

The
INA

quarterly

MAGAZINE OF THE INSTITUTE OF NAUTICAL ARCHAEOLOGY

Yassiada

TRADITIONS & TRANSITIONS

2008 INA Projects

From Oklahoma to Tobago, Lebanon & Japan

We Remember

Saying goodbye to members of our INA family

WINTER 2007/08 • Volume 34 • No. 4



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insideINA

A Letter from the Interim President

The year 2008 starts off with change and new opportunities for the Institute of Nautical Archaeology. Last year was one of the best ever for INA, with dozens of projects around the world, exciting discoveries, and a strong level of support from the INA family and friends. As you will read in this issue of the Quarterly, we have a number of intriguing 2008 projects, some ongoing, some new.

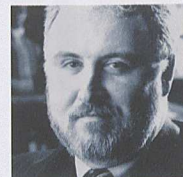
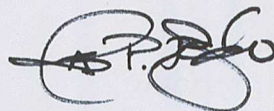
On December 31, 2007, Donny L. Hamilton stepped down after five years as INA's President. New responsibilities, a result of his promotion in 2007 to the Chair of the Department of Anthropology at Texas A&M University, and a family tragedy shaped Donny's decision. While no longer INA President, Donny will remain a close member of the INA family. We will be honoring him for his many contributions at the 2008 annual meeting, and the next issue of the Quarterly will more fully recognize Donny's achievements.

We lost some key friends in 2007, among them Mr. Frederick Mayer, Mr. John Baird, Dr. Chip Vincent, and Mr. Richard Steffy. We will miss them, and gratefully acknowledge their generous contributions, support, and fellowship for INA.

We also gained some new friends, including new directors. Please join me in welcoming all of them.

A key aspect of 2008 is a new strategic plan for INA, which is being developed in consultation with the board, staff, and the faculty of the Nautical Archaeology Program at Texas A&M University. Sponsored by past chairman Peter Way, the new strategic plan is taking shape with the generous assistance of Andrew Sansom. We look forward to sharing the strategic plan with you all in the next Quarterly.

New opportunities, new friends, and a plan for the future – 2008 promises to be another key year for the Institute of Nautical Archaeology. Thanks for being on board with us!



James (Jim) Delgado
Interim President

*A counterweight depicting
the goddess Athena wearing
her helmet & Medusa's head,
from the 1961-64
Yassiada excavation.*

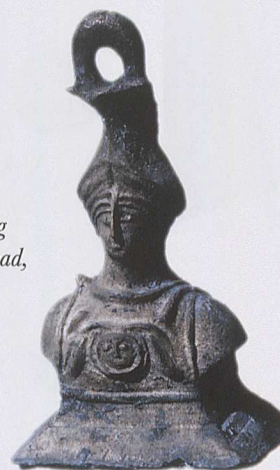


IMAGE
INA Archives

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MAGAZINE OF THE INSTITUTE OF NAUTICAL ARCHAEOLOGY



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Projects in 2008

From Bermuda to Oklahoma, Cyprus, Libya, and North Vietnam, INA projects span the globe.



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Yassiada Symposium

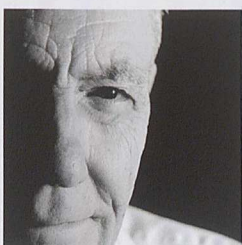
From the original excavation in the 1960s through to the present, this discovery continues to add to our understanding of human history.



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Interview

A conversation with noted Italian nautical archaeologist Luigi Fozzati.



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INA Remembers

Sadly, we say goodbye to members of our INA family.

1

ON THE COVER

Our cover photo, from the INA Archives, was taken during the 1960s excavations of a Byzantine ship at Yassiada.

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INA NEWS & EVENTS

INA General Meeting
New Directors
Cyberspace

The Institute of Nautical Archaeology is a non-profit organization whose mission is to continue the search for the history of civilization by fostering excellence in underwater archaeology.

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If you are interested in submitting an article for publication please contact the Editor at inaq@tamu.edu

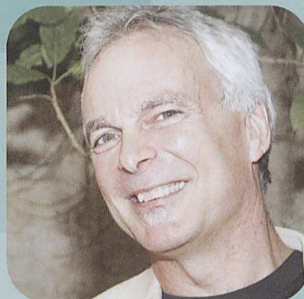
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Together again in Dallas

This past October, INA's directors, staff, Texas A&M faculty, and good friends gathered at *The Rosewood Mansion on Turtle Creek* in Dallas, Texas to discuss the year just passed, and anticipate the year to come. Plans and budgets were discussed and approved for 2008, and we were treated to a behind-the-scenes, beautifully illustrated talk by Dr. Cemal Pulak on his work on the exquisitely well-preserved Byzantine wrecks emerging from the mud of Yenikapi.

