Symposium: Maritime Archaeology: Challenges for the New Millennium
John Gribble, Jaco Boshoff and Marek Jasinski

Maritime archaeology is beset by a variety of long-standing issues and problems - both theoretical and ethical - that bedevil the discipline while pressure on underwater archaeological resources continues to mount as more divers enter the water every year. The vast majority of those who now have access to a resource that was protected for centuries due to its inaccessibility are not archaeologists and approach underwater sites with agendas and attitudes usually widely divergent from those of archaeologists and heritage managers. Ignorance of the importance of underwater cultural resources, or a perception that these resources are there for the taking, coupled with the incapacity of heritage managers and archaeologists to police the resource has meant the rapid degradation of many underwater archaeological sites.

If underwater cultural heritage resources are to survive beyond this century and into the new millennium as viable objects of archaeological interest, solutions to these problems have to be found - sooner rather than later. This symposium will address some of these issues from around the world, and aims to encourage debate and discussion that will perhaps go some way towards suggesting possible solutions.

Culling the White Elephants: The development of Maritime Archaeology at the South African Cultural History Museum
Jaco Boshoff

Since its inception in the 1960's the SA Cultural History Museum has been involved in shipwreck exploration in some form or another. With the creation of the permit system under the National Monuments Act this became more formalised. Unfortunately this was not necessarily in the museum's best interest. This paper will discuss some fundamental problems experienced during this period of co-operation with semi-professional and professional projects. Possible future directions in Maritime Archaeology for the museum will be discussed.

H.M.S. Swift (1762-1770), a non-intrusive operation in underwater archaeology of shipwrecks; Puerto Deseado, Patagonia, Argentina
Javier Garcia Cano

During 1994 the Albenga Foundation, re-started a project of underwater archaeology originally started by non-professional people from Puerto Deseado, located in the Province of Santa Cruz. The project was exclusively focused on recording the site called "The wreck H.M.S. Swift", without modifying the conditions of the submerged material. The work was based on the ideas of non-intrusive techniques. The aim was to obtain information of a British sloop from the 18th century, a kind of ship from which few items are known through historical documentation. This information was never proved to be exact. Knowing that this ship was of a major importance during her time, it is supposed that the original records show us little information. As a ship copied from a French one captured by the Royal Navy, this sloop could show information about the adaptation of the French design into the British shipbuilders’ techniques.

New laws for the millennium: archaeology and salvage?
Craig Forrest

One of the most important and controversial proposals for the new millennium is the UNESCO draft Convention on the Protection of the Underwater Cultural Heritage in International waters. The prospect of a convention being adopted has given the deep-water treasure salvage community the impetus needed to organise themselves into an association, which is now actively engaged in a lobbying campaign against the adoption of a convention. This "trade organisation" has indicated an intention to draft a set of self-regulatory provisions, which the association hopes could be a basis for agreement with the archaeological community.

This paper will examine:
- The fundamental differences between the archaeological community and the deep-water treasure salvage community in the light of the UNESCO draft convention
- The background to the formation of the treasure salvage organisation and its aims
- The self-regulatory proposals of the organisation
The extent to which these could provide a basis for agreement with the archaeological community
The dynamic nature of this process, though making it difficult to anticipate the proposals and events that will
occur, will accentuate the fundamental conflict inherent in the provisions of the UNESCO draft.

**Deep diving, new underwater equipment and their potentials for the future of archaeology**

Jinky Gardner

The Pilar Project, a private venture, excavating the site of the 17th century wreck, "Nuestra Senora del Pilar,"
off Guam in compliance with U.S. regulations, is operating at and over 200 feet deep. This project has
accumulated a lot of experience of value to other archaeological excavations.

At these depths, re-breathers and mixed gasses are necessary to get enough bottom time for excavation. Also
the project is testing the use of a new sensing device, called the TSS 340, that detects all metals not just ferrous
ones. Previously only operated by ROVs many feet off the ocean floor for finding such things as pipelines, we
are pioneering the use of the 340 for finding objects ranging in size from cannons down to nails guided by
divers on site who are able to react to sensitive archaeological terrain.

This paper will describe the problems and successes encountered during the current (June - August 1998)
season, and evaluate the potential of these technologies for the future of archaeology.

**The “Dodington gold coins”**

John Gribble

In October 1997 the NMC received an article from *The Times* of London announcing the sale by auction of
1400 eighteenth-century gold coins. The sellers suggested that these coins were part of the hoard lost by Lord
Robert Clive in 1755. Documentary evidence suggests that Clive’s gold was aboard the East Indiaman
*Dodington* when it was wrecked in Algoa Bay on 17 July 1755. The wreck and its contents therefore lie within
South African territorial waters, and are protected by the National Monuments Act.

Representations to the auction house resulted in the withdrawal of the coins from the sale. The NMC then
instituted legal steps aimed at repatriating the coins if it they were illegally removed from South African
territorial waters.

