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Ministerie van Onderwijs, Cultuur en
Wetenschap

International Programme for Maritime Heritage

Report 2022-2025



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Divers of the RCE and the Malaysian Navy diving on the wreck of the submarine Ozo. Image: RCE/Martijn Manders.

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Foreword

The document before you is the report of the International Programme for Maritime Heritage of the Cultural Heritage Agency of the Netherlands (RCE) for the years 2022, 2023, 2024 and 2025. This publication discusses a summary of the most important issues that have played a role during this period. A great deal has been achieved by a small but solid team of enthusiastic employees, more in fact than has been put down on paper. This report represents the most important issues. Please also feel free to consult the RCE [website](#).

Please do not hesitate to contact us if you have any questions after reading this report or if you wish to pass on a comment, advice or corrections to us. You are welcome to contact our information desk via the [contact form](#) or by telephone on +31(0)33 421 7 456.

Introduction

The Netherlands is and has always been a maritime nation. Our country is characterised by many external influences but at the same time has left its mark in numerous foreign countries. The history of the Netherlands is hallmarked not only by pride and fame but also by a sense of shame and poor choices. Together, these have made the Netherlands the country it is today. Throughout the world, there are more than 1600 shipwrecks in foreign waters that remain the property of the Dutch State, and which enjoy the nation's sovereignty (see figure 1). In turn, this ownership means that the Netherlands bears responsibility and the obligation to actively manage these shipwrecks. This management task is made all the more important by the geopolitical, social and cultural historical value of the shipwrecks.

Vergane en vermiste schepen

aantal, zoals in het Wrakkentellingrapport

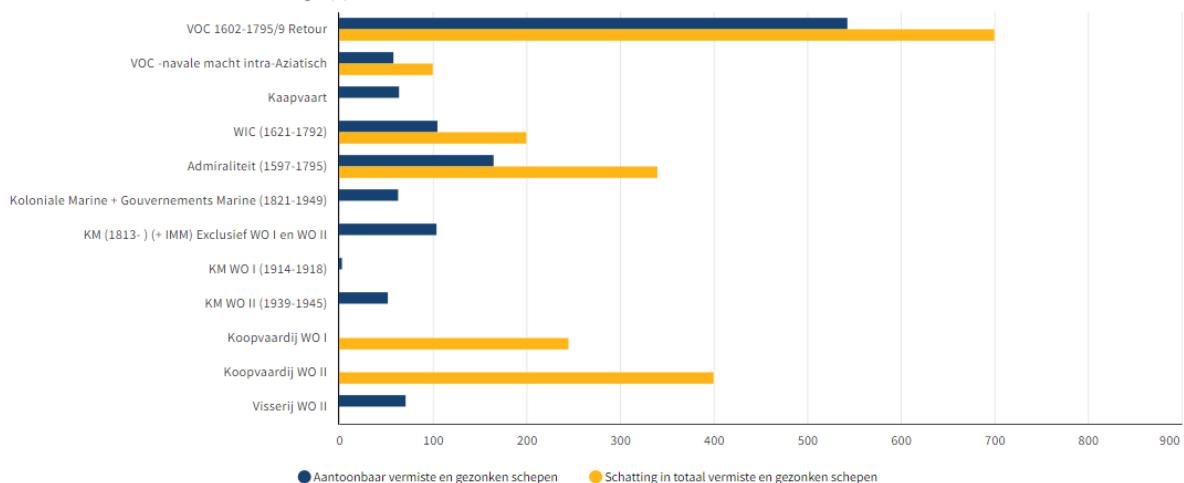


Figure 1. Graph of sunk and missing ships (source: Cultural Heritage Agency of the Netherlands, The Heritage Monitor, 2022)

In 2017, a specific programme was established at the RCE, the International Programme for Maritime Heritage, the task of which was to care for Dutch heritage abroad. The programme, headed by Prof. Martijn Manders, is based on two pillars: International Heritage Cooperation and managing Dutch shipwrecks abroad. On the basis of these two pillars, both the 'soft' aspects of management such as training and knowledge exchange, and the 'hard' aspects such as diving research on shipwrecks are combined in an all-encompassing programme. The pillar Managing Dutch shipwrecks abroad was established after the Dutch House of Representatives commissioned the International Programme for Maritime Heritage of the RCE to conduct research into shipwrecks. The objective of the assignment is to draw a clearer picture of how many Dutch shipwrecks are present in foreign waters and to gain an insight into the scope of the task of managing these shipwrecks. This is carried out in accordance with the steps described in the Dutch Archaeological Monuments Care (AMZ) cycle; from desk-based research to field prospecting, significance assessment, in situ preservation and monitoring or excavation to secure knowledge before it is lost due to human or natural intervention. The International Heritage Cooperation pillar has emerged from implementation of the International Cultural Policy (ICB) by the RCE.

The goal of the programme is to maintain a firm hold on the entire heritage management cycle (the AMZ as outlined above), as also employed in the Netherlands. Based on these two pillars, the programme has set itself two specific goals. Firstly to establish and implement the effective management of Dutch shipwrecks abroad in active collaboration with others. The second stated goal is to make the data and knowledge acquired available to others, and to gather new information, in order to foster understanding for the past and to create space for amazement, also as part of debate and discussion.

Protocols

This programme has been further developed over the past few years. Together with a number of partners, the RCE has examined the steps needed to ensure long-term management, including the related responsibilities. This has led to the development of policy, protocols and a preferred working method, intended among others for maritime heritage professionals, managers, government authorities and third parties who make discoveries. The protocols are regularly evaluated and an annual review determines whether they require updating. An overview of all these protocols is available both on the [website](#) of the RCE and in the appendices to this annual report. Any work carried out is assessed according to the various protocols (see figure 2). A series of flow charts show the intended steps needed for the management of find sites, while the decision-making framework guides the prioritisation of our efforts. With a limited budget and heritage present in numerous waters, prioritisation is of key importance.

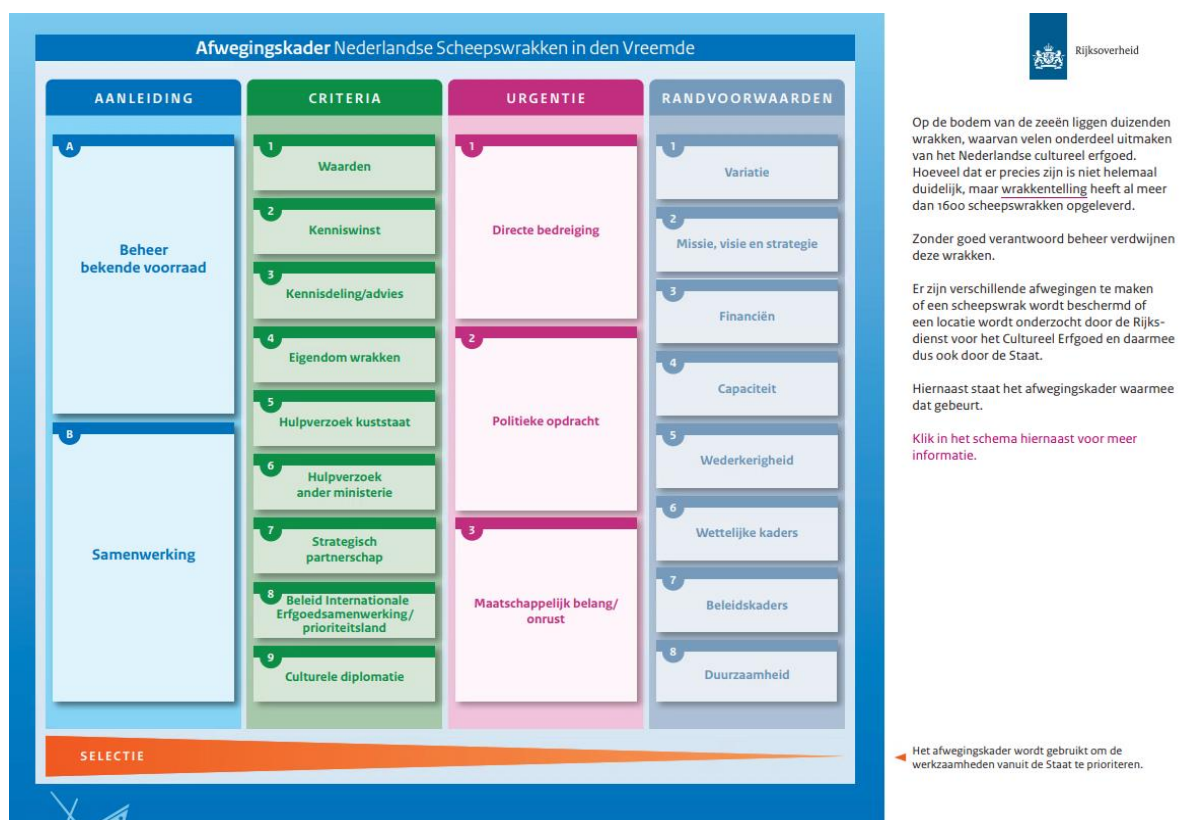


Figure 2. Decision-making framework for Dutch Shipwrecks Abroad (Source: Cultural Heritage Agency of the Netherlands)

At the end of the day, all of the activities of the International Programme for Maritime Heritage are assessed by the Wrecks Committee. This committee meets four times a year to discuss the various projects. Permanent members of the committee are representatives of the Ministry of Defence, the Ministry of Foreign Affairs, the Ministry of the Interior and Kingdom Relations and the Ministry of Education, Culture and Science.

Capacity building

For RCE, the term capacity building, refers to the training and teaching of people in the field of maritime and underwater archaeology and maritime and underwater cultural heritage, both in the Netherlands and abroad. Because of the specialist nature of the subject, the pool of maritime archaeologists in the Netherlands and indeed elsewhere, is relatively small. It is therefore essential that we continue to train a new generation of maritime archaeologists. The majority of regular capacity training takes place at Leiden University. Also within the archaeology programme at Saxion University of Applied Sciences in Deventer, it is possible for students to specialise in maritime archaeology and maritime heritage. In addition, a number of graduate students, PhD students and interns are supervised in their study programmes.

University education

At various universities and faculties, subjects are taught that deal with topics related to the management and protection of international maritime and underwater cultural heritage.

Leiden University

Prof. Martijn Manders has held a professorship at Leiden University since 2022, but has in fact been teaching at Leiden University since 2010. The following maritime BA/MA subjects are taught within the faculty of Archaeology:

- Advanced Underwater Archaeology and Maritime Landscapes, MA
- Maritime Archaeology, Culture and Landscapes: Research, Protection and their Role in Identity (Building), BA

University of Groningen

In 2024, Martijn Manders provided a guest lecture to the Faculty of Arts at the University of Groningen for the students of History of Government & Politics in Modern Times. The subject of this lecture was human remains in maritime and underwater cultural heritage and how to deal with them.

Saxion University of Applied Sciences

Also at Saxion University of Applied Sciences in Deventer, subjects are taught in years one and two that deal with the archaeology of 'waterbeds'. Several colleagues from the RCE provide lectures within these courses focused on the various steps of the Archaeological Monuments Care cycle (AMZ cycle), namely: Traces and Structures (year 1, an introduction to maritime and underwater archaeology), Desk research (year 1), Archaeological Preliminary research (year 2) and Excavation (year 2). Together they make up the introduction to Waterbed archaeology.

Supervision of students and interns

Students and interns in maritime archaeology and maritime underwater cultural heritage are supervised by both the RCE and the various study programmes.

