

# ADMAT Newsletter



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## Welcome to 2008!

By Dr. Simon Q. Spooner

President ADMAT, ADMAT-FRANCE & Vice President ADMAT USA

One advantage of the New Year is that it gives us all time to think of new ideas. On a Seabourn Legend cruise last 2007 Christmas, some of the passengers who attended my lectures, told me they would like to receive a newsletter, by E Mail rather than look at our "News Form The Deep Newsletter" on our web site. So this idea has initiated this Newsletter and we will create one at regular intervals giving information and stories on our important work in the Dominican Republic, where we are striving to protect the great Underwater Cultural Heritage of the island.



Photograph 1: Dr. Spooner  
(© ADMAT- Nielsen).

2007 was a difficult year with us fighting the treasure hunters (see page 8). In 2008 we will be focusing in two areas initially. The five wreck sites in Monte Cristi on the north coast of the Dominican Republic, where we are working with Oficina Nacional de Patrimonio Cultural Subacuático (ONPCS) and in the Florida Keys on an historic ship of the line which hit a reef in the Florida Keys National Maritime Sanctuary.

So I welcome all of you to our projects and urge you to take part in what ever way you can, to assist in our quest in protecting these great historic shipwrecks and providing education to all.

### Inside This Issue

Welcome.	1
Educational Lectures.	1
The French Brig <i>Le Casimir</i> .	2-3
<i>The Tile Wreck</i> date of sinking narrowed.	4-5
ADMAT's Maritime Archaeological Centre.	6
Highbury School Lecture in the UK.	7
Treasure Hunters V Archaeologists.	8-9
Tropical Storm "Olga"	10
Sponsorship Please	10

## Educational Lectures.

During the year educational lectures were given in England, France, sailing the Caribbean and in the Dominican Republic. One of ADMAT's aims is to educate people on the protection of their cultural heritage and for them to appreciate their history.

One of the most enjoyable lectures was to John's English School students in Monte Cristi. Here we had great fun teaching the children about ships, battles, shipwrecks and the artefacts, cannons anchors and cannon balls, great fun for all.



Photograph 2: Children from John's English School visit ADMAT's Maritime Archaeological Centre in Monte Cristi (© ADMAT- Nielsen).

**ADMAT is a Non Profit Organisation , based in Surbiton, UK.**

**ADMAT USA is an American Charity (Section 501 (c) 3), based in Columbus, Ohio, USA.**

**ADMAT- FRANCE is a non profit organisation at the Institut de Paléontologie Humaine, Muséum National d'Histoire Naturelle, Paris.**

**ADMAT USA & ADMAT FRANCE are sub divisions of the Anglo ~ Danish Maritime Archaeological Team.**

## ADMAT Identifies *Le Casimir* The French Brig Sunk 1829. Part 1.

One of the objectives of our archaeological work is to identify the wrecks we are working on. Through detailed analysis of the wrecking process, the artefacts found and the ships construction, the evidence can be used to find the story and identify the wreck in the archives. It may seem easy but it is not and takes many months of survey and excavation and scientific analysis to piece together the clues to enable many months of research to produce the conclusion. Part 1 of this story goes through the archaeological information which led to the discovery of the archival confirmation of *Le Casimir* which will be given in Part 2.

*Le Casimir* is the name for the shipwreck originally called the *Perfume Bottle Wreck* which was then shortened to the *Perfume Wreck* in 1999. It was only after the analysis of the archaeological research data that Dr. Gendron found the complete archives on this ship in France. This tells the story of the sinking and confirms the wrecking theories as set out by Dr. Spooner.

The wreck is located approximately 7 miles to the east of Monte Cristi at the foot of a vertical inner reef in seven metres of water and about 2.5 miles from the uninhabited shore. The location of the wreck compared with the reef system is important, as the reefs hold the key to the wrecking.