This paper will present the background to the case and a number of pivotal issues it has raised with regard to
shipwreck management in South Africa. These include the repatriation of cultural material, South Africa’s
standing in terms of international law, maritime law and the ownership of shipwreck material in South Africa,
the financial implications enforcing the Act, and other issues.

**Slaves, swamps, and sport divers: The challenge of dovetailing public education with research and
submerged site management in South Carolina.**

Lynn Harris

South Carolina was one of the first states in the USA to recognise the potential benefits of public and
professional co-operation in the management of submerged cultural resources. The concept that recreational
divers have the potential to be the archaeologist's worst enemies or best allies has long been part of the
professional outlook, although the state's approach to working with the diving public has evolved considerably
since the 1970s. Divers no longer simply find and report sites to the state, but participate in projects as valuable
trained volunteers. In addition, they comprise an integral component of our workforce of public educators.

In the last decade, South Carolina has offered a more formal education programme for sport divers. New goals
for the future include developing heritage tourism partnerships and more active community involvement in
regional surveys. Native American canoes, African-built plantation craft, and ships constructed by European
shipwrights all form part of the vernacular archaeological record. Working primarily in fast-flowing rivers and
muddy swamps on a rich variety of multi-cultural submerged sites presents special challenges to our
professional ingenuity. Dovetailing research with management objectives and current theoretical trends within
the discipline represents a corollary objective.

**Which way now? Maritime archaeology and underwater heritage into the 21st century**

Marek E. Jasinski

Specific research topics need to be broached and investigated as maritime archaeology approaches the new
millennium. Before this can be done, the exact nature of maritime archaeology at the end of the 20th century
must be explored while its continued growth and progression in the coming century should be conjectured upon.

Several tiers of research problems exist which require consideration at present: What should be the focus for maritime archaeology approaching the 21st century? What type of legislation should be invoked to facilitate the protection of maritime heritage? What status does maritime archaeology occupy in modern society and is it relevant at all? How should material located in international waters be dealt with? Who should take responsibility for its protection and how can this coincide with the need for continued research? Does the present ideology of protection preclude future research in this field, prohibiting explorative investigations? Could “high-tech” equipment be the solution to the apparent paradoxical situation regarding protection vis-à-vis accessibility? What type of educational framework can be established which would respond to the problems outlined above, in order to produce maritime archaeologists capable of directing this sub-discipline in the 21st century while ensuring that society’s expectations are maintained?

**Underwater archaeology in Greece: Past, present, and future**

Eleftheria Mantzouka-Syson

In Greece, the realisation of the importance of cultural heritage came in the early 19th century in the form of a law stating that all antiquities are “the national possession of all Greeks.” In 1932, Greek state legislation pioneered protection of land antiquities by ratifying law KN 5351/32 which passed ownership of “All Antiquities” to the state, including, for the first time, “antiquities in rivers, lakes and at the bottom of the sea.” This paper will trace the development of underwater archaeology in Greece in its evolution from art salvage to today's systematic investigation and excavation. The author will touch on the positive and negative results that State regulation imposed upon the field and expand on its present and future state and survival. The presentation will focus on state underwater excavations in Greece, the contribution of public institutions in underwater archaeological work, the state of conservation-preservation of cultural material recovered from the sea, and the state of education and training of Greek underwater archaeologists.

**Underwater cultural heritage management in Australia: A model in need of repair**

Mark Staniforth

In the past four centuries many thousands of ships have been wrecked in storms, on coastlines, in warfare and in collisions around the Australian coastline. Legislation for the protection of shipwrecks has been enacted at both Federal and State level in Australia during the last three decades. The Commonwealth and various State governments expend considerable amounts of funding on the preservation of the shipwreck component of the underwater cultural heritage. Shipwrecks and their associated artefacts have been effectively raised into the public domain where they are subjected to a different 'otherworldly' morality of 'public good'. Australian federal government legislation for the protection of historic shipwrecks has now been in existence for more than two decades.

Twenty years down the track this legislation can be viewed as less than cutting edge and even the Commonwealth bureaucrats responsible for administering the Act have acknowledged that the Act 'may not adequately reflect developments since 1976 and current circumstances'. This paper examines underwater cultural heritage management and legislation in Australia and concludes that it is a model in need of change.

**Is there a role for the sport diver in maritime archaeology?**

Chris Underwood

Our experience in the UK clearly demonstrates the tremendous benefits of educating the diver with regard to their responsibilities to the underwater heritage. Legislation cannot work without a will to police and enforce. Education not only challenges entrenched attitudes but also provides the diver with some technical skills, which makes them useful to archaeologists. It is unlikely that there will ever be sufficient funds to record, survey let alone excavate any more than a handful of sites by the professional. Does this mean that we do nothing or should we be realistic and try to encourage local custodianship of the heritage and provide the sport diver with a role under the leadership and guidance from the profession?