Dr. George F. Bass made a wonderful and heartfelt presentation on the many accomplishments of Donald A. Frey, the Institute's beloved "Don Bey," as he retires from INA. In his honor, the institute announced the establishment of the Donald A. Frey Endowment Fund, for the support of archaeological field projects. Retirement is a relative term, because Don was also named INA's "Ambassador for Life," and stands by ready to make friends' visits to Bodrum as special as he and his wife Sanne always have.

The meetings also featured presentations on the results of INA's major field projects in 2007 from their directors, and opportunities to interact directly with archaeologists working around the globe. It was a wonderful time to share a passion for unlocking the secrets of the seafaring past through nautical archaeology, while also enjoying the usual elegance and grace of The Mansion's surroundings.



Dr. George F. Bass (top) made a heartfelt presentation honouring INA Ambassador for Life, Don Frey (above).

Celebrate the contributions of Don Frey and ensure that his passion for fieldwork in nautical archaeology continues by making a donation to INA through the Donald A. Frey Endowment Fund.



Oct 18-20
2007

The Way Forward



IN THE BLACK

According to the report on financial results for 2007 received by the INA Board of Directors, the institute closed the year again in good fiscal order, with a small surplus that has been applied to 2008 operations.

At the 2007 annual meeting in Dallas, the Board of Directors, INA staff, Texas A&M faculty and other friends of INA gathered to express their appreciation to outgoing chairman Peter and Mary Faye Way for their exceptional service as INA's "first couple" to the institute. During Peter's tenure, INA experienced two solid years of financial health, the growth of assets and endowments, and the beginning of a new strategic plan. The institute's strategic plan process was a key aspect of Peter's chairmanship, and he not only oversaw its inauguration but also provided the support for it. Peter's ongoing commitment as immediate past chair, and as a member of INA's executive and communication committees, is no surprise to those who have served with him for years as an INA director.

In thanking Peter, newly elected chair Donald Geddes noted, pun intended—but also in all seriousness—that the strategic plan be known as "The Way Forward."

Please join all of us in welcoming chairman Donald Geddes III and Marilyn Geddes as INA's new "first couple."

MAJOR Donations to Byzantine & Ottoman SHIP EXCAVATIONS

Nearly \$250,000 in major donations will provide significant support to INA projects in Istanbul and Japan. Cemal Pulak will continue to oversee the ongoing excavation, conservation and analysis of Byzantine wrecks from Istanbul's landfilled Theodosian harbor, while a joint Turkish-Japanese team, with INA's Bodrum Research Administrator Tufan Turanlı, begins their second season of survey and analysis of an Ottoman Navy's ill-fated steam frigate wreck at Kushimoto, Oshima Island. A complete list of INA's 2008 projects can be found on pages 8-9.



New Directors

We are pleased and privileged to announce the election and appointment of four new directors.

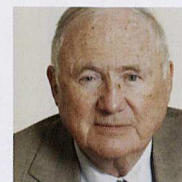
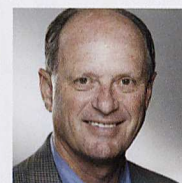
Robert D. Ballard is President of the Institute for Exploration in Mystic, CT., Director of the Institute for Archaeological Oceanography at the University of Rhode Island's Graduate School of Oceanography, and an Explorer-in-Residence for the National Geographic Society. During his three-decade tenure at Woods Hole Oceanographic Institution, Dr. Ballard pioneered the development of both manned and unmanned deep submergence vehicles including the ARGO/JASON system. He participated in over 100 deep sea expeditions including: the first manned exploration on the Mid-Ocean Ridge (Project FAMOUS), the discovery of the RMS *Titanic*, German battleship *Bismarck*, the aircraft carrier *Yorktown*, President Kennedy's PT-109, as well as numerous other contemporary and ancient shipwrecks dating back to the time of Homer. Dr. Ballard has been involved in a large number of educational programs including the creation of the JASON Project. He is the author of numerous popular books, a recipient of several Emmys, co-creator of the television series "SeaQuest DSV," and host of National Geographic "Explorer."

C. Curtis Dunnavan served in the U.S. Navy during World War Two and subsequently received his undergraduate and MBA degrees from Dartmouth. An investment analyst and portfolio manager since 1962, he is now Chairman of the Board of C.C. Dunnavan and Company, Inc., an investment management firm he founded in 1979. A trustee of the Minneapolis Institute of Arts, he has been particularly active in the Asian Art department, which now hosts a world-class collection. He is a member of the Confrerie des Chevaliers du Tastevin, a Burgundian wine organization, and has been a member of the Amateur Chefs Society for 35 years. Mr. Dunnavan is an avid world traveler and photographer with a long-time interest in archaeology and underwater archaeology in particular.

