like about this work. It whetted my appetite to know more about these ancient peoples. I gained an appreciation for the Norse civilization that survived on harsh, northern isles and might, just might, have touched American shores.

Jim Gallen
St. Louis, Missouri


Apart from a human tragedy, an economic and perhaps a cultural loss, the sinking of a vessel is an intrusion into a territory for which it was not designed. As every activity has to meet certain conditions before another state of being is reached, so does the loss of a ship. Most human interaction with the environment is carefully prepared, timed, and measured. The marine environment, however, is confronted with mostly accidental encounters when a ship has failed to stay afloat. Over the years maritime archaeology has evolved from the confines of a single wreck at an individual site to a broader view that includes the motivation to send a ship out to sea – market demands, economic necessity, war, etc – and the circumstances in which a vessel operates, such as rain, fog, storm, or with a dangerous cargo, in treacherous waters. Within that broader view, the transition of sites in the marine environment must also be taken into account, like the effect of natural transformation, such as the reaction with seawater or storm surges and cultural processes like salvage, fishing, blasting, and the removal from artefacts. This broader view is expressed in succeeding models that have been developed over the years by Keith Muckelroy in 1978, Schiffer’s cultural and natural transforms (1987), Ward on natural transformational process (1999) and Gibb’s (2006) stages in shipwreck and finds. Maritime archaeology is a dynamic discipline that requires an open eye for evaluation and refining, not only for science itself, but also for a better understanding of the interaction between nature and culture.

*Formation Processes of Maritime Archaeological Landscapes* presents an excellent perspective of current research in maritime archaeological landscape formation processes.

Jacob Bart Hak
Leiden, The Netherlands.