

# MAHSN News



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## The Search for the U.S. Revenue Cutter *Gallatin*

By Evan Reger

On the morning of April 1, 1813, the powder room of the U.S. Revenue Cutter *Gallatin* exploded while the ship was at anchor in Charleston Harbor, killing three crew members and wounding five more. Just a day after returning from Savannah with crucial intelligence regarding British fleet movements, the crew was engaged in cleaning the ship's muskets when the explosion occurred. An attempt was made to tow the sinking vessel to the nearest pier, but the ship—torn apart and on fire—sank by the stern “a few yards from the head of Blake’s Wharf,” according to a local newspaper the following day.

Over the next year, the newspapers reported that a diving bell was being constructed to salvage ordnance and equipment from the wreck, and that attempts had been made to raise the entire hull of the cutter. Extensive archival research has failed to uncover any more information regarding whether these attempts were successful, although researchers believe the salvage effort was likely abandoned due to the state of the vessel and the overall complexity of the operation.

Two hundred years later—to the day—a team lead by South Carolina state underwater archaeologist Jim Spirek set out to perform a systematic search for the *Gallatin*'s remains. The team included the author, members of the Charleston County Sheriff's Office Marine Patrol, and the City of Charleston Police Dive Team. The Marine Patrol's dive and survey vessel was used for the initial phases of the search, as well as for ground-truthing by the police dive team. Significant magnetometer anomalies were to be investigated further



*U.S. Revenue Cutter Surveyor, sister ship to Gallatin.  
Courtesy of U.S. Coast Guard.*

using a sub-bottom profiler owned and operated by the College of Charleston and deployed from their research vessel.

Because there were two Blake’s Wharves in Charleston at the time of the sinking, and because the newspaper articles in the days following the explosion failed to specify which one the *Gallatin* sank nearest to, two different search areas were proposed. One area was directly adjacent to the battery on the Ashley River, while the other was in the Cooper River, off Waterfront Park, just south of Charleston’s cruise ship terminal. Historical maps show that the shoreline at the time of sinking was consistent with its current location at the battery, but about two blocks inland from its current location on the Cooper River side.

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## Notes from the Prez – Steven Anthony

MAHS offered its 25<sup>th</sup> Annual Introduction to Underwater Archaeology course in January 2013, kicking the New Year off with a small but highly motivated and talented class of students, several of whom contributed articles to this issue of *MAHSNEWS*. Everyone was eager to complete the course and become involved in our field school and ongoing project on Pickles Reef in the Florida Keys.

Also in January, MAHS Board Member Jim Smailes attended the Society for Historical Archaeology Annual Conference in Leicester, England, and he represented MAHS at the Annual Board meeting of the Advisory Council on Underwater Archaeology (ACUA), which is held during the conference. MAHS serves as an Institutional Associate Member to ACUA. Jim's report to MAHS on the conference included the news that the Society for Historical Archaeology will conduct its 2014 conference in Quebec City, Quebec, Canada. If anyone is interested in attending next year's conference please be sure to contact me.

On March 23, MAHS participated in the Maryland Historical Trust Archaeology Day conference where members Jim Smailes and Tom Berkey manned a table in the book room and answered conferees' questions about MAHS and our various projects.

In May, MAHS commented to ACUA on the status of the HMS *Victory* controversy. It was last February when MAHS first blew the whistle that Odyssey Marine was running a secret deal with the British Ministry of Defense to strip HMS *Victory* of sovereign immunity, salvage the wreck, and recover their salvage fees from the sale of de-accessioned artifacts from the site. This plan was in clear violation of the standards of the 2001 UNESCO Convention on the Protection of the Underwater Cultural Heritage. Despite vocal public outcry there has been no change since last February. Odyssey remains determined to establish the concept of "commercial marine archaeology" using the HMS *Victory* as a precedent. They continue to run up a salvage bill for site monitoring and the Maritime Heritage Foundation, which now holds title to the wreck, will eventually be forced to de-accession any recovered artifacts and turn them over to Odyssey to pay their salvage bill. MAHS will continue to follow this controversy and we remain hopeful that the British government will come to their senses and take legislative action to restore sovereign immunity to the HMS *Victory* and intervene to protect the wreck.

We devoted the remainder of May and June to our Florida field schools. Tom Berkey and Jim Smailes led

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*Historical map of Charleston circa 1780, showing the two search areas. City of Charleston; U.S. Coast Guard.*

The plan was to run side-scan sonar simultaneously with a towed G-880 Cesium Marine Deep Tow magnetometer. Because of the amount of silt accumulation in the harbor, it was unlikely that the remains would show up on side-scan. However, if any of the eight reported cannons remained, they were expected to appear as large magnetic anomalies. Because of the shallow depth (0-20 feet), a hull-mounted Lowrance StructureScan sonar was deemed adequate, eliminating the need to tow both a side-scan towfish and the magnetometer in a complicated array.

During the first day of the search, the area adjacent to Waterfront Park was systematically searched using track lines 15 meters apart in a process commonly known as “mowing the lawn.” The location of the survey grid in the Cooper River created some unavoidable obstacles to the search—literally. Several piers stuck out into the search area, making it necessary to weave in and around. Also, the piers and the boats tied to them created significant magnetic disturbances, rendering the magnetometer nearly useless close in. Despite these obstacles, the team found several interesting magnetometer and side-scan anomalies.

The team post-processed the side-scan data using SonarWiz5 and ArcGIS. The combined datasets were then incorporated into ArcGIS, which already included historical maps of Charleston Harbor, the current nautical chart of the area, and the track lines planned for the search, all georeferenced and overlaid on top of one another. Post-processing of the magnetometer and side-scan sonar data indicated a number of anomalies. The team prioritized three sonar targets consisting of distinct mounds or piles, each with underlying magnetic anomalies. On the third and fourth days of the search, divers from the City of Charleston Police Department were sent to investigate the acoustic anomalies, which were lying in about 18 feet of water. Unfortunately, the divers did not locate the anomalies due to extremely

poor visibility, although a natural river gravel bed was noted on one dive.

The bottom topography in that particular area was interesting, as sonar indicated a very steep gradient producing a nearly sheer drop off from about five feet deep to approximately 20 feet. According to the Army Corps of Engineers, that particular area has likely never been dredged, so it is possible that the gradient may have been there at the time of the sinking. The steep drop off may explain why a diving bell was needed for salvage, even though the ship reportedly sank just yards from the end of the pier.



*South Carolina State Underwater Archaeologist Jim Spirek (left) briefing the City of Charleston Police dive team prior to a ground-truthing dive. Photo by the author.*

On the fourth and final day of the search, the team had planned on join with College of Charleston marine geology professor Dr. Scott Harris to use a sub-bottom profiler (SBP) to further investigate the anomalies found in the Cooper River survey area. Unfortunately, due to a forecast of inclement weather, the team was forced to scrub the SBP survey and postpone it until a later date. During the survey, the team determined that the targets with the most promise were located too far south to be in the right area. Since the survey work in April, however, new information regarding the possible location of the wreck has been uncovered. Dr. Nic Butler, public historian at the Charleston County Public Library, was able to ascertain the exact spot in which Blake’s Wharf was located on the Cooper River in 1813. According to Butler’s research, which included a plat of Blake’s Wharf when it was offered for sale in 1818, the site is located directly beneath present day Middle Atlantic Wharf Street. This area is closer than originally thought to the Old Exchange building, which, having been used as a customs house, would not have been an unusual place for a federal revenue cutter to moor up.