Jason T. Sturgis is a Nevada-based underwater cinematographer and producer. He was one of the first cameramen to capture the humpback whale on hi-definition video, an achievement that will significantly improve research on the elusive mammal. An avid diver for over 20 years, it is his love of the ocean that drove him to pursue camera work and documentary filmmaking. Jason has just directed, shot, and produced the documentary "River of Whales: The Secret Realm of Breathholders," and has been the cinematographer for the Whale Trust Research Organization since 2003. Jason's other hobbies include snowboarding, motorcycle riding, and boating.

A graduate of the Nautical Archaeology program, **Peter van Alfen** is curator of ancient Greek coins at the American Numismatic Society in New York City, where he is also an adjunct professor at New York University. Dr. van Alfen serves on the managing committee of the American School of Classical Studies at Athens and on the advisory council of the American Academy in Rome. He is the editor of the *American Journal of Numismatics* and managing editor of the *ANS Magazine* (both online and print versions), and is the author of numerous books and articles on ancient economies and numismatics, Linear B, and nautical archaeology. Along with Frederick van Doorninck, Jr., Dr. van Alfen is currently involved in a long-term restudy of the globular amphoras from the Yassiada 7th-century shipwreck.

Please join us in welcoming Bob, Curt, Jason, and Peter to the INA Board.



FROM TOP
Bob Ballard
Curt Dunnavan
Jason T. Sturgis
Peter van Alfen

sprucing up cyberspace

Recognizing the need for a new look and reinvigorated content for INA's website, Peter Way has issued a challenge grant to redevelop the site. Thanks to Peter's commitment, INA is seeking matches for a \$25,000 fund. Please contact Interim President James Delgado if you'd like to support this important step in enabling INA to better serve scholars and enthusiasts in the global community of the World Wide Web.

INA projects

BERMUDA * Warwick Project

The potential site of an early shipwreck is the subject of a survey of Bermuda's wreck-filled waters. Directed by Piotr Bojakowski and Katie Custer.

BERMUDA Western Ledge Reef Wreck Timber

Analysis The timbers from this early wreck, previously excavated in Bermuda, will be documented and reconstructed on paper by two talented Nautical Archaeology Program students. Directed by Piotr Bojakowski and Katie Custer.

CANADA/US Lake Ontario Maritime Cultural

Landscape Study Another season of survey will assess the submerged features, shipwrecks, docks, and setting of a section of this historic lake, including the scene of naval action in the War of 1812. Directed by Ben Ford.

CANADA Yukon Gold Rush Steamer Survey

Canada's Yukon and the well-preserved remains of Klondike Gold Rush era steamers are the focus of a second season of field survey and documentation in this remote wilderness. Directed by John Pollack and Robyn Woodward.

CRETE to EGYPT Danaos Project The second season of a deepwater survey between Crete and Egypt follows the route of ancient mariners in the hope of finding a Minoan shipwreck. Directed by Shelley Wachsmann.

CYPRUS Eastern Cyprus Maritime Survey

Cyprus' ancient shores are again the setting for a survey of shallower water sites, seeking shipwrecks, lost stone anchors, discarded amphoras and other remains from maritime activity. Directed by Justin Leidwanger.

EGYPT * Dashur Boat Ships Survey The remains of Pharaoh's boats may lie buried in pits beneath the shifting sands between the pyramids of Dashur. A remote sensing survey will seek to identify these boats. Directed by Pearce Paul Creasman.

ISRAEL Dead Sea Coastal Survey The retreating shores of the Dead Sea will once again be the setting for a comprehensive survey of emerging cultural remains. Directed by Asaf Oron.

ITALY * Renaissance Venetian Naval Manuscript

Study A rare look at Venetian manuscripts will add to our knowledge of Renaissance shipbuilding in this center of Mediterranean trade and culture. Directed by Lilia Campana.

JAPAN The Frigate Ertuğrul Underwater

Excavation This second season of survey and excavation of the site of a tragic 1890 shipwreck of an Ottoman naval frigate on a mission to Japan will again involve a joint Turkish-Japanese team. Directed by Tufan Turanlı.

LEBANON Lebanese Coastal Survey The coast of Lebanon has accumulated shipwrecks and other submerged remains for millennia. This survey will assess an area near a Bronze Age settlement for what may lie offshore. Directed by Ralph Pedersen.

LIBYA * USS Philadelphia, USS Intrepid Phase

One Shipwreck Survey A survey of sites associated with the 1804 grounding, capture, and subsequent destruction of the warship *Philadelphia* off of, and inside Tripoli Harbor will involve a collaborative effort between the Libyan and U.S. governments. Directed by James Delgado.

