

INA NEWSLETTER

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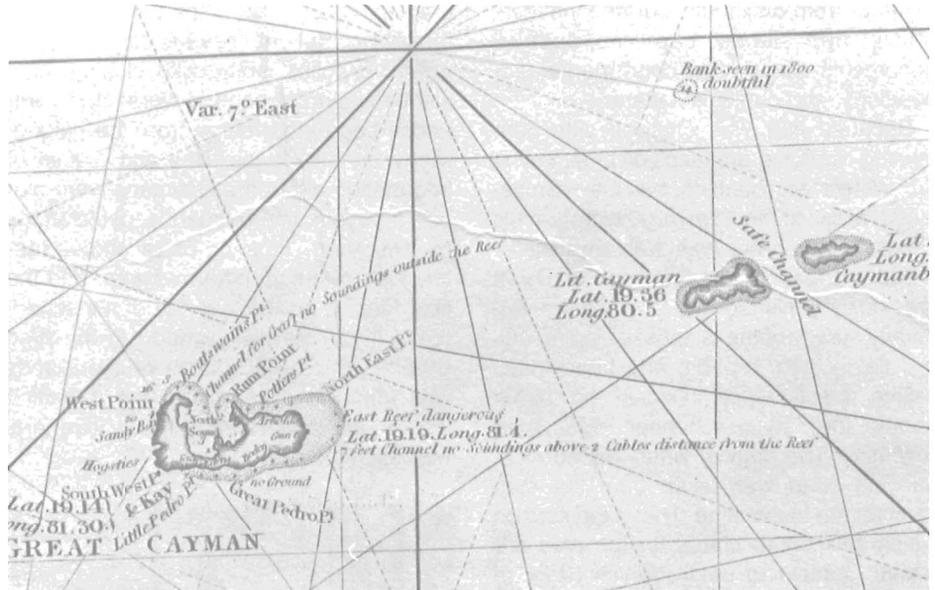
Spring 1981

CAYMAN ISLANDS SURVEY, 1980

The second field season of INA's first Caribbean project, a survey and inventory of shipwreck sites for the Government of the Cayman Islands, began with enthusiasm and determination. A great deal of work needed to be done. The summer of 1979 had seen the exploration of Little Cayman, the smallest of the three remote islands (see INA Newsletter Vol. 6, No. 3). Seventeen sites had been recorded and studied, the most significant of which dated to the mid-seventeenth century, the heyday of buccaneering in the Western Caribbean. Evidence of a battle had been uncovered beneath the sandy floor of a shallow lagoon, and an obscure reference in a local book had provided a clue to what had happened.

An English captain had complained in 1669 to officials in Jamaica about the capture of his vessel and the destruction of huts and boats comprising a small turtle fishing station on Little Cayman. The chief villain appeared to have been a Spanish corsair, Manuel Rivero Pardal, who carried royal commissions of reprisal against the English for Henry Morgan's raids on Maracaibo and Portobelo the previous year. Pardal claimed responsibility for attacking the Caymans, nailing to a tree a piece of sailcloth on which was written a challenge to the chief of the buccaneers to come out and witness "the Valour of the Spaniards."

Our curiosity was aroused by this and other discoveries on Little Cayman, but the first season came to a close as hurricanes David and Frederick forced the expedition to move to neighboring Cayman Brac with its higher ground and sheltering caves. It was evident that additional historical research might shed further light on Pardal's unexpected 1669 visit, and more investigation of the general history of the Islands would certainly be necessary before the 1980 survey of Grand Cayman and Cayman Brac.



Early navigational chart of the Cayman Islands. Photo: KC Smith

Since virtually no early written records survived in collections on the Cayman Islands, historical material would have to be searched for in other countries. The Executive Council, or parliament, of the Caymans generously provided a grant through the Caymanian Heritage Trust for archival research abroad, and I planned an itinerary for a winter search for information on the Islands' maritime past.

The most obvious place to begin was Jamaica, the administrative center for the Cayman Islands in colonial times. The Island Record Office in Old Spanish Town and the West India reference collections of the prestigious Institute of Jamaica yielded early correspondence between the Governor of Jamaica and Grand Cayman's chief Islanders. The earliest official census of the Caymans was located and copied for the first time. References to the Cayman Islands in various Calendars of State Papers gave abstracts of original documents stored in the Colonial Office in England. My brief but productive stay in Jamaica

also allowed short visits to several important archaeological sites, including Port Royal. There I became acquainted with the archaeologist in charge of the Port Royal Project's museum and collections, Tony Aarons, who has since enrolled in the Texas A&M Nautical Archaeology Program.

