Maritime Infrastructure Assessment Project. The Maribyrnong River area is to become a pilot project for incorporating Heritage Inventory sites in local planning overlays. Selected sites are to be assessed for nomination for the Victorian Heritage Register.

The MHU has had discussions with Heritage Victoria's Planning and Historical Archaeology sections about how best to incorporate many new maritime infrastructure and archaeological inventory sites into the planning process. This follows recent works without consents proceeding at Parsons Marina in Williamstown and Landboomers Jetty in Corio Bay. The huge number of sites identified requires ongoing resources to allow the project to continue.

**What's in the news?** Convincing Ground, Portland – The Age 9/5/05 p.2 Australian Federal Police are currently investigating possible breaches of the Aboriginal and Torres Strait Islander Heritage Protection Act in relation to earthmoving works on this sensitive heritage site, an Aboriginal massacre site and also the site of early whaling and shipbuilding settlement.

Olive wood site, Warrnambool – The Standard 19/4/05 p.6 Claims of a 1200 year old piece of European olive wood found in a peat layer during a private search for the fabled Mahogany Ship has ignited speculation by the finder that a Phoenician shipwreck lies buried in the dunes.

SS *Kanowna* found – The Age 6/6/05 and Sydney Morning Herald 6/6/05.

**National Archaeology Week:** The *'Ethics and Archaeology'* seminar organised by AIMA Victoria and Monash Asia Institute run on Sunday 17 May for National Archaeology Week at the Ramada Hotel was successful with talks from our own AIMA President Cos Coroneos, Bill Jeffery, Prof. Lyndel Prott, Dr Ian McNiven, Dr Colin Hope and Dr Andrea de Castro. Over 50 people attended with subsequent interest from the media with article in Monday's Age by David Adams, and radio interviews on ABC Drive and Radio National's 'The Deep End' featuring interviews with Prof. Lyndel Prott about the UNESCO convention on the Protection of Underwater Heritage and archaeological ethics of selling artefacts from South-east Asian shipwrecks.

**SS City of Launceston paperwork:** The MHU is currently in the final stages of completing the excavation report 1998-2002 and artefact analysis. The Guidelines for Public Access to the Protected Zone are still undergoing consideration by the Historic Shipwrecks Advisory Committee and Heritage Council.

**Lab insecurity:** Security has been upgraded following a break in to Heritage Victoria's conservation laboratory. Fortunately the only things stolen or damaged were the computers, which have since all been replaced.

**Lake Corangamite plane crash:** A crashed World War II RAAF Wirraway aircraft was discovered in early June in Lake Corangamite, near Colac, Victoria. Heritage Victoria protects all aircraft crash sites over 50 years old as historic archaeological sites, and the RAAF has been briefed on the find.

The site was recently exposed by receding water levels in the Lake and reported by Parks Victoria officers to Heritage Victoria. The site appears intact and remains mostly submerged.

This plane is believed to be an RAAF Wirraway Serial No. A20-405 that is recorded as having crashed into Lake Corangamite, 400 metres from shore on 17 March 1943. There were at least 355 military aircraft crashes recorded in Victoria during World War II, most of them the result of training incidents.

Wirraways were the first aircraft to be mass manufactured in Australia, and this eighteen years before the first mass manufactured Australian car. Between 1939 and 1946 the Commonwealth Aircraft Corporation (CAC) produced 755 Wirraways for use as a general purpose trainer, though they saw action in the desperate defence of Malaya and Papua New Guinea where they were lost at an appalling rate to superior Japanese Mitsubishi Zero fighters. Only eight Wirraways are still in existence as restored or partly restored historic aircraft.

Ross Anderson

### ***Maritime Archaeological Association of Victoria***

**Albert William Project:** MAAV members have been very busy; we are working on Victoria's Last Iron Shipwreck Project, *Albert William* 1863-1955. Survey work has been conducted and is continuing historical archival research has been taking place at the State Library of Victoria where ship construction and voyage information has been retrieved. On a recent MAAV fieldwork day at the site, Jim Anderson flew his model plane over the in the area. It was commented at the time that a camera should be attached. Jim, ever the resourceful technician is one step ahead and has constructed a box kite, equipped with a small camera and trigger that can be used in the right conditions to take vertical photographs over wreck sites.