NORTH VIETNAM * Anchor Documentation and

Assessment Two well-preserved wooden anchors pulled from the mud outside of Hanoi come from an area where Mongol invaders sent by Kublai Khan met with defeat in 1288. The team will document the anchors and work to determine their age, as well as assess the site of their recovery for future survey. Directed by Randall Sasaki.

SPAIN Bajo de la Campaña Phoenician Shipwreck

Excavation on a 7th-century B.C. Phoenician shipwreck commences this summer. Initial dives on the site yielded well-preserved elephant tusks with Phoenician inscriptions, amber and ceramics. Directed by Mark Polzer and Juan Pinedo.

SPAIN * Mazarron I Shipwreck Timber Study

The fragmentary timbers of a Phoenician vessel, recovered by archaeologists years ago, will be documented and analyzed for the first time. Directed by Carlos Cabrera.

TOBAGO * Tobago Shipwreck Excavation

A fierce naval battle between French and Dutch forces in the 17th century left a number of wrecks, one of which appears to be a well-preserved Dutch warship. This will be the first season of survey and excavation at the site. Directed by Kroum Batcharov.

TURKEY Bozburun Iron Concretion Study

Artifacts recovered from the Bozburun excavation continue to be analyzed in the ongoing study at the Griffiths Conservation Laboratory at the Bodrum Center. Directed by Frederick Van Doorninck.

TURKEY * Excavation of the Iron Age Shipwreck

at Kekova Adası Located in an INA survey years ago, this ancient wreck's excavation will commence in a collaborative project with Brock University in Canada. Directed by Elizabeth Greene.

This year, the Institute of Nautical Archaeology, in conjunction with Texas A&M University's Nautical Archaeology Program, will conduct 24 archaeological projects around the globe at sites ranging from Oklahoma and Tobago to Lebanon and Japan.

Fourteen of the projects are ongoing, and ten (marked by an asterisk) are new initiatives.



Where in the world is INA?

TURKEY Roman Column Wreck at Kızılburun

This year's field season will determine how much of an ancient ship's hull has survived by probing beneath the sand where the massive stone drums of a monumental column sat for two millennia.

Directed by Deborah Carlson.

TURKEY * Tektaş Burnu Shipwreck Survey

The site of INA's previous excavations at Tektaş Burnu will be assessed for additional remains in deeper water. Directed by Deborah Carlson.

TURKEY Yenikapi Byzantine Shipwrecks

Excavation and Study This year, Dr. Pulak and his crew continue the excavation and recovery of ancient hulls buried under landfill of the Theodosian harbor of Istanbul, including a wreck that appears to date from the 7th-century A.D. Directed by Cemal Pulak.

USA (Oklahoma) Red River Shipwreck Excavation

The final field work on this 1830s steamboat wreck will recover the last pieces of machinery that could not be wrested from the mud of the river last year. Directed by Kevin Crisman.

USA (Texas) Blockage Runner Denbigh Write Up

The test excavation and documentation of this Civil War blockade runner's wreck is done; Barto Arnold continues the process of writing up the results of the work for publication. Directed by J. Barto Arnold.

USA (Vermont) * Reconstructing the Steamboat

Phoenix * This 1813 steamboat lies in Vermont's Lake Champlain and was initially assessed years ago. As part of his Ph.D. research at Texas, A&M, George will virtually "reconstruct" this early American steamer. Directed by George Schwarz.

Keeping up with the Doctor
(Dr. George Bass)

October... *The Historical Diving Society* awards Dr. Bass the Pioneer Award in Florida.

January... he chairs the session on "100 Years at Mochlos," an important terrestrial site on Crete, at the *Annual Meeting of the Archaeological Institute of America*, in Chicago

Then... he hops the pond and gives the opening address at the University of Oxford for a term devoted to "Underwater and Classical Trade" as partial celebration of the expansion of the *Oxford Centre for Maritime Archaeology*.



Tradition and Transition

Maritime Studies in the Wake of the Byzantine Shipwreck at Yassiada.

Over the weekend of November 2-4, more than forty of the world's leading scholars in nautical archaeology and related studies gathered at Texas A&M to celebrate the 25th anniversary of the publication of "Yassi Ada:

A Seventh-Century Byzantine Shipwreck." Excavated in the 1960s under the direction of Drs. George Bass and Frederick van Doorninck (Texas A&M University Professors Emeriti), the Yassiada project marked a milestone in the development of sophisticated underwater mapping and documentation methods, many of which are still in use today.

Yassiada was the first shipwreck with significant hull remains to be fully excavated, and subsequent study and analysis of the ship has helped to illuminate one of the most complex and little-understood periods in ancient history. A quarter-century has passed since the Yassiada publication, but the presentations and discussions held throughout the three-day symposium proved that the 1982 publication remains not only relevant, but an invaluable source for understanding trade, economy, technology, and cultural diversity in the waning era of the Roman Empire. While the proceedings of the symposium will be published in the next few years, here are some of the ideas and issues raised over the weekend by some of the many presenters.

