other than his own great-grandfather, the great lexicographer Sir James Murray, as a model for our own times. In response to the outbreak of the First World War, much of British academia signed up to 'The Writers' Manifesto', a document composed by Oxford Professor of Greek Gilbert Murray that, in denouncing German wartime atrocities, also advocated for the renunciation of all contact with German colleagues. Sir James, however, refused to be a signatory, a position his descendant applauds and has sought to emulate in his own career.[4] One wonders, however, if this remains the right response for the current times. This Festschrift was launched at the previously mentioned Seventh International Congress on Black Sea Antiquities in Thessaloniki, a gathering held in the immediate aftermath of Gocha's sudden death, but which had already been boycotted by large numbers of colleagues in the field in protest at the invitation of scholars from the Russian Federation and the potential presentation of material from sites illegally excavated in annexed Ukrainian territory. This seems suggestive of a different mood prevailing in our day. But even if, as seems likely at the time of writing, such a new rupture in the scholarly community does persist into the medium and indeed long term, we must nonetheless be grateful to Gocha for ensuring, through the networks he forged and the projects he initiated, that this modern split of West and East has radically redrawn boundaries to those he knew in his youth, with the former now inclusive of both his native country and that of his colleague Prof. Avram, inter multa alia.

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Stella Demesticha and Lucy Blue with Calliope Baika, Carlo Beltrame, David Blackman, Deborah Cvikel, Helen Farr and Dorit Sivan. *Under the Mediterranean* I: *Studies in Maritime Archaeology*. (Honor Frost Foundation Research Publication 1). pp. 396. Leiden: Sidestone Pres,. 2021. ISBN 978-90-8890-945-0 paperback. £85.00.

and

Elpida Hadjidaki-Marder with contributions by Philip P. Betancourt, Thomas M. Brogan, Joanne E. Cutler, Heidi C. M. Dierckx, Eleni Nodarou and Todd Whitelaw. *The Minoan Shipwreck at Pseira, Crete*. pp. 94. INSTAP Prehistory Monographs. Philadelphia: INSTAP Academic Press, 2021. ISBN 9781931534291 hardcover. £54.00

The continuing growth of interest, expertise and investment in archaeology in, under and immediately adjacent to the Mediterranean Sea (and its connected Black Sea arena, covered by one paper in *Under the Mediterranean*) is hugely to be celebrated. Maritime archaeology is revealed by volumes like these as a powerful subdiscipline, updating itself alongside archaeology as a whole and capable of stimulating the wider discipline in terms of methods, techniques and standards. That some of the most important socioeconomic developments of the ancient and historical world (even those centred inland) relate closely to Mediterranean maritime activities including exchange and regular seaborne contact is illustrated by discussions in both these volumes (cf. Duncan Howitt-Marshall's paper in *Under the Mediterranean* on early exploitation of Cyprus through maritime connections between the Epipalaeolithic and Neolithic periods, p. 239-67; Hadjidaki-Marder's fitting of the Pseira shipwreck into current understandings of emergent palatial centres, towns and goods supply systems on Crete, p.73-7 in *The Minoan Shipwreck*). Thus, getting granular detail on how maritime cultural practices constructed and affected social and economic life is necessary to understanding those developments. Both the rich and diverse history of adjacent regions, and the compact, navigable nature of the Mediterranean Sea, allowing intense multidirectional activity, produce abundant cases for research, and there are opportunities for those working in the region to lead in maritime research and recording methods, given the relatively accessible, dense remains, clement weather and often relatively wealthy bordering nations. Both books demonstrate this. At the same time, the rich primary evidence from maritime sources often needs interpretative filtering before it is able to contribute significantly to general archaeological and historical scholarship. The short, single-case study of *The Minoan Shipwreck* does argue the wider archaeological significance of the project to understanding specific sociocultural

[4] Although, it is important to note that Sir James's motives seem to have been more utilitarian than humanitarian: 'we must not imperil the Dictionary' he wrote to a colleague in 1914 (quoted, pp. 1484).

developments, while much sifting must be done by the reader in *Under the Mediterranean*, a volume of nineteen long and often data-rich papers with multi-period coverage. This comprises three separate edited sections on wrecks, harbours and maritime landscapes and overtly defines maritime archaeology by shared locations, techniques and approaches: historical relevance, periods covered or type of site treated are not central to the genre.