**New Book:** Peter Taylor has completed his book titled, *Victorian Shipwreck Notice to Mariners, 1841 – 2003*. There are 102 pages of relevant Shipwreck Notices covered under this time frame.

**Williamstown Heritage Boat Show:** The MAAV had a combined stand with the MHU at the recent Williamstown Heritage Boat Show. Volunteers from the two organizations, listened to stories, sold books, talked to lots of folk; and generally had a good time promoting Maritime Archaeology over two days. Thanks to Des Williams, Scott Allen, Lucy Lancellotti, Cass, Ross, Liz Kilpatrick and Peter Taylor for providing the personnel.

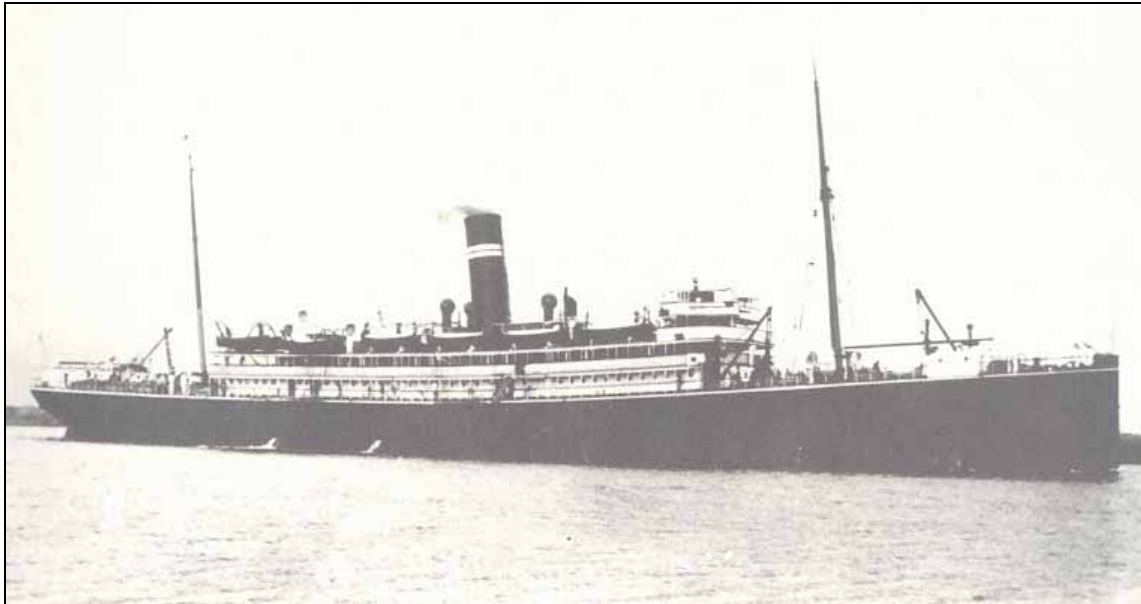
**Kanowna Found:** MAAV members, Greg Hodge, Mark Ryan, Mick Whitmore and Peter Taylor made the front page of the Melbourne Age when the story broke of the finding of the 6983-ton steamer *Kanowna* sunk off Wilson's Promontory in 1929. The *Kanowna* team was successful at last in their quest for the elusive steamer. The project commenced over 12 months ago with a team being assembled having the objective of locating the missing steamer. Research was conducted and a number of potential sites pencilled onto a chart.

The first trip, 12 months previous to the weekend that was successful, terminated early as the weather blew up and a decision was made to return to shore. A few more expeditions were attempted, only to find the seas too rough for the journey out to the site. The trips involve a great deal of logistics, personnel, equipment, boats and weather all combine to make the attempts a major exercise.

The team left for the site just after sunrise on the Anzac weekend 2005 with a 2 hour, 50 kilometre boat trip into Bass Strait ahead. A north east wind was blowing at 16 knots as we proceeded towards the site, very nice in the lee of the shore, but a bit sloppy once out into the Strait.

Upon arrival at the search zone, the magnetometer was set up and streamed out, a grid search commenced with predetermined lane widths to be followed. Greg, with the aid of his computer gave directions to the helmsman that enabled the boat to stay on track.

