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UNDERWATER CULTURAL HERITAGE 7 MSP

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UNITED NATIONS EDUCATIONAL, SCIENTIFIC
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CONVENTION ON THE PROTECTION OF THE UNDERWATER CULTURAL HERITAGE

MEETING OF STATES PARTIES

Seventh session

Paris, UNESCO Headquarters, Room IV

20-21 June 2019

Item 7 of the Provisional Agenda

**Inf.7: Examples of Best Practices and
Scientific and Technical Advisory Body Evaluation**

This document contains examples of Best Practices provided by States Parties and their evaluations by the Scientific and Technical Advisory Body (STAB).

Scientific and Technical Advisory Body's (STAB) Evaluation of States Parties' Examples of Best Practices related to Underwater Cultural Heritage

The Scientific and Technical Advisory Body (STAB), in accordance with the criteria and objectives set out in Resolution 4/MSP 5, received the following examples of Best Practices related to Underwater Cultural Heritage from States Parties:

1. Excavation, Reconstruction, Restoration and Presentation to the Public of the Barge Arles-Rhône 3 (France)
2. Underwater Cultural Heritage in the Chinchorro Bank (Mexico)
3. Subaquatic Archaeological Charter of the Azores (Portugal)
4. The Ljubljana River Phenomenon (Slovenia)
5. The Nuestra Señora de las Mercedes Project (Spain)

Following an electronic consultation process conducted in conformity with Article 8 b of its Statutes which calls the members to work electronically, the STAB, recommends to the Meeting of States Parties to designate all submitted examples as Best Practices and that these be shared and diffused as part of a Register on the Convention's website.

SUBMISSION 1

Title:

Excavation, Reconstruction, Restoration and Presentation to the public of the barge Arles-Rhône 3

Submitted by:

France



Museum in Arles © Ministry of Culture, France

Background:

The Arles-Rhône 3 is a wreck of a 31 m long Gallo-Roman barge. Probably built in the shipyards of Arles in the middle of the 1st century AD, it sank in the harbour of the same Roman city less than ten years after its construction while still in a state to navigate. Used for trade, it carried on its last trip, a heavy cargo of stones for construction purposes. Thanks to this 21-ton load the barge was quickly buried under the sediments of the River Rhône (France) and perfectly preserved for nearly 2.000 years. Discovered in 2004, surveyed in 2005 and 2006, excavated from 2007 to 2011 and recovered that same year, the hull of this barge is 93% complete. All internal equipment intended for cargo transporting purposes is preserved. This includes navigation equipment (steering shovel, towing mast and poles), the equipment for use of the crew on board (brazier, ceramic tableware and tools) and even votive coins (a Republican silver penny).

The Arles-Rhône 3 wreck was classified as a "national treasure" by the French State (Ministry of Culture) even before its salvage was decided by the Bouches-du-Rhône General Council and validated by the Department of subaquatic and submarine archaeological research of the Ministry of Culture (DRASSM), in October 2010. The excavation was carried out according to rigorous scientific standards by a team of renowned archaeologists and professional divers, and praised by the French Interregional Commission for Archaeological Research.

The project:

In order to implement best practices, DRASSM-teams and the National Commission for Archaeological Research closely monitored the barge excavation and recovery project at national level. They respectively validated all the stages of the project and supervised the operation. Intermediate results have been presented to UNESCO twice.

During the entire excavation (2008 to 2011), a communication plan and an ambitious media programme were designed and implemented by the teams of the Departmental Museum of Ancient Arles, reaching out to a greater public. The programme included a range of media events intended to "make the invisible visible": meetings on the banks of the Rhône with archaeologists, divers and restorers, conferences, "virtual visits" to the site by means of a camera held by an archaeologist diver, exhibitions, publication of articles and of a book for the general public.

Special and outstanding effort to make the site accessible to the public

At the end of its restoration (2011 to 2013), the barge was installed in the Departmental Museum of Ancient Arles in a new wing dedicated to the sea-river harbour of Arles during the Roman period. The barge is presented in a maritime situation, in a pit, with some 480 objects surrounding it. The arrangement evokes three themes for the visitors: navigation, sea-river trade and harbour activities.

