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# **Bridging the Gap in Maritime Archaeology: Working with Professional and Public Communities**

edited by  
**Katy Bell**

**Access Archaeology**





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Thanks to CIfA for giving us our first Maritime session as part of their conference for several years in 2014. We were able to run a further session in April 2017 when building Maritime Archaeology on a global scale was discussed. This is only touched on in this volume where consideration is made of the Balkans case study. In April 2019 another session will run in Leeds looking at best practice in wind farm based archaeology.

Thanks for the editing help from Dr Sarah Holland and the English and grammar editing help, completed on a voluntary basis from the person who does not wish to be named.

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Finally, thanks to our publisher who took through part way through this project and enthusiastically embraced the idea of a Maritime Archaeology Volume.

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## Foreword

This volume came about as a result of a session run at the (then) IfA conference in Glasgow in 2014 by the Maritime Affairs Group. The focus of the conference was ‘research in practice’, in particular, the challenges that are posed to heritage professionals regarding value, quality, dissemination and accessibility of the archaeological resource. In maritime archaeology this can be a particular issue with the additional practical considerations of allowing access to what is often underwater or inaccessible.

The conference session was divided into two themes ‘Working together’ (looking at how the archaeological community could engage with other professions in order to improve dissemination and accessibility) and ‘Working with the community’ looking at how the maritime resource could give value to the communities around them. During both the conference discussion and subsequently it became clear that there was a third aspect: the impact and use of technology as a tool to provide, value, quality and dissemination.

Many people at the conference kindly volunteered to contribute a paper to this volume. For those who were not able to do this I have tried my best (with their permission) to summarise in my opening paper what they brought to the discussion on the day.

Since this volume was originally proposed there have been a number of changes: the Institute for Archaeology has become the Chartered Institute for Archaeologists; and the Maritime Affairs Group has become the Marine Archaeology Special Interest Group. The first reflects an important move in further professionalising archaeology, and the second shows the wide-ranging interests of the group, from shipwrecks to submerged landscapes and coastal resources. In addition English Heritage has divided into two bodies; English Heritage remaining as the curator of properties and Historic England as the statutory body. Appropriate editorial changes have been made to each article, however these changes may be useful to keep in mind when considering that underwater archaeology, which is still regarded as a somewhat niche discipline, has to compete for ‘space’ on various different social media platforms against very visible, and often much more accessible, parts of our heritage, such as castles.

The processes we discussed in 2014 are still ongoing and evolving. This is an exciting time in maritime archaeology with new developments occurring all the time. This volume starts by considering best practice for maritime archaeology and for new entrants to the profession. It then looks at diver trails – one of the early success stories for maritime archaeology in engaging with the public. Next it looks at community archaeology in the UK and how successful projects are put together and managed, followed by consideration of how research communities can be generated from statutory bodies and the impact of these. Subsequently we look at the ethical side of maritime research communities, with an examination of maritime archaeology within the open access platform. Finally we move away from Britain to the case study of the successful integration of the community during training in three countries in the eastern Adriatic.

If you would like to learn more about the role and purpose of MASIG please refer to our Facebook page and Twitter feed and our page on the Cifa website <http://www.archaeologists.net/groups/maritime>

I would like to thank the authors for their patience, as organisational changes in Cifa and within the MASIG organisation and committee came into place and disrupted the preparation of the publication.

Katy Bell  
On behalf of MASIG



# Creating Maritime Archaeology Research Communities

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*Maritime archaeology is considered to be a newer part of the discipline of archaeology. This has led to much experimentation with how it is conducted, recorded and disseminated. As maritime archaeology comes of age (or even middle age) the Marine Archaeology Special Interest Group (MASIG) wishes to consider how we can make the most of our successes, build on them and foster communication inside and outside the marine community. The marine archaeological resource is vast, and the number of paid professional archaeologists relatively small in comparison. As a result we need to work effectively with all stakeholders, to ensure protection and management of the resource. To do this MASIG wishes to aid the creation of a maritime archaeology research community.*

## **The conference**

The theme of the 2014 IfA conference in Glasgow was 'Research in Practice'. As a relative newcomer to the archaeological discipline, maritime archaeology has had the opportunity to experiment with projects free from the constraints of tradition. These are often inclusive of a wide range of stakeholders, from government departments through to members of the public. The latter have ranged from outreach personnel working beyond the normal 'school children range' including prisons and people with conditions such as Alzheimer's disease (MAD about the wreck - see below), through to projects where professionals, government representatives and amateur divers have worked together to ensure best possible practice (*.. between a rock and a hard place ...* - see this volume). Without the constraints of long established practice it has been possible to think outside the box and be creative with project planning combining technology and working with new types of stakeholders to enhance the archaeological record (Project SAMPHIRE). From the conference session it became clear that there were many good projects running with high-quality results being achieved. However, the sharing of good practice and results is not always as good as it should be, highlighting the importance of opportunities to showcase results. This volume is intended to bring together not only the thoughts and processes of those people at the conference, but also others whose good practice have enhanced the profession in recent years.