Some small perfume bottles, in the shape of a scallop shell and a small barrel were found in pockets of sand at the foot of the reef. In 1998 Dr. Spooner believed that there must be more archaeological evidence at the base of the reef to the east of the ballast section. If this ship had impacted broadside to the reef, there was a chance that some artefacts would be buried in the sand pockets at the foot of the reef. Following his instincts hand fanning was undertaken in an area close to the base of the reef. This revealed a cave and a tunnel at the base of the reef. This tunnel proceeded to go upwards inside the reef. In this cave and tunnel, 90 intact perfume bottles, of four designs were found. All were blackened and were filled with sand.



Photograph 3: The Copper alloy plaque from *Le Casimir* (© ADMAT - Nielsen).

This was dubbed the “Bottle Bank” and was covered up again after the bottles were recovered and the position measured in. Further east along the base of the reef an area was located where there was sheet glass window panes stacked against the base of the reef. The majority of panes were still intact. An iron windlass was found to the seaward side of the ballast pile, although this had been moved by storms and was not in its original position. It was raised in 2006.

During the late 1999, the centre of the site was extensively looted. The looters had created large amounts of damage. Approximately 14 floors or futtocks had been forcefully removed, in a vain attempt to recover the copper sheeting from the strakes. Some artefacts were removed, because the broken ones were left on site. In addition the entrance to the “Bottle Bank” which was found in 1998 had been totally destroyed, leaving only an interesting coral piece with seven perfume bottles in the coral. Large sections of coral from the reef had been forcefully removed. During this inspection, a broken cylindrical container was found, with a copper name plaque. When conserved the diagnostic plaque revealed valuable information. It stated that the item *Bæuf Bouilli* had been made by J. Colin from the Rue de la Salorge in Nantes France. Research in France found that this piece had been made by Joseph Colin in his new factory which was built in 1824. In Nantes there still is a Rue de la Salorge and in this road there is the museum to Joseph Colin.

An archaeological survey on the *Le Casimir* started in late July 2000. The objective was to survey the area of the looted section of the wreck site, which had been vandalised the previous year.

The research questions were: what was this wreck, what was the nationality, ship's construction and age? What was the wrecking process pattern? What could the cargo tell us about colonial life?

The survey was conducted with the Oficina Nacional de Patrimonio Cultural Subacuático (ONPCS). The first task was to set up a base line and then a 9 X 9m grid with 1 X 1m squares. Once in place, work started by removing large numbers of scattered bricks, which had been removed by the looters from the neat pile as originally found. The bricks were placed in a different location so that they could be replaced on the ballast pile at a later stage. Two water dredges were employed to remove the infill and overburden with tail end screens, which were always manned.



Photograph 4: The Team working on *Le Casimir* removing the overburden of scattered ballast bricks (© ADMAT - Nielsen).

The area previously known as the "Bottle Bank" was investigated and confirmed as totally destroyed. The question as to how the perfume bottles got there in the first place was the subject of close examination. The belief being that the ship had smashed on to the reef broadside on the port side and broached, spilling the cargo on to the reef and in the reef gullies. Any tunnels or exposed caves would have quickly filled with artefacts only to be covered by sand and broken coral. This hypothesis would explain the reason of the original "Bottle Bank" had evolved but needed testing. The only way to test this was to find another "Bottle Bank". By searching along the foot of the reef looking for sand "build ups" at the base of the reef, a new bottle bank was found and the hypothesis proved.

This cave contained hundreds of intact perfume bottles of different designs. Two bottles were found concreted to the upper mouth of the tunnel

In October 2005, when the ADMAT team arrived at the site, they noticed that looters had again attacked. The damage to the remains was extensive. The lower hull surveyed in 2000, was totally missing. A number of broken artefacts were located as well as a few intact ones. Sections of the reef where the second bottle bank was had been eradicated.

The perfume bottles were the main item found giving the wreck the original name to this wreck. So far eight different designs have been found. Some of the designs of perfume bottles were elaborate and had embossed in the design "DR" which was likely the manufacturer's initials. Dr. Gendron-Badou visited Professor Fröhlich, Director of the Centre of Infrared Spectroscopy at the Muséum National d'Histoire Naturelle in Paris. From a series of tests on the "DR" bottles it was proved that they were up to 70% lead crystal.