Each team member had a task, Greg Hodge, with his head down, hunched over his computer screen was immersed in 2 stroke fumes, and had the worse job. Mick Whitmore, was the helmsman, and in spite of the sloppy conditions kept the boat on course. Mark Ryan, recumbent in his deck chair was in charge of the depth sounder and Peter Taylor, in another deck chair kept an eye on the magnetometer.



(The steamer *Kanowna*. Image: MAAV)

The boat travelled the prescribed course given by Greg, up and down the search lanes we motored in our quest, the Prom could be seen far away in the distance, then it would be obliterated by the occasional squall, whereby there was no land too be seen.

The first hour passed with nothing but bad jokes to break the monotony of the search. The optimism wasn't as high as when we first commenced, but we had a job to do, if the wreck wasn't found this time, we would come back again and search a new sector as another area of seabed would have been eliminated.

We then commenced the second hour of the search, again more bad jokes and not a sign of a wreck to be seen. The sea was sloppy with white caps breaking and the Prom a long way off; ships could be seen hull down in the distance, we were a long way off shore.

Towards the end of the second hour, there was a slight movement on the mag, we continued our search; not wanting to get too excited, we continued and completed the search lane, as was our plan. Once we reached our turning point, we headed back in the opposite direction; the mag rose a bit more this time. It was then that we could allow ourselves some leeway and become a little bit more excited about the prospect of us actually finding the wreck. We reached the next turning point, each one of us had our fingers crossed, and then we turned into the next lane and continued the search. The mag, after a short while began climbing into some remarkable figures, it was then that we knew that we had the wreck, a few more metres and the wreck stood up on the depth sounder, we had it. There followed some backslapping, high-fives (most embarrassing after the event) and a few whoops.

The wreck was sounded over and various depth levels recorded before we turned around and commenced the 2-hour pound back to shore. There followed an hour or so to retrieve the boat and get changed, followed by a three hour drive back to Melbourne, still, a rather nice day on the water.

#### **KANOWNA DETAILS**

*Construction:* Steel, twin s.s. 375 h.p. *Registered Tonnage:* 6983 Gross, 4334 Net. *Registered Dimensions:* L 415.6 x W 52.2 x D 28.7 feet *Port & Date of Registry:* Adelaide, 1903 *Official No:* 115,809 *Where Built:* Dumbarton *Signal No:* TSWR *When Built:* 1902 *Owners:* Aust. U.S.N. Co.( Ltd.) (Details taken from the ANZ Register of 1922-23).

Peter Taylor



## WESTERN AUSTRALIA

### *Western Australian Maritime Museum*

**Xantho Engine:** Members might be pleased to hear that after 20 years of treatment, disassembly and re-treatment and after many highs and a few lows in the process the *Xantho* engine is being rebuilt in the public Gallery at the Maritime Museum as a behind-the-scenes 'work in progress'. We are also looking to doing a time-lapse production soon.

**De Freycinet camp examined:** A team including Matthew Gainsford, Richenda and Sim Prall (surveyor), Samantha Bolton (UWA) with the author in part-time attendance joined the finder Les Moss, his nephew, Arthur Pepper and CALM officers (including Alan Kendrick formerly of WAMM) at Peron Peninsula in Shark Bay in May to conduct a non-disturbance survey of the 1818 *Uranie* camp. The site was identified by a few objects recovered earlier by the finders and by landforms appearing in a drawing by J. Alphonse Pellion (below).



(Here is the engine ready to receive the crankshaft and then the pistons. Having been at it for nearly twenty years a few of us (Dick Garcia, Alex Kilpa, Jon Carpenter and self) are also in need of conservation. Image: WAMM)



(A drawing by J. Alphonse Pellion showing the De Freycinet camp. Image: WAMM)

Rose de Freycinet, the first woman to circumnavigate the globe and tell her story (She was preceded by Jeane Baré who did not produce a journal) is seen seated outside her tent to the right. Immediately in front of her tent is the place where an early cultural exchange between the French and the Malgana people occurred. In response to an impromptu castanet piece from an artist Jacques Arago, the Aboriginal men performed a short corroboree and then departed with an array pacifying gifts. In the image of that encounter rose' tent does not appear, for officially she was not there.