The vast Library of Congress in Washington, D. C. was my next stop. Surrounded by one of the world's largest collections of books, I searched old descriptions of the West Indies, journals of voyages, records of shipping losses, and rare manuscripts for references to the remote Cayman Islands. In the Geography and Maps Division, a building almost as large as the main Library, the director kindly allowed many early charts of the area to be photographed in an effort to assemble a unique cartographic record of the Caymans as they appeared to mariners of yesterday.

With letters of introduction from INA and Texas A&M University I then left for Europe, where original manuscripts and

documents are stored in various archives. The main repository of colonial materials in England is the Public Record Office, recently relocated in an imposing modern building outside London. Armed with lists of references to specific records, I was assigned a computer number, a reserved seat, and an electronic beeper—the necessary equipment for a “new reader.” In the days that followed, documents were requested by computer, delivered when the beeper sounded, and carefully examined, one by one. Soon I had compiled several folders of photocopied documents full of clues about the Islands’ past. An historical jigsaw puzzle was being pieced together from diplomatic correspondence, official depositions, captured Spanish documents, ships’ logs, court martial proceedings, and captains’ letters.

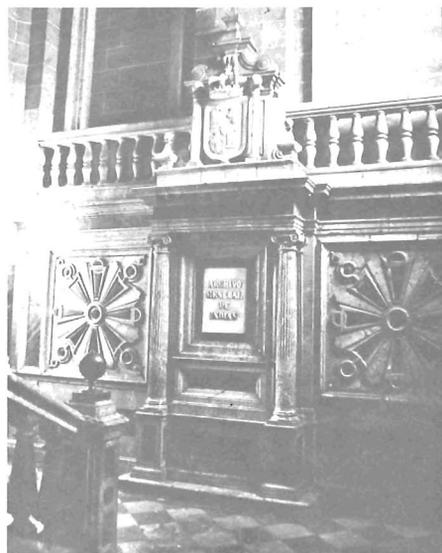
Because INA was charged with conducting a marine archaeological survey in the waters surrounding the Cayman Islands, a visit to the Admiralty Hydrographic Office in Somerset was well worthwhile. Curator Lt. Commander Andrew Davis graciously furnished copies of the first Admiralty survey of the Islands, including official field notes, reports, and handwritten sailing directions compiled in the 1880s aboard the survey schooner HMS *Sparrowhawk*. The original watercolored navigational chart was taken from the map vault for me to examine. This is the map on which all modern charts for the area are based, containing details which have, of course, changed since it was drawn. Remark books from various Royal Navy ships were also consulted, and several provided descriptions of the topography, inhabitants, and other remarkable features of the Cayman Islands.

Vague mention of an early Dutch West India Company ship wrecked on Grand Cayman in 1628 led to a quick trip across the English Channel to the Netherlands. Disappointment accompanied a visit to the Algemeen Rijksarchief in The Hague, where I discovered that a nineteenth-century fire had consumed the majority of the West India Company records. The Nederlandsch Historisch Scheepvaart Museum in Amsterdam, however, yielded several chronicles of Dutch voyages to the Cayman Islands, through the efforts of Mr. Jan Piet Puype, the director of one of Europe’s finest maritime libraries.

Of major importance to students of Spanish New World history is the Archivo General de Indias in Seville, which I hoped would shed light on the mysterious activities of corsair Pardal. Situated in the sixteenth-century House of Trade, next to

the Gothic cathedral containing the tomb of Columbus, this collection contains millions of documents pertaining to Spain’s once-vast overseas empire. Many of these records have yet to be catalogued.

After passing through a stately marble entryway and elegant red velvet curtains, I had the pleasure of meeting the director of the archives, Señora Rosario Parra Cara. I was assigned an oak desk and leather-covered chair in the *salón de investigación*, and began the task of examining bundles of handwritten papers which at first seemed indecipherable due to the unfamiliar script and old usage. Although determined to learn the Spanish side of Caymanian history, I found the going slow and frustrating. But after several days of studying dusty folios, some with blotting sand still between the papers, words and sentences began to emerge from the paleography on the pages. Bits and pieces of information about the Caymans were hidden in royal correspondence, declarations of prisoners, lists of prize ships, testimonies of unfortunate mariners, and the like. Finally, on the last day of my scheduled stay in Seville, a report to the King dealing with Pardal’s attack on the Islands was found in a section of the collection known as *Indiferente General* (General Miscellaneous).