*The present-day location of Blake's Wharf, beneath Middle Atlantic Wharf Street. North is to the right in the photo. The bottom edge of the solid white line indicates the likely location of the head of Blake's Wharf. The dotted line marks the steep drop off, at the bottom of which the interesting sonar target was discovered. Image courtesy of Jim Spirek.*

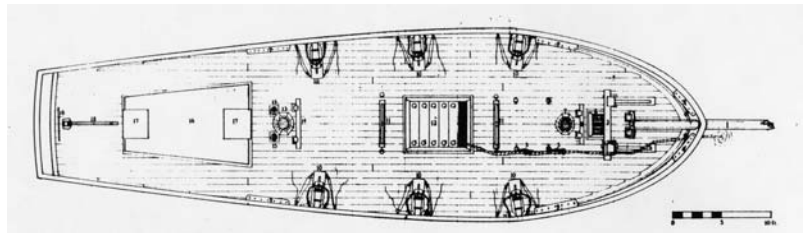
In fact, the wharf was only about 200 feet north of the Old Exchange Building. The head of the wharf is now most likely under the western edge of Waterfront Park, meaning that the wreck is possibly located beneath the park itself.

However, if the construction of the diving bell is any indication of deeper water, the wreck may be in the river. The 1813 City Directory states that vessels waiting to receive a berth at a wharf had to anchor approximately 50 fathoms (300 feet) from a wharf head, and if laden and waiting to depart the harbor had to anchor approximately 100 fathoms (600 feet) from the wharves. This further distance, if extended straight out into the river from what would have been the end of the wharf, falls in the exact location of the steep drop off and the most promising sonar target—what appears to be

a pile of rock or other debris with underlying magnetic anomalies.

The team intends to continue archaeological investigations of the area as opportunity, time, and funds become available. Dr. Harris's team from the College of Charleston will conduct SBP operations off the now refined location of Blake's Wharf. Also in the works is a land magnetometer survey, using a gradiometer and Ground Penetrating Radar (GPR) to "see" beneath Waterfront Park nearer to the head of the old wharf.

While the U.S. Navy has long been involved in locating and documenting their lost ships, the Coast Guard has only recently begun to invest in preserving its own sunken history. The search for the *Gallatin* was the first of several expeditions planned by the Coast Guard Historian's Office to systematically search for, locate, and survey historic shipwrecks belonging to the U.S. Coast Guard and its predecessors. Currently on the drawing boards are plans to locate and survey the remains of two Revenue Cutters, the *Diligence III* and the *Governor Williams*, lost in a storm near Ocracoke, North Carolina, in 1806 while on a mission to survey the Carolina coast. Another expedition still in the planning phase is a search for one of the most famous of all Coast Guard vessels, and the namesake of the Coast Guard Academy's mascot, the Revenue Cutter *Bear*. Hopefully, there will be more to report on these searches as they progress.



*Deck plan of U.S. Revenue Cutter Surveyor. Courtesy of U.S. Coast Guard.*

*Evan Reger is a Lieutenant in the United States Coast Guard and a participant in the 2013 Introduction to Underwater Archaeology Class. ⚓*

Be sure to keep your MAHS Membership current. If you aren't a member, become one and join us in supporting maritime historic preservation.



# Living History: Ceremonial Interment of USS *Monitor* Remains

by Lonnie Schorer

With an invitation to attend the USS *Monitor* events on March 8, 2013, extended by the Secretary of the Navy, The Honorable Ray Mabus, and the Acting Under Secretary of Commerce for Oceans and Atmosphere, The Honorable Kathryn Sullivan, we felt a rush of national pride that the two sailors discovered in the gun turret of the *Monitor* in 2002 would finally be put to rest with a full honors funeral service and interment. One didn't have to know these men personally to feel connected to their mission and their fate. That they were part of one of the most important sea battles in U.S. history, the first battle between ironclad warships, was ultimately not theirs to know. That in the course of their volunteer service they experienced the full fury of an Atlantic gale and the struggle to survive made their courage and sacrifices the more poignant.

To sit, 151 years later, next to their descendants at a luncheon that connected historical events of 1862 with real-time people in 2013, was extraordinary. Some were contacted for DNA samples and, only then, became aware that they had a relative onboard. Others have passed letters down as part of family legacy. One family, whose descendant was onboard the *Monitor*, thought (family lore) that his brother was aboard the CSS *Virginia*, the former USS *Merrimack*—brother against brother in this war for the union. At the luncheon, some branches of a family met others in the extended family for the first time. All came together united by an invisible bond of a long forgotten brotherhood, the *Monitor* family.

From the luncheon, family and guests proceeded by chartered bus to a 4 pm service at the Fort Myer Memorial Chapel, in Arlington Cemetery. Presentations by Secretary Mabus, Under Secretary Sullivan, and historian James M. McPherson honored the lives of the sixteen brave men lost on the evening of December 31, 1862, remembering them with gratitude, hymns and prayers. The descendants were seated in front pews, marked with their names. Throughout the chapel, Navy personnel representing all ranks were present to pay their respects. We were profoundly moved by Chaplain Steven Unger's careful reading of names of the missing, by the congregation's voices singing the Navy hymn, "Eternal Father," and by the feeling of continuity within the Navy family.

The sun began to set. It was windy and chilly as the descendants left the chapel to line up behind the two



*USS Monitor crew interred at Arlington National Memorial Cemetery. Photo by the author.*

flag draped caskets on caissons. A matched team of white horses led the procession, with a matched team of black horses following closely behind. Most of the families and guests opted to walk behind the caissons and the Old Guard for the solemn distance to the designated burial sites. As the caskets were lifted off the caissons and carried to designated areas, family members were seated by the gravesites.

Prayers; taps; gun volleys; closure.

Some family members walked up to touch the caskets, welcoming their sailors home after so many years. It is comforting to know that though years pass, a nation never forgets its own.

*Lonnie Schorer is a participant in the 2013 MAHS Introduction to Underwater Archaeology class. She has been a member of several recent expeditions of The International Group for Historic Aircraft Recovery (TIGHAR), attempting to learn the fate of Amelia Earhart and her missing aircraft. ⚓*



# The Interment of USS *Monitor* Sailors: Another Perspective

by Michelle Bridgeman

The burial of the two unlucky sailors from the USS *Monitor* was simply breath taking. They were buried with the highest honors a soldier is offered. I went with my father and step-mother and it was very windy. We arrived and walked up to the Tomb of the Unknown Soldier where the service was being held. There were people from all over America lined up along the curb waiting for the procession.

We stood front and center next to a very knowledgeable historian and his wife. He was telling us all about the battle between the USS *Monitor* and the CSS *Virginia*. More and more camera crews and media were arriving and grabbing as much footage as they could before the procession started.

The sun began to set as the hour came close to 5:30, and it began to get colder. Everyone began to get anxious as the day went on. Finally we heard the sound of the military band coming our way. The honor guard was lining up ready to fire the 21-gun salute, and we began to see the colors as they marched over the hill. The procession was filled with many men marching, and the two sailors' caskets arrived on horse drawn carriages. One carriage was drawn by six white horses and the other by six black horses. One of the horses had a personality and posed as I took a picture. The caskets themselves were chrome and blanketed with the American flag.

Behind the sailors were descendants or related family members, people who work for NOAA (National Oceanic and Atmospheric Association), various news media, and workers for the Mariners' Museum. Eight soldiers met the caskets and carefully and gracefully marched the two sailors over to the burial site. The people in the procession went to the front behind the descendants and relatives in the chairs. Then the people on the curb were able to get closer.

I went from standing front and center to the middle of a crowd of very tall adults. The priests said prayers



*USS Monitor crew on horse-drawn caissons at Arlington National Memorial Cemetery. Photo by the author.*

and a few words about what these men had done for our country and the bravery they had demonstrated. Once the 21-gun salute was over, relatives were allowed to touch the caskets, and then others were as well. People like me also went forward to get a closer picture of the caskets. Then most of the people left, as the caskets were lowered into the ground.