During the session, good practice points were shared and time to reflect on what had been achieved was central to the discussion. To ensure the future evolution of the profession it was agreed that is necessary for MASIG to act as the reflective practitioner – to identify opportunities to continuously improve in the future. The session at the conference was intended as the first step in raising MASIG's profile and improving communication with members. During the session the importance of members communicating with each other was also made clear. Since the conference, MASIG has identified a clear remit for its work:

The group provides a forum for practising maritime archaeologists and advises Cifa Advisory Council on issues relevant to underwater sites, intertidal and nautical archaeology. MASIG aims to:

- promote the advancement of maritime archaeological practice and individual professional development
- promote greater understanding of maritime archaeology within the wider archaeological community through the publication of technical papers and guidance documents
- organise seminars and conferences to act as a forum for the development and maintenance of good practice in matters relating to maritime archaeology

<http://www.archaeologists.net/groups/maritime>

Since 2014 the group has been busy responding to consultations, also arranging events and reviewing technical practice papers to bring them in line with the current profession.

### **Where do maritime archaeologists work?**

Maritime archaeologists work in a variety of organisations including government-based organisations (represented at the conference by English Heritage and the Ministry of Defence), commercial units (represented by Wessex Archaeology) and universities (represented by Paola Palma, then at Bournemouth University). In addition, for the proceedings of the session, the Nautical Archaeology Society and Peter Campbell, a PhD student from Southampton University, have contributed papers. Many of these organisations interact with avocational/volunteer archaeologists or, as Terence Newman (Assistant Designation Officer (maternity cover), Historic England) reminded us, as ‘unpaid archaeologists’. These form the core of stakeholders with an interest in maritime archaeology.

### **The tip of the iceberg ...**

Using the diagram (Figure 1) as an illustration of maritime archaeology’s diverse stakeholder groups, it is apparent that the public and the media are clearly visible, whilst a variety of other factors that affect the development and practice of maritime archaeology are ‘hidden’. Employing the iceberg analogy, the top groups are very familiar and form what can be called ‘surface’ or ‘folk’ culture. As a profession, we also need to engage with what is ‘lurking beneath’ in order to develop an archaeological research community that is both meaningful and brings a measureable return. What is ‘lurking beneath’ often covers things that we find harder to engage with, however this does not mean we should avoid them.

In maritime archaeology we have been affected by rapidly-changing legislation. In a recent survey of MASIG membership (2014), 40% said this is an area in which they ‘feel’ they need further training. In discussion with colleagues they felt this may represent the number of our membership who are new entrants to the profession. However, when our research was used in conjunction with a Historic England project on the need for training in the profession (Grant et al 2014:22), clear gaps in knowledge and processes were identified. The fact remains that a huge body of statute law has been passed, often without detailed guidance. Until the full impact of changes have been absorbed, project planning of any maritime archaeology in the UK needs careful consideration. This is why a considerable amount of MASIG’s time is taken up in replying to, and becoming involved in, consultations on how legislation and guidance should be put into place.

Funding for projects is a key issue, in developer-led archaeology; ‘the polluter pays’ principle was developed in 1995. This rather stark term is a result of the fact that in the law of England and Wales the only guidance for archaeological work came under the same environmental policies that deal with contaminated land. There has been some discussion as to how maritime archaeology can be embedded within the commercial interests of firms. In terms of creating a research community this causes a problem. Much of the information