Entryway to the Archivo General de Indias in Seville. Photo: RC Smith

It was now time to prepare for the summer fieldwork. Bolstered by the newly-acquired historical data, I returned to College Station to gather the crew, funds, and additional equipment for the survey. Texas A&M nautical archaeology students Bob Adams and Steve Hoyt agreed to join the project. Peggy Leshikar, a graduate student at the University of Texas, took leave

from her job with the Texas Antiquities Committee. Dennis Denton, a hyperbaric technician at Texas A&M, volunteered his summer for the survey. Engineering surveyor Denise Hoyt and RC Smith, a photographer and journalist, also volunteered their talents. Pat Gibson, a professional cook, took charge of a most crucial responsibility—running the field headquarters and kitchen.

Financial support came from Texas A&M University, friends of INA, including Donald Geddes, Marcia Cook Hart, David Langworthy, Stanley Lopata, as well as the Government of the Cayman Islands. As on previous trips to the Islands, airfare and freight charges were donated by the Island airline, Cayman Airways.

The expedition team returned to Cayman Brac, population 1600, amid friendly gestures and familiar shouts of “Hey. . . INA!” from Islanders along the roadside who remembered the foreigners with boats and strange equipment from the year before. Headquarters were established in the old mansion of the Kirkconnell family, a successful merchant clan. Situated on the shore with a small cove for our boats, the abandoned house was reputed to be haunted by “Duppies” (Island spirits). Considering, however, that we were given free use of the building by the family, we didn’t mind a few unexplained noises and incidents during our stay.

“The Brac,” as it is called by Caymanians, is an uplifted fault block of ancient limestone with a sheer cliff over 140 feet high on its windward eastern end. The whole island looks like a door wedge in profile as it rises from the sea. Due to the prominent shape of this landform, not as many shipwrecks have occurred on Cayman Brac as on the two other islands, which rise only a few feet above sea level and are difficult to distinguish on the horizon at night or in bad weather. Moreover, the Brac has only a small section of offshore reef, unlike the others, which are almost completely surrounded by treacherous corals.

Cayman Brac is a place that seems to have been forgotten by time, as the Islanders retain many old ways and traditional maritime pursuits. Brackers were, until recently, renowned for hunting the hawksbill turtle rather than the green, which was caught by other islanders in the Western Caribbean. Brackers were the first to design and build the Caymanian catboat for this purpose, which was a significant improvement over the dugout canoes formerly used. Until a few years ago, Brac

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G. ROGER EDWARDS COLLECTION

G. Roger Edwards was the first person I ever met at the University of Pennsylvania. A group of fellow Johns Hopkins students and I had driven to Philadelphia in the early 1950s to visit the University, where we were met and patiently shown the Classical exhibits by him, a bespectacled and soft-spoken curator. He took us to lunch at a neighboring Italian restaurant—long since gone—where we had the chance to question him, one of the few real archaeologists any of us had met outside of the Hopkins faculty.



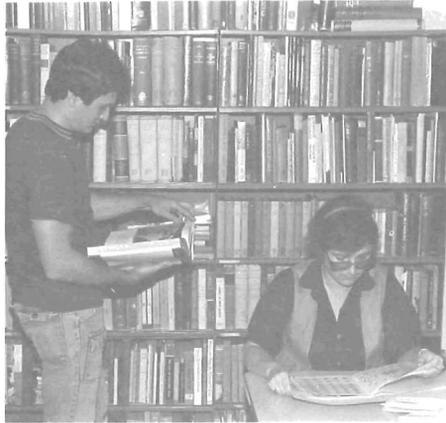
G. Roger Edwards. Photo: courtesy of C. J. Eiseman

Five years later I was studying Hellenistic archaeology under Dr. Edwards at the University of Pennsylvania. Still later, as the Department of Classical Archaeology there grew, a surprising number of present INA officers, directors, staff, patrons, and adjunct professors learned their Hellenistic archaeology from the same professor. Michael Katzev, Cynthia Eiseman, Harrison Eiteljorg, Kenneth Sams, Elizabeth Whitehead, Frederick van Doorninck, Joseph Shaw, and the late Oliver Colburn were among this group.