The burial ceremony was an experience that I will never forget. The whole day was eventful and memorable for those who had had the honor to work with the remains and for the people who study the USS *Monitor* and her past. I want to thank my parents for letting me take time off from school so I was able to be part of this great experience.

*Michelle Bridgeman is a participant in the 2013 MAHS Introduction to Underwater Archaeology class. ⚓*



New discoveries at Pickles Reef. Look for a preview at the end of this issue and full update of the project in the Fall 2013 issue of *MAHSNEWS*.

# Underwater Archaeology in Greece: A Status Report

by Panagiotis Georgopoulos and Tatiana Fragkopoulou

Interest in underwater archaeology in Greece is as powerful as its maritime tradition. The history of underwater archaeological research highlights an evolving scientific field which, despite dedication, training and high quality work, faces serious difficulties in terms of realization. The following article presents the progress that has been made so far in the field of underwater archaeology in Greece, as well as describing some of the legal circumstances that have hindered underwater cultural management, keeping it at a level not worthy of the country's cultural heritage. Focusing on the very recent debate about the establishment of underwater archaeological parks (UAPs), two case-studies are presented as potential steps towards an underwater archaeological rejuvenation.

## Historical Background

The first use of a diving suit in Greece occurred around 1860 by the famous sponge divers of Kalymnos, while the first underwater archaeological research took place in the island of Salamina in 1884. The archaeologist Christos Tsountas attempted to investigate the possible remains of the great naval battle of Salamina (Salamis) in 480 B.C. While the search turned out to be fruitless, this seems to have been one of the first underwater archaeological surveys conducted in the Mediterranean. In 1900, sponge divers of the island of Simi located the famous shipwreck of Antikythera. The attention shown by the Hellenic Archaeological authorities at the time was rewarded by the recovery of the bronze statue known as the Adolescent of Antikythera, as well as the complex construction of gears and dials known as the Antikythera Mechanism (see the Fall 2012 issue of *MAHSNEWS*).

From 1900 to 1950, few underwater archaeological expeditions were undertaken. Among accidental discoveries made were bronze statues such as the Adolescent of Marathon, discovered by sponge divers in 1925, and the Zeus and Jockey of Artemision, in 1928.

With the invention of SCUBA, underwater archaeological research in Greece began a gradual evolution. The 1950s were marked by the nation's first modern underwater archaeological surveys, conducted in Crete, Chios and Corinth, and organized by the British School of Archaeology at Athens.

In the 1960s, the American researcher, Peter Throckmorton, started his first underwater expeditions in the Greek seas. In 1971, Harold Edgerton pioneered the use of sonar in the search for evidence of the Battle of

Lepanto (1571). During the same period, extensive looting of the 12<sup>th</sup> century AD Byzantine shipwreck at Pelagonisi (Sporades) resulted to the first organized underwater excavation by Greek authorities, led by Christos Kritzas and Throckmorton.

However, it was not until 1975 when the Hellenic Institute of Marine Archaeology, co-founded by Throckmorton, discovered the Dokos shipwreck near the island of Hydra. Dated between 2400-2050 BC, the Early Helladic

Dokos shipwreck, with more than 15,000 pottery sherds, along with millstones and other artifacts, still stands as the oldest known shipwreck in the world.

In 1973, just prior to this discovery, the Hellenic Institute of Marine Archaeology was founded as a private, non-profit organization supported by Greek and foreign volunteers. Throughout the years, the Institute has proved to be one of the main benefactors of underwater archaeology in Greece. Three years later, in 1976, the Greek government established the Ephorate of Underwater Antiquities as the main body responsible for Greek submerged cultural heritage. During the 1980s, both organizations contributed substantially to the discovery and documentation of the underwater archaeological heritage in Greece.

From 1989 to 2000, underwater archaeology in Greece benefited from cooperation between these two



*Map of Greece showing the major locations mentioned in the text.  
Map by the authors.*

institutions. In 1989, both agencies excavated the Dokos shipwreck using organized and scientifically contemporary methods. The rich cargo at the site, as well as the confirmation of the date of the wreck, were the reward of such a partnership. Between 1990 and 1994, the cooperation between the Hellenic Institute of Marine Archaeology and the Institute for Aegean Prehistory (INSTAP) resulted in the systematic excavation of the Iria shipwreck, only the third Early Helladic (1200 BC) shipwreck known in the Mediterranean. The project was financed by the private Leventis Foundation. The ship's cargo provided detailed information about commercial transportation between ports in Cyprus, Crete and the Aegean. The first exhibition of underwater antiquities took place in 1998 at the Museum of Spetses, where the cargo of the Iria shipwreck was viewed by the public.



*Peter Throckmorton and Harold Edgerton during the search for evidence of the Battle of Lepanto near Methoni Bay. Image from webmuseum.mit.edu.*

During the same period, the Ephorate of Underwater Antiquities conducted research on a series of sites including the ancient port of Samos; the wreck of a 16<sup>th</sup>-century vessel near Zakynthos that may have participated in the Battle of Lepanto; as well as two Classical period (500–323 BC) shipwrecks in Kyra Panagia and Peristera, near Alonissos.

From 2000 onwards, the Ephorate of Underwater Antiquities has located and explored a large number of submerged shipwrecks and other targets throughout the Greek seas. What is more, the Ephorate's cooperation with the Hellenic Centre for Marine Research permitted the exploration of deep waters, where standard SCUBA

cannot reach. This cooperation led to the detailed mapping of the ocean bottom and to the discovery of more than 20 shipwrecks. In 2005, while searching a wide area of about 16 square kilometers between Kythnos and Serifos, a Classical period shipwreck was located at a depth of 485m.

### **Legislative Framework**

According to the Ministry of Culture, the role of the Ephorate of Underwater Antiquities is to locate, investigate, secure and conserve underwater antiquities throughout Greek seas and coasts. Furthermore, among the Ephorate's duties are to organize museums of underwater antiquities and to supervise and control all activities conducted by institutes, foundations or expeditions that may affect underwater cultural heritage. Finally, the Ephorate is empowered to provide access to archaeological areas for educational or recreational purposes in accordance with and subject to the Greek Ministry of Culture.



*Ephorate of Underwater Antiquities, a department within the Ministry of Culture, is the main body responsible for submerged cultural heritage in Greece.*

Centralized supervision under the Ephorate should in theory lead to adequate control and development of the nation's underwater archaeological heritage. However, lack of personnel, which has characterized the Ephorate's history, has until recently had a critical impact on adequate monitoring and safeguarding of underwater sites.

From 1978 to 2002, laws prohibited recreational diving in all Greek seas (General Port Regulation/1978/258). Today this might seem unreasonable, but at the time the laws were enacted they were an official response to looting. The laws did not, however, bring any improvement in controlling the archaeological heritage of the Greek seas. Not surprisingly, they did have a serious impact on recreational diving. The measure ceased to be in force in 2005, by the enactment of the new Law for Recreational Diving (Law 3409/2005 *Recreational Diving and other Provisions*) by which all seas, except for officially declared archaeological areas, are now open to SCUBA diving. Thus, recreational diving nowadays is freely allowed in most places. The new law was not, however, followed by additional funding or staff for the Ephorate. As a consequence, controlling, monitoring and safeguarding underwater sites has become more difficult than ever.



In terms of legislation and heritage protection, the new law provides overall supervision of cultural heritage in general. Furthermore, it refers to the underwater archaeological heritage as an integral part of Greece's cultural assets; defining the specific nature of underwater antiquities and focusing on their protection. However, it does not provide details of management methods and, furthermore, it does not spell out specific actions to promote cooperation between organizations.