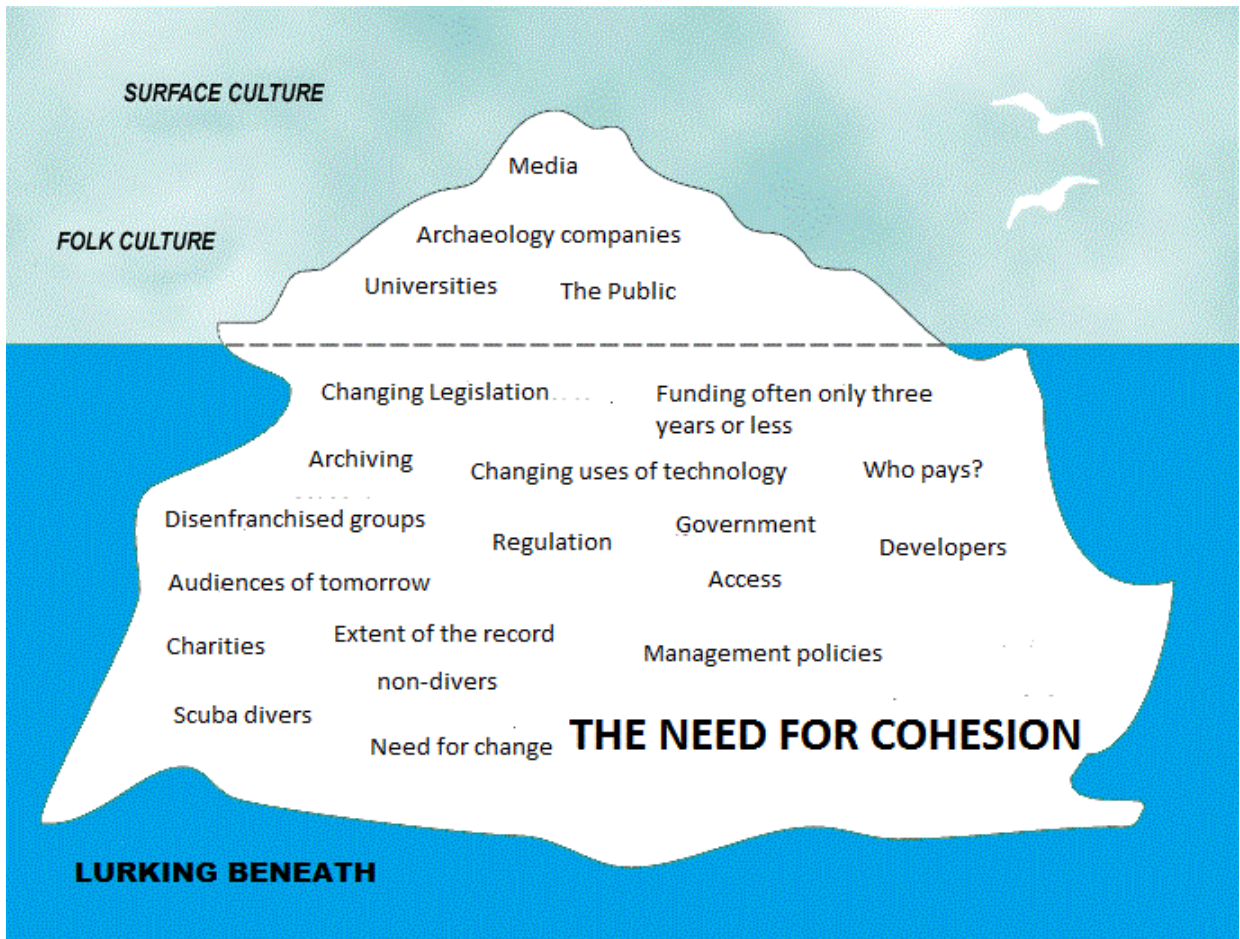


Figure 1. 'The Iceberg'

in the types of projects that generate a need for archaeological intervention is commercially sensitive and cannot be shared or disseminated. Despite this, there are some very well-known success stories where archaeological priorities have corresponded with those of commercial interests. A key example would be the work on Doggerbank where Dr Richard Bates (2012 BBC news) of the University of St Andrews said 'We have speculated for years on the lost land's existence from bones dredged by fishermen all over the North Sea, but it's only since working with oil companies in the last few years that we have been able to re-create what this lost land looked like.' Embedding commercial interests and wider long term research is of benefit to all, and the many corporate bodies recognise this. Isolated archaeological work that gets lost as non-available grey literature does nothing to develop the discipline as a whole and is by its nature uncommunicable.

Specifically there is a problem of funding for public outreach projects. Typically this funding lasts for about three years and this creates a dual problem. Firstly, many projects just do not run beyond their funding period, secondly many projects fail to fully reach completion as the funding has ended. Short-term funding is one of the most difficult challenges we have to deal with in order to create a sustainable research community. If you can only focus a few years ahead at a time it makes it fundamentally difficult to create a long-term research framework.