Recently retired from teaching, but still actively working on publications at the University Museum, Professor Edwards without fanfare, as is typical of this modest man, donated to the Institute of Nautical Archaeology most of his personal library. This collection, naturally strong in Hellenistic art, archaeology, religion and history, is also rich in excavation reports and general works ranging from Aegean prehistory through Roman topography, and includes hundreds of rare offprints.

The Edwards Collection forms the core of a growing INA library housed in our headquarters, where we spend most of our time, twelve miles from the Texas A&M University campus and main library. We, his former students, are most grateful for his gift. So that our students and theirs will be reminded always of this extraordinary act of generosity, we have printed special bookplates bearing the INA logo and "Gift from G. Roger Edwards."

George F. Bass



1982 CONFERENCE ON UNDERWATER ARCHAEOLOGY

The 13th annual CONFERENCE ON UNDERWATER ARCHAEOLOGY will be held from Thursday, January 7, to Saturday, January 9, 1982, in conjunction with the 15th Annual Meeting of the Society for Historical Archaeology at the University Hilton, 34th Street and Civic Center Blvd., Philadelphia, Pennsylvania. The Hilton is adjacent to the University Museum, and all sessions will be held in the Hotel or the Museum.

Persons wishing to present individual papers or to organize symposia should send an abstract of 300 words or less to the Program Chairman, Donald H. Keith, at the Institute of Nautical Archaeology. All abstracts must be received by September 1, 1981, and should list audio-visual or other necessary equipment.

Individual presentations will be limited to a maximum of 20 minutes, including questions. Symposia should be organized in 1½ hour sessions, allowing 5 minutes between presentations for introduction and equipment preparation.

All interested individuals are encouraged to attend and participate. Further information may be obtained from the Program Chairman.

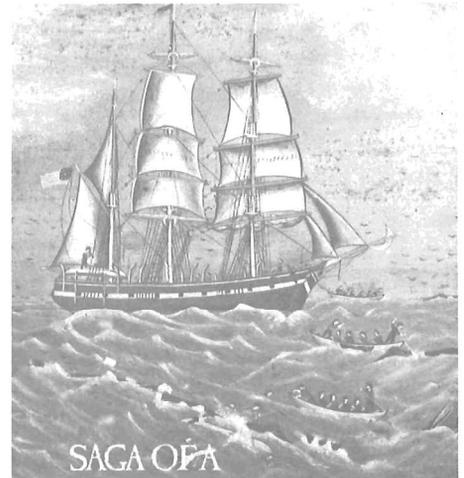
INA MEMBER PUBLISHES WHALING BIOGRAPHY

Saga of a Yankee Whaleman, by INA charter member Sylvia Thomas, is a full account of her grandfather's career in whaling based on logbooks, letters, the *New Bedford Whalemens Shipping List and Merchants' Transcript*, and tales told her by her grandmother who had sailed on one of the voyages. The author has described earlier in this *Newsletter* (Vol. 4, No. 2, "Beware of the Chatham") the background of the collection of some of her data.

I read the book in a few sittings and loved it. Ms. Thomas's prose is as straightforward and appealing as the nineteenth-century oil painting by a Cape Verdean whaleman which graces the dust jacket of the book. From every chapter I learned something new about whaling or geography or shipboard life in the third quarter of the nineteenth century, as I followed Albert Thomas from ship's carpenter to master.

The book may be ordered by sending \$10 to the Old Dartmouth Historical Society, 18 Johnny Cake Hill, New Bedford, MA 02740, or purchased at the Society's Whaling Museum. All profits from the book, I might add, will go directly to the Society.

G. F. B.



Yankee Whaleman
by SYLVIA THOMAS

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schooners were also built and launched along the shoreline to serve the Lesser Caymans as traders or turlers. Today the island's small airstrip is being enlarged for passenger jets, and traditions are rapidly disappearing. Tourism is replacing the old ways as a major source of subsistence.

Aside from searching for shipwrecks, the project crew became expert at collecting oral histories from elderly Brackers eager to recount the past. Living memories, legends, and anecdotes passed down through generations were recorded on tape and later transcribed to provide ethnographic data important to the survey. Other pursuits involved examining old catboats hidden away in rotting sheds or left forlorn on the beach. Peculiar fittings, construction details, and boats' lines were documented in an attempt to record this unique craft's characteristics and prevent its uncelebrated demise.