*Hellenic Institute of Marine Archaeology is a private, non-profit organization supported by Greek and foreign volunteers.*

### **Management Framework**

In spite of the aforementioned challenges, the preservation and management of archaeological heritage in Greece has indeed made gradual progress. The Ephorate of Underwater Antiquities and the Hellenic Institute of Marine Archaeology continue to undertake impressive projects of documentation and preservation. The results of these projects from 2000 to the present underline the progress made. There are now more than 5,000 submerged antiquities (shipwrecks or settlements) that have been located and recorded in Greek waters. Considering the means available in terms of support and personnel, the main efforts at the moment are to secure and preserve.

However, there has been little or no response to cultural heritage management in the sense of community involvement. In order to preserve and protect these resources, underwater archaeology in Greece has tended to close in on itself, resulting in a lack of understanding of the necessity for involving local communities, local governments or private bodies and organizations. In addition, cultural projects with concern for social inclusion and structured interpretation are not encouraged. The case of the underwater archaeological parks reflects this situation.

### **Underwater Archaeological Parks in Greece**

Surveys and research since 1884 have resulted in

the discovery of a large number of submerged archaeological sites and shipwrecks in Greek seas. While there has been considerable progress in preservation, limited support in terms of personnel and funding have restrained underwater heritage management. However, it is proposed that in a country where tourism represents a large source of income, presenting archaeological sites as part of a unified whole rather than fragmented pieces of a puzzle would serve both scientific and financial purposes.

What is more, communities gradually understand the necessity of consolidating their underwater archaeological heritage as a part of a general cultural development. The case of the Underwater Archaeological Park of Pylos (W. Peloponnese) reflects such a process where local government, private bodies and the Ephorate of Underwater Antiquities found ways to cooperate. As a result, the first underwater archaeological park in Greece is about to be created, at least on paper. A similar collaboration was undertaken at the prehistoric submerged settlement of Pavlopetri (SW Laconia, S. Peloponnese), where the University of Nottingham and local Greek authorities demonstrated that the underwater archaeological park was critical to the preservation of the settlement site.

Focusing on the Northern Sporades Islands and Methoni Bay-Sapientza Island (SW Peloponnese), the following case studies show how underwater archaeological parks can be a means to assure preservation and public access, as well as a way of enhancing a contemporary archaeological context in Greece. However, they also highlight certain legal complications that can impede the course of underwater archaeological research.

The Northern Sporades constitute an archipelago along the north coast of mainland Greece, in the Aegean Sea. The marine area of the archipelago abounds in shipwrecks and submerged settlements. It was declared a National Marine Park in 1992, known as the National Marine Park of Alonissos and Northern Sporades. At least 12 known underwater archaeological and historical sites, including shipwrecks and submerged settlements, are located in the park. Project proposals have been advanced for developing the park as a means of highlighting Sporades underwater archaeological heritage, yet legal difficulties, ministerial postponements and inadequate support have impeded the realization of this area as a cultural as well as a natural landmark. Methoni is a coastal town located at the southwest promontory of the Peloponnese. Sapientza Island lies nearby, just off the coast on an important maritime route that has long connected the Italian Peninsula to the Middle East. As a result of its protected bay and strategic location, Methoni became one of the most significant commercial centers in the Eastern

Mediterranean when under Venetian rule during the Byzantine period. The underwater area around Methoni has a natural beauty that is widely recognized, and it hosts shipwrecks as well as submerged settlements.

### *Northern Sporades*

The Northern Sporades is a complex of islands at the west end the Aegean Sea, off the east coast of mainland Greece, east of Volos (Thessaly). It consists of 24 islands and islets, four of which are permanently inhabited: Alonissos, Skiathos, Skyros, and Skopelos.

Archaeological research on the islands of the Northern Sporades has revealed the remains of settlements from the Mesolithic (10,000- 6000 BC) and Neolithic period (5<sup>th</sup> millennium BC) onwards. Since prehistoric times the islands have been an important stop on the commercial routes from the Black Sea to the Mediterranean. From the myth of Jason and the Argonauts to the Persian War, the Northern Sporades were the landmark relied on to determine proximity to the mainland. During the Peloponnesian War, the islands were part of the Athenian League. From Roman times (approximately 190 BC) to the beginning of the Ottoman occupation (AD 1538), the geographic location of the islands has proven to be critical.

Thirty-five years of archaeological research have confirmed that the maritime area of the Northern Sporades archipelago contains numerous shipwrecks, submerged settlements and architectural remains. The area was declared a National Marine Park, known formally as the National Marine Park of Alonissos and Northern Sporades, in 1992. The park covers a territory of approximately 2,260 km<sup>2</sup> and includes the island of Alonissos as well as six smaller islands: Peristera, Kyra-Panagia, Gioura, Psathoura, Piperi and Skantzoura. The Marine Park of Alonissos is divided into two protected zones that include an exceptionally vigorous ecosystem containing interesting geophysical features, as well as a number of underwater archaeological and historical remains. The latter are just a part of the overall distribution of archaeological sites that research has indicated are present throughout the Northern Sporades.

Within the first protected zone in the Marine Park of Alonissos, Zone A, a series of restrictions apply in terms of professional fishing (which is prohibited) and anchoring. There are designated areas where snorkeling, amateur fishing, filming and swimming are allowed subject to certain restrictions (Common Ministerial Decision 23537/2003). A second area, Zone B, is open to visitors with minor restrictions on free camping, lighting fires and boat speed limits.

Yet, in spite of the rich cultural heritage present in this region, organized underwater archaeological activities in terms of recreation are virtually absent. The reasons for this will become clear after examining the

legal constraints that apply to the establishment of underwater archaeological parks in Greece.

The geographic proximity among the islands of the Northern Sporades, those inhabited as well as uninhabited, would seemingly make the island complex ideal for the creation of an underwater archaeological park. Local government and communities have already proposed the creation of such a cultural landmark, offering a multileveled development plan. Indeed, efforts both official and non-official have already been made, including the most important, a *Proposal for an Innovative Development Plan: Northern Sporades Islands*. This document presented a complete plan for cultural, agricultural, natural and archaeological development and management of the Marine Park, with special interest paid to the underwater archaeological sector. However, due to various complications, the proposal was not accepted.



*Diver surveys remains of Pavlopetri.  
Photo by the University of Nottingham.*

At the moment, underwater archaeological heritage in the Northern Sporades is waiting for a positive response. However it seems imperative that a solution that safeguards the submerged archaeological remains, especially within an extensive archaeological area, be found soon. An underwater archaeological park within the existing Marine Park would ensure heritage preservation while encouraging recreation and tourism.

In order to inaugurate a cultural landmark sector within the park, a series of archaeological sites connected by substantial historical trails would be required. Archaeological and historical sites in the Northern Sporades area cover a wide chronological range from the prehistoric period to World War II. More specifically, one of the earliest sites is the submerged Neolithic site of Aghios Petros, dated to the 5<sup>th</sup> millennium BC. Among shipwrecks in the area, the so-called Peristera wreck stands as the largest known shipwreck of the Classical period. The vessel carried more than 3,000 amphorae, creating an impressive



underwater mound 25 meters long, 10 meters wide, and 3 meters high. The Peristera shipwreck has been partially excavated by the Ephorate of Underwater Antiquities. In addition, from the same period is the shipwreck of Phagrou, with a cargo of more than 1,500 amphorae.

Moving forward in time, a large number of sites from the Roman and Byzantine periods are preserved. To begin with, there is the enormous Vassilikos Byzantine shipwreck (12th century AD), at Vassilikos Bay, with a cargo of more than 4,000 amphorae. Other shipwrecks include a Byzantine wreck with a very large cargo of plates at Aghios Petros Bay; a Byzantine wreck off the coast of Peristera; and various Roman and Byzantine wrecks at Panormos Bay (Skopelos Island). Not far from Alonissos, at Skopelos Island, are the submerged remains of Skopelos's Roman port. Finally, lying on the seabed of Northern Sporades are many more recent historical remains, among the more important of which are a German Junkers monoplane from World War II that crashed in 1942, and the wreck of a German Navy warship dated to 1944.