Matthew, Richenda and Sim have delineated the site and Sam has examined both it and nearby middens. Jeremy Green will be fixing it all with his burgeoning GIS systems and from there sending on to the appropriate legislatures and land managers, including CALM. He will also be forwarding the case put by the inspection team to our new CEO Dr Dawn Casey, who is responsible for maritime archaeological sites covered by the 1973 Maritime Archaeology Act. For his part Les Moss, also President Shire of Shark Bay is writing to local schools seeking their involvement in naming the area and its salient points-of-interest. He is also busy obtaining heritage materials from private collections for the new Denham Interpretive Centre. Most of this has emanated from the many pearling camps in the bay. These date from the mid 1870s through to 1920 when a cyclone destroyed the Shark Bay pearling industry.

Following Alan Kendrick's recommendations, CALM who manage the adjacent land and the camp-site under their Acts will examine the best means of managing the inevitable visitor pressures. Presently they are looking at restricting access to sea-borne visitors only. They will also join with the Shire and the Museum team in the development of interpretive materials.

While there the team also surveyed nearby pearling camps and discussed the possibility of a project involving the Museum, CALM and the Shire of Shark Bay to document and interpret all pearling-related sites in the Shark Bay district. Oral histories would become a fundamental part of the recording regime. At first glance this should result in over 50 new maritime heritage sites that in being demonstrably pre-1900 would come under the umbrella of the 1973 Maritime Archaeology Act.

Mack McCarthy

---

***Maritime Archaeological Association of Western Australia***

---

**Special Project *Camilla* [Extract taken from *MAAWA Messenger* Volume 3, number 4, May 2005]**

**Introduction:** In March 1987 a general survey and historical study was undertaken of a colonial wreck, Cockburn Sound, Fremantle, Western Australia; with the aim of the project to identify the vessel. The wreck was discovered in July 1977 by a local diving identity, Mr. Mike Pollard, who reported finding an 80 ft. colonial wreck north of the Alcoa jetty. A McCarthys' study (1981) had tentatively identified the vessel as *Camilla*, a lighter which operated in Fremantle Harbour until 1903 when she was 'beached beyond Woodman's Point' (Fremantle Harbour Trust Records, 1903). Several *Camilla*'s were found in Lloyd's Register, the one most fitting the wreck in terms of size is a vessel built in Leith, Scotland in 1834. *Camilla* is ca. 201 tons and dimensions 85.9 x 23.6 x 14.5 ft.. The aim of the study was to either support or refute this identity using physical information obtained from the site. The physical evidence can then be compared with archival material.

**General Site Features:** Location: The wreck is located on the western shore of Cockburn Sound, 200m north of the Alcoa Aluminum Refinery Jetty, 60 m from shore in approximately 3 m of water. It lies on an east west axis and can be located using visual transits (see Log Book) and it is often visible as a dark patch from the shore.

The wreck lies on a clear sandy bottom in relatively still water. The area is partially protected, at least from south-west by the large jetty so wave action and water movement has a limited effect upon the site. Visibility is generally limited to about 3-4m due to a high content of suspended material in the water particularly after storm periods.

Although wave action is considered limited in the Sound, it should be noted that the area is one of three main anchorages of Fremantle and so it is subject to a heavy traffic of large vessels. The site being in close proximity to the Alcoa Jetty and Calista Channel is exposed to water movement produced by passing vessels. It was noted that the backwash from the tankers and assisting tugs as they maneuver does in fact wash over the site. The direct effect of this water movement has not been gauged, however it is not improper to suggest that it does have a considerable effect on the condition of the site.

**Description:** The bulk of the wreck is 20 m long on the East West axis and 3.5 m in breadth, standing 0.5m free of the seabed at the highest point. It appears to have its bow towards the beach and has fallen on to its starboard side. The port side has eroded and there is scattered timber and iron knees over the bulk of the site and closely surrounding area.