**From the archaeological evidence and clues we put forward the following:** the ship was sailing from the east to the west, probably via Puerto Plata to or Cap Haitian. It must have been sailing at night otherwise the crew would have seen the breakers on the reef. This is puzzling as only a very experienced or foolhardy captain would navigate this treacherous coastline at night so close inshore.

Looking at the reef pattern and the positioning of the remains, it is clear that the ship must have clipped the outer reef. This caused structural damage resulting in the loss of the rudder, causing loss of steerage and the ship was doomed. This would be the logical place where the anchors should have been deployed, as they have not been located on the immediate wreck site and as yet have not been found. At the same time as the loss of the rudder, a breach in the lower hull occurred due to an impact with the reef which started to spew out ballast bricks which created an artefact scatter pattern.

The ship was then sucked into the channel between the inner and middle reef. A further impact probably on the port bow, causing the cargo of bottles to spill out of hole on the amidships port side. The ship was then pushed onto the side of the reef, creating massive damage to the reef followed by a third impact which this time broke the keel of the ship and she immediately flooded and sunk.

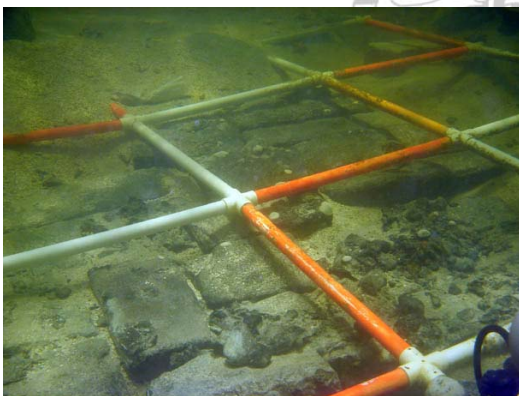
**Part 2 in the next newsletter.**

## Nevers Faienceware Narrows The Date of Sinking Of The Tile Wreck To 1720-1723.

*The Tile Wreck* is a ship which ADMAT has been working on since November 2005 and has yielded some important discoveries and thousands of artefacts. The wreck is located in three metres of water, close to the mangroves in Monte Cristi. The site was initially surveyed by Dr. Spooner and Christine Nielsen in 2000 with students from the British Army. The hull is buried below one metre of sand and alluvial mud, which has ensured excellent preservation of the timbers. The Wreck is important due to the following reasons:

- ❖ The ship is probably constructed 1690's.
- ❖ Ship construction never before recorded.
- ❖ Sacrificial planking and tarred horse hair, seldom found and documented.
- ❖ French Faienceware of un recorded designs.
- ❖ Well armed originally possibly 14\* 4 pounders and 2 swivel cannons!
- ❖ Mystery as to the destination of the cargo.
- ❖ Unfortunately very easy to loot, therefore need to document it before it is totally destroyed.

Several iron cannons were looted from the site in 1999. The wrecks main cargo is building supplies.

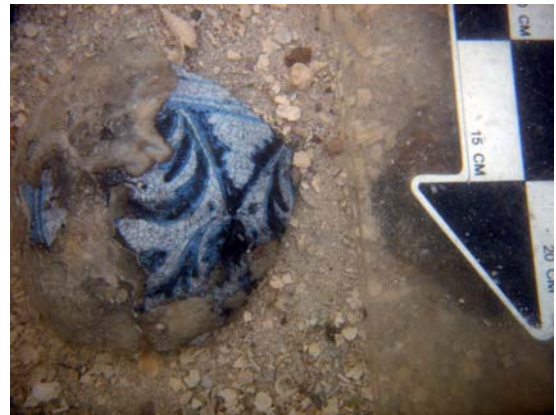


Photograph 5: The cargo deck of *The Tile Wreck* showing some of the pre cut granite blocks (© ADMAT – Spooner).

Thousands of terracotta floor tiles and so far 36 pre cut granite blocks make up the cargo. It was sent from France to somewhere in the New World, possibly to build a church or important building.

Three anchors have been discovered, three iron 4 pounders, two of which were rolled off the side of the ship to lighten her, resting upside down in the seabed to be buried. An important breach loading swivel cannon also was located.

The important questions being, when did the ship sink, where was she from and what was the purpose of the cargo. A number of interesting faienceware designs was found.