In spite of the extent of the historical and archaeological resources in the Marine Park, though, little if any research has been conducted in terms of developing historical or heritage trails linking the sites. It is evident that the Northern Sporades's archaeological heritage remains partially under development. The same conclusion applies in the following case of Methoni Bay. As it will be shown, both of these case-studies await a practical solution that can overcome legal and procedural obstacles and restrictions.

#### *Methoni Bay- Sapienza Island*

Methoni is a coastal town located on a promontory on the southwest side of the Peloponnesian Peninsula. The wider territory of Methoni has a long and continuous history of habitation from Neolithic times to the modern era. Homer and Pausanias both referred extensively to the city. Homer called it Ampeloessa, known for its wine production, telling that Agamemnon promised the city to Achilles as a reward for his participation in the Trojan War. Pausanias noted the safety of its harbor from the strong south winds that often threatened commerce during summer.

In the 4<sup>th</sup> century BC, Methoni gained its independence from Sparta as part of Messenia. The city was fortified for the first time. Its valuable safe port has been acknowledged since Roman times, while during the Byzantine period Methoni became one of the important stops for traders of the Byzantine Empire. In the 12<sup>th</sup> century AD, Methoni's strategic location was noted by the Venetians, who drove out the pirates in the region and occupied the port. Under Venetian rule, Methoni became one of the most important commercial centers in

the Eastern Mediterranean, guarded by impressive fortifications.

From the 15<sup>th</sup> century onwards, Methoni changed hands several times between the Ottomans and Venetians, the effects of which can be seen in the city's mixture of structures and fortifications. In 1829, the Turks were driven out during the Greek Revolution, and the city became part of the new Greek Republic.

Sapienza Island lies off Methoni's southern coast, located on the important maritime route linking the Italian Peninsula to the Middle East. The Ephorate of Underwater Antiquities began surveying the area in 1980 and has proposed that the cultural resources there be further developed. Approximately 20 shipwrecks have been identified in an area extending over 12 hectares (30 acres), along with a submerged settlement from the Middle Helladic period (2100 to 1550 BC). The Ephorate of Underwater Antiquities has recommended opening two of these resources to the public: the 'Shipwreck of Sarcophagi' and the 'Shipwreck of Columns'.

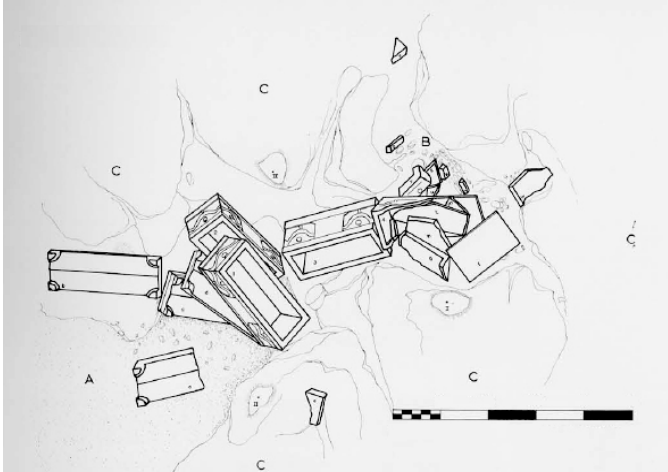


*Ruins of the fortifications at Methoni.  
Photo from wikimedia commons, public domain.*

Both of these shipwrecks are located at the northern end of Sapienza Island, in an area of significant ecological interest that was declared a protected site within the European NATURA 2000 network. The Shipwreck of Sarcophagi, dated to the Roman period, carried an unidentified number of Roman sarcophagi made from sculpted titanian stone. The Shipwreck of the Columns carried a cargo of granite columns, all but one of which lies in pieces on the seabed. The columns most probably belonged to the Great Peristyle of Caesarea, looted along with other 'treasures' by the Venetians after the occupation of Jerusalem in 1099. Both shipwrecks satisfy conditions necessary for key components of an underwater archaeological park: they lie in shallow water—about 8 meters deep—and are only a short distance from each other. Moreover, both shipwrecks have their own built-in security system since their heavy cargoes make looting difficult.

## Underwater Heritage: Legal Aspects

It is interesting to note that the Ephorate of Underwater Antiquities has chosen only these two shipwreck sites to be preserved and interpreted. The exclusion of the rest of the approximately 20 shipwrecks at Methoni from the project may have been the result of the lack of personnel and support previously mentioned. The same exclusion applies for a submerged Middle Helladic settlement that was found on the coast of Methoni in 1990.



*Map of the Shipwreck of Sarcophagi.  
(Penn Museum, Expedition, Winter 1963.)*

The minimal progress that has been made so far towards the creation of underwater archaeological parks in Greece may be the result of a series of incomplete and insufficient laws or provisions, along with a certain mindset regarding submerged archaeological heritage. Taken together, these appear to have led to legal and bureaucratic dead-ends.

The complicated geomorphology of the Greek territory of the archipelagic seas, with its thousands of islands and islets, as well as the thousands of underwater archaeological sites, make monitoring by the Ephorate of Underwater Antiquities a tremendously difficult task. In effect, insufficient government support of the Ephorate, as well as the consequent lack of personnel and equipment have made the monitoring of underwater antiquities almost impossible. Looting of sites has continued exactly as it has for many years before the foundation of the Ephorate in 1976.

As noted earlier, the Ephorate of Underwater Antiquities indirectly admitted its inadequacy by consenting to policies that almost completely prohibited recreational SCUBA diving for more than two decades, excluding only about ten percent of Greek waters. The measure ceased to be in force in 2005 by the enactment of the new Law for Recreational Diving. According to the law, diving is allowed almost everywhere except in those locations that have been officially declared as

archaeological areas. The new legislation has brought a new era to recreational SCUBA diving in Greece.

Nevertheless, the Ephorate of Underwater Antiquities is still suspicious and somewhat defensive with regard to recreational divers, considering them to be potential looters. The change in the law regarding recreational diving was not followed by a change or improvement in the government's support of the Ephorate. Worse, the Ephorate is threatened with complete closure and absorption of its duties within other administrative branches of the Ministry of Culture. Consequently, the Ephorate is still unable to adequately monitor underwater antiquities, which are now more vulnerable than ever due to the liberation of recreational diving in Greece.

Within this context one could understand the hesitation of the Ephorate of the Underwater Antiquities concerning the laxity of restrictions on underwater archaeological areas and consequently the creation of underwater archaeological parks.

Furthermore, the aforementioned Law for Recreational Diving predicts the creation of "Areas of Organized Development of Diving Parks" and suggests that the initiative for their creation can be taken by private entities, public bodies or a combination of both. However, this seemingly contradicts the provisions of the Law 3028/2002 *On the Protection of Antiquities and by and large of Cultural Heritage*, according to which only the State Services have the right to organize underwater archaeological tourism. Moreover, the Hellenic Council of State has decided that private entities cannot organize visits to underwater archaeological sites. Even if the Ephorate could find a way to collaborate with a private body or agency, the divers in an underwater archaeological park would by law need to be accompanied by a diver-archaeologist or a diver-archaeological custodian. Due to lack of personnel, there are only about 25 archaeologists, technicians-custodians and conservators who are also divers and even fewer who are certified in underwater guidance. Worst of all, the diving personnel of the Ephorate are not officially recognized as underwater archaeologists by the Greek Ministry of Culture. Thus, if the law were followed to the letter, no one would qualify to accompany tourists-divers within the park.