The sheer extent of the marine archaeological record forms part of the problem. *People and the Sea: A Maritime Archaeological Research Agenda for England* (Ransley et al:2013) fully identified what is probably

extant. Whilst this identification is a necessary part of driving maritime archaeology forward (and a very good read) what is necessary now is to consider how we can do this. In fact, in discussions the MASIG committee agreed that one of the biggest weaknesses in maritime archaeology in England and Wales is that most of the work revolves around identifying the extent of the resource, and failing to come up with comprehensive plans for management and dissemination. Talk is all very well, but while the discourse is taking place, the resource is getting lost. This is very frustrating to all of us who care deeply about it.

In archaeology we have not always made the best use of technology. It is important not only that this is addressed, but that we start thinking about the audience and technologies of tomorrow. In higher education this is a key message enshrined within current staff development. Success involves preparing not just for the current generation, but the generation coming up behind them. In 2015 there was a 233% increase in archaeological Twitter accounts opened. Twitter as a whole went into a period of slow growth and crisis for the first time. A new generation of communication is coming into play: Instagram posts generated 58 times more engagement per follower than their Facebook posts, and 120 times more than their Twitter posts. As a discipline, archaeology often fails to be on trend in its adoption of social media. When considering how to disseminate, we need to stop following what has been and engage fully in the present. We work with an inherently vulnerable resource in maritime archaeology and are often misunderstood by the wider community. A personal observation would be that while many individuals, projects and members of the profession make a very good use of the available of technology some of the poorest examples of social media use come from inside the archaeological world e.g. repetitive language, automated tweets and failure to use hashtags. At least one current project has a Twitter account that has not been updated in a year and old projects often do not archive their social media. It is important to keep social media up to date and to keep interacting. If we do not take these steps, less reputable parts of the marine world will.

Divers form an important stakeholder as they are often in the marine environment and may be the first people to discover new information. Information from the Professional Association of Diving Instructors (PADI) (<http://www.padi.com/scuba/about-padi/PADI-statistics/default.aspx>) tells us the average diver is around 30 and two times more likely to be male than female. Statistics from the Pew Research Centre indicate that Twitter users are aged between 18 and 30. Social media, therefore offers an excellent opportunity to engage with large amounts of people with access to and interest in the marine archaeological environment, to share information and to educate. The use of social media is explored far more eloquently in Peter Campbell's contributions to this volume, but it is a point worth emphasising here.

Access is an intrinsic problem in marine archaeology. Many maritime landscapes are only accessible if you dive, which the vast majority of the population does not. Through the Nautical Archaeology Society (NAS) I have worked with many dive clubs offering basic archaeological training in the past five years, however many divers still feel removed from the archaeological process, or that archaeologists want to keep them away from the archaeological heritage. The best anecdotal evidence I can offer of this is when diving *the Iona II* in Lundy with a dive club in June 2013. We were talking to the skipper (and licensee of the protected wreck) and discussing recovering items and when to do it. One member of the dive club piped up 'Be careful of her, she makes you report everything properly'. The licensee explained that was the correct procedure and that although their club house contained many pieces of collected and preserved material all had been properly reported. However, it is always much more effective when the message comes from a peer! Since that date a dive trail on the *Iona II* has opened involving, at various points, Historic England, Wessex Archaeology, The Landmark Trust and the local divers. The *Iona II* is now accessible to many divers and the Landmark Trust also carries full information on the wreck and why she is important

(<https://www.landmarktrust.org.uk/lundyisland/iona-ii-dive-trail/>). While it is not in the nature of this introduction chapter to look in detail at individual shipwrecks, the Iona II was a paddle-ship bought as a blockade runner and was on her way to join the American Civil War when she sank. As such the Iona II illustrates the global nature of marine archaeology, technological innovation in the Victorian era and historic importance.

It has been stated that the disenfranchised diver (much like the hobby metal detectorists operating outside the law) was the norm in the past and is thankfully less of an issue today. However the fact that they exist at all is a worry. Not only do they need to be included because of the amount of material information they can offer, the fact is that while they feel outside the system they can also cause damage. The marine archaeological resource should be accessible by all and in the past I (in a person not a MASIG committee context) have spoken out strongly against the domination of projects by a small unrepresentative segment of society. In many of the case studies presented at the conference, people have worked hard to get beyond this. By involving everyone on a community basis we will gain better protection and more information about the resource as a whole. In addition, much funding is linked to accessing hard-to-reach groups and by automatically including this element in project planning funding it helps to address the ongoing funding issue. In the event that people still refuse to engage, and despite education being more important than legislation, it is important that the consequences are clear. Since the conference there have been a number of prosecutions of divers for removing marine heritage illegally (most recently concerning Scapa Flow wrecks from Orkney, <http://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-38144450>). Fines have ranged between £12,000 and £60,000 and in one case a jail term of two years was given. It has been maintained that such prosecutions are in the public interest, not least because the random collection of artefacts destroys the archaeological context and means research becomes difficult.