Absorbed in our work, we found the summer days slipping quickly away, and soon it was time to transfer operations to the larger island, Grand Cayman, which was noted for its shipwrecks. The monthly inter-island trading vessel left the Brac with our equipment safely in her hold and the survey boats lashed on deck. Our departure on the small island-hopping airplane was a sad affair; many of our newly-made friends showed up at the airstrip to see us off, offering going-away presents of homemade breadfruit cake, sea (shellfish) pie, and coconut jellies.

Grand Cayman, the seat of government, has quickly become a popular tourist island. Renowned for its scuba diving attrac-



Bob Adams and Denise and Steve Hoyt take lines off Charles Kirkconnell's catboat Ajax.
Photo: KC Smith

tions and growing banking industry, the island is now experiencing a real estate boom as expensive condominiums are being built on sea-front land. A broad sandy bay attracts vacationers to the many beach hotels along the western shore. The small village of East End, however, at the other end of the 22-mile-long island, leads a slower-paced existence. Catboats are pulled up into sheds along the beach, and children hunt land crabs at night with torches. This windward shore is exposed to the trade winds, which carry the constant sound of the sea breaking on the reefs that enclose a large lagoon. Two rusting merchant ships, hard aground on

the reef, dominate the horizon and testify to the fact that the East End is a trap for ships.

We were fortunate to find accommodations in a large round cement house overlooking the lagoon from a rocky promontory called Gun Bluff. Built around a circular cistern, the building had plenty of living and working space for crew and visitors. It looked more like a fortress than a dwelling, with a tall flagpole on its roof. Cement steps led down to a small cove where we moored the project boats. Here, isolated from taxis and tourists, we felt lucky to be near the wrecks we hoped to find offshore.

We immediately met Marshall Watler, an old fisherman and sailor who lived with his wife and family down the road. Watler had decided at age 50 that it was time to settle down, marry, and have a family, so he retired from the sea. Now 76 years old, he supports his brood by working on the island road crew. In his spare time during our stay he set fish traps in the lagoon and showed us where he had seen wrecks. The first of several watermen willing to lead us to shipwreck sites, Watler became a firm friend, and was always eager to swap stories of storms at sea or turtle trapping for a young and attentive audience.

We were not disappointed with the reefs of East End, discovering the area to be a virtual graveyard of ships, some lying on top of one another. On this weatherbeaten reefline alone, careful survey and mapping recorded 24 wreck sites, propelling the survey of Grand Cayman off to a good start. Scattered remains of wooden sailing



Survey team member Peggy Leshikar interviews Cayman resident Louisa Kirkconnell.
Photo: KC Smith.

ships extended over coral heads into the sand, leaving tracks through the reef and trails of ballast and hull fasteners along the seafloor. Outside, in deeper water, anchors, windlasses and hardware marked the impact points of unfortunate vessels. Heaps of broken iron hulls and masts were located by the unmistakable dark shadows they cast through the clear water. Sites were camouflaged by coral, and some were half-buried in sand or turtle grass. Several of the ships had been armed, like the fifth-rate frigate HMS *Convert*, which came to grief with nine other vessels of a merchant convoy on a dark night in 1794. The grave of the *Convert*, a French prize captured by the Royal Navy only months before her loss, was marked by her cannons. The remains of her consorts, however, were more difficult to distinguish from the skeletons of other ships along the reef.

The recovery of Spanish olive jars, French floor tiles, English trade ceramics, wine and beer bottles, encrusted ammunition, rigging and hardware aided in the untangling of the strewn wreckage and the identification of individual sites by date and origin. It wasn't long before the crew coined a jocular motto at the breakfast table: "A wreck a day." Some days we found two.

The project was organized so that our boats could be hauled to other areas of the island and launched without difficulty. This gave working operations the flexibility to proceed despite the weather, as we were able to choose locations which offered calm seas as the wind shifted around the compass. Often two teams would go in separate directions as the survey went farther afield from East End. A procedure of checking known sites, surveying unknown regions for signs of wreckage, and plotting distribution charts kept project members busy from daylight to dusk. After sundown field notes were analyzed, film developed and artifacts studied.