Finally, even if all of the issues outlined above were resolved in some way, there would remain the problem of delineating the underwater archaeological sites which occasionally could be defined as "Underwater Museums" and as such could potentially be included in an underwater archaeological park project. The only requirement for this, according to the law, is a Common Ministerial Decision. However, this decision has been pending since 2005.



## Toward the Realization of Underwater Archaeological Management

From earlier policies of almost absolute restriction to the latest, more permissive approach to recreational diving, the development and management of underwater archaeological heritage in Greece have very recently begun making positive headway. When enforcement of past laws attempted to gain control of and monitor this heritage, underwater archaeology suffered from constraints and lack of public outreach and involvement.

Yet recognition and subsequent management of the submerged cultural heritage of Greece is now proceeding. Henceforth, underwater archaeological parks should be seen as a productive opportunity. Whatever the forms may be, the management of cultural resources should fulfill the requirements for both preservation and public access as declared by the UNESCO *Convention on the Protection of the Underwater Cultural Heritage*. At the same time, they should encourage the visitor to value the submerged cultural resources of Greece as the tangible elements of a past worthy of preservation.

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*Tatiana Fragkopoulou is a post-graduate researcher at the University of Sassari in Sardinia, Italy, specializing in underwater and coastal archaeology.*

*This article was adapted from a presentation at the Society for Historical Archaeology Conference in Leicester, England, in January 2013 .* 

## Diving with Rajan: A Unique Experience

*(reprinted with the permission of the author from [diveandtraveltheworld.com](http://diveandtraveltheworld.com))*

To say that Karin Sinniger is an experienced and well-traveled diver would be an understatement. She has been diving in places around the world that many of us did not know existed. Recently, she had a unique opportunity, unique even for one of her wide experience. While many of us have been fortunate enough to dive with a variety of sea creatures, from sharks and rays to manatees and whales, Sinniger is one of very few who have been diving with an elephant.



*Sinniger and divemaster in the water with Rajan.  
Photo by Marcu Jimi Ivan.*

In February of this year, Sinniger successfully dove on scuba with an elephant in the Andaman Islands, India. In so doing, she also set a world record for diving in the most countries around the globe. India was the 115<sup>th</sup> country she in which she has been diving.

“I’ve been locked up in jail in Burma; shot at by African border guards and a deranged soul in Macau; dogged crocodiles, hippos and great white sharks; dived under the ice with Santa Claus, in volcano craters, in caves, trains and submarines,” said Sinniger. “But diving with a retired logging elephant was one of my most memorable experiences.”

Rajan used to be forced into the sea to help in the timber trade. Today, at age 63, he only goes into the sea if he feels like it. “The first day Rajan only wanted to be in the water for two minutes. He was not forced to stay longer. Since the dive operator who owns him is ethical and doesn’t want to turn him into a circus

act, the number of dives Rajan does in a year is limited to just 12. I had to wait a week to dive with him again,” continued Sinniger, “and the second time he was in the water for 24 minutes. It was a beautiful experience.”

Sinniger is claimed as a citizen by Switzerland, the U.S., and Hong Kong. She has been diving since 1992, during which time she has logged over a 1,000 dives. She currently lives in Angola where she decompresses by practicing law when she is not diving.

“I’m often asked what the best place to dive is. The Solomon Islands rank as one of my all-time favorite dive destinations because they have wrecks from World War II at Guadalcanal, pelagics (sharks, mantas and thousands of barracuda and jacks), macro fish life, beautiful scenery and interesting little villages you can visit, with dark skinned people with blond or red hair. I got one of the best haircuts of my life there, because finally someone knew what to do with my hair!”



*Sinniger and Rajan.  
Photo by Marcu Jimi Ivan.*

A long-time patron of the award winning charity Blue Ventures, Sinniger hopes to raise awareness for the deteriorating condition of aquatic life globally.

She began her world record quest in 2005. “I travel a lot for business and decided that I would always try to combine a business trip with a visit to a new country to dive,” Sinniger said. She intends to continue marrying her interests in traveling and diving. Her next dive destinations are Peru, where she’ll dive with sea lions, then Israel and Herod’s sunken harbor of Caesarea.

*Karin Sinniger is a long-time member and supporter of MAHS, having participated in MAHS projects in the Chesapeake Bay and the Florida Keys. Originally a video student, she has subsequently purchased the video series for underwater archaeologists in Namibia and Argentina. ⚓*



## Florida Field Schools 2013

**M**AHS held two field schools in underwater archaeology in Florida this year. The courses were conducted on successive weekends in late June. The first class was held at John Pennekamp State Park, in Key Largo, the second on Pickles Reef, in the Florida Keys National Marine Sanctuary.

Unlike the last few seasons, the weather was good for both sessions, and we took full advantage of the excellent conditions to collect plenty of useful data.

Look for full stories in the Fall 2013 issue of *MAHSNEWS*.



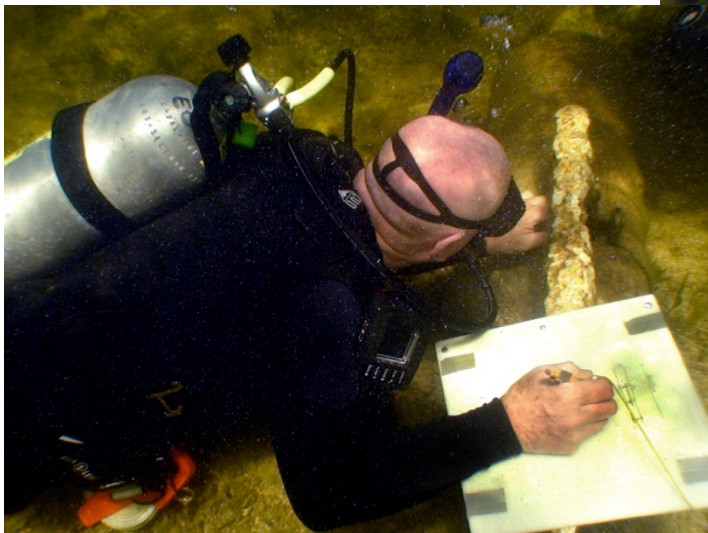
*Jim Smailes and Jim Kinsella recording shipwreck features on Pickles Reef.*



*Per Kistler and Erik Kistler using trilateration mapping to record features on Pickles Reef.*



*James Gorman and Evan Reger mapping at John Pennekamp State Park.*



*Charlie Reid drawing a cannon at John Pennekamp State Park.*

*Photos by Will Blodgett, David Shaw, Charlie Reid and Dennis Knepper.*

# Book Review: *Documentary Filmmaking for Archaeologists* by Peter Pepe and Joseph W. Zarzynski (Left Coast Press, 2012)

Reviewed by Dennis Knepper

Archaeology in the 21<sup>st</sup> century is not the elitist pursuit that it once was. Researchers no longer labor in near solitude on remote archaeological sites, or sit in isolated niches in museums studying hieroglyphics, analyzing artifacts or conducting research among bookshelves lined with dusty volumes. The public is increasingly interested and involved in archaeology thanks to conscious efforts among researchers to bring their findings to the fore, aided by an ever expanding variety of media outlets and their seemingly voracious appetite for information. However, many archaeologists are not necessarily media savvy or trained in presenting their work to a public audience.