A growing phenomenon in the past five years has been the increasing number of non-divers who have developed an interest in maritime archaeology. As an assistant tutor with the NAS from 2007 to 2015, I typically taught on or hosted two to three courses a year. At the end of that period it was common to have a third non-divers working on a practical foreshore-based exercise. This reflects the growing interest in marine archaeology and the fact that people want to get involved. It is a challenge to ensure that not only is this interest capitalised on, but that it is fully used. The Thames Discovery Programme was able to confirm the funding of the CITiZAN project based on their work at the 2015 conference. Now nearly three years old, the programme trains people in archaeological techniques so that they can independently record and monitor the coastal archaeological resources (<http://www.citizen.org.uk/>). As well as involving stakeholders in activity through the use of their artefact recording app and the data that they have generated, they have created a natural database for research.

This is not the only exciting citizen science-based project that has been founded since the conference. The Marine Antiquities Scheme launched in 2016 allows people to record and get identified chance finds from sea (<https://marinefinds.org.uk/>) complementing the CITiZAN app which records coastal finds; this scheme shows the importance of integrating stakeholders. Funding comes from the Crown Estate, the scheme is backed by experts from Wessex Archaeology and depends on the wider public reporting finds. The database is then searchable and, as it based on that of the Portable Antiquities Scheme which records land finds, it will hopefully lead to some interesting in-depth research projects on the marine resources.

The whole of 'what lurks beneath' for marine archaeology can be summed up as the need for cohesion: a plan to move ahead and integrate the best elements of maritime practice as a long-term plan that can improve the management of the resource. Excitingly, since 2014 there is more and more evidence that this is possible.



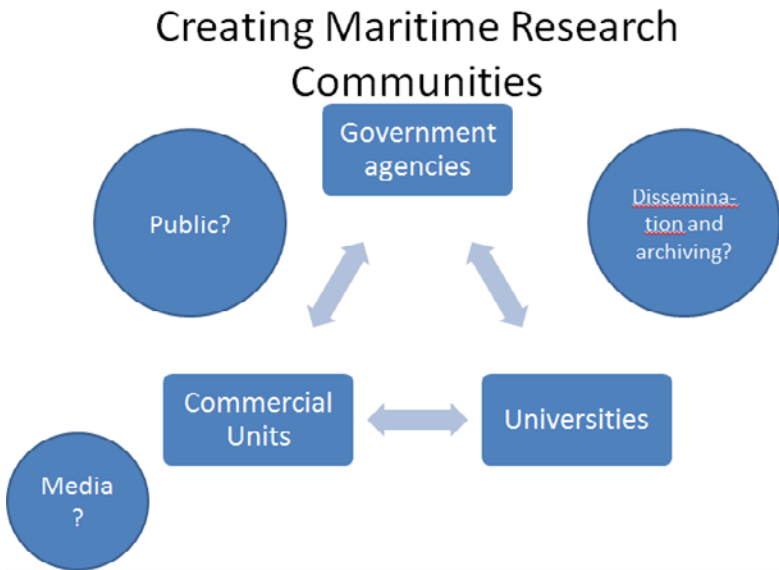


Figure 2. How do we integrate all stakeholders?

### Balancing stakeholders

There have been many failures with balancing stakeholders on the way to evolving a successful research community. As noted in my paper at the conference, even when an experiment has not led to immediate success (such as dive trails), the generation of new ideas has often led to the development of successful schemes. These ideas therefore can be regarded as 'trailblazers'. Keith Muckelroy (1978:10) noted that maritime archaeology displayed 'a remarkable lack of development or systematization,' constituting an 'academic immaturity' when compared to other

archaeological sub-disciplines. Nearly 40 years later there is still a distinct lack of cohesion in maritime archaeology. The conference called for marine archaeologists to deal with the lack of development in the discipline and create a framework that works not only for maritime archaeology, but that can ultimately act as a template for archaeology as a whole.