Photograph 6: French Faienceware vase being uncovered on *The Tile Wreck* (© ADMAT - Spooner).



Photograph 7: An intact stoneware mug found under the shank of anchor 1 on *The Tile Wreck* (© ADMAT - Nielsen).



Photograph 8: The almost intact bowl with the flower design (© ADMAT - Nielsen).

Dr. François Gendron in Paris researched the designs. The yellow flower design gave interesting results. This design was produced by the Nevers foundry in the Loire Valley in France, and was only produced between 1720 and 1723. This gives us a sinking range of dates as the ship could not have sunk before 1720 and as this is cargo probably between 1720 and 1723. This gives us a range of dates which will assist us in the archives.

Please go to page 5 to continue this story

Now that we have a date of sinking the next question is where did this ship sail from? Once we have this information we can research local records if they exist.

Dr. François Gendron and Dr. Aïcha Gendron-Badou with Prof. François Fröhlich have been conducting scientific tests on the terracotta floor tiles found on the wreck. All of the tiles have the same size 15.5x15.8 cm square. A large amount of data has been collected, and it points to some interesting hypothesis.

these tiles were made in southern Brittany probably between Nantes and La Rochelle area.

Nantes and La Rochelle were at the beginning of 18th century two main French merchant ports to America and French colonies of West Indies. The discovery of some crunched shells in intertile gaps of the tile 7215 prove too, that these tiles were made with clay collected not far from the sea.



Photograph 9: Some of the tiles stacked in the cargo section of *The Tile Wreck* (© ADMAT - Spooner).

So the research now continues in the sailing directives from these two ports, to see if there are ships which sailed and did not return. The research is long winded and takes time, but all the small clues are important, like small pieces of the same jig saw puzzle, slowly revealing the picture.



Photograph 10: Cannon 1 from *The Tile Wreck* found upside down with the remains of the gun carriage (© ADMAT - Spooner).

The ships armament is interesting. At present we have three iron cannons which appear to be identical and of four poundage, as well as one iron breach loading swivel cannon intact. The research and findings on these will be reported in the next issue of the newsletter.



Photograph No:11 Dominican Divemaster Rami works uncovering some of the tiles on *The Tile Wreck* (© ADMAT- Nielsen).



Photograph 12: An intact stoneware mug found under Anchor 1, on *The Tile Wreck* (© ADMAT - Spooner).

## ADMAT's Maritime Archaeological Centre In Monte Cristi.

One of the many problems with maritime archaeological projects, is accommodation. Whether it be a field school with a large number of international students, or a skeleton staff, accommodation is needed. We need catering, sleeping, office, diving, storage and conservation facilities. In 2003 with our project in St. Kitts, we sent 20 tonnes of equipment and found no suitable facility so we had to build a MASH style base camp on the beach in front of the wreck. In the Dominican Republic where conditions are more hostile we needed something better. We found a shrimp farm which had been abandoned for 20 years. We were fortunate to get a small sponsorship of \$40,000 US which allowed us to rent the accommodation and build the basics.



Photograph 13: The Centre dilapidated prior to any work (© ADMAT - Spooner).

We had to provide basic accommodation, re-roof, put in floors, windows, doors, toilets, power, battery bank & inverter as the power goes out about 5 times a day. However this facility had about 12,000 sqft of tanks which are what is required for the lengthy conservation of maritime artefacts.



Photograph 14: ADMAT's Maritime Archaeological Centre (© ADMAT - Nielsen).

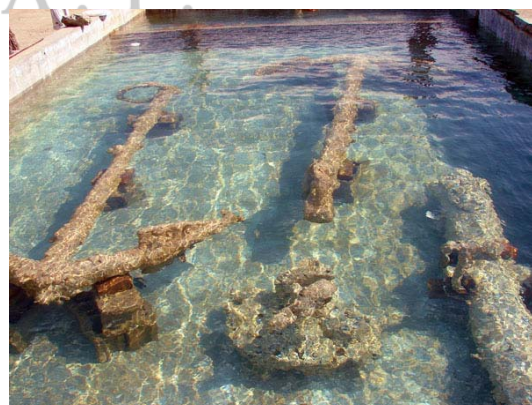
Six months later we had the basic infrastructure in place and a workable centre.