Although there is a long standing tradition of co-operation between the amateur and the professional in the UK, perhaps best illustrated by the contribution of the sport diver to the survey, excavation and recovery of the Mary Rose in 1982. The experience could be used elsewhere to help promote the protection of the heritage while at the same time allowing access to sites where possible. What is certain is that as the sport diving industry grows
there will be increasing numbers of divers with a more than passing interest in wrecks, not just as spectacular diving sites, but with a desire to investigate. The profession needs to address these issues in a positive way.

Santa Fe La Vieja (1573-1660); underwater archaeology of a Spanish settlement; Santa Fe Province San Javier River, Argentina
Monica Patricia Valentini

Because of the erosion by the River San Javier, one third of the original surface occupied by the city founded in 1573 as Santa Fe La Vieja, remains submerged in the waters. This project has resulted in three years of excavations in water with poor visibility and strong currents. The excavations reveal the circumstances under which the inhabitants left the city and moved elsewhere. This site became the first field school on underwater archaeology in Argentina where and local and international students learn how to work in these particularly difficult waters.

Underwater archaeology in Argentina: Works and future developments
Monica Patricia Valentini and Javier Garcia Cano

Underwater archaeology in South America is a very recent development, and Argentina has been host to the majority of such projects. Its potential heritage in the sea and in inland waters shows the notable possibilities for this discipline. The excellent conditions of preservation and other factors promise the recovery of important information in the future from these waters. Projects in the rivers, in the Lakes and in the sea all testify to the benefits of underwater archaeology.

Private-public partnerships in shipwreck archaeology: Rationale and recommendations
Kenneth J. Vrana, Porter Hoagland, Phillip J. Wright, and Edward M. Mahoney

Archaeology is an important component of the shipwreck management and development process. The management and development process includes survey and discovery, documentation, assessment of the multiple values represented in the site, determination of optimal uses of the site, establishment of a framework for strategic management, and provision of sustainable funding and financing for management and development actions. Development actions may include treatments to preserve cultural materials in situ and off-site; protection of the shipwreck for archaeological research; site enhancement for recreational scuba diving, or for heritage education activities targeting non-divers; and integration of the site into the local or regional tourism system, including community and economic development. The effective implementation of this process requires the participation of many academic disciplines, and the involvement of scientific researchers, government resource managers, and the business community. Concepts and practices from public and private sectors can be integrated to provide some recommendations for sustainable private-public partnerships to enhance shipwreck archaeology.

Between the devil and the deep blue sea: The development and future of maritime archaeology in South Africa
Bruno E.J.S. Werz

Although concerted efforts have been undertaken during the last ten years to establish the academic specialisation of Maritime Archaeology in South Africa, numerous problems had to be surmounted to gain some form of acceptance. Still, the current situation is far from satisfactory, especially when compared with the situation in other countries.

In this presentation, some of the problems that occurred in the establishment of the specialisation will be discussed. These will focus on aspects of legislation, cultural resource management, public perspective, teaching, and research. Following this, an overview will be given of the present-day situation in South Africa, and perspectives for the future. This last aspect is of utmost importance, as the current political and economic situation does not seem to indicate a positive future for Maritime Archaeology. Participants in the discussion, which will follow the presentation, are therefore invited to air their views and to offer suggestions for future developments, based on experiences elsewhere.
Remote sensing in maritime archaeology: Preliminary results from the Snow White Project, Arctic Norway
S. Wickler, M. Jasinski, F. Søreide and O. Grøn

The Norwegian State Oil Company (Statoil) plans to construct a 150 km pipeline to transport oil and gas from offshore fields to the island of Melkøya along the coast of Finnmark county in North Norway where a processing plant will be constructed.

Archaeological investigations of the pipeline corridor and plant area planned for the summer of 1998 will involve individuals from three institutions and focus on state-of-the-art remote sensing technology, including ROV, sidescan sonar and sub-bottom profiling (CHIRP), as well as conventional diving at depths of less than 30 m. This technology has been utilised in Norway for several years and in our opinion represents the future of marine archaeological field methods. The survey area will include portions of Hammerfest harbor, which was an important centre for trade with Russia and the outfitting of vessels bound for Spitzbergen in the high Arctic.

Preliminary results of the field investigations will be presented and their importance for maritime archaeology in the Arctic discussed.

Maritime archaeology in Northern Ireland
Brian Williams and Andrew Cooper

Government in Northern Ireland has been responsible for maritime archaeology only since 1992. The Environment and Heritage Service has pioneered a dynamic programme of maritime archaeology creating a seamless database of sites in the coastal zone including land, inter-tidal and seabed archaeology. A documentary-based Maritime Record including details of over 3000 shipping losses is being supplemented by a programme of geophysical prospection undertaken by the University of Ulster. Ground-truthing of this data is not yet underway but it is intended to inspect all seabed anomalies. A survey of the archaeology in the intertidal zone in Strangford Lough has been underway since 1995 and has added a previously unrecognised perspective to archaeology in the region. A recently published coastal archaeology review of Northern Ireland has highlighted the enormous potential of maritime archaeology and laid the foundations of a programme of recording, protection and research for the next generation.