Academic marine archaeologists have stated that field practitioners fail to engage with theory due to 'the relative scarcity in this field of scholars who are strongly conversant with prevailing archaeological method and theory' (Gibbons 1990:383). It is important to state this because many student essays or early academic works state that there is no archaeological theory in marine archaeology and clearly this is not the case. In 2009 the Nautical Archaeology Society was commissioned to research and put together a paper called 'Benchmarking competence'. Avocational (unpaid) archaeologists reacted against statements in the paper such as 'the only way competence can ultimately be demonstrated and recognised is by peer review of academic publications' and expressed concern that many of the proposals, such as competency review, would exclude them from the field. This viewpoint is ultimately correct, as a PhD student I appreciate the importance of academic publications, but I am also aware that they appeal to a limited audience. When funding often comes from wider stakeholders, like any other discipline we have to offer value in return for this. The speakers at the conference all added a perspective on this. Although their papers are available in this volume, I would like to consider what they mean collectively. Peta Knott (Archaeologist, Wessex Archaeology) in her paper *Not necessarily between a rock and a hard place* explained how such problems can be dealt with, and how, work can be conducted integrating all stakeholders (Figure 2).

Working closely with Tyneside 114 British Sub Aqua Club, and with funding and support from English Heritage, the Gun Rocks Recording Project integrated a cross-section of stakeholders. Peta explains the problems that could have occurred e.g. the sub aqua club had an active Facebook page and Historic England was concerned that images shown there should be appropriate. With careful planning problems were overcome and all stakeholders were satisfied with both their participation in the project and the quality of the final product produced.

It would seem that although a formal imposed benchmarking system, as suggested in 'Benchmarking Competence' does not work, a system of careful planning and consultation does! Much like an unwritten constitution, everyone is aware of their rights and responsibilities. Good negotiation and a clear emphasis on benefit for all produces positive results. Peta emphasised the fact that many of the people who took part in fieldwork were taking annual leave in order to do so; in addition, they were people often with quite responsible positions elsewhere in society. An authoritarian approach would have produced quite a different outcome.

### **Best practice in action**

The speakers from the conference were a diverse cross-section of the archaeological community. It was good to have people at different stages of their career and with different experience coming together to share best practice, and it was good to see organisations give full credit to their staff where projects have been successful.

Traditionally, marine archaeology has suffered from different stakeholders working separately and not sharing best practice. While commercial confidentiality must be respected, thankfully the number of organisations who totally refuse to share information, or engage in the wider debate, has shrunk dramatically (in fact only one unit refused to take part in the 2014 conference and this the subsequent publication). While some of the case studies overlapped in theme and content, the conference presented a cross-section of action and experience in the maritime archaeological world. Having had the privilege to read submissions I have been struck both by the quality of the work being produced and how interesting it is to read about it in detail.

The issue of maritime archives is an ongoing discussion point. This is one area where the problem and extent of the resource has been fully identified in the past by MASIG in its previous guise as MAG. However there has been no material advancement in practice. For us this creates a dual problem how do interested people access material to enhance research, and how can it be ensured that all archives are maintained?

The Isle of Wight council was very helpful in providing access to their archive material (Figure 3). The Isle of Wight is one of the few HERs in the country that maintain a separate maritime archive. In many cases as there is no legal obligation to accept maritime artefacts, HERs will not even take them on. The archive is well cared for and excellently referenced, however there is no on-line access and no ability to display items.

The Yarmouth Roads Wreck is an excellent case study for the archives issue: part of the archive is displayed seasonally at Yarmouth Castle, the cannon is at Fort Victoria and the majority of rest of the archive is in the store in Ryde. In fact, the HER was under the impression that all the archive was in their possession, although subsequent to the conference it became clear that a small amount of material was retained elsewhere. Split archives of maritime material are not unusual and some are not as well cared for as the items on the Isle of Wight. The ADS (Archaeology Data Service) Grey Literature service does accept maritime reports and MASIG would strongly urge anyone doing work to lodge a copy of it with them. Agreeing where the physical archive should be held and by whom is also essential to any work.

In 2013 the book *Caring for Digital Data in Archaeology: A Guide to Good Practice* was published jointly with the US-based organization the Digital Archaeology Record (TDAR) ([www.tdar.org](http://www.tdar.org)). This proves it is possible to disseminate not just on a national, but also, an international basis to a high standard and involving corporate (including developer) funded archaeology. In marine archaeology we need a set of best practice guidelines for the marine resource. In this respect we need to turn to the work being done on a terrestrial basis.

One solution to managing the archive and information issue may be presented by the maritime archaeology platform run by post-graduate students at the University of Southampton, which was given as an example of how digital archiving can be used to increase accessibility. The platform acts as a source of 'how to' guides as well as holding information. The idea behind the site <http://www.maritimearchaeology.com/> is that any professional can request a log in and add to the information collection.