Luckily, we had plenty of helpful visitors. Dr. Vaughn Bryant, head of the anthropology program at Texas A&M, arrived to examine a legendary "slave wall" in the jungle and survey the remains of coastal forts. His wife Carol, a registered nurse, lent her services to the local medical clinic in return for ethnographic data from villagers. INA adjunct professor and Texas A&M faculty member Dr. Don Hamilton and his wife Betsy assisted in the cleaning and stabilization of diagnostic artifacts collected from surveyed sites.

From the National Institute of Anthropology and History in Mexico City came Pilar Luna, director of the new Department of

Underwater Archaeology, and Ricardo Menes, head of the Department of International Affairs. Their enthusiasm and congeniality made it difficult to see them depart after a month's stay, because they had rapidly become a nearly indispensable part of the project. Tony Aarons came over from Port Royal, sagging under the weight of notes and reference books, and helped us compare and date our finds.

Donald Geddes arrived from New York to see the sites and assist in dating several cannon. Paul Hundley, a "veteran" of Little Cayman, and Donald Keith took time away from their academic responsibilities at Texas A&M to provide advice on two wrecks which were well preserved in seabottom mud. Had all these visitors arrived at the same time, the Gun Bluff House would have been swamped. The steady turnover of volunteers, however, insured that we always had plenty of talented help.

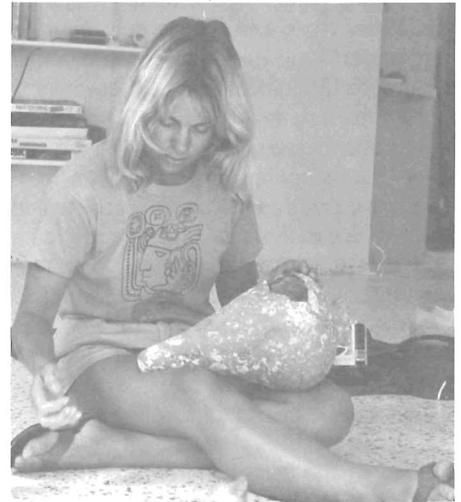


Don Hamilton wipes excess microcrystalline wax from conserved musket barrel.

Photo: R. M. Adams

The running tally of wreck sites grew and grew with each week of exploration. When a site was found, its location was initially plotted on field charts, then punched into a programmed calculator for pinpoint coordinates. Site plans and photo-mosaics were generated for continuous or compact wreck sites, while discontinuous sites were recorded on distribution maps. Sampling and testing operations helped uncover clues as to sites' ages and national affiliations. These clues were compared with the historical data derived from documents and oral histories in an attempt to establish probable identities. All recorded data, including plans, diagrams, and photographs, were compiled into a portfolio for each site, which had been as-

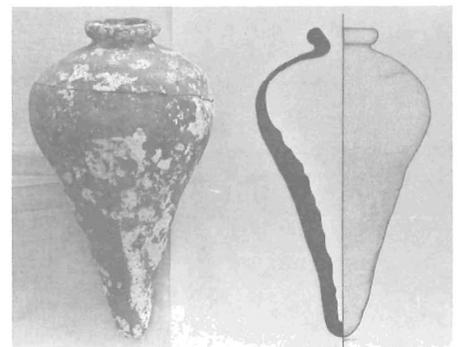
signed an arbitrary survey number. After sample collections of artifacts were drawn, measured, photographed and described, most were wrapped in labeled plastic envelopes, returned to their places of recovery, and reburied. Limited numbers of exceptional artifacts were retained for eventual museum display after conservation.



Peggy Leshikar mends Spanish olive jar.

Photo: KC Smith

As the summer drew to a close, most of the offshore waters and coastal lagoons of Grand Cayman had been surveyed. Work had progressed smoothly, and the weather had been excellent. But as usual in the West Indies, the month of August brought increased awareness that the hurricane season was well under way. Throughout the expedition the BBC had been a daily source of news about the outside world. One morning the broadcast included mention of a depression forming in the mid-Atlantic. In the days that followed we learned that the first hurricane of 1980, named Allen, was slowly gaining force and heading into the Caribbean Sea. We began tracking Allen's progress on a weatherbeaten National Geographic map of the West Indies. The previous season had given us plenty of practice packing up project



Olive jar following conservation, with documentary illustration. Photo: KC Smith

equipment in a hurry with not one, but two hurricanes on the way. David and Frederick, however, had moved to the north of Cuba rather than remaining on a course toward the Cayman Islands. We waited and prepared to batten down should the new hurricane head in our direction.