One of the most immediate media nowadays is video. With the help of a smart phone and an internet connection, it is easy to produce and broadcast video on the spot. But is it good video? Does it get the right message across? Is it appealing to look at and interesting to watch? These are just some of the questions addressed in Pepe and Zarzynski's new work,

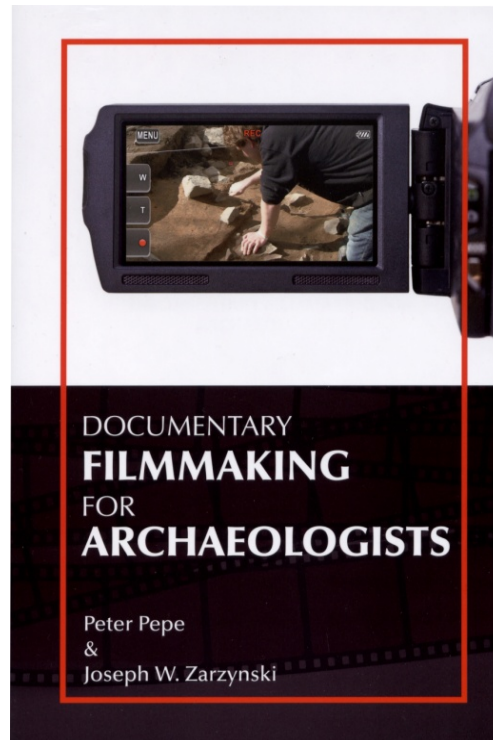
*Documentary Filmmaking for Archaeologists*. The book provides a comprehensive survey of documentary filmmaking from planning and storyboarding, to location logistics, promoting, and advertising.

By no means the only book on making documentary films, *Documentary Filmmaking for Archaeologists* is in a sense the first of its kind—told from the archaeologist's point of view. While many of the processes and techniques are essentially the same for most types of documentary, the authors use archaeological subjects as examples. As an added bonus, the subjects are from maritime archaeology, giving the underwater archaeologist a familiar context within which to understand the details of the craft. And to a large extent, a craft it is. While there is room for artistic expression in documentaries, the films are essentially a means of conveying sometimes complicated information to a specific audience. With the immediacy of a visual medium, the information can be presented in an interesting and appealing way, but the filmmaking

should not get in the way of the story. There are many technical aspects to the process that need to be correctly accomplished, and the authors address them all.

Pepe and Zarzynski boast excellent credentials for presenting documentary filmmaking to archaeologists, as each brings in-depth technical background to the task.

Peter Pepe is a professional filmmaker and videographer, president of a professional video production company based in Glen Falls, New York, that specializes in video for a variety of corporate uses from marketing to training. Joseph Zarzynski is a professional underwater archaeologist and Executive Director of Bateaux Below, Inc., noted on the back cover of the book as a not-for-profit corporation that studies historic shipwrecks in Lake George. The two authors have collaborated successfully on videos with subjects including the wrecks from the French and Indian Wars in Lake George to the search for the Confederate privateer and erstwhile slaver *Jefferson Davis*, which sank in the harbor of St. Augustine, Florida, in 1861 (the latter previewed in the Spring 2010 issue of *MAHSNEWS*).



The book starts with a brief historical overview of filmmaking, of the documentary film genre, and of the equipment used in film and videography. An additional introductory chapter provides an outline of the stages of producing a documentary film, from developing the initial idea, through pre-production tasks such as writing a proposal and seeking funding, to writing a script, shooting the main footage, editing and post-production, publicity, and marketing. Short chapters follow this outline through the book, presenting expanded information on each of the subjects. In this manner the process of making a documentary is broken into manageable pieces. None of the chapters is long. While several run 10-12 pages, most are 2-4 pages in length. The chapters provide overviews of the material, emphasizing important points that help the reader with the language or jargon of the trade and where to go for more detail on particular subjects of interest.

For example, did you ever wonder what a B-roll is?



It's not something you sleep on when camping or something you have with your morning coffee. It is extra footage that is used to illustrate an interview or other narration. The term comes from the days of film, when a second roll of supplementary film was shot along with the primary film. B-roll material can include anything from general shots of scenery, to activity such as loading equipment, a close-up of a map, or the re-enactment of a historical event.

**I**nterviews can be an important part of a documentary, and Pepe and Zarzynski devote a long chapter to the subject. As with most aspects of documentary filmmaking, there are two separate steps to a good interview—development and production. The authors stress the importance of planning, in order to avoid a stale, talking-head interview. Among the recommendations are choosing an appropriate location for the interview—one with an interesting, illustrative backdrop—and using a suitable camera angle, a commonly preferred angle being to one side with the speaker looking away from the camera toward the interviewer. They provide suggestions for the person being interviewed, such as using simple answers to the interviewer's questions and keeping details and technical terms to a minimum. They even have practical recommendations for appropriate clothing, such as avoiding bright colors (especially white) or bold stripes or checks (which can look distorted on camera).

Also noted are a number of useful hints about filming underwater. To begin with they note that underwater footage will only be “as good as the water is clear,” and that in some cases, extensive underwater scenes may not be practical. They caution against divers wearing white or light colors, again, since these can cause bright areas or “blooms” under a strobe light or even in shallow water on a sunny day. A steady camera is critical for good footage anywhere, but may be more of a challenge underwater if the camera is not stationary. Buoyancy control is essential to keep the image from bobbing. If the videographer is unsteady or if conditions are poor due to current or surge, a series of short takes that can be edited into a montage may be a suitable workaround.

**A** key component to the audio portion of a production is narration. “To be successful, a documentary production needs masterful and appealing sound,” and the success of the narration depends on “a compelling voice and a well-crafted, interesting narration text.” The authors provide a list of characteristics for a good narrative text—the narration should be written in a speaking style, with short sentences in active voice, it should add information rather than merely describe the visual images, and it

should be compelling and exciting, but truthful.

Also discussed are various ways of opening and closing a film, and the authors use examples from their own documentaries on shipwrecks in New York and Florida. These productions used what they refer to as a “back-door opener” to engage the audience. The opening credits are delayed, and the films begin with short quips from experts that set the scene by talking about the wrecks and the history behind them: “...the largest force ever assembled in North America...shipwrecks become time capsules of our historic experience...take a journey with us to explore [these] little known warships.”

As for closings, many archaeological investigations raise as many questions as they answer, and a film that documents a project may not be able to tie things together in a neat conclusion at the end of the presentation. Such a film may have what Pepe and Zarzynski refer to as an “open ending.” Their example is their video about the search for the Confederate raider and former slave ship, *Jefferson Davis*. The documentary follows the efforts of the Lighthouse Archaeological Maritime Program of St. Augustine, Florida, to find the vessel in St. Augustine Bay. The researchers did not find concrete evidence that the wreck they documented was the Confederate raider, but they provided a satisfactory conclusion for the film by setting the stage for follow-on investigations and, needless to say, a sequel to the film.

A major part of making a documentary comes after the video has been shot. Post-processing or post-production work can be a lengthy and involved matter requiring more than one cut or draft depending on the complexity of the project. Postproduction may entail cutting and assembling the film or video, adding separate background sound, music, narration, titles and credits, and finally, test screening. The authors also include several chapters discussing topics such as distribution, marketing, and hints on making trailers.

**M**uch of this book is aimed at making full-length films. There is only a short section near the end on “documentaries in miniature” that touches on web publishing and outlets such as YouTube. Still, much of the presentation is applicable to any level of video documentation. Small or large, the need for interest and clarity remain the same.

The book has a useful glossary that contains both general and specific terms defined with just enough detail to be informative. In keeping with the practical nature of the book, a series of short appendices contain examples of proposals, script outlines and budgets. The index is comprehensive, and there is a relatively extensive bibliography, although most of the references cited are recent—after 2006.

For those interested in documentary filmmaking as an art there are more comprehensive books available, including Erik Barnouw's classic *Documentary: A History of the Non-Fiction Film* (1993), Bill Nichols' *Introduction to Documentary* (2001), and Jack Ellis and Betsy McLane's sweeping *A New History of Documentary Film* (2005). But for a practical overview of the subject from the archaeologist's perspective, this is the reference you'll want on your shelf.