Begeleiding afstudeerders

- Amber Krooder – Netherlands – Ba – 2023, University of Groningen
- Amber IJsveld – Netherlands - Ba – 2023, Leiden University
- Isabella Nouvelot – Philippines – Ba – 2023, Leiden University
- Jaume Hernandez Montfort – Spain - Ma - 2023, Leiden University
- Marijn Brouwer – Netherlands – Ba – 2023, Leiden University
- Max Mesman – Netherlands – Ba – 2023, Leiden University
- Stefan Tibboel – Netherlands - Ma – 2023, Radboud Universiteit
- Elke van der Lee – Netherlands – Ba – 2024, Reinwardt Academy
- Gendra Laclé – Aruba – Ma – 2024, Leiden University
- Irinie Youssef – Netherlands – Ba – 2024, Leiden University
- Judith Peeters – Netherlands – Ba – 2024, Leiden University
- Kirsten Pollé – Netherlands – Ma – 2024, Leiden University
- Luka Stuurman – Netherlands – Ma – 2024, Leiden University
- Tara Pijpers – Netherlands – Ma – 2024, Leiden University
- Amber Krooder – Netherlands – Ma – 2025, Leiden University
- Anouk Mommen – Netherlands – Ma – 2025, Leiden University
- Danielle Vlasblom – Netherlands – Ma – 2025, Leiden University
- Mikaela Radford – Netherlands – Ma – 2025, Leiden University

Supervision of post-graduate students

- Rik Lettany – Netherlands, with Dr Roos van Oosten (Leiden University)
- Alexander Mohns – Sri Lanka, with Dr Marike van Aerde (Leiden University)
- Geke Burger – Netherlands, Humanities (Maritime history, Leiden University), external support.
- Arthur Li – China – with Joanita Vroom (Leiden University)

Trainees, RCE

- Elke van der Lee, Reinwardt Academy. Subject: inclusive behaviour and use of language in heritage work and texts.
- Philipp Conrad, Leiden University. Subject: AMZ procedures. The expectations of maritime heritage in smaller inland waterways in the area between Genemuiden and Hasselt (het Zwarte Water).
- Carien Papikinou, Leiden University. Subject: animation of photogrammetry images of the watership ZO31.
- Lifang Hoefnagel, Reinwardt Academy. Subject: ethical aspects of the use of PAN for underwater finds

A number of maritime internships are offered on the RCE website. See [Maritime heritage internships | Cultural Heritage Agency of the Netherlands](#) (in Dutch)

International education

Courses on Resource management, Significance assessment and Management of underwater cultural heritage were organised at the Admiral Padilla Naval Academy of Cadets in Colombia. These courses are linked to the research project in deepwater archaeology as a contribution to the inter-institutional research project 'Towards the heart of the galleon San Jose'.

In addition, since 2022, a field school is organised via Leiden University (M. Manders' professorship) in the Tollense Valley and Greifswald in Germany (see figure 3). This field school is an ERASMUS collaboration effort between Leiden University and the University of Rostock. The University of Göttingen also joined as an affiliate partner for the years 2022 and 2023. In 2024 and 2025, cooperation was exclusively with the University of Rostock.



Figure 3. Student conducts research in the Tollense river (Source: Cultural Heritage Agency of the Netherlands, 2023)

Organising platforms and symposia

[Robert de Hoop] 14-12-2023 – Archaeology Platform - Heritage cases

Tasks in the field of world heritage

- [Martijn Manders] Via the International Committee for Underwater Cultural Heritage (ICOMOS-ICUCH) Manders is involved in research work focused on the inclusion of underwater cultural heritage in the World Heritage domain.
- [Martijn Manders, Leon Derksen] Preparations for the UNESCO Convention on the Protection of Underwater Cultural Heritage 2001. For the Caribbean islands, a video in four languages (Dutch, English, Papiamentu, Papiamentu) was produced in 2024 and a (social) media branding package assembled, for systematic project use starting in 2025, as a means of building support for the (imminent?) ratification of the UNESCO 2001 Convention.

Policy development, advisory work on large projects

The Dutch government decided in 2016 to ratify the UNESCO Convention on the Protection of Underwater Cultural Heritage. To date, the Convention has still not been ratified. Without ratification of this Convention, the protection of underwater cultural heritage within the entire Kingdom of the Netherlands remains below par, while ratification would simplify international cooperation aimed at tackling the international trade in heritage goods. In addition, the Kingdom of the Netherlands currently lacks geopolitical influence. However, although the Convention has not yet been ratified, the programme team has been operating for years within the spirit of the Convention. The Dutch Caribbean islands, for example, receive guidance in the implementation of methods and techniques, and the policy for the protection of underwater heritage.

In 2024, additional efforts were made to map out Dutch aircraft from World War Two (see figure 4). This research project was continued into 2025. One of the expected outputs will be an aircraft wreck count.

The International Programme for Maritime Heritage also offered advice in the project involving the investigation of the Spanish galleon San José, off the coast of Colombia.



Figure 4. Aircraft remains near Broom, Australia (Source: Western Australia Museum)

Memberships

- [Martijn Manders] International Committee on Underwater Cultural Heritage (Vice chair) (ICUCH)
ICOMOS – membership
- [Robert de Hoop] Advisory board REMARCO

Lectures

- [Martijn Manders] – February 2023 – One of the eight International Scientific Committees (ISC) of ICOMOS which present different perspectives on heritage values and where applicable site attributes that confirm these values. Presentation *The values of underwater cultural heritage*.
- [Martijn Manders] – February 2023 – Interdepartmental Consultation – Management of shipwrecks abroad.
- [Martijn Manders] – 8 March 2023 – Symposium Historical geoinformation essential for cultural heritage and the spatial planning of the Netherlands, RCE, Amersfoort – Presentation *Maritime archaeology & GIS*
- [Martijn Manders] – 17 April 2023 – Lecture Leiden University – ‘Onbekend maar zeer bemind. De noodzaak van onderwaterarcheologie en het onderzoek van maritiem erfgoed voor onze kennis- en identiteitsvorming’ (Unknown but very much loved. The necessity of underwater archaeology and research into maritime heritage for our knowledge and identity forming)
- [Martijn Manders] – 14 May 2023 – Australian Heritage Festival, Western Australia Museum – Presentation *A layered history of Rooswijk (1740): from ship to global stories*.
- [Martijn Manders] – 31 May 2023 – Marine Museum, Den Helder – Opening of exhibition ‘Wrecks’
- [Martijn Manders] – June 2023 – UNESCO – Challenges and Opportunities for Underwater Cultural Heritage in the case of the Netherlands
- [Martijn Manders] – June 2023 – Underwater heritage and the finding of the Jurk – Presentation for State Secretary Uslu
- [Martijn Manders] – 21 September 2023 – Opening World Heritage Committee, New Delhi – ICUCH session
- [Martijn Manders] – 29 September 2023 – ISCUA Conference Formentera – Keynote presentation *In situ or ex situ? Is lost really lost and preserved really preserved?*
- [Martijn Manders] – 10 November 2023 – Handover of finds Rooswijk, Dutch Embassy in London – *The #Rooswijk1740 project. A wreck as reason for multidisciplinary research and cooperation*.
- [Rik Lettany & Martijn Manders] – 16 November 2023 – Reuvens Days – *En hier doen we het nu (ook) voor! [Waarom we na 26 jaar weer opgegraven hebben op het Scheurrak SO1] (And this is why we do it! [Why we are once again excavating the Scheurrak SO1 after 26 years])*
- [Robert de Hoop] – 7 December 2023 – Glavimans symposium, Batavialand Lelystad – Presentation *Film Klein Hollandia*.
- [Martijn Manders] – 7 February 2024 – Studium Generale of the Faculty of Humanities, Leiden University – *Wat van ver komt is niet altijd exotisch (Things from afar are not always exotic.)*. About the management of Dutch shipwrecks abroad.
- [Martijn Manders] – 21-25 February 2024 – Open international meeting about research into the San Jose – Presentation *Can we also enjoy it? How to assess the significance and prioritize the work in underwater cultural heritage management*.
- [Martijn Manders] – April 2024 – For the British School of Barcelona, Sitges – Presentation *I am an underwater archaeologist*.

- [Martijn Manders] – 4 April 2024 – For the VOC Die Hague association, The Hague – *Rooswijk 1740. Een geschiedenis gebaseerd op Archeologie, archief- en genealogisch onderzoek* (A history based on Archaeology, archive and genealogical research).
- [Martijn Manders & Dr Elena Perez-Alvaro] – 10-12 April 2024 – Barcelona Ocean Decade Conference – Potentials of underwater cultural heritage for science, tourism and education.
- [Martijn Manders] – 23 April 2024 – Knowledge session Research into the colonial past and the history of slavery at the RCE, Amersfoort – Collegial case study Maritime Archaeology
- [Martijn Manders] – 30 May 2024 – 13th International Symposium on Taiwan Culture – keynote speech *How Shipwrecks Still Connect Us: A Dutch Program to Manage VOC Ships Around the Globe*.
- [Martijn Manders] – June 2024 – During the expedition to the two submarines K-XVI and O20 in Malaysia – *A dive into the shared heritage of Netherlands and Malaysia*.
- [Martijn Manders] – June 2024 – for the Museum Arqua in Carthage Spain, for employees and their partners – *Underwater Cultural Heritage, archaeology, the museum & the community*.
- [Martijn Manders] – 12 September 2024 – Den Helder – Navy site – Meeting of Descendants submarines K-XVI and O20.
- [Martijn Manders] – October 2024 – Vrak museum and Vasa Museum, Stockholm – Linking the Netherlands with Sweden. *The HMS Prinsessan Sophia Albertina (1781) and other underwater cultural heritage as witnesses of a joint past*.
- [Martijn Manders] – 7 October 2024 – Lunch lecture RCE, Amersfoort – *Nederlandse scheepswrakken in den vreemde: De onderzeeboten K-XVI en O20* (Dutch shipwrecks abroad, submarines K-XVI and O20).
- [Martijn Manders] – 7 December 2024 – Rooswijk Collecting Central Europe 2024 – *Rooswijk 1740. Stone Blocks Pillar Dollars and Coconuts. The immense variety of objects collected from the VOC ship Rooswijk as Anchor points of different narratives*.
- [Robert de Hoop] – 11 December 2024 – REMARCO Steering Group Meeting, RCE Amersfoort – *War Wrecks: Between Memory, Pollution and Profit*.
- [Martijn Manders] – 27 February 2025 – Commemoration of the Battle in the Java Sea, The Hague – *Nederlandse WOII wrakken in de oost* (Dutch WWII wrecks in the east).
- [Martijn Manders] – 26 June 2025 – Book presentation Rijksmuseum van Oudheden, Leiden – *Gezonken erfgoed* (Sunken heritage)
- [Martijn Manders] – 13-17 October 2025 – IKUWA 8 – Introduction Session Heritage & Crime: Session: *Heritage Crime and underwater cultural heritage*. With Alison James.
- [Martijn Manders, Robert de Hoop and Leon Derksen] – IKUWA 8 – *Running a Programme to Manage Dutch Shipwrecks Overseas. A Balance Between Values, Ownership, Policies and So Much More...*
- [Martijn Manders] – IKUWA 8 – *Objects and Stories: Different and Changing Perspectives of the Dutch 'Golden Age'* – With Robin Jonker, Danielle Vlasblom and Elke van der Lee.
- [Martijn Manders] – IKUWA 8 – *Guns and a Mysterious Warship: Traces of the Swedish Navy in Mecklenburg Western-Pomerania* – with Jens Auer.
- [Martijn Manders] – IKUWA 8 – *The Wadden Sea... a World heritage site (but not for cultural heritage)* – a poster presentation
- [Martijn Manders] – December 1st 2025 – NIMH – *Underwater archaeology and war wrecks: the interface between the work of the Cultural Heritage Agency of the Netherlands and the NIMH*.