The Centre is now the headquarters of our maritime archaeological work, in the Caribbean. All the artefacts recovered from the investigations are initially conserved there prior to going to ONPCS and eventually to museums and study collections. Currently we have artefacts from: *The Faience Wreck*, 1760's, *The Tile Wreck*, 1720's, *Le Casimir* and *Le Dragon*. The Centre currently holds about 4,000 artefacts.

The Centre will be able to can sleep 12 students when the office is built. We are still after 1-1/2 years waiting for a phone line.... Things take time here!



Photograph 15: The inside conservation tanks in ADMAT's Maritime Archaeological Centre (© ADMAT - Spooner).



Photograph 16: The anchors and cannons from *The Tile Wreck* in the outside conservation tanks at the Centre (© ADMAT - Nielsen).

## Shipwreck Lecture to Highbury School Children.

By Audry Capon.  
Teacher Highbury Primary School.

Just before Christmas, children from Highbury Primary School in Salisbury in England were very fortunate to receive a visit from Dr. Simon Spooner of ADMAT. As part of their Spanish lessons, the children had formed Pen Pal links with the Dominican Republic. This had only been achieved with the help of Christine Neilson also of ADMAT, who had acted as our link with the island. During the past year, the children had been learning about the history and geographical features of the Dominican Republic as part of the 'Intercultural Awareness' strand of their language learning.

Unfortunately, history and geography are no longer weekly requirements in Primary schools, so this was a fantastic opportunity to combine the two to give the children an experience not normally available to them.



Photograph 17: Dr. Spooner giving a lecture to the Highbury school children (© Audry Capon).

Dr. Spooner gave lectures to two groups of children, an 8-9 year old class and one class of 10-11 year olds. Through slides and a DVD, Simon was able to give the children an idea of living conditions and the climate of D.R., having just suffered a serious tropical storm "Olga" before arriving in the UK.

Simon explained the difference between Maritime Archaeologists and the often seen as glamorous, Treasure Hunters. He gave detailed explanations as to how wrecks and artefacts are discovered, identified and preserved. Some of the children had previously been to visit the Mary Rose at nearby Portsmouth, but had not understood much about

the wreck and not gained an awful lot from the visit. Simon's visit put many things into context for them, and enabled the children to understand more about archaeology.

The Question and Answer sessions must have been exhausting for Simon, as every one of the 50+ children seemed to have at least a dozen questions each!

Christine Nielsen has also put me into contact with Kurt at Museum of Underwater Archaeology (MUA) in America, who has supplied me with a classroom pack on MMA which we are planning to use later this term to build on our recent learning experiences.

Simon's visit proved to be an unqualified success, and introduced the children to a whole new way of learning about history.

Simon ignited the children's interest in Maritime Archaeology in a way that would otherwise never have happened, and I am sure that they take this interest with them into later life.



Photograph 18: Question and answer time for the children (Audry Capon).

## The Difference Between Treasure Hunting and Archaeology.

By Dr. Simon Q. Spooner.

There is a common misconception that treasure hunting is archaeology. This is a result of popular TV programs glorifying the quest for gold and other precious items. In reality treasure hunting and maritime archaeology are at the opposite ends of the galaxy. To explain this, the best way forward is to describe the activities of both.

### Treasure Hunting.

In simple terms, is the quest for saleable items from shipwrecks and to sell them at as high a profit as possible. A company will get a contract to work on a shipwreck (or work without). They generally are financed by either rich people or floating the company on the stock exchanges, usually receiving money by the sale of shares in return for giving the investor a some what shaky return in the hope of large profits. The company has to please the share holders and therefore it keeps the costs low. To keep the costs low it focuses on the items which are easily saleable, gold silver specie, porcelain and anything which they can make a quick return.