In the excavation report *Yassi Ada: a Seventh-Century Byzantine Shipwreck* (1982) it was concluded that the ship had probably been a coastal trader involved in wine commerce. According to Dr. van Doorninck a chance discovery almost two decades after the original excavation led to further study from which we may now surmise that, at the time of its sinking, this vessel belonged to the church and was in the service of the *annona militaris*, transporting wine, olive oil, and liturgical oil, quite possibly to Heraclius' army in Cilicia.

...study and analysis of the ship has helped to illuminate one of the most complex and little-understood periods in ancient history.

As Elizabeth Greene of Brock University pointed out, in her presentation *Why Does Amphora Standardization Matter? The Case of the 6th-Century BC Shipwreck at Pabuç Burnu*, the standardization of amphora sizes and volumes increases efficiency and lowers the cost of doing business, which raises questions regarding the lack of standardization found among the amphoras of the earlier sixth-century Pabuç Burnu wreck.

Funding for the symposium was generously supplied by the Samuel H. Kress Foundation; INA; the Texas A&M College of Liberal Arts; the Melbern G. Glasscock Center for Humanities Research; the Center for Maritime Archaeology and Conservation, Texas A&M University; the Marine Technology Society of Houston; the University of Pennsylvania; and the Thetis Foundation of Cyprus.

Upper Left

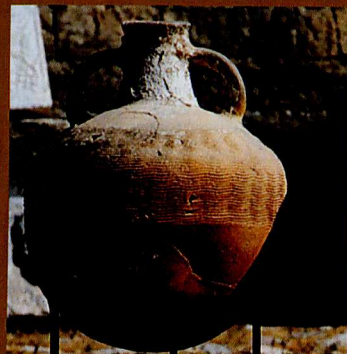
Archival image of Drs. George Bass and Frederick van Doorninck from the original excavation

Right

Amphora from the Yassiada site



Frederick van Doorninck





“One of the methodological features that stands out in the exemplary study of the Yassiada material is the use of early medieval texts... to supplement and contextualize the rich material record.”

— Roxani Margariti

One of the important methodological features in the study of Yassiada is the incorporation of information from early medieval texts, according to Roxani Margariti, Assistant Professor of Middle Eastern Studies at Emory University. But when the material record is not as complete as at Yassiada—or even nonexistent—how useful are such texts? Looking at a medieval document that discusses a twelfth-century shipwreck in the Indian Ocean, she concludes that questions can be raised and answered from textual evidence, but to a limited extent.

The Byzantine Empire: A Breeding Ground for Viking Warriors?



The pioneering Scandinavian maritime archaeologist Ole Crumlin-Pedersen explored the transfer of Byzantine nautical technology and naval warfare tactics during the empire’s contact with the Viking world, and how ‘southern’ shipbuilding techniques may have influenced maritime development in northern Europe.

Meanwhile, looking at 13th-century Genoese construction contracts, Furio Cicilot, of Società Savonese di Storia Patria, noted the similarities between the dimensions of a ship of the period called *pamphilus*, and that of the reconstructed Yassiada ship. This raises the question: Was the Genoese *pamphilus* a descendant of a Byzantine origin vessel? Even more: Was the Yassiada ship a *pamphilus*?

In my opinion, we can say “yes, maybe” to all of these questions. — Furio Cicilot

Top Left

Sassanid King Khosrau II submitting to Byzantine Emperor Heraclius.

Middle Left

Painting depicting Viking ships by French painter Albert Sebillé (1874-1953)

Bottom Left & Below

Archival images from the 1960s Yassiada excavation.

Many thanks to

Dr. Deborah Carlson (Texas A&M), Sara Kampbell (Princeton University), and Justin Leidwanger (University of Pennsylvania) for organizing the symposium.



INA interview



In September and October of 2007, INA's two-person submersible *Carolyn* continued its superb record of enabling the Institute of Nautical Archaeology to locate ancient shipwrecks in the Aegean Sea.

When weather and visibility cooperated, INA was finding a new wreck about every other day in the vicinity of Çesme, Turkey.

Of greatest interest were a Hellenistic wreck of the third century B.C. and a Byzantine wreck of the fourth to sixth century A.D., both worthy of future excavation.

The survey was directed by George Bass, assisted by INA Director and long-time collaborator Claude Duthuit. Sinem Ozongan represented the Turkish Ministry of Culture.

Professor Luigi Fozzati is one of the most prominent figures in Italian underwater archaeology. He is the Archaeological Director of the Fine Art Bureau of Veneto and the Director of N.A.U.S.I.C.A.A. (Nucleo di Archeologia Umida Subacquea Italia Centro-Alto Adriatico, or Wet Underwater Archaeology Team for the Middle-Upper Adriatic).