She is classified as a wooden vessel in accordance with the description given in Paasch Marine Encyclopaedia: 'a wooden vessel is one in which all the principle portions of the hull such as keel, stem, sternpost frames, beams, inside and outside planking, consist of wood'. The condition of the wreck suggests as Paasch states that she was a well built vessel. "The most durable are those built of hardwood, properly fastened with copper or yellow

metal bolts and hardwood treenails. "Therefore it is a small wooden wreck both copper fastened and sheathed with yellow metal. She also has iron knees. Evidence of burnt timber suggests that she was burnt to the waterline so that her valuable fixtures could be salvaged. This is confirmed by the presence of four piles of burnt material in a line approximately 10 m to the north of the wreck. The material seems to be burnt iron pieces and could quite possibly be the remnants of fires lit around the wreck as she lay on the beach.

**History of the Vessel:** The *Camilla* was built in Leith, Edinburgh on the Forth, Scotland in 1834; registered by Lloyds in this year, as a 201 ton schooner with an 'A' classification of the First Class for nine years (9A1). Under the Lloyds' rules, *Camilla* was required to be maintained to the highest state of repair and efficiency. The 9A classification was given due to *Camilla* being constructed of "Foreign Oak timber for her floors and first foot hooks or White Dantzig oak for outer planking". It may be possible to investigate this aspect of the wreck if an excavation was undertaken. The weight of the material from the port side of the vessel could well be covering the floor timbers of the starboard side. A timber analysis of floor timbers closest to the keel could be undertaken if these are present.

From 1834 to 1843 *Camilla* worked in the coastal trade from Leith to London. In 1843 *Camilla* was surveyed and downgraded to the 'AE' classification i.e., the Second Description of the First Class: because of repairs not undertaken to maintain the First Description of the First Class, although *Camilla* was still fit to carry dry and perishable cargoes. *Camilla* was not surveyed in 1844 and appears again in 1847 in Lloyds' Register having undergone the necessary repairs; sheathed in yellow metal and changed hands. Yellow metal is an alloy of (60/40) copper and zinc that is less expensive than straight copper sheathing. It also has the added advantages of being stronger and more durable than copper. By 1844 up to 400 merchant vessels had been sheathed in London, *Camilla* being one. Muntz metal as it was patented became the major metal sheathing method utilized in Britain. After this *Camilla* was restored to the first description of the First Class being again 9A. In this year *Camilla* is sent to Aden, the sheathing being necessary for the voyage into the warmer waters of the Indian Ocean. The English had annexed Aden in 1839 which became the heavily fortified guard post to India. It is possible *Camilla* was taking supplies to the military posted there.

In 1846 *Camilla* is again surveyed as AE, and in 1848 re-sheathed again with yellow metal, making one voyage to the Mediterranean. By the next year *Camilla* appears to have been sold to Elder and Son and subsequently sent to Port Adelaide. *Camilla* must have run between England and the colony at least once because in 1853, the vessel is again registered as leaving London for Port Adelaide. She does not appear in Lloyds' Register again.

In 1850, the *Camilla*, owned by Elder and Son was, no doubt, being employed in the carrying of bulk wool to London. She was, up to 1853, still registered as being able to carry dry and perishable goods, in a First Class Capacity.

The *Camilla* appears in Lloyds' Universal in 1885 still classed as a schooner, though registered as 190 tons. Between 1834 and 1886 the standard measurements for tonnage changed, some structural alterations could also account for the loss of 11 tons during the time. The tonnage used by Lloyds' is usually the 'net' tonnage i.e. the amount of under deck tonnage of a vessel.

In 1886 *Camilla* was owned by a Tasmanian firm, Belbin and Company in Hobart, worked by the company for four years and in 1890 sold to the Bank of Van Dieman's Land. *Camilla* experienced a rig change during this period, to brigantine, and is registered as a one decked vessel. De Kerchove's (1948) definition of a single decked vessel would appear to support the history of the *Camilla*, a type of vessel particularly suitable for the transport of bulk cargoes.