Special activities and involvement in (third-party) research projects

- [Martijn Manders and Robert de Hoop] 12 September 2024 – presentation on Descendants Day submarines Hr.Ms. O20 and Hr.Ms. KXVI (see figure 5).



Figure 5. Martijn Manders giving a presentation to the visitors at the descendants meeting (Source: Ministry of Defence, September 2024)

- [Martijn Manders] Early 2024 – ONE WADDEN SEA. An integrated narrative for actionable future spatial imaginaries. Project proposal for NWO/BMUV/BMBF. Eventually rejected in the final round.
- [Martijn Manders] Early 2024 – TV programme Gezonken Meesters (Sunken Masters) (Helder TV). Omroep MAX broadcaster
- [Martijn Manders] December 2025 – Documentary Batavia (Arte).
- [Martijn Manders] June 2024 – Podcast – Factor Kuifje (BNR).
- [Martijn Manders] June 2025 – Podcast – Ik heb iets gevonden (Oscar Kocken).

Diving research

An element of the work within the International Programme for Maritime Heritage consists of conducting diving research on shipwrecks in foreign waters that are (probably) Dutch property. The nature of the diving work differs according to the expedition. For example an exploratory survey may be conducted, or an appreciative survey, and it is not always the objective of the expedition to salvage objects that may be present on board the wreck. It can be extremely valuable to map out a wreck by producing drawings and notes during a non-invasive examination or for example by conducting 3D photogrammetry modelling, in order to ensure that the wreck and any cargo it contains are preserved optimally *in situ*.

In the period 2022 - 2025, within the International Programme for Maritime Heritage, a series of diving expeditions were conducted.

- 1 August – 14 August 2022: Tollense Valley, Germany (survey, excavation and training)
- 26 August – 11 September 2022: Rooswijk and Klein Hollandia investigation
- 10 July – 5 August 2023: Tollense Valley and Greifswald shipwreck (excavation, appreciation and training)
- 4 September – 11 September 2023: Eastbourne. Investigation of the Klein Hollandia.
- 15 June – 1 July 2024: [Malaysia](#) Expedition to two submarines, Hr.Ms. O20 and Hr.Ms. KXVI, which sank in Malaysian waters during World War Two.
- 12 August – 25 August 2024: Tollense Valley and Greifswald shipwreck (excavation, appreciation and training)
- 1 July – 4 July 2025: Rooswijk, monitoring
- 13 July – 26 July 2025: Tollense Valley and Greifswald shipwreck (excavation, appreciation and training)
- 25 July – 29 July 2025: Dive with students in Hemmoor, Germany (training)
- 20 October – 10 November 2025: Maritime Heritage Management training in Aruba (training)



Figure 6. Malaysia expedition (Source: Cultural Heritage Agency of the Netherlands, 2024)

Projects abroad

Below, for each country, we indicate which projects are currently ongoing or have been recently concluded. Because many of these projects run for longer than one year, all projects are listed which were started in 2022, 2023, 2024 and 2025. The information was derived from the factsheets regularly prepared by the RCE (the aim is to publish these documents annually or biannually) for Dutch embassies abroad. For each country, these factsheets explain which projects have been conducted or are ongoing, so that the staff of the embassy in question is fully informed.

Before describing country-specific projects, an overview is provided of the general projects abroad.

General

Wreck count

Since the publication of the [Wreck count in 2022](#), work has been conducted on a new edition based on additional archive research and other sources. In 2026, we will be presenting an updated Wreck count in which the number of Dutch ships sunk and missing worldwide will be mapped out once again. This inventory offers a valuable overview of our maritime heritage and contributes to the management and protection of that heritage. The new figures will also be integrated in the [Heritage Monitor](#).

Heritage Monitor

The [Heritage Monitor](#) presents facts and figures regarding heritage in the Netherlands. By publishing the Heritage Monitor, the RCE provides an insight into the development and status of heritage in the Netherlands. A fixed set of indicators in the field of archaeology, built monuments, historical landscapes and museums and collections is measured periodically. The regular measurements reveal trends and developments over time. The Monitor also focuses attention on such topics as Participation, Heritage in policy for the physical environment and Sustainability. As explained above, figures for maritime heritage are included in the Monitor.

Inventory of aircraft wrecks

As part of a broader research programme, all Dutch aircraft wrecks worldwide are being mapped out, together with the related objects in museum collections. The results of this inventory will be published in a report and shared via the website [Maritime Stepping Stones \(MaSS\)](#).

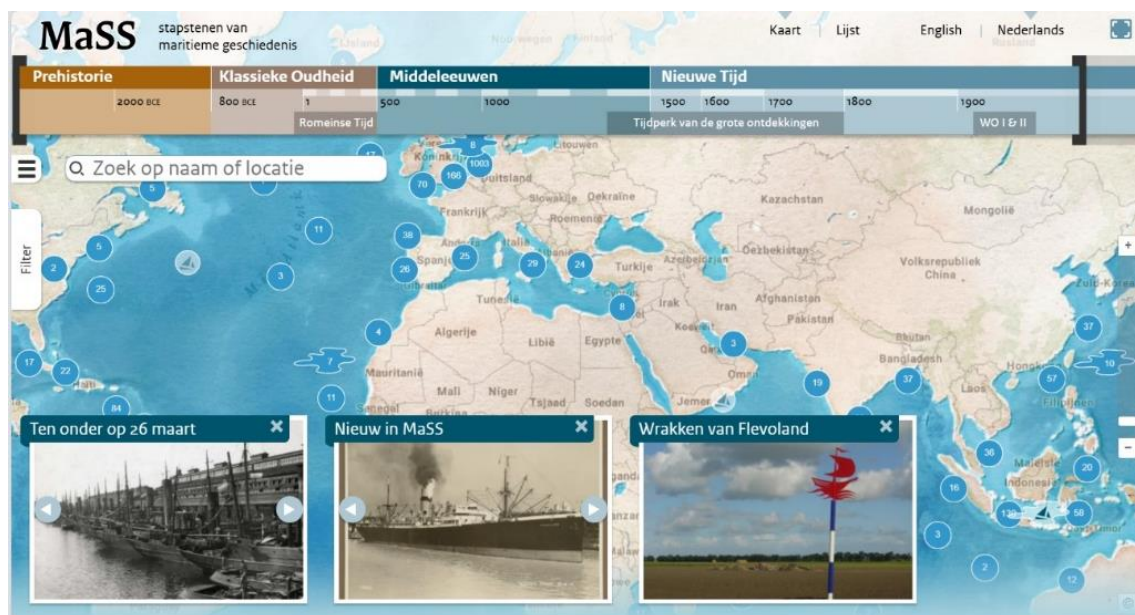


Figure 7. Start page Maritime Stepping Stones (Source: website MaSS, 2025)

Potentially polluting shipwrecks

The European project ‘North Sea Wrecks’, initiated in 2018, was focused on mapping out potentially polluting shipwrecks in the North Sea. Nine partners from Belgium, the Netherlands, Germany, Denmark and Norway worked together to estimate the environmental impact of (war) wrecks. In the Netherlands, around 300 potentially polluting shipwrecks were identified, a number of which contain ammunition and toxic substances. The research revealed that even 80 years after the end of World War Two, there are still explosives in or on the seabed, which represent an unknown environmental risk. Although the measured concentrations of toxic substances are currently low, the subject does require further follow-up and research. The follow-up project REMARCO (2023-2027) is focused on the remediation and management of these wrecks, while the Tangaroa project (2024-2028) will consider not only warships but also other potentially polluting shipwrecks, including cultural heritage. The RCE is actively involved in both projects with the aim of emphasising the importance of cultural heritage in the discussion and will maintain its involvement in the data gathered.

MACHU en MaSS

[MACHU](#) is a geographic information system that provides access to a wealth of information about projects, test areas, research and archaeological sites. The digital system can also be used for the exchange of information about Dutch ships abroad.

[Maritime Stepping Stones \(MaSS\)](#) is an online database that maps out the sites of Dutch maritime heritage, and which also tells the stories of these sites. The website ensures access to maritime heritage, for the general public. The development of both platforms has continued over the past few years, with the addition of new sites and new information. MaSS is attracting growing numbers of visitors, and the editors regularly

receive questions, often from surviving relatives searching for more information or sharing information they have gathered themselves.

Satellite monitoring

In 2022 and 2023, in collaboration with MAST and OceanMind, the RCE conducted a test to determine how satellites can be used for monitoring underwater locations, anywhere in the world. The results were positive but the method is costly, so that its use must be restricted. In 2024, the test was expanded with the inclusion of a new (commercial) partner, ESS Maritime from Amsterdam. The aim of this new collaboration is to compare the results and draw up a guide for users. This work was continued into 2025.

The role of the Dutch East India Company (VOC) in modern society

As part of a broader initiative by Leiden University to investigate the Dutch history of colonialism and slavery, the role and impact of the Dutch East India Company (VOC) is investigated. As part of this project, a proposal is being developed to investigate the significance of the VOC in modern Japanese, Taiwanese and Australian society. In the research project, focus will for example be placed on people who endured oppression such as the Aboriginals in Australia and Formosans in Taiwan. The project will also consider the impact of colonial politics, culture and economy on important contemporary social issues. This ties in seamlessly with the changing focus of the International Cultural Policy Programme, in which the focus within the Maritime Domain has shifted to the perception of heritage.

Developing methods and techniques for tracing illegal salvage operations on shipwrecks worldwide.

Australia

Management of shipwrecks abroad

- **Broome warplanes**

For some time, the Western Australia Museum (WAM) has been investigating the remains of fifteen aircraft in the Australian port of Broome, which were destroyed following a Japanese attack. In 2022, dives were carried out and investigations conducted at nine locations (see figure 8). Various objects were retrieved from the aircraft wrecks. These objects were registered in 2024, and work is currently underway to elaborate a management plan.

- **HMAS Armidale**

The RCE plans to support historical research into the large group of Dutch passengers who were on board the troop transport ship HMS Armidale, which sank in 1942 during World War Two.

- **Koning Willem II**

The Koning Willem II was an 800-tonne barque which was struck by a severe storm and foundered close to Robe, Southern Australia. The RCE is providing support to the research project involving the Koning Willem II, in collaboration with the Australian National Maritime Museum in Sydney.