The *Under the Mediterranean* volume originates in an ambitious 2017 Nicosia conference, aimed at updating earlier state-of-the-discipline works on the subfield.[1] Six papers cover ancient or antique shipwrecks (in mainland Greece, Cyprus, Israel, southern Italy, southern France, and Rhodes respectively); seven cover ancient harbours (Patara, Torone, Akko, Ashkelon, Fossae Marianae (France); the Crusader Levant, Seville); and seven cover investigations of maritime landscapes (Akko again; early Cyprus; Fournoi-Samos-Ikaria (Aegean); Istros (Romania); the Roman Levant; Cilicia). From the diverse and bulky conference contributions, many published online, the editors have developed a peer-reviewed print essay collection. The focus pays off in the high quality of English and excellent colour illustrations throughout, the latter used effectively to present innovative techniques (e.g. Demesticha's own 3D modelling of shipwreck cargoes in the 4th-century BC Mazotos shipwreck off southern Cyprus, p. 43-59; the replication of the Ma'gan Mihael ship wrecked off Israel c. 400 BC, discussed by Deborah Cvikel and Aaron Hillman, p. 111-27). The cultural nature of the maritime environment. rather than any determining role for the sea, is highlighted - from Carmen Obied's attempt at a phenomenology of coastal landscapes in the Roman Levant with the assistance of texts (ancient and historical *periploi* are referred to widely in the volume as integral to understanding how past maritime environments were perceived and used) to studies of how ancient boats were constructed and handled, with detailed consideration of the nature, reasons and speed of change from shell-first to frame-first construction (e.g. in the paper by Giulia Boetto *et al*, pp. 59-74, on vessels found during Metro expansion works in Naples harbour). The sense of excitement in discovery, documentation, experiment and presentation of evidence is palpable here as scholars with deep technical interests and abilities in the maritime environment follow their interests and ideas, experimenting creatively and enthusiastically with approaches tailored to the record, from the targeted use of coring and excavation (as in the paper on Istros harbour by Alexandra Bivaloru *et al*, pp. 299-321) to the recovery of ship remains built into ancient harbour structures as repairs (cf. the boat of the first century BC in the Narbonne marshes discussed by Marie Jezegou *et al*, pp. 75-91).

The scale of work still to do in this field is clearly exposed: uneven coverage of the Mediterranean by high-quality archaeological investigation is noted by the editors, who point out the lack of north African case studies in their own volume (pp. 9-23); there is also the question of ongoing risk to maritime sites, and how this risk is handled (highlighted further in *The Minoan Shipwreck*): honest accounts of the compromises made in rescue work like the paper by George Koutsouflakis and Eric Rieth on a Byzantine wreck in Rhodes harbour, pp. 91-111) are revelatory. Where funded research projects, wealthy research nations rich in universities or historic, highly visible and visitable ports are involved, quality recording and painstaking recovery can be engaged, as in the cases of Naples, Torone, and Seville discussed in this volume. Elsewhere, as in the cases of the Pseira and Rhodes projects, recovery can be a more haphazard, curtailed process, focused on quickly removing cargoes at risk of looting or erosion/silting, and making basic and sometimes self-censored location maps for publication (see for example the highly schematic maps in *The Minoan Shipwreck*, pp.18-21, aimed at keeping the wreck location secret from potential looters even following complete excavation). We learn to take into account the incredible richness of certain areas of the Mediterranean in maritime remains, whether as harbours, bottlenecks or risky crossings/anchorings. Peter Campbell and George Koutsouflakis in *Under the Mediterranean* (pp. 279-99) highlight the Fournoi islands and channels between Samos and Ikaria as having witnessed multiple founderings (58 wrecks are known) from the very start of use of direct routes between Constantinople and Syria; the Kaş headland is another well-known case.[2] Embracing the concept of curated decay,[3] one could argue that it might be valuable to create and promote designated Mediterranean marine research areas where intensive integrated work could be carried out, research funding applied and extra protection measures put in force. By their nature, maritime features will be endlessly vulnerable to change, making any single-phase archaeological snapshots or curations especially difficult. The changeability, adaptability and long history of maritime sites is highlighted at ports like Akko and Patara (discussed by Jacob Sharvit *et al*, pp. 163-81, and Erkan Dundar and Mustafa Kocak, pp. 127-47,

[1] E.g. Frost 1963.

[2] Bass 1986.

[3] DeSilvey 2018.

respectively). Embracing multiperiod, multimethod, flexible archaeology and curation practice seems on the evidence of this volume intrinsic to maritime archaeology itself: thus, maritime archaeologists could usefully develop a stronger creative voice in the sphere of heritage management.

Turning to *The Minoan Shipwreck*, the value of integrated, flexible teams in addressing maritime environments is highlighted once again: there was close collaboration between Hadjidaki (now director of the Greek Ministry of Culture's Directorate of Marine Antiquities and passionately dedicated to underwater archaeology), locally-recruited professional divers, and Philip Betancourt, Minoan pottery scholar and director of INSTAP, which funded and published the work described. Betancourt is one of the excavators of the island settlement of Pseira, used between the Final Neolithic and LMIB periods, c. 3500-1450 BC: in this volume he publishes the pottery retrieved from a wreck of which only the artefact footprint now remains; no timbers were seen or recorded. The artefacts date to the MMIIB period, here dated c. 1725-1700 BC (pp. 31-45). Nodarou, the leading expert in ceramic petrography in central and east Crete, adds an important petrographic analysis (pp. 55-63) helping identify the cargo's provenances, and Dierckx, another regular collaborator of INSTAP projects in east Crete, reviews the small stone tool assemblage (pp. 69-73). The now sadly lost Joanne Cutler, with Thomas Brogan and Todd Whitelaw, contributed observations (pp. 63-9) on the non-palatial character of the textile making equipment which notably seems to have been carried on the boat. All ceramic items required to be imported to the island settlement, which neither made its own pottery nor seems to have been a major trade depot, and had limited arable land: it was apparently an outpost or subgroup of a developing polity on mainland Crete, probably Gournia.[4] The wreck itself, a small, likely masted boat about 7-10m x 3.5m, contained a limited load (the authors suggest it was under-loaded, causing instability) comprising 98 preserved vessels, mostly jars and jugs used for transport (wine is suggested, in a total volume of approximately 726l). Also onboard were standard cooking pots, water vessels, stone tools and other items used by a small crew, who fished and surely overnighted on board. The foundering is attributed to a harbouring mishap, since the remains of the wreck are very close to the remains of a harbour: the underwater project located part of a collapsed quay, with holes perhaps for wooden mooring posts drilled into the stone (papers in *Under the Mediterranean* show how common wooden piles, moorings, rafts and slipways were within ancient harbours). A ridge of bedrock on the sea bottom appears to separate pottery which has simply eroded or collapsed from the harbour zone from the wreck footprint.