The use of multi-media to broadcast to a wider audience is also significant. In September 2014 the University of Southampton started broadcasting (mainly on Tuesdays) a range of talks by students and specialists on maritime archaeology. These were open to anyone to watch live and questions could be voiced to the speaker via Twitter using the hashtag #cmarg. Ultimately this type of broadcast depends on speakers who are happy for their information to go out to a wider audience. However in 2014 the university launched their online MOOC Shipwrecks and Submerged Landscapes to an audience of 10,000 learners (<http://www.southampton.ac.uk/iliad/engaging-and-inspiring-moocs/casestudies/casestudyfrasersturt.page>). Alongside the number of learners registered with FutureLearn and directly engaging with the course, study groups have been set up on Facebook. The course has tried to have an interactive element during each presentation of the course ranging from Google hangout, Youtube videos through to Twitter chat. By engaging with different media it has been possible to try out the different ways to create a community approach to the marine resource.

John McCarthy (Project Manager, Wessex Archaeology) reported and reflected on Project SAMPHIRE (Scottish Atlantic Maritime Past: Heritage, Investigation, Research & Education) (Figure 3). This is a model project for us all to follow. Its purpose is bridging the gap between professional maritime archaeologists and the local maritime community. John explained the project as a knowledge exchange between the public and archaeologists with both parties benefiting from it. Some of the best information that the project has gained so far has been from going to harbours and going out in boats. Not only have new sites been discovered, but evidence has been gained of how sites have changed over years. In order to do this it is necessary to make sure that the public is fully integrated into any project design.

John's respect for the individuals that he had met is evident and the results, including some fantastic illustrations drawn by divers, were valuable. John makes it clear if we want truly meaningful results then we need to go out and get a wide range of people involved. As the project has progressed, all participants have received a copy of the disseminated results. The project has also used technology to create visualisations of different material to enable further dissemination of information.

As previously mentioned, many funding sources are time-restricted for periods up to, but not exceeding three years. This creates an issue as the opportunity for longevity of succession is not there. One situation where this problem has been managed into a success has been dive trails.

Dive trails have been set up on the Norman's Bay Wreck and Colossus, and more are being set up with the most recent being the A1 submarine in the Solent in May 2013 and the PS Iona II in Lundy in June 2014. In terms of looking at a community, these trails give access to protected wrecks, but also add information to the archive through initial set-up research, and information fed back from divers diving the wrecks. I have dived both of these dive trails (the A1 being a memorable 100th dive) and they are both fantastic dives with the wildlife being as entertaining as the wrecks. Figures show the number of visitors to the protected wrecks has increased year on year and continues to do so. Divers also eat out in the local community and stay in local hotels. This allows people to see a direct economic benefit from their local wrecks which in turn can only help to improve their profile and protection.

Having been invited to help with the Norman's Bay wreck dive trail in its early stage, setting up a dive trail involves a good plan from the project director and everyone in the team knowing their role. For example,

during the early part of the project I buddied with a marine biologist who recorded the wildlife on the wreck. The NAS acknowledges that not all divers are into wreck diving. Wildlife information not only gives something for divers who are not that interested in wrecks to look at, but gives important monitoring information for the archaeology as well. Working underwater may involve thinking outside normal stakeholder groups in order to get the widest range of involvement and information. Dive trails are an important success story in creating the correct balance between different stakeholders and generating ongoing information.

Another three-year-funded project is the MAD about the wreck project. Recently completed, this project revolved around bringing maritime archaeology to non-typical audiences. Paola Palma (Bournemouth University) in her paper *The Swash Wreck: A maritime archaeological case study*, explained how they were using the focus of the Swash wreck to reach out to a wide section of the community. As well as traditional groups the project has worked with prisoners, people in hospital, the visually-impaired and other groups. Funding today often involves inclusivity in units and impact in the higher education sector and this is a project that truly manages to meet these criteria. As part of this project a maritime archaeology outreach day was held on 11 and 12 June 2014 in Bournemouth and included many agencies working with the project, promoting maritime archaeology to a wider audience.

Matthew Skelhorn (Wreck Research Analyst, Ministry of Defence) presented information about the MOD and the wrecks for which the Ministry is responsible in his paper *RFA Darkdale: A British Wreck in St Helena*. Although the MOD do not have a mandate for archaeology it sometimes does become part of their work. Matthew was keen to emphasise the importance of metal military wrecks, which ultimately come under their remit, and that funding *could be* made available for relevant work on them. Whilst the MOD might not always be an organisation we often think off in Marine Archaeology, it is clear that they should be a part of any developing research community.