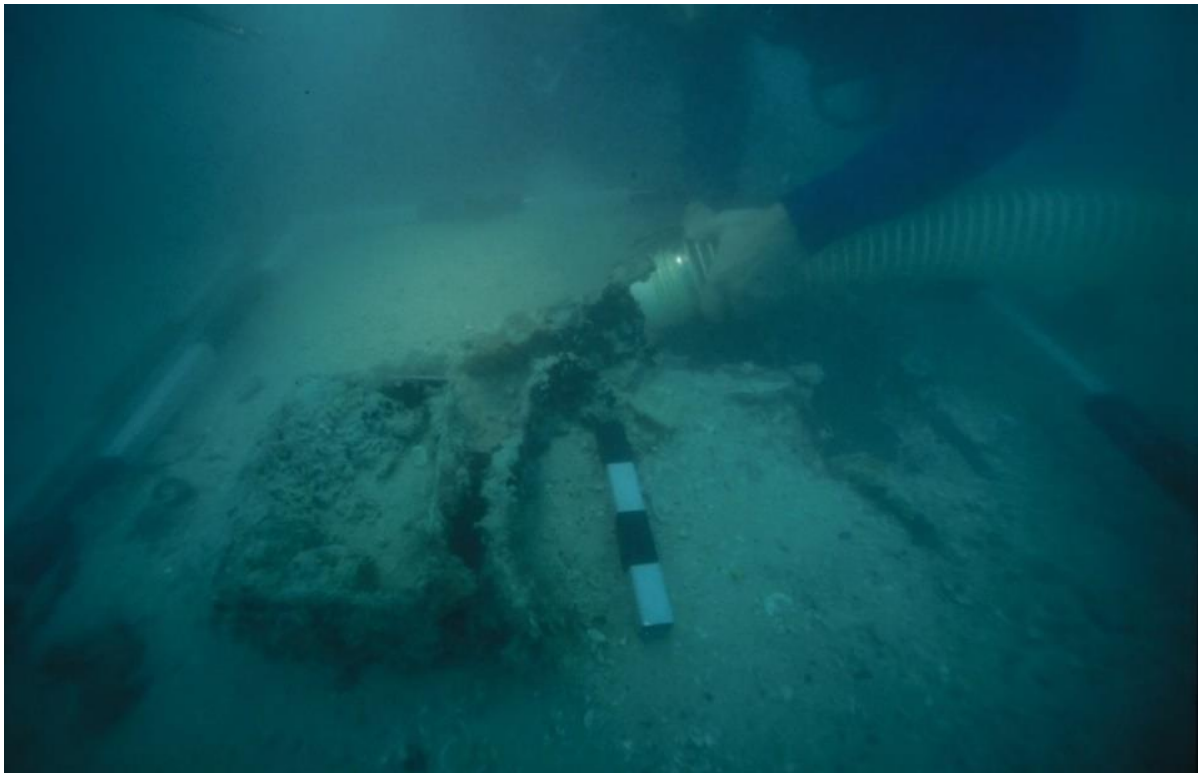


Figure 8 Diving work in the port of Broome (Source: Cultural Heritage Agency of the Netherlands, 2023)

International Heritage Cooperation

- **Global People: Mobilising Australian Evidence in New Histories of the VOC**

Continuation of the Roaring 40s project, funded by the Australian Research Council (ARC). The aim is to establish a long-term strategic research alliance by attempting to better understand the VOC collections in a broader context, and to generate new knowledge about the unique cultural collections and history of Australia and the Netherlands. The collections originate not only from the Netherlands and Australia but also other countries.
- **Returning an object retrieved from the aircraft ‘Diamond Dakota’**

Following the emergency landing by pilot Ivan Smirnov in a Dakota DC-3 PK-AFV on a beach near Carnot Bay, Australia, the bearing compass ended up in the hands of an Aboriginal family. In 2024, the bearing compass was handed over by the family to the Australian ambassador on behalf of the Dutch people.
- **Camp Columbia**

Camp Columbia was a former headquarters of the American army, established in 1942 to accommodate American troops during World War Two. In 1944, with permission from the Australian government, the Netherlands East Indies Government-in-Exile took over control of the camp. In 2025, the Dutch embassies in Australia and the RCE became involved in Camp Columbia with the aim of preserving this historical site and passing on the story. To date, the project has been run and kept alive mainly by volunteers. The project requires professional supervision.

- **Shared Cultural Heritage Programme**

Every year, the Dutch embassy in Canberra, Australia, issues a call for proposals and initiatives focused on Dutch-Australian cultural heritage. The International Programme for Maritime Heritage helps the embassy to make a selection from the submitted proposals.

- **80 years of official diplomatic relations between the Netherlands and Australia**

To mark this occasion, Martijn Manders gave a presentation at the embassy in Canberra and also at the Western Australia Museum in Perth, in the presence of the ambassador.

- **Search for Hr. Ms. K-XI**

The wreck of the sunk Dutch submarine Hr.Ms. K XI has been discovered off the coast of Australia. A team of deep sea divers from Perth made the discovery in January 2025 (see figure 9). The wreck was identified by comparing historical data with a 3D model produced by the researchers.



Figure 9. Diver close to the KXI (Source: Diving Western Australia's Shipwrecks, 2025)

- **De Leeuwin**

In 1622, the VOC ship Leeuwin discovered a section of Australia's west coast. The most southerly reach. Even today, the cape where the ship anchored is known as Cape Leeuwin. The programme contributed to a symposium, a ceremony of commemoration and the installation of information signs near the lighthouse at Cape Leeuwin. The work was carried out in collaboration with the embassy in Canberra. This project continued to 2025.

Belgium

Management of shipwrecks abroad

- **'t Vliegende Hert**

The Dutch ship 't Vliegende Hert sank shortly after setting sail from Zeeland in February 1735. Following a monitor investigation in 2018, preparations were made at the end of 2024 to carry out multibeam recordings of the wreck site and possible locations of the Anna Catharina, in 2025. This work was carried out in February 2025. The results will be processed by Periplus/Archeomare, assisted by Anouk Mommen, a student at Leiden University.

Caribbean

Management of shipwrecks abroad

- **Site SE-504 St. Eustatius**

Hurricanes Irma and Maria disturbed the seabed off St. Eustatius in September 2017, revealing traces of an unknown shipwreck near site SE-504. Research conducted between 2018 and 2021 indicated that the site probably comprises a collection of 18th century objects that ended up in the water due to shipping accidents and sea currents; this project offered students and maritime archaeologists a valuable opportunity to develop their fieldwork skills, and has resulted in a management plan for the site. The research project is described in [RAM 282](#), published in 2024

International Heritage Cooperation

- **UNESCO 2001 Convention ratification projects**

The RCE offers extensive support to Caribbean partners in capacity building and improving maritime heritage management, as well as encouraging various maritime projects that have resulted from UNESCO training courses and the imminent ratification of the UNESCO 2001 Convention on Underwater Cultural Heritage.

- **Campaign to promote UNESCO ratification in the Caribbean**

As part of the work to promote the UNESCO 2001 Convention on Underwater Cultural Heritage, the islands of St. Eustatius, Aruba, Curaçao, Bonaire, St. Maarten and Saba have been working alongside the RCE to produce a promotional video. The aim of the video is to encourage government authorities, policymakers and the people on the islands to recognise the urgency of protecting underwater cultural heritage. The video will be used on a project basis.

- **Capacity building in maritime archaeology and cultural heritage management**

The RCE International Programme for Maritime Heritage has and will continue to offer support to various users, in the form of supervision and expertise. In 2024, the programme successfully supervised students in their efforts to produce BA and MA theses.

- **Training programme Maritime Heritage Management Aruba**

Between 20 October and 10 November 2025, the Maritime Heritage Management training programme was organised in Aruba. As part of the programme, 16 participants from the Caribbean part of the Kingdom of the Netherlands followed theoretical lessons and acquired practical diving experience. The aim of the training programme is to create more support for maritime heritage management on the islands and to establish a permanent network in this field of work.



Figure 10: Participants diving on the SS Pedernales (Source: Mario Dobbelaar, 2025)

Chile

International Heritage Cooperation

- **Manuscript Life of Chileans**

The Dutch manuscript entitled 'Een corte Beschrijving vant Leven, Seden ende Manieren der Chilesen' ('A Short Description of the Life, Customs, and Manners of the Chileans') was written in 1643 by an unknown Dutch author, during an expedition to Valdivia, Chile. The manuscript has been translated into modern Dutch and English, and Spanish. The Spanish version was also annotated in 2025 to include information gathered from among the Mapuche community about the people, places and events referred to in the original manuscript. This should result in a publication which will allow the

information to be further disseminated. A visit to the university library in Göttingen is planned for early 2026, for an opportunity to view and examine the physical manuscript.

Cuba

Management of shipwrecks abroad

- **Dutch presence in Cuban waters**

Project to investigate the Dutch presence in Cuban waters, launched in 2013. Attention was specifically paid to 17th century shipwrecks of Dutch origin, with the aim of localising the remains of three shipwrecks. The cannons discovered in 2019 at one of the investigated locations were revisited by the Cubans in 2024, in an attempt to identify their origin. However, the weather conditions did not allow a successful interpretation and the cannons will have to be re-examined in 2026. For the time being, due to the international political situation, more intensive cooperation involving joint dives to the find sites is not possible.

International Heritage Cooperation

- **Translation of UNESCO manual**

In March 2021, the RCE published a training manual for underwater cultural heritage in Latin America and the Caribbean. A [Spanish translation](#) of the manual was published in 2024 (see figure 10), in collaboration with the UNESCO Regional Office for Latin America and the Caribbean, based in Havana.

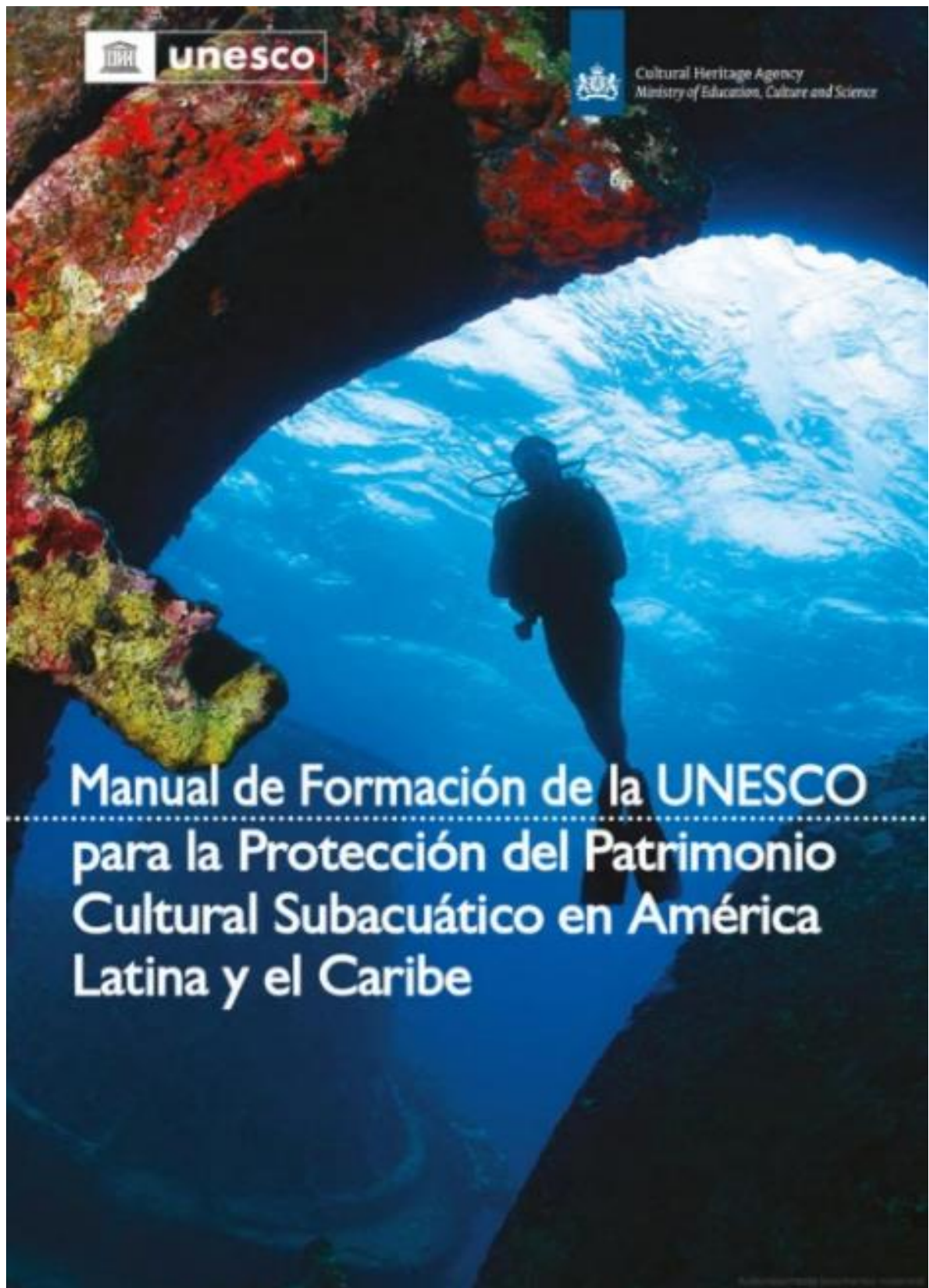


Figure 10. Front cover of the Spanish translation of the UNESCO training manual for underwater cultural heritage in Latin America and the Caribbean (Source: UNESDOC digital library, 2024)

Germany

International Heritage Cooperation

- **Fieldschool Greifswald & Tollense**

Since 2022, Leiden University, the University of Rostock and the University of Göttingen have organised the annual field school in Greifswald and the Tollense Valley

Finland

Management of shipwrecks abroad

- **Huys te Warmelo**

In 1715, the Dutch ship Huys te Warmelo sank in Finnish waters. Over the years, the wreck has been examined on a number of occasions. In 2025, blocks were installed to allow the ship to be better monitored using multibeam survey equipment and 3D photogrammetry. Peter Swart from Medemblik is conducting historical research into the sailors on board the ship, all of whom came from Medemblik.