The Caymans have probably suffered hurricanes more often than any other island group in the Caribbean because their geographical location places them on the path of least resistance along the prevailing hurricane track. The year 1980 proved to be no exception, and as reports from Jamaica described the storm's destruction on that island's north coast, it became clear that Allen was pointed northwest toward the Cayman Islands. Radio warnings became more frequent, and offshore, as the oncoming storm gathered strength over water again, the air became ominously still and the seas flat calm.

Before long, the wind and sea signaled a change in the atmosphere, and the sky grew dark. We began to collect our boats from the water, dragging each into the bush and tying it down to the stoutest trees. Loose equipment was carried into the house, and sheets of plywood and scraps of timber were assembled to secure every window, door and opening. Although the project headquarters was the windwardmost building on the island, it had been built with cement blocks and situated on rock above the sea. We trusted the house to withstand a major storm, especially when we compared it with other dwellings of wood and mortar along the beach.

Around-the-clock preparations began in earnest before dawn on August 6. Every container in the house was filled with fresh water. Kerosene lamps and stoves were

made ready, and extra blankets, cots and provisions were brought up to the second floor, where we planned to weather the approaching storm. By mid-morning several of the crew were down in the village in howling winds and driving rain offering assistance and shelter to whoever felt unsafe at the water's edge. The town hall and village school had been designated as hurricane shelters, and were soon filled with reluctant townspeople. No one seemed frightened, only resigned to the workings of nature. We made last-minute inspections of the boarded-up windows and doors, making sure that small openings to the lee would allow equalization with the drastic drop in outside air pressure.

Sixty miles to windward, the islands of Little Cayman and Cayman Brac had lost communication with the outside world as the hurricane passed nearby. Incredible seas begun to pound Grand Cayman. We watched 30 and 40-foot waves smash over the outside reef. The steel hull of one of the grounded freighters buckled in two before our eyes, and the other freighter spun around and almost disappeared beneath the waves. Wondering what it must have been like to have been at sea in a small ship during a hurricane in the days of sail, we began to feel a little more reverence for the wrecks we had been investigating for the past few months.

Eight-foot seas pushed across the normally placid lagoon, broke over the bluff, and sprayed the side of the house. We started to count the fragments of docks, boats and fishing huts floating by after having been wrenched from the shore. Retreating into the house, we listened to the radio, which was barely audible over the sound of the storm. Word came in the late afternoon that Allen had passed to the north of the island, pushing winds of up to

215 miles per hour in the open sea. Although rough weather and heavy rains continued for several days, no lives had been lost in the Cayman Islands, and damage was minimal compared to that sustained on Haiti, Jamaica and Cuba. Later it was learned that this storm, which narrowly missed Grand Cayman, was considered the most powerful Caribbean hurricane ever recorded.

New beaches had appeared on either side of the house where mangroves had been torn away and replaced by sand from the lagoon. After the project dried out and began survey operations once more, the reefline was explored again to see what the storm had done to familiar wrecks and their environments. We were flabbergasted to find the seabed transformed into a wasteland, barren even of fish which had retreated to deeper water for protection. Portions of documented wreck sites had vanished, sections of the seabed had eroded to expose new wreckage, and several of the larger modern sites had been totally rearranged.



Dennis Denton examines wrecked Oro Verde.
Photo: KC Smith

As the season slowly came to a close, the number of wreck sites had grown to over 50, each carefully examined and recorded. Now entire days were spent indoors despite good weather, because the paperwork was piling up. Aside from older sites, we had investigated the remains of such diverse vessels as a wrecked PBY flying boat, a trading ship laden with cases of Cuban beer and a copper-sheathed turtle schooner. A wrecked sailing yacht loaded with drugs smuggled from Columbia was naturally off-limits to the crew, but we did have an opportunity to help the government locate the remains of their mosquito-spraying aircraft which had crashed into the water one evening during a low-altitude turning maneuver.



INA Director and project supporter David Langworthy with sons Wilson and Keith on Grand Cayman. Photo: KC Smith



Underwater test square excavated at the Careening Place.