Courtney Nimura and Elliott Wragg (Community Archaeologists, The Thames Discovery Programme) in *Community Archaeology in the Coastal and Intertidal Zone*, gave an insight into how we get beyond the three year funding problem. The Thames Discovery programme was initially set up for three years with support from the Heritage Lottery Fund. Local volunteers were trained in recording and working on the Thames foreshore in a responsible and safe fashion. Once confident in what they were doing they were able to manage project work for themselves. After three years the funding finished, but such was the success of the project that it was adopted by the Museum of London. A few of the finds were shown to us and there can be no doubt this project has added considerably to the archaeological record. The success of the project can also be measured by the fact that many community members can continue the work themselves with minimal professional support due to the training and support they received during the project.

### **The Marine Archaeology Special Interest Group**

In the MAG 2014 members' survey, it was revealed that even amongst our membership people were not clear what MAG actually did! Although existing to support members in their continuing professional development and to cascade good practice, members felt neither of these roles were evidenced by the group. Cascading good practice is a broad remit and ranges from attending meetings and giving input to a range of organisations that impact on marine issues through to arranging conference sessions and CPD for members. Changing the group name from MAG to MASIG was a conscious branding decision to raise awareness of the group and its remit. We currently have 365 members, ranging from senior practitioners through to students.

Unsurprisingly, many of the membership have maritime archaeology as the main focus of their job or study, however for others it is a smaller part of their work, or an interest or hobby. The latter is

particularly interesting as when trying to identify who are the stakeholders in maritime archaeology, it appears our diverse membership within CifA reflects the range of external stakeholders. The fact that 25% of our membership view marine archaeology as an outside interest suggests that, although our membership may be trained archaeologists, a lot of the time they are unpaid when carrying out maritime work. As an interest group MASIG owes a duty of care to all our stakeholders. So, from company director through to student, it is necessary to provide support and training necessary to develop our part of the profession and provide an interface where all stakeholders can interact.

The papers at the 2014 IfA conference were the first step in feeding back to our membership and working towards sharing and developing best practice.

### **Where do we go from here?**

Developmental issues for the group remain focused on using technology effectively, and embedding the main issues facing our discipline in our long-term planning. As part of that we have launched a new name and branding. When googling Maritime Affairs Group the range of returns was interesting and not always archaeologically relevant. In addition at meetings with other groups it seemed the wider archaeological profession regarded us as ‘those people who dive on shipwrecks’, a somewhat narrower view than we wished the rest of the profession to hold. Changing the name to Marine Archaeology Special Interest Group has allowed us to flag up our remit of shipwrecks, submerged landscapes and coastal resources and removed the google issue. The only other use for MASIG is a coral and clay island, part of an archipelago off the Queensland coast, and even that seems appropriate!

Recognising that the profession has often failed to consolidate its ideas is one thing, but MASIG has on occasion failed to do this as a group. Additionally criticism has been levelled at us unfairly, and as a group we have aimed to improve our communication with our membership to help avoid this. Like our membership the committee contains a wide range of people, from early-years researchers through to senior marine archaeologists. We intend to use our wide range of experiences to help the membership at all levels. Through our various contact points at conferences, and through social media, we wish to encourage debate on all the points raised in this volume. We are going to work towards a vibrant Maritime Archaeology Research Community and we hope you will make the journey with us.

### **Thanks and further information**

I would like to thank the CifA for their financial support which enabled me to attend the conference in 2014, the Isle of Wight County Unit for their help, the committee members of MASIG and Sarah Holland for taking the time out of final PhD write-up to write extensive and honest feedback on this paper. In addition I would like to thank Victoria Cooper for taking over the sometimes difficult position of MASIG chair and giving me the time to finally finish this volume.

MASIG would like to thank all those who contributed to Creating Maritime Research Communities and made the conference session and this article possible. The achievement of marine archaeologists both paid and unpaid is manifold, and it has only been possible to touch on a few here. As many of the papers have shown working together we produce much more than working separately. In the coming year MASIG intends to focus on communicating with its membership, encouraging all stakeholders to communicate with each other, recruiting more people, responding to new consultations on marine heritage issues and using the research generated to create targeted CPD opportunities. After all, we are all archaeologists ... .

To keep up to date with MASIG activities please join us on facebook [www.facebook.com/IfAMAG](http://www.facebook.com/IfAMAG) and Twitter at @IfAmaritime. A copy of responses from MASIG to recent consultation and articles can be found on our website

<http://www.cifamarinearchaeologysig.co.uk> Membership of MAG is free as part of Cifa membership or costs £10 per year separately.

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