- **Vrouwe Maria**

The Dutch merchant vessel Vrouwe Maria sank close to Nagu in Finland on 9 October 1771. The ship went down in history because of the valuable cargo she was carrying, including a large collection of paintings. The current condition of these works of art is unknown. The Finnish Heritage Agency is responsible for the ship and all salvage attempts. In 2024, a documentary was made about the ship and the valuable art collection on board for the NPO programme [Gezonken Meesters](#) (Sunken Masters). Here too, marker blocks were installed to allow the ship to be better monitored using multibeam survey equipment and 3D photogrammetry.



Figure 11. Research team for the Vrouwe Maria (Source: Cultural Heritage Agency of the Netherlands, 2024)

- **Badewanne group investigates fluit wreck**

In 2020, the international diving group Badewanne discovered an almost intact 17th century Dutch *fluit* on the bed of the Baltic Sea, with the date 1636 and a swan carved into the sternpost, suggesting the vessel bore the name 'Swan'. Examination of the wreck conducted by various maritime archaeologists and historians has revealed that the wreck is of the ship 'Witte Swaen'. A report of the research work was published in IJNA (Erikson et al. 2024).

- **Börsto wreck**

The Börsto wreck is considered by some as being of Dutch origin, but this has not yet been confirmed; many of the objects used on board are of Dutch origin, but the ship could also be Russian or German. Historian Jacob Bart Hak is conducting historical research into the identity of the ship for the PhD thesis of Riikka Alvik of the Finnish Heritage Agency.

International Heritage Cooperation

- **Cooperation**

A collaborative venture has been established between the RCE and the Finnish Heritage Agency, but not yet laid down formally on paper. Nevertheless, both parties have collaborated and continue to collaborate on a number of projects.

Iceland

Management of shipwrecks abroad

- **De Melkmeid**

In 2016, an underwater archaeological survey was conducted on the wreck of the Melkmeid, as part of a three-year research project. The Melkmeid, discovered in 1992, is the oldest known wreck in Iceland. Following an initial survey in 1993, the ship was further investigated in 2016, resulting in a publication, an exhibition and a 3D model of the wreck. The RCE intends to revisit the Melkmeid over the coming years for follow-up investigation.

- **Wapen van Amsterdam**

The Dutch ship named the Wapen van Amsterdam was part of a convoy consisting of a total of nine ships. During the return journey to Amsterdam, the ship lost contact with the fleet during a storm, before running aground on the coast of southern Iceland. The wreck remained visible on the beach for 90 years, before being buried by the sand. A group of wealthy adventurers is currently searching to locate the wreck. They hope that the wreck still contains valuable goods (in particular gold). However, this is highly improbable. The International Programme for Maritime Heritage is monitoring the situation.

Indonesia

Management of shipwrecks abroad

- **Battle of the Java Sea**

In 2019, a joint Dutch and Indonesian team of maritime archaeologists carried out an investigation into the disappearance of Dutch warships in the Java Sea, with the aim of mapping out the wreck locations, and drawing up a management plan; although certain materials are still present, the wrecks have been destroyed and a proportion of the remaining materials illegally salvaged. A second investigation and the creation of a commemorative site on Bawean were postponed at the time in connection with the COVID-19 pandemic, and the plans have not yet been revived. Artefacts from the wreck sites have been returned to the Netherlands, in close consultation with the Indonesian authorities.

- **The Woltjes case**

In 2023, a fisherman caught the engine of a Dornier DO-24 X29 in his nets, which he then stored in his shed. Because of the risk of the engine disintegrating in this storage location, the idea was mooted of returning the engine to the Netherlands. Contacts were established with the local stakeholders, the embassy and potential partners in the Netherlands, and funding was arranged. However, an investigation on the island revealed that shortly after it was retrieved, the engine had in fact been disposed of as scrap metal.

- **Aircraft Glenn Martin M574**

The aircraft Glenn Martin M574 set out on patrol in January 1941 but disappeared during bad weather. The wreck was found one year later, and four of the five crew members were buried alongside the wreck. In July 2024, an Indonesian partner conducted a survey of the wreck, resulting in a report which provides more information about the precise location and possibilities for future research. The first steps were taken in 2025 towards planning an expedition to visit the wreck.



Figure 12. Part of the wreck of the Glenn Martin M574 (Source: Ady Setyawan, 2024)

Japan

Management of shipwrecks abroad

- **Search for the wreck of the Van Bosse, Tarama Island**

The ship the Van Bosse, built in 1854 in Germany, foundered in 1857 during a storm off the island of Tarama, in the Okinawa district of Japan. All 27 crew members survived and were given refuge by the local community. The RCE, together with Japanese partners, is involved in the Van Bosse project which aims to gather stories about the ship and the crew. This has resulted in a children's book published in Dutch, Japanese and Taramese, and a declaration of intent, signed in 2021, to continue this collaborative venture. Cooperation has indeed been ongoing over the past few years, resulting in a presentation at the World Expo in Osaka in October 2025 and the publication of the children's book, not only in a printed version, but also as an audiobook.

- **Kaiyo Maru wreck, Hokkaido**

The Kaiyō Maru, built in Dordrecht at the request of the Japanese government, sank during a storm in 1868. Thanks to a major salvage operation by the Japanese between 1975 and 1988, in total around 30,000 objects have been retrieved from the wreck. Remains of the wreck can still be found at a depth of 7 metres. However, the remains are currently protected in an outdated way and the salvaged collection is in poor condition. New plans will have to be drawn up to improve both situations. This will require both expertise, equipment and funding. A special committee in Japan has stated its declared aim as making the location of the wreck a nationally protected site. The International Maritime programme is in regular contact with the committee members to investigate what support we can offer and to determine whether a joint Dutch Japanese team can be established to further protect and document this heritage site.

Malaysia

Management of shipwrecks abroad

- **World War Two submarines**

Since 2019, research work has been conducted on four Dutch submarines located in Malaysian waters. In 2024, during the second RCE expedition in collaboration with the Dutch Ministry of Defence and Malaysian authorities (see figure 12), one of these submarines, Hr.Ms. O20, was discovered at the expected location. The other three submarines have been illegally salvaged. Just like in 2019, a day of commemoration was organised in 2024 for the surviving relatives. In consultation with the Ministry of Foreign Affairs, the programme has been attempting for years to obtain permission from the Malaysian government to carry out another dive on the O20, in order to undertake management measures including forensic marking. To date (2026) those efforts have proven fruitless.



Figure 13. Expedition members at work (Source: Cultural Heritage Agency of the Netherlands, 2024)

Suriname

Management of shipwrecks abroad

- **The Leusden**

The wreck of the Leusden, which sank in 1738 with the loss of 664 of the 700 African prisoners intended for the slave market in Surinam, once again attracted attention, thanks to the research work by Dr Leo Balai, in 2011. Investigations conducted in 2013, 2019 and 2021 by international teams, including DRASSM, archaeologists from Amsterdam and the RCE, carried out magnetometer measurements to precisely locate the wreck site. However, further work will be necessary to find the wreck. Even if the wreck is located in the future, exposing the wreck buried deeply in large sandbars will prove extremely difficult, in the murky waters. A documentary about the Leusden was presented in 2022.

International Heritage Cooperation

- **Esthersrust**

In 2021, with the assistance of the programme, the Anton de Kom University and the Archaeology Service of Surinam, marine archaeologist Santosh Singh (MA, Leiden University) carried out field work as part of his graduation thesis into the 19th century Dutch cotton plantation known as Esthersrust. In 2020, 2021, 2023 and 2024 a series of studies were carried out into the scope of artefacts from the plantation, and into the impact of climate change on the location. Also in 2021, a short documentary was made about the history and archaeological value of the Esthersrust plantation. The plan is to allow students to continue research into the Esthersrust plantation. Three students from Leiden University in fact conducted part of this research in 2024. In that same year an exhibition was assembled in Paramaribo, displaying artefacts retrieved from the plantation. The exhibition was then moved to the Bakkie Museum.

- **Capacity building in maritime archaeology and cultural heritage management**

In 2024, the RCE International Programme for Maritime Heritage funded training for students for the UNESCO field school, and for MA and BA students carrying out fieldwork for their studies. The RCE intends to continue this work, with a focus on the Esthersrust plantation. Farisha Kartosemito, MA student at Leiden University, is currently researching for her thesis Maritime Heritage of the Kari'na Community.

- **Capacity building and policy making in cultural heritage in general**

For several decades, the RCE has been supporting cultural heritage parties and has funded a series of projects via the ICB policy. One thing that is currently still lacking is fundamental government support for policy and management. Within the RCE International Programme for Maritime Heritage, we are keen to establish long-term cooperation that focuses on these aspects.



Figure 14. Small steam engine used on a sugar plantation (Source: Cultural Heritage Agency of the Netherlands, 2024)

Taiwan

International Heritage Cooperation

- **Symposium 400 years Taiwan and the Netherlands**
2024 marked the 400th anniversary of relations between Taiwan and the Netherlands. Prof. Martijn Manders was invited to attend as keynote speaker at the 13th international Symposium on Taiwan Culture between 30 May and 1 June 2024.

Vietnam

Management of shipwrecks abroad

- **Quang Ngai wreck material**
Since 2019, the Vietnamese Institute for Archaeology and the Vietnamese Maritime Archaeology Project (VMAP) have been studying fragments from concretions that may contain materials from Dutch ships.
These materials could indicate the presence of a VOC wreck close to Bihn Chau in Quang Ngai,

Vietnam. Until we receive indications from our partners that there may be a Dutch wreck in the area, the RCE will undertake no further action.

United Kingdom

Management of shipwrecks abroad

- **#Rooswijk1740 project**

The Rooswijk was a VOC ship which sank in stormy weather on the Goodwin Sands, off the coast of Kent, in 1740. An archaeological survey in 2016 revealed that the wreck location was severely threatened. Since that time, a series of surveys and salvage operations have been conducted, over the years. In 2025, monitoring dives were carried out on the wreck of the Rooswijk.

The wreck and the various salvage operations continue to attract much media attention, in the form of films, exhibitions and publications. Work is underway on a final publication, which we expect to conclude in 2027. There are also plans for objects from the wreck to be returned, at the end of 2027.

- **British ships in Dutch waters**

The RCE is working alongside the UK Ministry of Defence to return objects retrieved from British shipwrecks in Dutch waters by recreational divers to the United Kingdom.