INA Research Associate and Texas A&M nautical archaeology student Lilia Campana recently spoke to Professor Fozzati about the ambitious ARCHEOMAR Project, of which he is Scientific Director.

Lilia

There's been increasing interest in the under-water heritage of Italy, which led the Fine Arts Bureau to start the ARCHEOMAR project in 2004. What are the goals of this project?

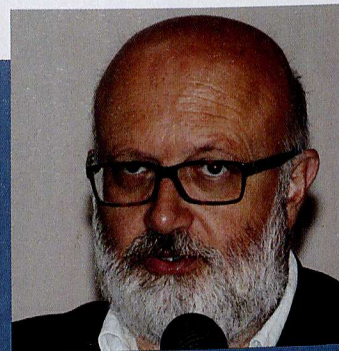
Luigi

The goal of ARCHEOMAR is to survey and document all of Italy's underwater heritage, since we need to know what's out there in order to protect it. The ARCHEOMAR Project offers an updated database containing information on currently known sites of submerged cultural heritage. Since the database contains GPS coordinates of the sites—most of which remain yet unstudied—the entire database is exclusively available to the scientific staff of the Fine Arts Bureau and to the police; the public has partial access to the information.

Lilia

How much territory has ARCHEOMAR covered so far?

Find out more about
the ARCHEOMAR project at
www.archeomar.it



Luigi

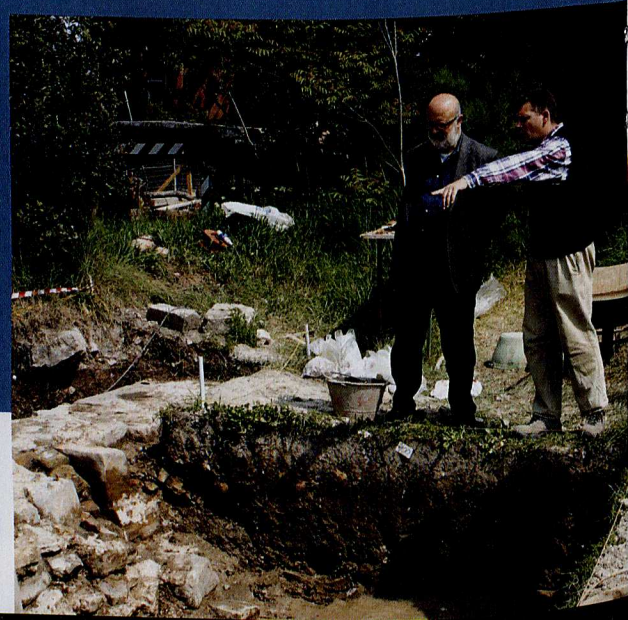
We've completed the first phase of the project, surveying the regions of Puglia, Basilicata, Campania and Calabria. Next, we'll publish a multi-volume encyclopedia that covers each of these regions, along with photographic and geographical atlases. We've already raised the money for phase two, which will cover Abruzzo, the Marches, and Molise.

Lilia

So the ARCHEOMAR database is opening up a whole new world of archaeological opportunities in Italy. Are you encouraging increased cooperation between the Fine Arts Bureau and foreign institutes?

Luigi

Everything is possible. If a foreign institute is interested in excavating one of the shipwrecks we've mapped, and is scientifically and financially able to see the project through from excavation to museum exhibition, it just has to ask for permission from the territorial Fine Arts Bureau.



INA remembers

John H. Baird

Last October 4th, only weeks short of his 98th birthday INA's beloved co-founder and lifetime benefactor, John Baird of Shaker Heights, Ohio died. His obituary was unusually brief, but his life was amazingly full.

An engineering graduate from Case Institute of Technology, John joined Alex Nason and his Lubrizol Company in the 1930s at the start of the Great Depression. Enduring hard times, occasionally living out of his automobile and bartering product for a paycheck, John became a highly successful marketer for his employer.

During World War II, while his two brothers served overseas, John was responsible for making certain that Lubrizol products reached the battlefield where in the North African Desert Campaign, their armored car and tank lubricants and additives turned the tide of battle in favor of the Allies. At age 62 John retired from Lubrizol, where he also belonged to professional organizations such as The American Petroleum Institute, Society of Automotive Engineers, and The National Lubricating Grease Institute. Continuing as a trustee of the Nason Foundation and through wise investing, which included helping other business get started, he became independently wealthy. Ever active in community affairs John served on boards and committees of the Natural History Museum, Huron Road Hospital, Case Western Reserve, the Crawford Auto Museum, and the Western Reserve Historical Society.