The Bank of Van Dieman's Land was formed in 1828 and was mainly concerned with the finance of overseas trade. The bank had large numbers of shareholders who were all merchants engaged in importing. The Bank appeared to run on optimistic policies rather than secure business sense and in reality only survived due to boom periods in the colony's early history. McCarthur in the 1870s, who supported financially the Australasia Bank, staged a rate war against the other Colonial banks. This bid to centralise the Colonies' business to the Australasia Bank succeeded, and by 1880 the Bank of Van Diemans' Land was a financial cripple although it struggled on for another decade. By 1890 the Bank was surviving on its name only and the 'buying' of the *Camilla* can possibly be ascribed to a 'repossession' by the bank from an indebted shareholder Belbin and Company. The Bank failed in August of 1891, which will account for the sale of the vessel on March 26th 1891 to the Orient Steam Navigation Company. This may possibly have been an attempt to liquidate their assets. The sale is recorded in the Register of British Ships in Hobart. The Bank of Van Dieman's Land did go through a long

drawn-out liquidation, with other Colonial Banks, e.g. Melbourne Australia and Union Banks refusing to take over the business. So, in 1891 *Camilla* became the property of the Orient Steam Navigation Company from Adelaide. The Company was actually a British Company, who in 1877 started a regular steam service to Australia, via the Cape of Good Hope. After 1883 the Company switched to the Suez Route and started calling at Albany seeking passengers and cargoes, both outward and homeward ones. Her vessels' later carried the colonial mail. From the activities of the Company it seems that it would have employed smaller vessels to unload or carry cargoes. The *Camilla* may have operated in such a capacity for the Company. However, in 1892 *Camilla* was recorded as 'being a hulk' in Lloyds' Universal and is not fit for registration after 1895. Because *Camilla* was owned by the Orient Navigation Company it is extremely likely that vessel did work in Albany, however, there is no proof of arrivals in Fremantle. If so, then *Camilla* may have operated in Fremantle Harbour at the turn of the century as a lighter and possibly owned by a J. Ball. This vessel was condemned and beached beyond Woodman's Point in 1903.

M. Hughes & D. Garrat

## **NEW ZEALAND**

### *Maritime Archaeological Association of New Zealand*

#### **Mana Island Trip [Extract from MAANZ Newsletter Number 21 2<sup>nd</sup> Quarter 2005]**

27 of us visited Mana Island on Sunday 17th April 2005. This was a Friends of the Museum of Wellington City & Sea trip and was organized by Murray Henderson who is also a MAANZ member. We were the usual mixed group of Friends and MAANZ people plus welcome outsiders to keep the numbers up. The island visit was the third attempt over the last three years to get to Mana Island – the previous ones had been cancelled by weather concerns. This trip on 17th was near perfect weather - no wind, a slight swell on the water and moderate temperatures of about 18degrees. Murray had prepared some useful notes that advised on the early history of the island, the two shipwrecks – the Gil Blas in 1857 and the Emma Simms in 1907, the 1862 lighthouse – which was removed to Cape Egmont by 1877 after causing two ships to wrecked – the City of Newcastle on 1872 and the Cyprus in 1874, and the Europeans who lived on the Island. First farmers in 1834 were John Bell and his wife who both suffered from a drinking problem and it was thought that the isolated nature of the island would offer the opportunity to “dry out”. However the ongoing nature of the addiction was probably a factor in John Bell's death in 1838. A scarcity of timber suitable for a coffin resulted in John Bell being buried in a large rum cask. Whaler “Scotch Jock” Nichol performed the service

Pieces from the Emma Simms wreck still occasionally shows from under the gravel where she beached on the southeast shore in 1907. The vessel would have been easy to access and would have been well cleared of anything of interest in the weeks following the wreck. There has been no sighting of any parts of the much earlier 1857 wreck of the Gil Blas that was also driven up on to the shore. The island now is a beautiful haven for growing numbers of Kakapo and other native species under the watchful eye of DOC. The views from the island of Cook Strait and its surrounding landforms were truly magnificent.

## **CONFERENCES**

### **AAA/AIMA 2005 Conference session**

#### **Archaeozoology:**

#### **The study of the exchange between people and their environment**

Organisers:

Joe Dortch and Oliver Brown  
[joe.dortch@arts.usyd.edu.au](mailto:joe.dortch@arts.usyd.edu.au), [oliver.brown@arts.usyd.edu.au](mailto:oliver.brown@arts.usyd.edu.au)

Archaeozoology includes most of the methods that archaeologists have at their disposal for determining the economic relationship between people and their environment. Increasingly, the analyses conducted by archaeozoologists are both broader in scope and finer in detail than simply sorting and identifying faunal assemblages and selecting a most plausible explanation from the resulting quantified 'grocery list'. The aim of this session is to provide those working in archaeozoology in Australia with an opportunity to present new areas of research, new sites or new methods, and to provide an overview of the field. Proposals are invited for both papers and posters.