From a scientific point of view, the excavation and study of the barge Arles-Rhône 3 gave rise to a scientific monograph, "Arles-Rhône 3, a Gallo-Roman barge from the 1st century AD", published in the *Archaeonautica* collection¹. This study has become an important reference for the international community of maritime archaeologists.

From a conservation point of view, the barge is regularly monitored by the restoration and conservation workshop of the Departmental Museum of Ancient Arles. Ipso Facto is collaborating in this conservation monitoring in two aspects: it develops specific tools for 3D monitoring of all the deformations of the barge, and records the various restoration operations in a database. The Centre Camille Jullian (Aix-Marseille University, CNRS, CCJ) is also involved in the follow-up. The barge is dusted once a year, and the metal components need regular monitoring by specialized firms. A working group of French maritime museums, GEISER (spell out the acronym), has been created to share experience and get feedback on the monitoring of wrecks presented in museums. At European level, another network has been created, MOPS- spell out the acronym: it includes the museums presenting the most prestigious wrecks preserved to the public (Vasa Museum, Mary Rose Museum, Bremen Museum...).

In terms of promotion, the public service together with the collection's department offers a comprehensive media programme for the visitors of the barge and the new wing of the museum. It addresses a diverse public including families, schools, and social media audiences. The publication of a book on the archaeological project also reaches out to a wider public².

The impact of this programme is quantifiable with an increase of visitors of 30% compared to before 2013 (excluding the temporary exhibition period). The museum has since been branded by the tourist sector and the museum is the leading visitors' attraction among the 70 leisure activities in Arles.

Since 2016, thanks to this new wing, the Departmental Museum of Ancient Arles has also joined the Association of Maritime Museums of the Mediterranean and has participated since 2018 in the "Escale à Sète" (in English "Stopover in Sète"), an event organized under the patronage of the French National Commission for UNESCO.

¹ Marlier S. (ed.), 2014: Arles-Rhône 3. Un chaland gallo-romain du 1er siècle après Jésus-Christ, *Archaeonautica*, 18, CNRS Editions, Departmental Museum of Ancient Arles, Paris)

² [Marlier S. \(ed.\), 2017: Arles-Rhône 3, du fleuve au musée. Journal de bord d'une opération archéologique hors du commun \(2004 - 2013\), Gand: Snoeck editions.](#)

Finally, as regards press coverage, the operation has been widely covered, in particular by the magazine National Geographic. Its French-speaking edition devoted three sections to the archaeological adventure of Arles-Rhône 3 between 2012 and 2013, covering a total of 38 pages. In April 2014, the global edition devoted 16 pages to the project. Translated into 33 foreign languages, the Arles-Rhône 3 operation reached out to over 40 million readers in 170 countries.

A documentary was also made on this operation. It was screened in 2013 in a popular French TV-programme, “Des Racines et des Ailes”, and reached some 4.5 million viewers.

SUBMISSION 2

Title:

Underwater Cultural Heritage in the Chinchorro Bank

Submitted by:

Mexico



Chinchorro Bank © INAH, Mexico

Background:

Since 2006, the Sub-Directorate of Underwater Archaeology of the Mexican National Institute of Anthropology and History (INAH) integrates the underwater cultural resources chart of the Chinchorro Bank. It develops interdisciplinary studies to understand the formation and transformation processes of submerged archaeological contexts, analyses their state of conservation and identifies threats that affect or may affect their integrity. In total, the inventory comprises the documentation and evaluation of 69 archaeological sites including shipwrecks, cargo and lost or abandoned nautical objects. On-going discoveries in the project about the history behind each case have allowed prioritizing actions for the study and protection of the sites. Moreover, five shipwrecks, representing different types of boats, have been selected to promote controlled public visits and raise awareness about the values of underwater cultural heritage.

Of the recorded contexts, 42 are remains of sunk, stranded or grounded vessels, and 27 consist of isolated objects (anchors, artillery and diverse ship components) whose chronologies fluctuate between the 16th and 20th centuries.