- **VOC ship Amsterdam**

The Amsterdam was a Dutch VOC ship. In January 1749, just a few days after setting sail, the ship sank in a severe gale, off the coast of England. The wreck was found in 1969 when parts of the wreck were revealed at extremely low tide. A series of archaeological surveys have been carried out on the wreck since 1969. In 2024, archaeology students from Leiden University supervised by Professor Manders, are working on the assessment and processing of artefacts gathered during salvage operations on the Amsterdam in 1984 and 1985. These artefacts will eventually be transferred to the National Maritime Depot in Batavialand, Lelystad, probably in 2028.

- **Admiralty ship Klein Hollandia**

The Klein Hollandia was a Dutch admiralty ship in charge of a large trading fleet heading for the Mediterranean Sea. The vessel sank in 1672, following an attack by the English. Since 2019, on behalf of the RCE, the Nautical Archaeology Society has conducted a series of dives onto a potentially Dutch ship. The findings and historical research suggest that this is the wreck of the Klein Hollandia. Given the depth of the wreck, at 36 metres, and the resultant challenges, the research has advanced slowly, since 2019. Several articles have been published and a film has been produced for internal use, in order to facilitate further research. In 2022, the RCE dived onto the wreck with the specific aim of examining the construction, and to confirm the identity of the wreck. In 2023, further survey dives were carried out on the wreck, and forensic markers installed. There are plans to dive again on the wreck in 2026 in order to dig a small test trench.



Figure 15. Researcher studying remains of the Klein Hollandia (Source: NAS/ Martin Davies, 2023)

International Heritage Cooperation

- **UNPATH'D**

The aim of this project is to improve access to maritime archaeological and heritage archives for the four countries of the United Kingdom, and to also open up the archives to the rest of the world.

Another focus is to improve collaboration and integration between maritime collections within the United Kingdom. The RCE offers support in the form of advice.

South Afrika

International Heritage Cooperation

- **VOC cemetery in Simon's Town**

In 2018, during work in Simon's Town, fragmented human remains were found. Research identified these human remains as having been buried alongside a VOC hospital, which occupied this site at the end of the 18th century. The RCE became involved in the project and samples from the human remains were sent to the laboratory at Leiden University to determine the origin and the diet of these individuals. In 2024, the results of the laboratory work and the excavation as a whole were published in a report. In the summer of 2022, the human remains of at least 184 people were reburied at the old cemetery in Seaforth, Simon's Town, and a commemorative plaque was installed.

- **Modern Oral History: Dutch shipwrecks in South Africa**

This project is a collaboration with the South African Heritage Resources Agency (SAHRA) and involves an inventory of Dutch shipwrecks in South African waters. This inventory was conducted on the basis of stories from recreational divers and treasure hunters who dived on these wrecks between the 1960s and 1990s. The purpose of the project was to gather information about the history of modern salvage work on Dutch shipwrecks in South Africa. The urgency of gathering stories from these contributors emerged following the realisation that many of the divers who carried out the dives at the time had reached an advanced age and some had even passed away. The stories, combined with historical research carried out by students at Leiden University, were brought together in a publication released in 2024 (see figure 15).



Figure 16. Front cover of the publication Dutch Shipwrecks in South Africa (Source: Cultural Heritage Agency of the Netherlands, 2024)

Sweden

Management of shipwrecks abroad

- **Wrecks of fluits**

In 2020, the international diving group Badewanne discovered an almost intact 17th century Dutch fluit on the bed of the Baltic Sea, with the year 1636 and a swan carved into the sternpost, which led to the belief that the vessel bore the name 'Swan'. Research into this wreck and other Dutch fluits, such as the Ghostship and the Lion wreck, is being conducted among others by the Badewanne group, Minna Kolvikko of the Finnish Heritage Agency, Martijn Manders of the RCE and Niklas Eriksson of the University of Stockholm; the wrecks of the fluits have been well preserved thanks to favourable conditions in the Baltic Sea.

International Heritage Cooperation

- **Sophia Albertina**

The Sophia Albertina, built at the Karlskrone Navy Yard, was first launched in 1764. The ship was part of a convoy fleet intended to protect Swedish merchant ships. The ship foundered off Texel in bad weather in 1781, and just 31 of the 450 crew members survived. In 2002, the ship's bell was found by recreational divers; the artefacts were officially handed over to Sweden during a state visit in October 2022, marking the cooperation between the Netherlands and Sweden in the field of maritime heritage management.

- **Vasa canons**

The warship Vasa, built between 1626 and 1628 by Hendrik Hybertson in Stockholm, sank during her maiden voyage on 10 August 1628. The ship had 64 cannons on board, but only three were found following a salvage attempt in 1961. Since 2018, various organisations including the Vasa Museum and the RCE, have searched for the remaining 61 cannons by means of underwater survey, archive research and a citizens science project.

- **Research programme 'The Lost Navy'**

The research programme The Lost Navy investigates and documents the Swedish navy between around 1450 and 1850, consisting mainly of sailing ships. Around 785 such vessels were registered, but only a small number have been the object of archaeological research. The RCE supports this project by offering advice at various stages of the research work. The known vessels include the Vasa, but also the Applet and the Kronan. From the Netherlands, we assisted in gathering more information about the Sophia Albertina, and during the diving field school organised by Leiden University, a Swedish warship was investigated in the Bay of Greifswald. All of this information gathered is fed back into the project.

Funding

Over the years, the overall budget for International Maritime Heritage has undergone changes. Every year, a fixed amount of €250,000 is made available for the pillar Managing Dutch shipwrecks abroad. The ICB budget is set annually and in the period under review ranged from around €100,000 to €140,000. These amounts were responsibly spent on projects and research work aimed among others at capacity building, knowledge exchange, knowledge enhancement and the management of shipwrecks in foreign waters.

Publications

Publications include reports, articles, books, maps and GIS products. The overview below contains a list of publications published in 2022, 2023, 2024 and 2025 by colleagues employed within the International Programme for Maritime Heritage.

- Anderson, R., W. van Duivenvoorde, P. Morrison, D. Shefi, A. Paterson & M. Manders 2023: *Mapping the old with the new: re-imaging the 1727 Zeewijk shipwreck site with new recording technology' project* (Report—Western Australian Museum, Department of Maritime Archaeology, No 339).
https://visit.museum.wa.gov.au/sites/default/files/2023-04/20230327_Zeewijk_FieldworkReport_WAM.pdf
- Derksen, L. F., R.W. de Hoop, & M.R. Manders (eds.) 2024: *Flotsam, jetsam and lost anchors at Statia's Roads. An archaeological assessment of site SE-504, Oranje Bay, St. Eustatius, Amersfoort* (Rapportage Archeologische Monumentenzorg 282).
- Eriksson, N., J. Flinkman, M. Koivikko, M. Lempiäinen-Avci, M. Manders, L. Näsänen & I. Treffner 2024: *Witte Swaen from 1636. The Discovery and Archaeological Survey of an Intact Fluit in the Gulf of Finland, Baltic Sea* (International Journal of Nautical Archaeology), 54(2), 406-427.
<https://doi.org/10.1080/10572414.2024.2413068>
- Hoop, R. W. de & M.R. Manders 2024: Klein Hollandia – Hoe bescherm je een 350 jaar oud oorlogsschip op de zeebodem? in: A.F.L. van Holk, R. Oosting, A.B.M. Overmeer, A.D. Vos & W.B. Waldus (red.), *Straatvaart – Bijdragen aan de Dag van de historische maritieme archeologie in Nederland* (15^{de} Glavimans symposium), Leiden, 247-256.
- Hoop, R. W. de, 2023: Maritiem erfgoed in kaart, in: A.F.L. van Holk, R. Oosting, A.B.M. Overmeer, A.D. Vos & W. B. Waldus (red.), *Zeegaande houten schepen – Bijdragen aan de Dag van de historische maritieme archeologie in Nederland* (14^{de} Glavimans symposium), Leiden, 107-110.
- Hoop, R.W. de, G. Henderson, & A. Viduka 2022: *Misadventure's in Nature's Paradise*, UWA Publishing.
- James, A. Prus, A. Middleton, M.R. Manders & W. van de Langemheen 2022: *The Rooswijk wreck, Goodwin Sands: Examination and analysis of 18th-century glass bottles* (European Journal of Glass Science and Technology, Part A, 63(3)), 85-96.
- La Grange, L., B.L. Williams, J. Gribble, M.R. Manders, L.F. Derksen & W. Brouwers 2024: *Dutch Shipwrecks in South Africa: Sites, Stories, and Archives*, Cape Town: South African Heritage Resources Agency.
- Manders, M.R., A. van Dissel & R.W. de Hoop 2022: *Nederlandse scheepswrakken wereldwijd* (Marineblad 132(4)), 25-29.
- Manders, M. R., 2022: *Kulturerbemanagement auf dem Meeresgrund: Beispiel Niederlande* (Archäologie in Deutschland 5), 36-37.
- Manders, M.R., 2023: *Out of sight but not out of heart: the necessity of Underwater Archaeology and research into maritime heritage in shaping our knowledge and identity* (Inaugural lecture), Leiden.
<https://scholarlypublications.universiteitleiden.nl/handle/1887/3589892>
- Manders, M. R., 2023: *Vechten met een buik vol marmer* (Tijdschrift van de Rijksdienst Voor het Cultureel Erfgoed 2023-3, 4-8).
- Manders, M. R., 2024: *Changing Sea Conditions as a Threat to Our Underwater Cultural Heritage* (Blue Papers 3(1)). <https://doi.org/10.58981/bluepapers.2024.1.08>

- Manders, M. R., 2024: *Climate Change Threatening Archaeological Heritage in (Former) Riverbeds* (Blue Papers 3(1)). <https://doi.org/10.58981/bluepapers.2024.1.04>
- Manders, M. R., A. van Dissel, W. Brouwers, M. Fink, J. Spoelstra, R.W. de Hoop, M. Heijink, A. Lemmers, A. Heitz & O. de Vroomen 2022: *Wrakkentelling. Een kwantitatief onderzoek naar historische Nederlandse scheepswrakken in de wereld*, Amersfoort.
- Manders, M. R., R. W. de Hoop, L. Derksen, S. Waasdorp, M. van Ommeren & W. van de Langemheen 2022: *Maritiem Erfgoed Internationaal: eindrapportage 2017-2021*, Amersfoort.
- Manders, M. R., R. W. de Hoop, L. Derksen, S. Waasdorp, M. van Ommeren & W. van de Langemheen 2022: *International Programme for Maritime Heritage: final report 2017-2021*, Amersfoort.
- Manders, M.R. & R.W. de Hoop (red.) 2024: *Report on the fieldwork at the sites of the Dutch submarines K XVI and O 20*, Amersfoort.
- Manders, M.R. & N. Pearson 2024: *Belitung: The Afterlives of a Shipwreck* (Journal of Maritime Archaeology 19), 101–104. <https://doi.org/10.1007/s11457-023-09386-z>
- Olszewski, J., R.A. Hall, L.M. Kootker et al. 2023: *Osteological, multi-isotope and proteomic analysis of poorly-preserved human remains from a Dutch East India Company burial ground in South Africa* (Scientific Reports 13). <https://doi.org/10.1038/s41598-023-41503-9>
- Paterson, A., J. Green, W. van Duivenvoorde, D. Franklin, A. Flavel, L. Smits, J. Shragge, M.R. Manders, C. Souter, D. Shefi & R. Anderson 2023: *The Unlucky Voyage: Batavia's (1629) Landscape of Survival on the Houtman Abrolhos Islands in Western Australia* (May, 10.1007/s41636-023-00396-1, 2023) (Historical Archaeology 57(1)), 433-434.
- Perez-Alvaro, E., Manders, M., & Underwood, C. 2024: *Underwater Cultural Heritage in World Heritage Sites: Figures and Insights into Possibilities and Realities*. (The Historic Environment: Policy & Practice, 15(4)), 611–643. <https://doi.org/10.1080/17567505.2024.2440828>
- Repper, R., Boink, G., Boshoff, J., Broomhall, S., ter Brugge, J., Van Duivenvoorde, W., Ewing, A., Green, J., Hill, J., Hunter, J., Jeurgens, C., Manders, M., Paterson, A., Patton, M., Persak, E., Shefi, D., Souter, C., & Wattel, A. 2025: *VOC Collections: Scoping Report*. (Zenodo). <https://doi.org/10.5281/zenodo.14522805>
- Schreurs, J. & M. van den Dries 2023: *Het raadsel van het Hollands Rif*, Amersfoort.
- Suárez, M.C., M.R. Manders, L. Derksen & R.W. de Hoop 2023: *The Dutch Presence in Cuban Waters: Underwater Archaeology on the Northwestern Coast of Havana and in Artemisa Province* (Underwater and Coastal Archaeology in Latin America), 224-234.
- Manders, M. R. 2025: *In situ or ex situ? What we have learned in 30 years of 'Malta' archaeology (a personal perspective)*. (ISCUA 2023: learning from the lost), 29-43.
- Manders, M.R. & C.J. Underwood 2024: *Manual de formación de la UNESCO para la protección del patrimonio cultural subacuático en América Latina y el Caribe*, Havana.
- Manders, M.R. & C.J. Underwood 2023: *التراث الثقافي المغمور بالمياه في منطقة الدول العربية*.