Session times and other relevant details will be available from the conference website at a later date.  
<http://www.aaa-aima-2005.conf.uwa.edu.au/welcome>

Papers: Please submit a 200-word abstract for your proposed presentation as an email attachment to either Oliver or Joe.

- All paper presentations will be 15 minutes in length with 5 minutes allocated for questions and discussion.
- Please submit proposals as soon as you can. Conference organisers want to organise the program in September, so we would like to finalise the schedule for the session in August.
- Each proposal submitted must include a separate title page, detailing:
  - Title of submission
  - Type of presentation (i.e. paper or poster)
  - Session for which submitted
  - Name(s) of author(s)
  - Mailing address(es)
  - Email address(es)
  - Phone number(s)
  - Fax number(s)
  - Corresponding author if different to lead author

**Posters:**

Archaeozoological research is often very well suited for poster presentation. We encourage poster presentation to provide as complete an overview of our field as possible.

- Proposals must be submitted by September 1 2005
- All posters should be designed to fit either A0 or A1 sheets.
- Examples of posters submitted in years up to 2003 can be seen at the AAA website at: <http://www.australianarchaeologicalassociation.com.au/postergallery/index.php>

---

**[From [www.sha.org](http://www.sha.org)]**  
**SHA 2006 Conference on Historical and Underwater Archaeology**  
**“Life on the Edge”**  
**January 11-15, 2006**  
**Call for Papers Opens: April 1, 2005, Deadline: June 1, 2005**

The 2006 Society for Historical Archaeology meetings will be held January 11-15, 2006 in Sacramento, California. The conference will be held at the Hyatt Regency Sacramento, located directly across from Capital Park in downtown Sacramento.

Join your friends and colleagues as we explore the edges of archaeological inquiry with a fascinating demonstration by forensic search dogs on Wednesday night; a far reaching forward looking thematic plenary session on Thursday morning; and a collection of informative papers, posters, workshops, and tours throughout the conference. In commemoration of such disparate but related events as the 100th anniversaries of the Antiquities Act and the San Francisco Earthquake we will investigate the edges of empires, oceans, disasters, technologies, innovations, partnerships, and cultures.

The regular abstract submission period is April 1, 2005 to June 1, 2005. Individual contributors, symposium organizers and presenters, and forum organizers should respond to the 2006 Call for Papers online through the SHA website ([www.sha.org](http://www.sha.org)). The online Call for Papers will be available for late submissions from June 1, 2005 to June 30, 2005. A \$25 late fee will be charged for each abstract submitted after June 1 in addition to the \$25 per abstract submission fee. Late submissions will be considered on a space available basis. No abstracts will be accepted after June 30, 2005.

**AIMA EXECUTIVE  
2005 – 2006**

**President:** Cosmos Coroneos  
Cosmos Archaeology Pty Ltd  
122c Percival Road, STANMORE, NSW 2048  
Ph: (02) 9568 5800 Fax: (02) 9568 5800  
Email: [cosmosc@ozemail.com.au](mailto:cosmosc@ozemail.com.au)

**Secretary** Jennifer Rodrigues  
WA Maritime Museum  
Cliff Street, FREMANTLE, WA 6160  
Ph: (08) 9431 8445 Fax: (08) 9431 8489  
Email: [Jennifer.Rodrigues@museum.wa.gov.au](mailto:Jennifer.Rodrigues@museum.wa.gov.au)

**Treasurer:** Aidan Ash  
PO Box 58, KANGARILLA, SA, 5157  
Ph: (08) 8383 7170 Fax: (08) 8383 7170  
Email: [aidan.ash@flinders.edu.edu](mailto:aidan.ash@flinders.edu.edu)

**Sen. Vice President** David Nutley  
NSW Heritage Office  
Locked Bag 5020, PARRAMATTA, NSW 2124  
Ph: (02) 9849 9574 Fax: (02) 9891 4688  
Email: [nutleyd@heritage.nsw.gov.au](mailto:nutleyd@heritage.nsw.gov.au)