Two shipwrecks are currently studied more in detail. Both correspond with remains of sailing boats. The first, known as the *40 Cannons*, sunk inside the reef lagoon in the north of Chinchorro Bank. This shipwreck apparently corresponds to the remains of the Spanish galleon *Santiago*, grounded and sunk in 1658 near Northern Key (Cayo Norte). The second wreck is known as El Ángel. It is immersed in the southern end of Chinchorro Bank, also in the reef lagoon. Despite the lack of material references to associate the wreck to a nation or country, existing traces convey that these remains belong to a British vessel. English navigation in this area of the Caribbean played an important role between the middle of the 16th century and the end of the 19th century, due to the legal and illegal trade of a specific tree used to produce a valued dye for the textile industry.

The project:

Several actions carried out by the project stand out: the documentation of the shipwreck sites, and the recovery of archaeological material at risk of looting, and of elements that indicate chronological reference or cultural affiliations. Such elements are key tools to analyse contexts and identify formation and transformation processes, both natural and anthropogenic.

Likewise, the project seeks information about shipwreck events or maritime accidents in the area under study in documentary sources of various archives and libraries from Mexico and abroad. The goal is to reconstruct the history of the vessels and the people involved, whether they were on board or whether they participated in other stages in the life and use of the ships. The historical data allow the establishment of correlations between some of the recorded archaeological contexts and shipwreck references; by this means researchers may draw conclusions as to roles played and related social processes within navigation in this zone of the Mexican Caribbean.

Based on the criteria of integrity, antiquity and vulnerability (threats), eleven of the 69 recorded contexts have been identified to be in need of special attention and care in the short term (between one and five years) and 19 in the medium term (between five and ten years). For the rest of the cases, evaluation results conveyed that, a monitoring programme was needed, including inspection visits and photographic recording to assess preservation or alteration conditions and, if required, to define and implement actions for its conservation and long-term protection.

An important outcome of the survey exercise has been the detection of anthropogenic and natural transformation factors affecting the archaeological contexts, which derive from the removal and looting of cultural resources.

Special and outstanding effort to make the site accessible to the public

The project encourages responsible public access through the training of tour operators (diving shops) and through shipwreck diving courses. Additionally, the authorities prepare brochures and virtual guides of the shipwrecks. The material reaches out to a wide and diverse public, including divers and non-divers, and raises awareness about the value of UCH and its protection.

The project developed a conservation programme for both the objects that are recovered for research or protection, and for archaeological materials, like wood and iron, that are left in situ but require the application of special techniques for their long-term preservation.

The project adopts a participatory approach to strengthen efforts for the protection of the UCH. Accordingly, it strives to actively involve fishermen and tour operators (sectors that have more access to cultural resources) in the project activities. Besides trainings and awareness raising activities INAH stresses the activity's economic benefit to evoke a sense of co-responsibility and ownership regarding the long term preservation of UCH.