About 35 years ago John Baird became acquainted with INA's other founders, Jack Kelley and Dr. George F. Bass, and poured his energy into helping the newly formed Institute in its move from the University of Pennsylvania to Texas A & M University. He not only served a stint as INA's Chairman of the Board, but he turned up at nearly all INA's underwater excavations from Maine to Virginia and from Turkey to Kenya. His enthusiasm for INA's scholarly work was infectious and he generously supported every aspect of the Institute's work. It was at John's urging that The INA Foundation was established and, fittingly, he was its first Chairman.

Recently, at an annual meeting in New York, John understood that INA had equipment and machinery problems in Turkey. Without hesitation a big grin washed over his face and he boldly offered to match a \$100,000 challenge to all his fellow directors. This fascinating family man, a collector of antique music boxes and classic automobiles, graciously shared his life with INA, urging his daughter Lynn Shaw to serve as an INA director and his son-in-law, Russell Shaw to act as the INA Foundation's legal counsel. And happily there is a grandson who one day hopes to carry on his grandfather's legacy.

It has been my great privilege and joy to know and share a common cause over the years with John Baird, who will forever be deeply appreciated by all of us who comprise the Institute of Nautical Archaeology.

— Donald G. Geddes III



J. Richard "Dick" Steffy

A TRIBUTE FROM GEORGE BASS 1924-2007

Readers of this journal must be aware of J. Richard Steffy's universal respect as an authority on early ship construction, especially on details he gleaned from remains of ships uncovered by archaeological excavation. When he was not lending his expertise to projects all over the world, archaeologists made pilgrimages to Texas to seek his advice. His legacy includes publications of the Yassi Ada, Serçe Limanı, and Kyrenia hulls, and his 1994 *Wooden Ship Building and the Interpretation of Shipwrecks*.

That was J. Richard Steffy, the noted expert. Anyone who consults the web site <http://blogs.tamu.edu/steffy>, however, will see the outpouring of affection from colleagues and former students for Dick Steffy, the man, who died on 29 November 2007 in Bryan, Texas.

There was, however, a less well-known role that this remarkable, self-taught scholar played in the development of modern nautical archaeology. Because our careers were so entwined for over four decades, this is a personal remembrance.

Dick Steffy first contacted me when I was a graduate student at the University of Pennsylvania. He had read my 1963 article in *National Geographic* on a seventh-century Byzantine shipwreck I was excavating off Turkey. He said that as a hobby he built ship models, not for mantelpiece displays, but for research, in order to learn how ships worked. Could he build such a model of our ship?

I put Dick in touch with my fellow student and excavator Frederick van Doorninck, who was writing his doctoral dissertation on a reconstruction of the Byzantine ship based on its seabed fragments. Thus began a productive collaboration that lasted until Dick's death.

We traded visits between his home in Denver, Pennsylvania, about 60 miles from Philadelphia, where Dick ran an electrical contracting business. I became so impressed by his knowledge of ships that after I joined the University of Pennsylvania faculty, I annually asked him to speak to a graduate seminar on ancient seafaring.

Steffy Scholarship

In order to ensure that Mr. Steffy's legacy of research and innovation continues, INA encourages its members and friends to make a contribution to the J. Richard Steffy Scholarship fund, which was established in his honor in 2007.

All contributions received from non-INA Directors will be matched dollar for dollar by INA. Checks designated for the Steffy Scholarship fund can be sent to:

Institute of Nautical Archaeology
P.O. Drawer HG
College Station,
TX 77841-5137

"Although an electrical engineer by training, Dick could get into the minds of long-dead shipwrights better than any anthropologist I've ever met."

— John D. Broadwater *

* "From Collier to Troop Transport: The Betsey, Yorktown, Virginia" from *Beneath the Seven Seas: Adventures with the Institute of Nautical Archaeology* edited by George Bass.

It was the invitation by Michael Katzev for Dick to come to Cyprus in the summer of 1971 that gave Dick the opportunity to work with actual remains, those of a classical Greek hull raised from the sea off the north-coast town of Kyrenia by Michael and his wife Susan.

Later that year, when Dick was back in the United States, a telephone call from the New Jersey shore changed our lives, and to some extent the history of nautical archaeology. The caller, Susan Langston, said a storm had uncovered part of a wooden hull on the beach, and neighbors speculated it might be Viking. Dick and I made a quick inspection of the scanty remains, and he concluded the hull seemed to be from a down-easter built between 1880 and 1910. Shortly thereafter, Mrs. Langston learned that the hull was from the *George R. Skofield*, built in Maine in 1885 and stranded on the beach in 1920! It was not the last time I was awed by Dick's magic.

On the drive home from the shore, Dick pulled his car off the highway and motioned me to stop. He walked to my car and told me that he had decided to give up his business to become a professional ancient ship reconstructor. I said he was crazy. He had a wife and two sons to support. He responded that he could always return to electrical contracting, but he had to give this a try, for he would only live once.

