

ABSTRACT

The final part of the Master "The optimizing and organisation of the underwater archaeological sites in the Tuscan Archipelago – The case of the Roman shipwreck at "Il Nasuto" in Marciana Marina on Elba island", should be considered an opening to one of the most important underwater archaeological sites of the Mediterranean.

The research, an idea of Pilar Roig, Ignacio Bosch and mine, should be considered part of the popularization and development of the archaeological site and proposes the possibility to see shipwreck through an "in situ" museum. The wooden and movable remains of the cargo ship can be visited through images that will be transmitted from the underwater site to land, where, in special structures, the visitors can see, in comfort, the wreck and its cargo.

The present research could not exclude the study and bibliographical analysis of six underwater archaeological sites and eleven sporadic findings, located in the waters of Elba. Furthermore, publications have been consulted and examined with regards to the flora and it is from the flora that one can understand that the islands are characterised by the presence of endemisms, even if the number of species present are generally inferior to those of the adjacent continental masses. In order to preserve the natural environment, this particular condition requires protection as the disappearance of the fauna and the flora, is due to an

unbalanced loss of different biological species. The Tuscan Archipelago is in this sense a typical example.

Many researches have taken place at the Tuscan Archaeological Department (Florence), the National Park of the Tuscan Archipelago (Portoferraio) and at Marciana Marina. At the same time many excursions have been carried out on land, on the Nasuto promontory, in the sea, on the motor-boat used by the archaeologists and technicians of the Department in waters, 65 metres deep, near the shipwreck. The cargo ship dates back to the first Empire period and seems well preserved with all its cargo. The huge jars were of two types: smaller oval ones with a brim diameter of 27 cm and height of 190 cm, while for the bigger globular ones we know only the brim diameter of 52 cm. and were loaded on the ship to carry wine, oil and food. Two thousand years later the 'dolia' have attracted the attention of experts and archaeologists. It probably came for the Spanish peninsula. As a matter of fact during the excavations in 2010 the divers recuperated a brim of a "Beltrán Ib" amphora, made in the Cadice region and used to carry fish sauces. The finding of the brim is an important clue to the origin of the cargo, but not however for the exact chronological definition, as the production of this type of amphora dates back to the end of the 1st century after Christ. It seems that (which must of course be verified according to reliable data) the wreck might date back to 30-50 d.C., therefore closer to the date of another Elba wreck of Chiessi in Marciana which probably goes back to 70-80 d.C.

The visit to the museums and renovation sites was very important for me to get an idea on the difficulties found in the recuperation of shipwrecks in minimum depths (like Chioggia) or even on the mainland like Cornacchio and Pisa. With regards to Albenga, the problems that arose were due to the lack of know-how in underwater archeological methods, created with Lamboglia, the “father” of Italian underwater archeology.

This thesis has been thought of and written with the aim to become, in the near future, the foundation for a real project to be developed together with all the various institutions interested in it, (Marciana Maria, The National Park of the Tuscan Archipelago, Tuscan Archaeological Department (Florence), Province of Livorno, Tuscan Region) in order to create a museum of the Roman cargo ship. The two main objectives are the creation of a museum and the preservation “in situ” of the wooden ship and cargo, along with the possibility to watch the entire wreck and underwater life nearby, by using large screens that receive images transmitted from telecameras anchored to the sea bed. The screens are set on the Nasuto promontory inside special mobile structures in wood or recyclable material. Obviously perfectly integrated with the Mediterranean landscape, without changing in anyway the natural habitat of the National Park.

In the first chapter I talked also about the Sanctuary of Cetaceans founded on 22 March 1993, when representatives of the Ministry of The Environment in Italy and France and the State Minister of Monaco signed at

Brussels the Declaration with regards the foundation of an International Sactuary of Cetaceans in the Ligurian Sea.

I found it interesting to make a “parallelism” between cetaceans (dolphins and whales) and the shipwreck “Nasuto”. Both located in the same sea environment from two thousand years. The ship because it sank at the beginning of the Empire with all its load and the cetaceans because they live in this wonderful sea and can often be seen swimming in the waters where the wreck lies on the seabed. This circumstance aroused my imagination and I thought it would be nice and educational to show the dolphins with the images of the shipwreck.

The didactic aspect will also be part of the project that will involve all types of schools to make students interested in archaeology, history and nature in the setting of the archipelago of seven islands one of the most enchanting landscapes of the Mediterranean.

This archaeological site presented in this thesis, favoured by the natural attractions and the beautiful Elba sea, together with mass tourism in the summer period, could promote cultural tourism and entice thousands of people to visit an important archaeological /naturalistic site.

There are many advantages that can be obtained from this project, both scientifically and culturally-didactically. Finally one must consider another not less important aspect: the tourist and economical development of Marciana Marina, Elba Island and the entire Tuscan Archipelago.