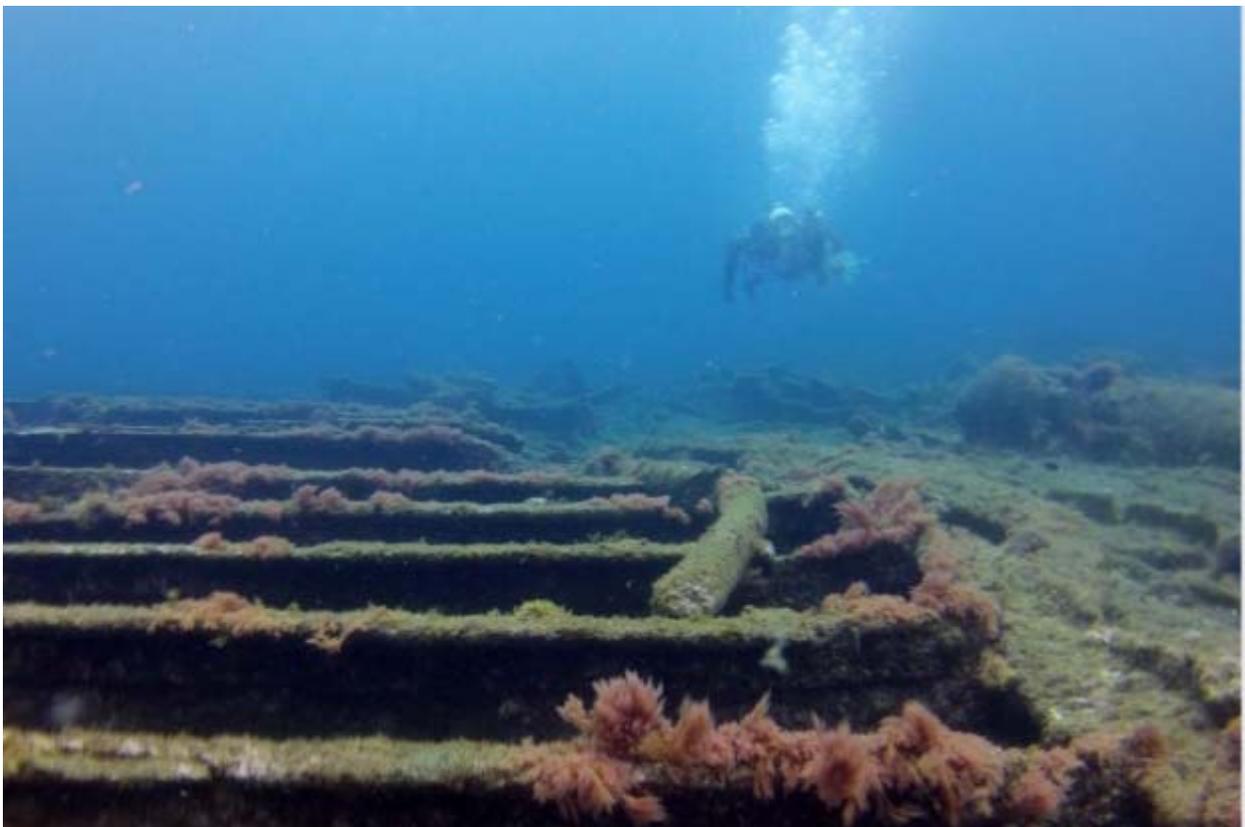
SUBMISSION 3

Title:

Subaquatic Archaeological Charter of the Azores

Submitted by:

Portugal



Navio Caroline

Background:

The Azores archipelago counts over one thousand registered shipwrecks, submerged in over five centuries since people first arrived to live on the islands. Out of these, the Regional Government selected 30 UCH sites for a subaquatic itinerary. These well-preserved shipwrecks are spread out across the eight islands, and allow reasonable access for visitors. Sunken objects include wrecks of different nations, war barges, trade vessels, small passenger ships, as well as anchor cemeteries and a depository of cannons.

The project:

Portugal proposes the Azores initiative as a candidate for the UNESCO Best Practices list as it meets the following criteria:

1. The 30 sites included in the proposal are all inventoried and protected under the national Portuguese law as underwater archaeological sites under the direct supervision of the Regional Government and the National Maritime Authorities;
2. Under the national and regional legislations, all heritage sites are protected and subject to a particular set of guidelines and rules. The Regional Government, in 2018, published a selection of best practices for diving in UCH-sites of the archipelago. These formed the basis for the rules for accessing the sites;
3. Government authorities maintain a strong partnership with the local diving tourism operators and have continuous access to all sites in a non-intrusive manner. They also prepare different options for the interested non-diver public who would like to visit and get to know the UCH of the Azores;
4. The creation of underwater archaeological parks, and the strengthened partnership with the diving tourism operators ensure that underwater heritage sites and their wildlife are protected, both legally and practically, by a sustainable management system. This framework is key to reach economic growth in the private sector.

Special and outstanding effort to make the site accessible to the public

The Azorean governmental Bureau for tourism is dedicated to improve the tourism sector. It has participated in many national and international tourism fairs, encouraging the public to visit the archipelago and dive on the itinerary of underwater heritage sites.

For those who do not dive, the Bureau has supported efforts by local tourism operators to use glass bottom boats, allowing for the partial visitation of some of the sites.

The Regional Government has further supported local and national TV programmes, about the historical and cultural context of each site and with diving footage showing its current state.