Fred van Doorninck and I had been musing about establishing a private institute devoted to shipwreck archaeology, but neither of us had taken any steps toward its formation. Surely Dick's words, and his courage to follow his passion, served as the catalyst that encouraged me to resign a tenured position at the University of Pennsylvania to follow my dream. Just as Lucille Steffy stood behind Dick's decision, Ann stood behind mine. And so, in 1972, the Institute of Nautical Archaeology (INA) was incorporated.

The new institute was based on Cyprus, and Dick spent the 1972-1973 academic year in Kyrenia with Lucille and their sons, David and Loren, reassembling the hull from thousands of PEG-treated pieces of wood. After he returned to the island in early 1974 to continue the reassembly, he asked me if he could work for INA. I replied that we did not have enough money to add to our two-person staff. He persevered. I said I could not insult him with my only possible offer. He said: "Try me." I hesitated: "\$8,000." No fringe benefits, no insurance, no retirement plan. "I'll take it," he said.

Within months, Cyprus, divided by war, was no longer suitable for INA headquarters. I moved with my family to Denver, Pennsylvania, to be near the Steffys. Lucille went back to work at the middle school so her family would have health insurance. Dick and I talked daily about the future of the institute. When a university offered INA a base, we drove together to North Carolina to look for homes. Then Texas A&M University made a counter offer that included establishment of a graduate program in nautical archaeology, with generous funding, so we moved to College Station instead. It is to the everlasting credit of Texas A&M that it hired Dick, without so much as a B.A. or B.S., as a faculty member in the program where we soon were joined by Fred.

The University never regretted its decision. Dick was an excellent lecturer, receiving top ratings from the chapters of the Archaeological Institute of America to which he was invited to speak. He wrote more beautifully than most scholars with doctorates. And he was a first-rate teacher, his students taking back to their homes around the world the unique knowledge he so selflessly imparted, a generation of nautical archaeologists with so much more knowledge than the pioneers in our field. He retired as a full professor.

Dick's genius was further recognized when he became a recipient of a MacArthur Fellowship—the so-called "genius award." He was a perfect candidate, one who had reached the pinnacle of success via an unconventional route. With his additional income he joined the Board of Directors of INA, generously giving back annually to the Institute far more than his first salary from it!

Both INA and the Nautical Archaeology Program at Texas A&M succeeded beyond our expectations, but Dick's pivotal role in the formation of each is little known. How different our field might have been without that drive to the New Jersey coast.

Cemal Pulak and I visited
Dick in hospital so Cemal
could describe the latest
news from his excava-
tions in the Byzantine
harbor at Yenikapı,
Istanbul. Dick could
barely speak, breathing
with difficulty, but a
glimmer of a smile
crossed his face from
time to time. His younger
son, Loren, in the room
with us, said that on our
departure Dick whispered:
"That was nice."
They were his final
words. Loren was so
pleased that his father's
last thoughts were of the
ancient ships he loved
so much.

Institute of Nautical Archaeology
is pleased to announce the sale of
Tom Freeman's
naval and maritime historical limited edition art prints.
Proceeds from the sale of the prints will benefit the workings of the
Institute of Nautical Archaeology.



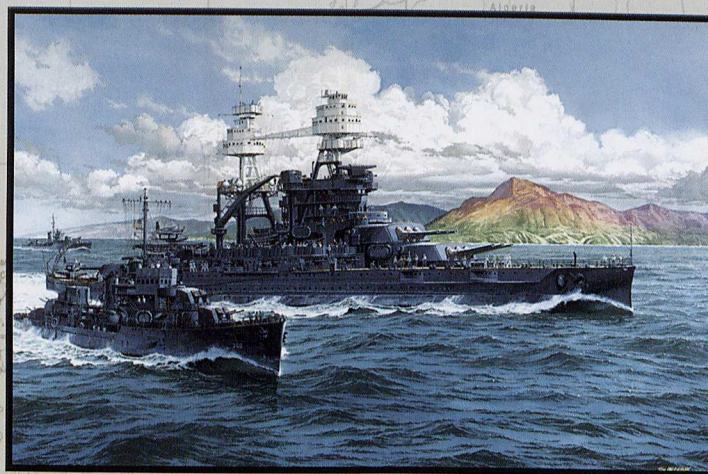
"Monitor"

Print Size: 22" x 18"
Retail Cost: \$115.00
Edition Size: 500 S/N



"Divide and Conquer"

U.S.S. Constitution
Print Size: 25 5/8" x 34"
Retail Price: \$150.00
Edition Size: 750 S/N



"Arizona"

Print Size: 34" x 25"
Retail Price: \$175.00
Edition Size: 750 S/N

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at (979) 845-6694.

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