In the result very little archaeology is done, at best just enough to say they have archaeologists on staff if required to do so, what we call "token archaeology". Usually inexperienced students or older retired archaeologists who do not worry about their reputation are used. Either way it is the finance directors and share holders which dictate how long time should be spent on what item. Usually the hull construction, non sailable items are left behind or are broken to gain access to the saleable items. All the important information is lost or not dealt with due to lack of time pent on "non productive time usage".

A shipwreck is a complex assemblage of multiple items all related in a three dimensional jigsaw puzzle. It is vital that all the wreck is addressed not just the cargo. Wrecks can only be excavated once and when disturbed they are never the same again. Vital information is lost forever. The lack of proper archaeological work is proved by the lack of archaeological and scientific publications, some treasure hunting companies still not releasing what ever information they gain after 20 or more years, usually with the excuse that the information has

The intact artefacts recovered are usually sold at auction to the highest bidder, and thereby dispersing the assemblage for ever.

In the quest for financial gain, encouraged by colourful and totally misleading propaganda by the company, the share holders generally loose all their money. The directors of the company will of course be taking fat salaries and some have their lifestyles created and kept by the promise of finding the "mother load tomorrow". The share holders take a risk and some will say that they get what they deserve. However it is the wrecks and the patrimony which suffer.

It is a further misconception that "finders keepers" rule applies to the law of the sea. This is not the case at all and with out going in to depth, there are a few basic rules.

- ❖ The wreck and the cargo are usually insured by someone. Most of the time by separate companies and records go back to the 1688 in a coffee house for Lloyds of London to name one group of merchants who wished to spread the risks. Before that monarch were usually the insurer of last resort for some fleets.
- ❖ In addition Warships from England and France still have sovereignty attached to them and belong to their countries, regardless of where they are wrecked.
- ❖ After the ownership issue there is then the territorial rights and laws where the vessel is located and the question of international water.

*"You can say Expert Treasure-hunter instead of Burglar if you like. Some of them do. It's all the same to us."*

**Gloin the Dwarf to Bilbo Baggins, from The Hobbit, by J.R.R. Tolkien.**

Yes there have been a few cases where the treasure hunter has found large amounts of gold and silver, but after legal costs, legal battles, how much does the investor actually receive? The latest exploits of deep water treasure hunters have made news world wide, generally for the wrong reasons. Yes they might have recovered \$400,000,000 or so, but currently the bootie is under arrest and in the hands of the lawyers. It always amazes me that the treasure hunters and their investors can be so naive.

Please go to page 9 to continue this story



If they find say a Spanish galleon with ½ billion dollars of gold, do they really think that the country of ownership will not contest it? Governments have more finance and power to fight and win such court cases.

Luckily in large parts of the world treasure hunting, which is stealing countries Underwater Cultural Heritage and selling it for personal gain, is not allowed. However in the poorer countries of the Caribbean protectional policies of the Underwater Cultural Heritage are not in n place e.g. no coast guard, no active Navy etc. to protect the sites, as finance is simply not available.

#### Maritime Archaeology.

Maritime archaeology is the quest for information and in general the preservation of the historic shipwrecks and the Underwater Cultural Heritage. Shipwrecks have the “Pompeii Premis” and are time capsules like the historic town of Pompeii where everything was buried at one moment in time. The ships and their massive assemblages are buried on the seabed at one moment in time. There they stay usually protected, until such time as they get uncovered and thereby discovered. Once this happens it is literally a race against time to get their before the treasure hunters and to save what can be saved before the artefacts and derived information is either stolen or destroyed by the elements.

Maritime archaeology will take many years to assess a wreck and learn all that is possible. The hull construction is one of the major points which need documentation, and prohibitive costs means they are very rarely recovered to be preserved in museums. Artefacts can be recovered and conserved and after a lengthy process may be placed on view for all to see as a total assemblage.

Archaeologists never sell artefacts and make the information available to all, eventually publish the data and scientific findings. In the process there are opportunities for education and scientific study. All the artefacts need full research to squeeze as much information out of them as possible. This does take years.

However the playing field is not level and the battle for the wreck sites not fair.

The treasure hunters are able to receive large amounts of finance to enable them to work, where as the archaeologists are solely relying either on feeble grants or on donations from companies and individuals to enable them to not only survive in the field but to undertake their work. Maritime equipment is very expensive, and maritime projects are often outside the grasp of Universities for the time taken and financial resources required.