The Regional Government has also put an awareness raising project in place. Important achievements include:

- creation of a series of touring exhibits on underwater archaeology and on appropriate ways of visiting underwater heritage sites. The exhibitions were shown in schools across the archipelago;
 - development of didactic material for inclusion in school curricula to increase the awareness of the younger public;
 - development of educational and interactive materials for small children to instill from from young age on sense of appreciation and ownership for the sites;
 - participation in a European project dedicated to supporting peripheral regions, entitled "margullar". The project aims at raising public appreciation of underwater archaeological sites, and improving their tourism potential.
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SUBMISSION 4

Title:

The Ljubljana phenomenon: rescue, conservation and presentation of a canoe of the 2nd century BC submerged in the Ljubljana, and creation of a Centre for the Promotion of the Natural and Cultural Heritage of the Ljubljana in Vrhnika (Slovenia)

Submitted by:

Slovenia



Accompanying re-enactment event (Archives of Skupina Stik)

Background

The 23 km stretch of the Ljubljana River between Vrhnika and Ljubljana and the surrounding floodplains, the Ljubljana Marshes, is one of the most complex archaeological sites in Slovenia. There are many objects or groups of objects submerged and exposed at the bottom of the river, buried in the sand dunes and sand banks of the channel. Archaeological remains include wooden boats, port structures, stream control systems, buildings and checkpoints along the river. The early recognition of the archaeological richness of the riverbed at Vrhnika (Nauportus in Roman times) turned it into one of the first underwater excavation sites in the world with a scientific focus. The research project was conducted in 1884 by the Provincial Museum of Carniola in Ljubljana, with the help of divers from the Austro-Hungarian Navy. Systematic prospecting operations, excavations and integrated research followed from the 1980s onwards.

The numerous objects discovered are diverse. They include pieces of tools from the Mesolithic or even late Palaeolithic hunter-gatherers (stone and bone work/ animal woodworking), eroded remains of Chalcolithic pile buildings, metal objects and sacrificial or funerary pottery from the Bronze Age, as well as Celtic weapons from the late Iron Age, bronze objects and silver coins

imported by the Italic peoples, and Roman military equipment proving evidence of the intensive use of the river and its surroundings in the Middle Ages and early modern period. They all testify the particular role of the river for local communities, and bear universal value when it comes to understanding the multiple facets of interactions between human populations and their natural environment.

The everyday objects made of metal, ceramics or organic materials are characterized by their remarkable state of conservation, which cannot be found on terrestrial archaeological sites. It is assumed that they were submerged directly, by accident or intentionally; or as a result of erosion of the banks on which they were located. The functional structure, spatial distribution and chronological dynamics of these discoveries are typical of a widespread phenomenon on a European scale. They indicate the structured arrangement of at least some of the objects dating from the metal ages, the Roman period and perhaps also the Early Middle Ages and the Central Middle Ages. The characteristics of the river favoured the archaeological quality of the objects: very slight slope, "square" channel, depth between three and twelve meters (between four and seven meters over most of it) and a width rarely exceeding 20 meters.

In addition to the objects already mentioned, excavations have uncovered more than 60 canoes, paddles or rafts, multi-part boats and freighters on the riverbed and in the sediments of the surrounding marshes. These are not only irrefutable evidence of the role of river transport in the local economy and the exploitation of natural resources, they are also evidence of the vitality of a region that has been able to integrate, disseminate, and invent navigation technologies since the end of Prehistory and the beginning of the Roman era. This rich tradition of shipbuilding continued beyond the Middle Ages.

The project:

Although they have only been protected as an archaeological complex since 2002, the above-mentioned elements of the Ljubljana site have been officially protected as archaeological heritage and State property under the provisions of national legislation since 1945. Nevertheless, the relatively easy access to these valuable discoveries and the cessation of excavations in the mid-1980s led to large-scale looting of underwater sites and illicit trafficking in antiquities on the international market from the late 1980s to the 1990s. These harmful activities became rare after 2002, when Ljubljana was declared a cultural monument of national importance. On-site dives are controlled and must be properly authorized, police surveillance is stricter, and initiatives and projects to raise awareness among the local population have increased.