**Vice President** Mike Nash  
Tasmanian Parks & Wildlife Service  
134 Macquarie Street HOBART, TAS, 7000  
Ph: (03) 6233 2387 Fax: (03) 6233 3477  
Email: [mike.nash@parks.tas.gov.au](mailto:mike.nash@parks.tas.gov.au)

**Vice President** Dr. Mark Staniforth  
Department of Archaeology  
Flinders University  
GPO Box 2100, ADELAIDE, SA, 5000  
Email: [mark.staniforth@flinders.edu.au](mailto:mark.staniforth@flinders.edu.au)



**State Councillors**

**Commonwealth** Stirling Smith

**Queensland** Andrew Viduka,  
Bill Jeffery, Viv Moran, Ewen McPhee

**New South Wales** Niall Pettit-Young,  
Phil Bowman, Kieran Hosty, Tim Smith

**Northern Territory** None

**Tasmania** Brad Williams

**South Australia** Rebecca O'Reilly,  
Terry Arnott, Terry Drew, Dr Peter Bell

**Western Australia** Jeremy Green,  
Joel Gilman, Mack McCarthy

**Victoria** Brad Duncan,  
Peter Taylor, Cass Philippou

**Public Officer** Ross Anderson

**AIMA/NAS Senior Tutor** Corioli Souter

**Auditor:** Byron Chartered Accountants

Australasian Institute for Maritime Archaeology  
(Inc). Registration No. A0820044J  
Western Australian Associations Incorporation Act  
1987 Section 18(6)  
Newsletter; Registered by Australia Post  
Publication No: WBH 1635

**EDITOR'S NOTE**

Thanks again to all contributors

Dr. Nathan Richards and Sami Seeb  
AIMA Newsletter editors  
Program in Maritime Studies, East Carolina  
University, Admiral Ernest M. Eller House  
Greenville, NC 27858-4353, USA  
011 1 (252) 258 4264 mobile;  
011 1 (252) 328 6754 fax  
[richardsn@mail.edu.edu](mailto:richardsn@mail.edu.edu) email

Contributors please note the deadline for  
contributions for the next issue (24.3) is **Friday,  
September 16, 2005**. Contributions may be sent  
via mail, email or fax.

## AIMA/NAS Training Newsletter

Please send any contributions or comments to:

Cosmos Coroneos (acting Training Officer)  
46 Gale RD  
MAROUBRA 2035  
ph/fax 02 9568 5800  
[cosmosc@ozemail.com.au](mailto:cosmosc@ozemail.com.au)

**Issue 24**

**June 2005**

### *News from Queensland*

The NAS Part 1 course proposed for Townsville for the month of May did not eventuate due to insufficient lead time and only getting 7 definite participants. We will try and run another Part 1 soon.

Bill Jeffrey

### AIMA/NAS DIARY: TRAINING OPPORTUNITIES

Date	State/Country	Venue	Grade	Subject	Comments
<b>August</b>					
20/21	Victoria	TBA	Part 1		
25/26	New South Wales	TBA	Part 1		
<b>September</b>					
4/5	Victoria	Port Albert	Part 2		Weekend trip
30	New South Wales	TBA	Part 2		School holiday break
<b>October</b>					
1	New South Wales	TBA	Part 2		
8/9	Victoria	TBA	Part 1		
27/28	New South Wales	TBA	Part 1		
<b>November</b>					
19/20	Victoria	TBA	Part 1		

### YOUR STATE TUTORS

#### **Northern Territory**

David Steinberg  
School of Humanities and Social Sciences  
Faculty of Law, Business and Arts  
Northern Territory University  
DARWIN, NT 0909  
(Ph) (08) 8946 6856  
[s110417@students.ntu.edu.au](mailto:s110417@students.ntu.edu.au)

#### **South Australia**

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

#### **New South Wales**

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

#### **Victoria**

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

#### **Western Australia**

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

#### **Queensland**

Cosmos Coroneos (acting)

#### **Tasmania**

Position vacant

**COURSE STRUCTURE**

**Part I**

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

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

**Part II**

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

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

**Part III**

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

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

**Part IV**

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

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