#### The Battle.

In the Caribbean an in particular where ADMAT works in the Dominican Republic there is a battle being waged. It is a classic story of “David and Goliath”, the well financed treasure hunters against the poorly financed archaeologists.



Photograph 19: A 1760's terrine lid from *The Faience Wreck* which is concreted under 50 grinding wheels which were part of the cargo from France. (© ADMAT - Nielsen).

The battle ground is the 100 mile North Coast of The Dominican Republic, from Monte Cristi to Puerto Plata. From the days of Columbus and the first settlement in the New World to the later battles between the English, Spanish and French, ships had to sail past this north coast. With an onshore breeze (it rises most days to force 7 on the Beaufort Scale) and a reef chain running along the coast line there are somewhere in the region of 400 historic shipwreck.

ADMAT are currently working on a few of these and in 2007 had to fight three treasure hunting companies who all wanted us out of the way so that they could plunder unchecked. The team were threatened and much equipment sabotaged including a dive boat sunk while on the *Tile Wreck* site. This effectively enabled the treasure hunters to work unchecked, as until finance is raised to repair our boats, we cannot go to sea.

## Tropical Storm “Olga” Hits The Centre.

On the 11<sup>th</sup> December 2007 at 11pm Tropical Storm “Olga” arrived hitting Monte Cristi and the north coast. The building next door to our equipment room lost the entire roof with a bang, which pulled up the roof to the store room, allowing torrential rain to damage the inverter and battery bank. Christine Nielsen and Dr. Spooner hung weight belts on the rafters and used spare anchor chain attached to 25 gallon water containers to prevent the roof from peeling off like a top of a sardine tin. Then the power went! The reason was the telegraph poles holding the power lines to our centre had snapped off like twigs in the storm.



Photograph 20: The blown off roof which landed on some conservation tanks.  
(© ADMAT - Nielsen).

In the morning Christine surveyed the damage. The power was gone, water pipes to the water tanks had had the piping blown away, The roof which was lost had separated flying up to 70 feet in the air and landing in the artefact tanks, hitting one of the turtles (we have them swimming in the out side tanks with the anchors and cannons, to eat the mosquito lave) which damaged its shell, but missed the artefacts. The estimated damage is at \$2,000.00 which needs to be raised so that a new battery bank can be purchased and the inverted tested.



Photograph 21: The roofless building and downed power poles (© ADMAT - Nielsen).

## Sponsorship & Donations Required For ADMAT to Continue Our Scientific Work.

For ADMAT to continue our maritime archaeological and educational work, we need grants and sponsorship from companies and persons. Maritime archaeological work is an expensive process and as of yet we do not receive grants from France or any other country and so we rely solely on these grants and donations.

There are plenty of ways in which you can assist and for those in America there are tax advantages for donations via ADMAT USA which is an American Charity (Section 501 (c) 3).

For companies there are excellent PR opportunities for company logos and positive publicity. The areas in which we need support in are as follows:

- ❖ Sponsor a student to attend a field school costs in the region of US\$1,200.00 Per week.
- ❖ New 220 hp outboard for the dive boat to replace the one destroyed by the treasure hunters when they sunk the boat.  
Cost US\$ 11,000.00
- ❖ One years rent for the Centre end of March 2008. Cost US\$4,000.00.
- ❖ A researcher in the French Archives. Cost \$2,000 Per Month.
- ❖ Sponsor the archaeological survey of one of the wreck sites, *The Tile Wreck* 1720's, *Le Casimir* 1829, *The Faience Wreck* 1760's and *Le Dragon* 1783.
- ❖ Sponsorship to cover FEDEX or DHL shipping for concreted artefacts from the Dominican Republic to America and France for scientific analysis.
- ❖ Sponsorship of the running costs including staff of The Centre, to enable research and documentation on the artefacts.

For further information on how you or your company can assist, please contact ADMAT's Finance Director Jeremy Schomberg at [jeremy@admat.org.uk](mailto:jeremy@admat.org.uk)

On behalf of ADMAT we thank you.