This major development in the management of the river's cultural heritage is partly the result of the ratification of the Valletta Convention (1992) in 1999. It has led to increased research in preventive archaeology, including inland rivers such as the Ljubljana. But the new law on the protection of cultural heritage, adopted in 2008, may have had even stronger effect. Among other things, it has set up a restitution system enabling private individuals holding archaeological objects to report themselves and hand over the property concerned to the authorities in exchange for financial compensation. Three large collections of underwater archaeological objects from Ljubljana have been acquired and handed over to public museums. These objects were presented to the public in 2009 at a major exhibition at the National Museum of Slovenia, entitled La Ljubljana - a River and its Past. The most beautiful and significant pieces from one of the collections recovered are shown in the permanent collection of the Ljubljana Exhibition and Discovery Centre, which recently opened its doors in Vrhnika.

To comply with the provisions of national legislation and promote the concepts of the 2001 Convention on the Protection of UCH, a major project on the sustainable management, safeguarding and promotion of the archaeological heritage of Ljubljana was designed and implemented between 2014 and 2016. It was part of a partnership between the Ljubljana Museum and Galleries institution (MGML), the Municipality of Vrhnika and the University of Ljubljana's Faculty of Biotechnology. It was co-financed by the European Economic Area grant mechanism (EEA) for the period 2009 to 2014.

The project, entitled Ljubljana Exhibition and Discovery Site, aimed at protecting the most at-risk areas of the site and improve access to heritage elements. Activities included: (1) the in situ protection and monitoring of the condition of a Roman barge on the riverbed near Sinja Gorica, discovered in 2008 during an underwater exploration operation as part of flood management works and researched in 2012 by the Institute for the Protection of Cultural Heritage in Slovenia; (2) The discovery and removal of water from an oak canoe approximately 14.3 meters long, 1.35 meters wide and 65 centimeters deep on the riverbed at Vrhnika by the Institute of Underwater Archaeology in Ljubljana in collaboration with the International Centre for Underwater Archaeology in Zadar (the canoe is currently preserved at the Restoration Centre of the Institute for the Protection of the Cultural Heritage of Slovenia in Ljubljana); (3) the establishment and opening of the above-mentioned Centre in Vrhnika, including a permanent exhibition on the archaeological heritage of Ljubljana and a pressure piece specially designed to accommodate the canoe.

Special and outstanding effort to make the site accessible to the public

The Ljubljana basin is rich in important natural cultural heritage. It is therefore vital for the identity of the region to raise awareness in the local community and promote quality recreation. At the same time, activities represent opportunities for the local tourism industry and revitalize crafts and traditions. They also promote more effective protection and preservation of the value and potential of UCH for future generations. .

The Ljubljana Exhibition and Discovery Site project is the first phase of a larger integrated programme to revitalize the cultural and natural heritage of the Ljubljana basin. Its objective is to protect, preserve and present heritage elements but also to ensure accessibility for as many people as possible to promote the long-term effects of sustainable social development at the local, national and international levels. This includes a quality service for residents of the region as well as for Slovenian and foreign visitors.

Project results include:

- protection, restoration and management of a cultural heritage site of national importance and unique in its archaeological value;
- enhancement of the site's specific identity, favours actions contributing to the sustainable development of the region, such as the introduction of long-term strategies for the protection and preservation of the cultural and natural heritage, and the implementation of promotional activities aimed at the general national and international public;
- improved access to natural and cultural heritage bears great potential for educational activities, the leisure and tourism sectors, the development of creative industries, and the safeguarding of local crafts and intangible heritage. These factors may entail the creation of new jobs, and contribute to better quality of life in the city and in the region;
- creation of a link between two of the country's most popular tourist destinations, Postojna and Ljubljana, and development of a network between the various

municipalities of the Ljubljana basin through high-quality interactive exhibitions organised in Vrhnika;

- revitalization of a disadvantaged and depopulated urban area affected by economic difficulties.

SUBMISSION 5

Title:

The Nuestra Señora de las Mercedes Project

Response of the scientific community to the pillaging of deep-sea underwater heritage

Submitted by:

Spain



Background:

The frigate *Nuestra Señora de las Mercedes* sank on 4 October 1804. The ship's powder magazine was hit by a cannonball and exploded. The ship and its cargo sank to the bottom of the sea. 275 persons died during the incident. Owing to the explosion, the sea depth and a lack of sedimentation, the archaeological remains are scattered over a large area of the seabed.