Outlook for 2026

At the end of this annual report, we briefly cast our attention to 2026. 2025 saw the start of a new policy period for International Cultural Policy (ICB). As a consequence, a number of changes were made to the implementation of ICB policy within the RCE. Policy for the new policy period will be based on two pillars: on the one hand, we will continue to focus on existing heritage tasks around the world, while on the other, the ICB will be more closely linked to practical implementation in the Netherlands; between the existing heritage domains and with regard to sectors outside the cultural sectors.

There are three complementary perspectives for approaching the tasks facing us. These three perspectives are:

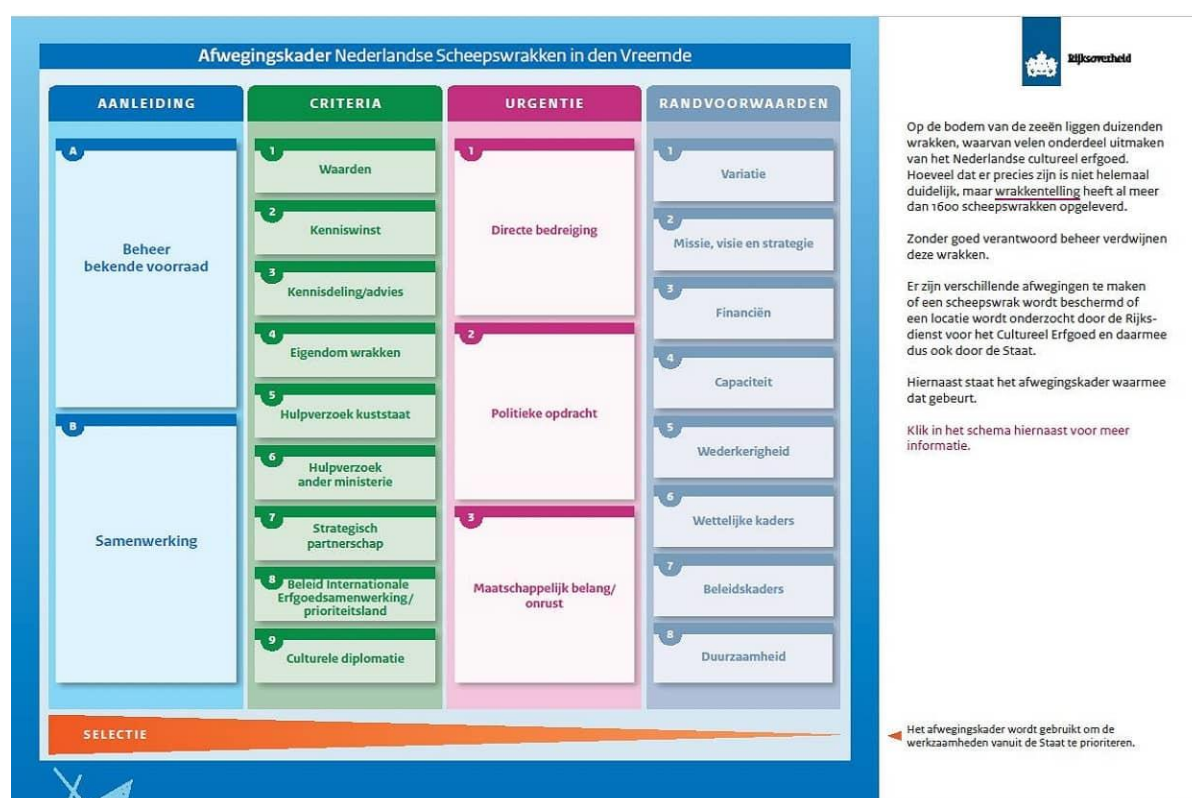
1. The power of heritage
2. Heritage and identity
3. Perceptions of heritage

The topic Perceptions of heritage will be further elaborated as the spearhead of maritime heritage and archaeology. One option within the new ICB policy is terrestrial archaeology, wherever this is considered opportune. The topic Perceptions is focused in particular on the perception of heritage between the Netherlands and the partner countries. Within this topic, we intend to look, listen, tell stories and initiate dialogue with others about our common past which may have resulted in different stories and conclusions. This topic will consider the various aspects of heritage and in order to examine those aspects, a wide variety of methods will be employed. The topic involves both tangible and intangible heritage, and as such will rely on both objective and subjective sources. Elsewhere, links will be established between historical and archaeological locations and objects, and the stories about specific events. Different visions of one and the same event will be recorded and presented. Essential in this approach is that a community be established in which people from different nationalities and backgrounds are emboldened and made willing to enter into dialogue with each other. At the same time, ongoing projects established in previous years, with longer lead times, will be continued. Capacity building, knowledge exchange and advice will remain key elements of cooperation with the various ICB partner countries.

Appendices

Appendix 1: Decision-making framework for Dutch shipwrecks abroad

Thousands of shipwrecks lie on the world's seabed, many of which form part of the Dutch cultural heritage (according to the [wreck count](#), around 1600). Unless responsibly managed, these wrecks will disappear. A series of considerations affect the decision of whether or not to protect a shipwreck or whether a wreck site is surveyed by the Cultural Heritage Agency of the Netherlands (RCE) and by extension the Dutch State. This document contains the assessment framework for these decisions.



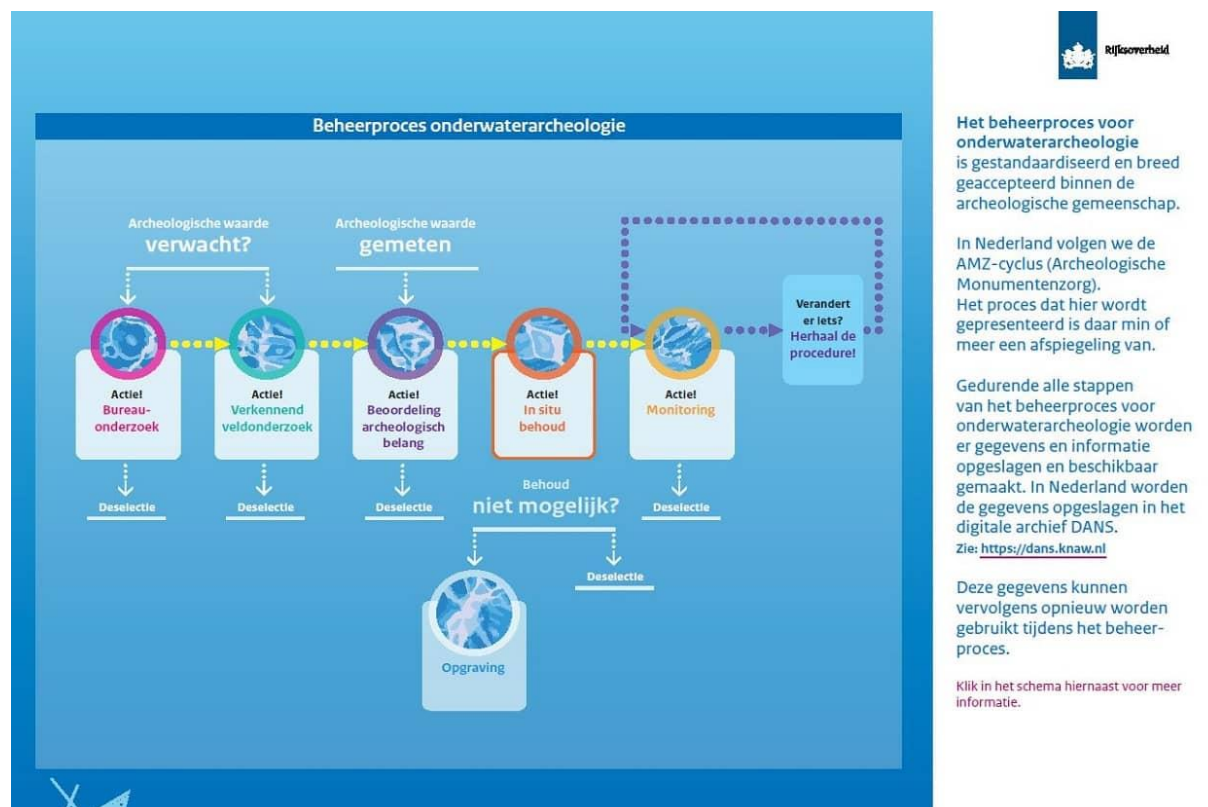
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QR code to complete decision-making framework:



Appendix 2: Archaeological Underwater Management Process

This document describes the process for the management of underwater archaeological heritage. The international standards on which this process is based are articulated, among others, in the appendix to the [UNESCO Convention for the Protection of Underwater Cultural Heritage](#) (Paris, 2001), and also in the cycle of the Dutch Archaeology Preservation of Monuments and the Dutch Archaeology Quality Standard.



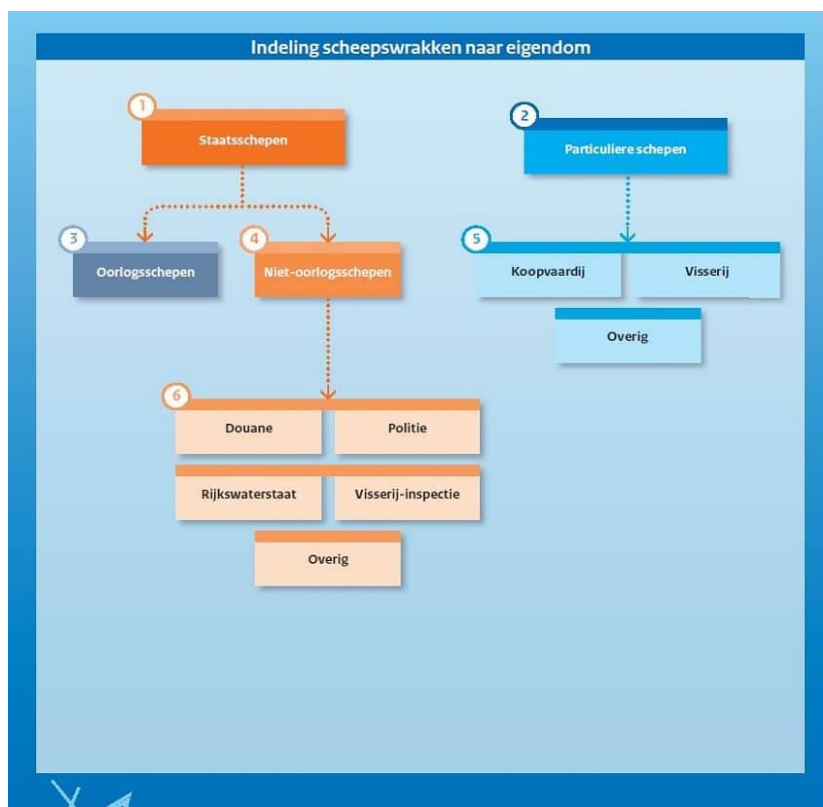
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Appendix 3: Classification of shipwrecks by owner

There are many Dutch shipwrecks on the global seabed. Before deciding on the management of these ships, the official owner of the wreck must first be identified. A distinction is made between state owned ships, over the wrecks of which we still retain sovereignty, and privately owned vessels, in respect of which the Dutch state cannot claim ownership. This is further illustrated in the image below.