Books are getting expensive these days, and this one is no exception, especially in eBook form, which is the same price as the soft cover version. This volume is worth the cost, however. The writing style is brisk and light, and the tone is positive and encouraging. It is not a how-to book full of technical details, but an introduction that competently summarizes the major

subjects involved in telling a compelling and complete story on film or video. It is a good starting point for those who may be seriously considering documentary filmmaking or even for someone just interested in how it's done.



*Trailers for Pepe and Zarzynski's underwater video documentaries can be found at the following web addresses:*

<http://searchforthejeffersondavis.com/>

<http://www.thelostradeau.com/>

<http://www.thelostradeau.com/woodenbones/home.html> 

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*continued from page 2*

students from the live class to John Pennekamp State Park, in Key Largo, for the first field school where they surveyed and mapped cannons and an anchor from the *San Pedro*, an 18<sup>th</sup>-century Spanish wreck. The artifacts have been placed in the park in lieu of conservation and they provide an excellent opportunity for a mapping exercise. The cannons are laid out in the general configuration of a ship, and over the next few years MAHS plans to complete a full map of the site to present to the Park for use as an orientation slate for visiting snorkelers and divers.

The second field school was held a week later at Pickles Reef, continuing the project we have been working on for several years. The field school was attended by students from the video class, and the training and project work were very successful. We had great weather for a change, and we were able to collect plenty of good data. Keep an eye on *MAHSNEWS* for more details about both of these Florida projects.

We enjoyed an active speaker program over the winter months with the highlight being Lonnie Schorer's presentation describing the ongoing search for Amelia Earhart's plane conducted by The International Group for Historic Aircraft Recovery (TIGHAR). Lonnie discussed the history of the project, provided the audience with the latest update on project events and described her role in the expedition.

This summer MAHS plans to return to Bodkin Point to complete the survey of the schooner wreck there and finalize our report to the State of Maryland on this multi-year project. So, be sure to check the MAHS website, [www.mahsnet.org](http://www.mahsnet.org), for dates, and join us at the bi-monthly membership meetings to get involved in this and the many other activities of MAHS.

See you on the water,

Steven Anthony  
President



**MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY**

***Statement of Ethics***

The Maritime Archaeological and Historical Society is organized for the purpose of enhancing public awareness and appreciation of the significance of submerged cultural resources and the science of maritime archaeology. In pursuit of this mandate, members may come into contact with unique information and cultural material associated with terrestrial and underwater sites containing evidence of the history of humankind. To protect these sites from destruction by commercial salvors and amateur souvenir hunters, the Society seeks to encourage its members to abide by the highest ethical standards. Therefore, as a condition of membership and pursuant to Article 2, Section 1 (A) of the bylaws, the undersigned executes this statement of ethics acknowledging adherence to the standards and policies of the Society, and further agrees as follows:

- 1. To regard all archaeological sites, artifacts and related information as potentially significant resources in accordance with federal, state, and international law and the principles and standards of contemporary archaeological science.
- 2. To maintain the confidentiality of the location of archaeological sites.  
To excavate or otherwise disturb an archaeological site solely for the purpose of scientific research conducted under the supervision of a qualified archaeologist operating in accordance with the rules and regulations of federal or foreign governments. Artifacts shall not be removed until their context and provenience have been recorded
- 3. and only when the artifact and related data have been designated for research, public display or otherwise for the common good.
- 4. To conduct oneself in a manner that protects the ethical integrity of the member, the archaeological site and the Society and prevents involvement in criminal violations of applicable vandalism statutes.
- 5. To observe these standards and aid in securing observance of these standards by fellow members and non-members.
- 6. To recognize that any member who violates the standards and policies of the Society shall be subject to sanctions and possible expulsion in accordance with Article 2, Section 4 of the bylaws.

Signature \_\_\_\_\_ Date \_\_\_\_\_

**MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY  
PO Box 44382, L'Enfant Plaza, Washington, D.C. 20026**

**Application for Membership**

Membership in the Maritime Archaeological and Historical Society is open to all persons interested in maritime history or archaeology whether or not they are divers. Members of MAHS have first preference for enrollment in all courses and other activities and projects of the Society. To join MAHS, please sign the Standards of Ethics above and send it to MAHS along with your check and this application form.

Name (print) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (H) \_\_\_\_\_ (O) \_\_\_\_\_ (FAX) \_\_\_\_\_

E-mail \_\_\_\_\_

<b>DUES ENCLOSED</b>	
___	<b>\$30 Individual</b>
___	<b>\$35 Family</b>
___	<b>\$50 Sponsor</b>
___	<b>\$100 Patron</b>

Skills (circle): research / dive / video / communications / writing / first aid / other:

\_\_\_\_\_

Please mail this form along with your check to: MAHS at PO Box 44382, L'Enfant Plaza, Washington, D.C., 22026



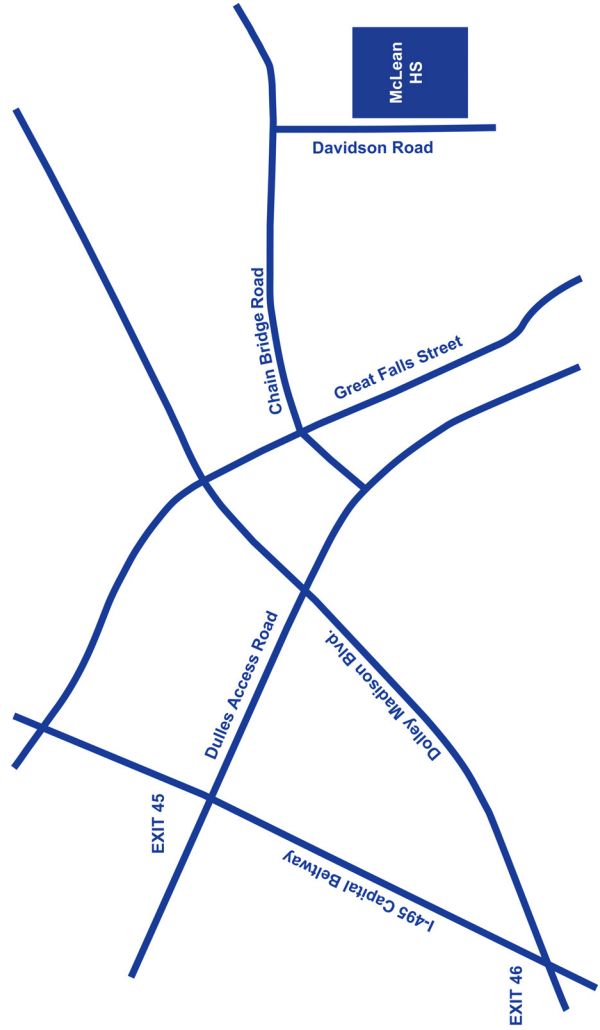
General membership meetings of the Maritime Archaeological and Historical Society are held on a bi-monthly basis, the second Tuesday of the month. Meetings are held at 7:30 p.m. at McLean High School, in McLean, Virginia, except in August and December. Meetings in August and December are held at other locations for special events and holiday parties.

Please join us and bring a friend. The school is located on Davidson Road, just inside the Capital Beltway (I-495) – use Exit 45, coming from Maryland, or Exit 46, coming from Virginia.

Check the website [www.MAHSNet.org](http://www.MAHSNet.org) for e-mail advisories about any schedule changes.

## Renew Now!

It's time to renew your membership in MAHS. It's easy. Just complete the application form on the inside back cover and sign the Ethics Statement, enclose a check for your dues, and mail!



## MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY

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Washington, DC 20026  
[www.mahsnet.org](http://www.mahsnet.org)



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