The shipwreck site is located 34 nautical miles from the southern coast of Portugal, off the Cabo de Santa María. The sunken ship lies at a depth of about 1.138 meters. In geological terms, the wreck lies on a small ridge at the precise point where the Guadalquivir contourite channel ends and very close to the smooth head of the so-called Faro canyon to the west. The seabed there is completely flat with no rock formations. It is covered by very fine light grey sand on which the archaeological remains were found. There are strong currents in this area, which account for the small amount of sedimentation.

The project:

The pillage, litigation and recovery of cultural property from the frigate *Nuestra Señora de las Mercedes* and its ensuing exhibition in a museum are of great importance in terms of international management of UCH. The case of “La Mercedes” has had a much greater international impact and more media coverage than any other case of its kind before.

The project is aligned, more so than most others, with the principles, aims and objectives of the UNESCO 2001 Convention whose overarching objective is to combat the destruction of underwater archaeological heritage. The Mercedes Project has become one of the clearest international examples of the Convention’s meaning and *raison d’être*.

After the pillage of the ship by a team of international treasure hunters, Odyssey Marine Explorations, the 14 tons of cargo was recovered in a court battle. The case became a prime example of an international legal victory in favour of a States Party’s fight against plunder and in favour of protecting UCH. For some “the Mercedes case” embodies the objectives and aims of the 2001 UNESCO Convention and serves as a guide to halt attempts to destroy or commercialize heritage.

The key to the success of this project lay in coordinating different institutions: the National Museum of Underwater Archaeology (MNAS), the Spanish Oceanographic Institute (IEO) with several recently acquired well equipped vessels, the Sub-Department of the Ministry of Culture and Sports for the Protection of Historical Heritage and the Spanish Navy, the latter being invited as an observer of the operations.

To date, three scientific campaigns have been carried out in 2015, 2016 and 2017. The first two were carried out by the MNAS in collaboration with the IEO. Both also participated in the 2017 campaign together with the Maritime Technology Unit (UTM) of the Scientific Research Council.

Optimal coordination between the three high-level research institutions gave rise to notable results in all three campaigns, including several technical and scientific innovations in the field of underwater archaeology. As presented at several international congresses since 2016, archaeologists pioneered in using water lances for the excavations, and reached results that rival the most meticulous on-land excavations. Hundreds of the shipwreck’s artefacts were located with sub-meter precision, two huge bronze cannons weighing almost three tonnes each were extracted, etc.

SPECIAL AND OUTSTANDING EFFORT TO MAKE THE SITE ACCESSIBLE TO THE PUBLIC:

The artefacts removed by Odyssey were deposited at the MNAS in 2012 and were later confirmed by Ministerial Order in May 2014. As from that date, the Museum had the task of managing approximately 14 tonnes of archaeological material that had been pillaged: some 600,000 coins and other small objects. This was the biggest challenge ever faced in international museology.

A complex integral conservation project had to be designed and documentation drawn up from scratch which will take some time to fully complete. Furthermore, the on-site conservation of artefacts was prioritised during the scientific campaigns, as called for in the 2001 UNESCO Convention, and only a selection of objects was recovered based on two criteria: their conservation at the excavation site was in danger due to their fragility and the lack of sedimentation in the area; they had historical relevance and were mentioned in the General Archive of the Indies or in other archives.

Exhibitions and WEB.

After winning the legal battle and recovering in February 2012 the cultural property plundered by Odyssey Marine Inc. in 2007, the Ministry made a great effort to publicize the act of plundering and the recovered heritage and hence make the public more aware of the importance of protecting UCH. These efforts included the organisation of several **permanent and temporary exhibits**. Likewise, a microsite was created to make the heritage on board the frigate Mercedes available to all citizens.

Given its location at a depth of over 1 100 m, the site itself is not accessible to the public.

During the years that the Project has been under way, society has been kept up to date through different communication and dissemination strategies, among which the following stands out:

Permanent exhibit

On 29 May 2014, the National Museum of Underwater Archaeology (Cartagena), inaugurated the extension of its permanent exhibition and included a new section called "Oceanic navigation" which presents the history of the frigate and exhibits some of the artefacts plundered by Odyssey.