Photo: KC Smith

One of the most significant sites discovered during the 1980 season was located in a sheltered cove hidden in the mangroves. Designated as the "Careening Place" on the earliest map of the island, this site proved to be a virtual storehouse of nautical equipment and discarded implements. Information obtained from the excavation of underwater test squares suggested that mariners had hauled their vessels over for hull cleaning and repairs here over a period of more than two centuries. The vertically-stratified artifacts recovered during testing indicated the unique potential of the Careening Place for helping to explain past Island nautical practices. Blocks and tackles, lantern and lamp fragments, tools and hardware, water

jugs and wine bottles, clay smoking pipes and other personal possessions, and hundreds of animal bones (mostly sea turtle) were among the catalogued finds from the three small test squares. In contrast to many other sites encountered in the Islands, the Careening Place was found to be relatively undisturbed by weather conditions and salvage activities. The site's sheltered location attests to the wisdom of the early mariners who employed it, and its physical integrity holds promise for further research.

After almost four months, the second season of the Cayman Islands Project came to an end. During the last month of the expedition we were honored by an official reception organized by the Govern-

ment and held at the Gun Bluff House. The occasion provided an opportunity to show the Governor and chief ministers of the Cayman Islands, as well as many local supporters, the results of our work.

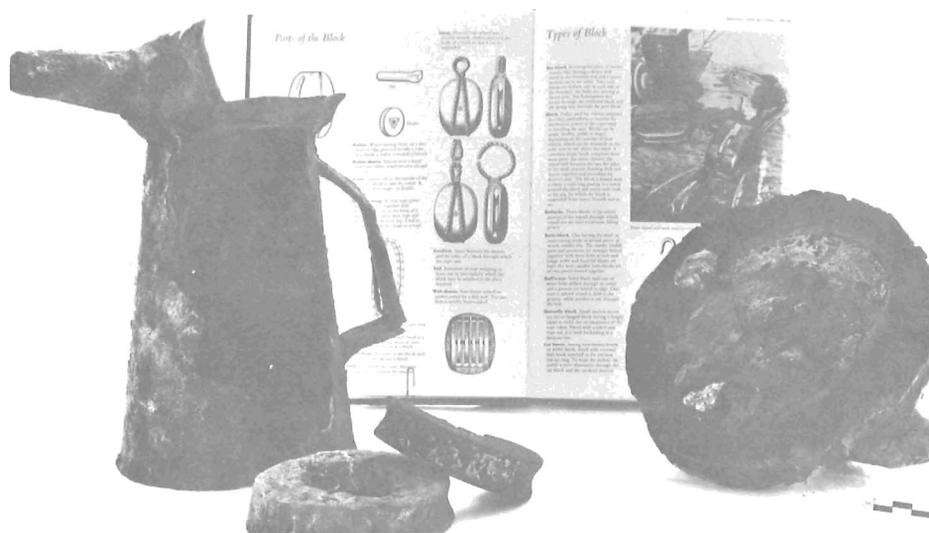


Roger Smith, the Honorable Thomas Russell, Governor of the Cayman Islands, and Charles Adams, Chairman of the Caymanian Heritage Trust, at Gun Bluff House reception.

Photo: KC Smith

Plans are presently under way for the establishment of a Museum of the Cayman Islands which will reflect the unique Caymanian maritime traditions. A major report to the Caymanian Heritage Trust is being prepared from the field data and historical information collected during the past two years. The Islands now have an archival collection of their own, containing copies of old charts and early documents gathered from abroad. Many of the more than 70 underwater and terrestrial archaeological sites located during the INA survey will be recommended for protection and further study in order to preserve the heritage of the Cayman Islands for future generations.

Roger C. Smith



Interpretive display of oil can and block sheaves recovered from the Careening Place. Photo: KC Smith

ODYSSEY: THE ANCIENT MARINERS

The Institute's research on Mediterranean shipwreck sites will be the subject of an *ODYSSEY* television documentary entitled *THE ANCIENT MARINERS*, to be broadcast on public television stations the week of September 27, 1981. This presentation will be the first offering in the 1981/82 season of the popular series on anthropological topics, and local viewing times may be found in television program guides.

The Institute of Nautical Archaeology is a nonprofit scientific/educational organization whose purpose is to gather knowledge of man's past as left in the physical remains of his maritime activities and to disseminate this knowledge through scientific and popular publications, seminars, and lectures. The INA Newsletter is published periodically by INA and is distributed to its members and Supporting Institutions to inform them of INA's activities. INA is an equal opportunity organization.



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