The significance of the work lies in its confirmation of the regular small-scale shipping of supplies between coastal settlements all around Crete by the Middle Bronze Age period, a system likely increasing in complexity as palatial centres emerged. In addition Betancourt points out the value of recovering whole vessels in significant quantities from a single deposit, although few special stratigraphical, statistical or volumetric insights are able to drawn from the recording of this scattered and partly incomplete assemblage, in contrast with the cases of the Mazotos wreck studied by Stella Demesticha or the Late Bronze wreck off Modi islet in the Argolid studied by Christos Agouridis and Myrtos Michalis in *Under the Mediterranean:* both of these studies highlight patterns of use of specific vessel types based on careful stratigraphic recording and quantification (pp. 23-43). The scope and results of the Pseira wreck project are recounted in a lengthy and somewhat unconventional first-person narrative by Hadjidaki (pp.13-31) mixing together method, findings and incidental/background factors in one text: were not the findings relatively straightforward this might prove confusing. There was no recorded vertical stratigraphy in the wreck, horizontal stratigraphy is somewhat haphazardly recorded and presented (multiple scales are used on the main map (pp. 20-21), which shows no topographical detail of the sea bed; undersea rope recording grids were apparently not always right-angled, which must have posed problems in triangulation, and methodology of recording and of recovery changed several times over the course of the project depending on available equipment, staff training and availability, permits, weather conditions and other factors (papers in *Under the Mediterranean* also refer to the extraneous and unpredictable factors in maritime research: perhaps such reference is needed more often in land-based archaeology also, since results and interpretation will always be affected by such issues).

The honesty of the account is clear, and the exercise of mapping the location of the destroyed vessel and retrieving the concentration of contents was clearly worthwhile, since no other prehistoric shipwreck has yet been recovered or investigated off Crete. However, the reasons for which limits in quality applied to this case-study (overstretched archaeological services, limited research funding

[4] See e.g. Watrous 2012.

and a bureaucratic/legislative environment preoccupied with risks from looting) may be worth addressing in print at greater length. It is notable that even on a small, relatively pedestrian wreck of the Middle Bronze Age, the whole vessels were perceived to be of high value to looters. In today's collecting world with its social-media- enhanced aesthetics, even the encrustations and ageing effect of sea burial can make an item attractive and 'consumable' (I recently encountered an expatriate American in Greece who, finding a half-buried and heavily encrusted bronze cross while swimming wanted to take it home for its purely aesthetic value, finding the concept of leaving underwater items *in situ* especially difficult to understand). *The Minoan Shipwreck* reveals that these issues can affect the whole archaeological process – revealing a lack of resources supporting systematic survey or rescue combined with a perceived need to intervene archaeologically on discovery to prevent looting (and thus potentially discouragement of new prospection); curtailment or delay of project seasons by a defensive bureaucracy which has emerged historically in response to problems with antiquities' theft or exploitation;[5] decisions while excavation is ongoing to 'dig around' some 'less valuable' ancient objects on the sea bed which can used to placate or decoy potential looters; the pressure to remove some objects in a hurry without extended recording in order to secure them in a museum; decisions to avoid publishing topographical maps of the sea bed or nearest land mass at the find location for fear of telling looters too much about the location, even following excavation. Again, strategic approaches such as the development of maritime research zones or parks (Hadijdaki herself has supported and sponsored the opening of another of her excavations, Alonissos, as an underwater museum)[6] supported by confidence in strict international antiquities legislation preventing sale of unprovenanced goods and attention to underfunded local systems potentially enabling antiquities transfer, might help preserve what is important and representative and protect research if looting cannot be controlled by adequate policing or education. Better documentation and publication of looting and its negative outcomes might also be valuable. It seems essential for scholars to think more about public presentation of Mediterranean archaeological landscapes in general and the hidden, but hugely appealing, spectacular and multi-period maritime archaeology in particular, since only with stronger societal support can high-level intensive research, real protection and socially productive exploitation of heritage occur. This is especially important as new maritime and other water-covered sites continue to offer themselves as climate change shrinks or enlarges existing bodies of water.

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[5] See e.g., Damaskis and Plantzos 2008.
[6] https://museum.alonissos.gov.gr