We werken hard aan de basis voor het beheer van het Nederlands maritiem erfgoed overzee. Een belangrijke basis hiervoor is de wrakkentelling, zie [wrakkentelling op cultureelerfgoed.nl](http://wrakkentelling.op.cultureelerfgoed.nl).

We onderscheiden staatsschepen, waarvan de wrakken nog altijd soevereiniteit hebben, en particuliere schepen. Aan deze laatste categorie kan de Nederlandse staat geen eigendom ontfangen. Toch kunnen ook wrakken uit deze categorie een dusdanige belangrijke rol hebben gespeeld in de Nederlandse geschiedenis, of archeologisch van dusdanige waarde zijn, dat ook voor deze wrakken geprobeerd wordt een verantwoord duurzaam beheer op te zetten. De manier van aanpak kan bij ieder wrak verschillend zijn.

Een bijzondere categorie vormen de schepen van de Verenigde Oostindische Compagnie (VOC) en de West-Indische Compagnie (WIC). Het eigendom van de wrakken van deze private bedrijven is bij faillissement overgegaan naar de Nederlandse staat. Die wrakken zijn dus nu wel staatsschepen.

[Klik in het schema hiernaast voor meer informatie.](#)

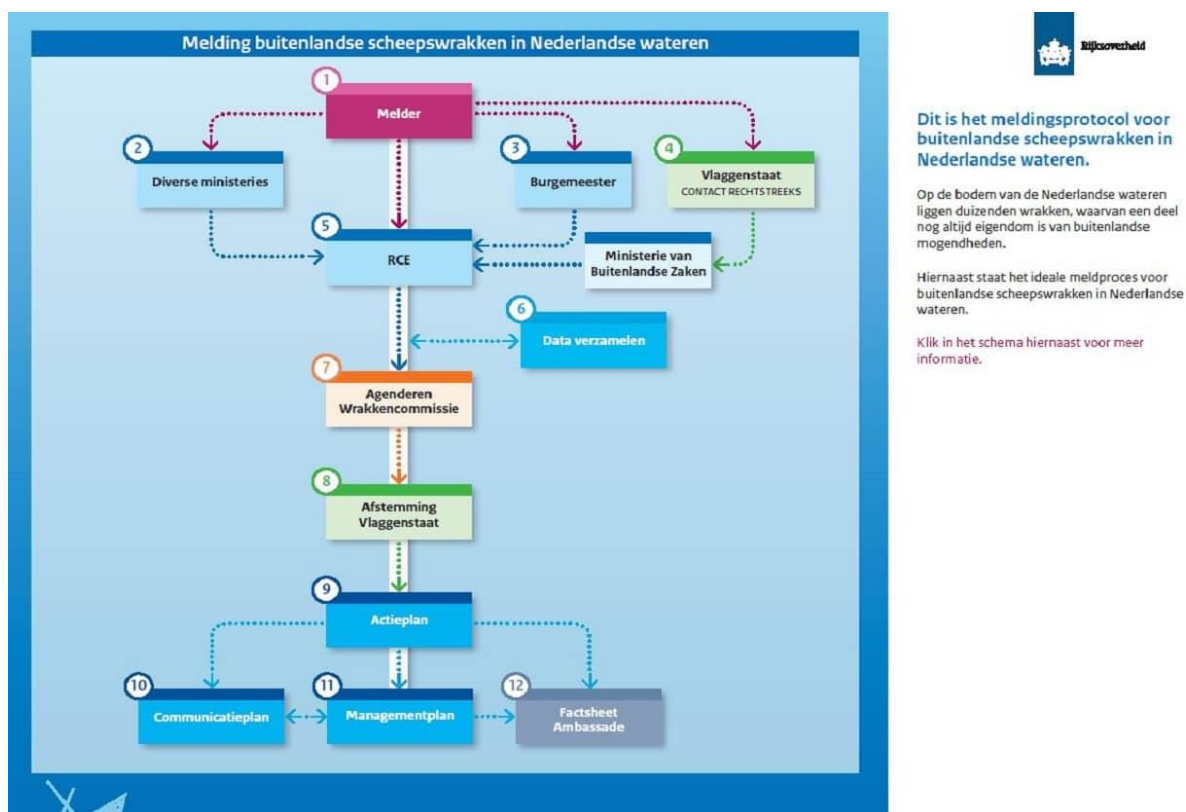
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Appendix 4: Reporting protocol for foreign shipwrecks in Dutch waters

If a foreign wreck is found in Dutch waters, it must be reported. This protocol explains where the report is ideally received, and how the information flow should start from that point onwards, and which organisations should be involved.



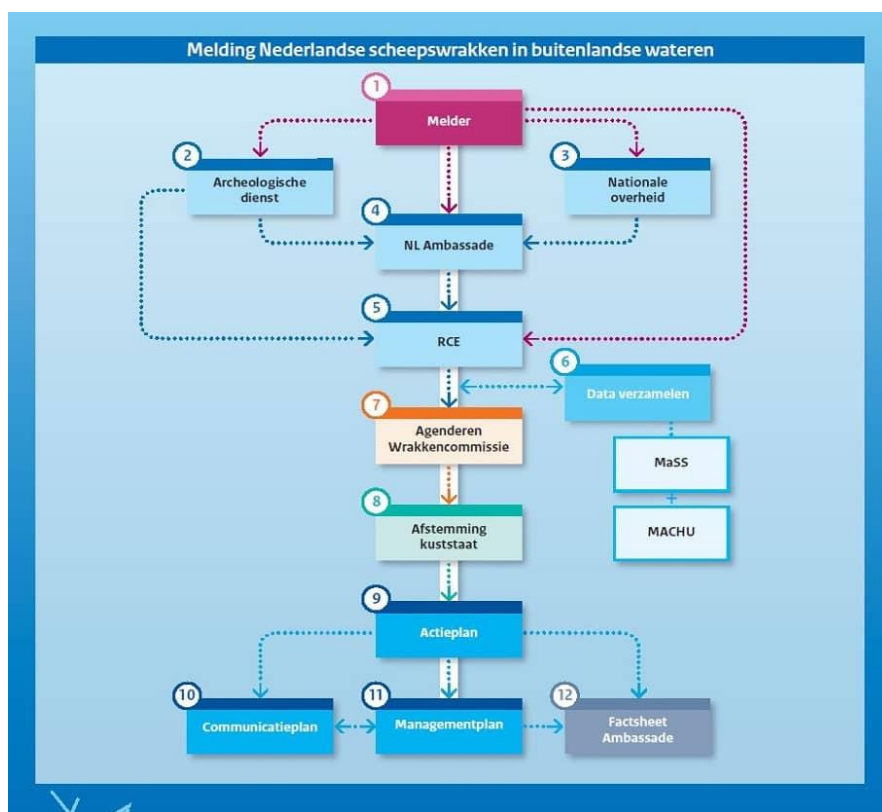
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Appendix 5: Reporting protocol of Dutch shipwrecks in foreign waters

If a Dutch wreck is found in foreign waters, this must be reported. This protocol explains where the report is ideally received, and how the information flow should start from that point onwards, and which organisations should be involved.



Dit is het meldingsprotocol voor Nederlandse scheepswrakken in buitenlandse wateren.

Nederland voelt zich sterk verbonden met haar maritieme verleden. Ook scheepswrakken die buiten Nederlandse wateren liggen zijn hier onderdeel van.

De Nederlandse staat claimt het eigendom van haar voormalige staatsschepen (VOC, WIC, Admiraliteit en marineschepen).

Hiernaast staat het ideale meldproces voor Nederlandse scheepswrakken in buitenlandse wateren.

Klik op de items in het schema hiernaast voor meer informatie.

[Link](#) to complete document.

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Appendix 6: Find reporting form for maritime objects

This digital form can be used to report the finding of a Dutch shipwreck in foreign waters or a sovereign wreck in Dutch waters.



The image shows the front cover of a reporting form titled 'Vondstmelding' (Discovery Report). The cover has a blue background with a white rectangular area on the right side containing text. At the top left of the white area is the Dutch coat of arms and the word 'Rijksoverheid' (Dutch Government). The title 'Vondstmelding' is in a large, bold, blue font. Below it, the subtitle 'Nederlandse scheepswrakken in het buitenland en soevereine scheepswrakken in Nederlandse wateren' is in a smaller black font. Further down, there is a line of text: 'Stuur de melding naar info@cultureelerfgoed.nl.' Below that, the section 'Meer informatie' (More information) is followed by contact details: 'Op werkdagen tussen 9:00 en 17:00 uur op (033) 427 14 21 of via 'contact' op www.cultureelerfgoed.nl'. The final section is 'Bezoekadres' (Visit address), followed by the address 'Smallepad 5, 3811 MG Amersfoort', the phone number '(033) 427 14 21', the email 'info@cultureelerfgoed.nl', and the website 'www.cultureelerfgoed.nl'. In the bottom left corner of the blue background, there is a small white icon of a ship's hull.

Rijksoverheid

Vondstmelding

Nederlandse scheepswrakken in het buitenland en soevereine scheepswrakken in Nederlandse wateren

Stuur de melding naar info@cultureelerfgoed.nl.

Meer informatie
Op werkdagen tussen 9:00 en 17:00 uur op (033) 427 14 21
of via 'contact' op www.cultureelerfgoed.nl

Bezoekadres
Smallepad 5, 3811 MG Amersfoort
Telefoon: (033) 427 14 21
E-mail: info@cultureelerfgoed.nl
www.cultureelerfgoed.nl

[Link](#) to complete document.

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Bijlage 7: Protocol voor de omgang met menselijke resten

Bij het onderzoek naar scheepswrakken, zeker als de schepen zijn vergaan tijdens oorlogshandelingen, is de kans groot om ook menselijke resten aan te treffen. Daarom werkt de Rijksdienst met een protocol voor de omgang met menselijke resten.



[Link](#) naar volledig document.

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Bijlage 8: Beleidskader Nederlandse historische scheepsvondsten en scheepsvindplaatsen in den vreemde

Het Nederlands onderwatererfgoedbeleid heeft te maken met zowel geografische grenzen als de grenzen tussen traditionele beleidsterreinen. Bij de vormgeving en uitvoering van dit beleidskader voor maritiem erfgoedbeheer zijn dan ook diverse departementen en diensten in binnen- en buitenland betrokken, namelijk de ministeries van Buitenlandse Zaken, Financiën, Defensie, en Onderwijs, Cultuur en Wetenschap.



Interdepartementaal beleidskader



Nederlandse historische scheepsvondsten en scheepsvindplaatsen in den vreemde



[Link](#) naar volledig document.

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