de O'Higgins. It's only a name. Palmer Land, Tierra de O'Higgins— what's the difference?
JAMES: The difference is, we have more rights in the Antarctic than the Chileans.
FRAN: You're wrong. We Chileans have more rights in the Antarctic than anyone. Now will you people get out of here.
RICKY: All right. [*To Carlos*.] Let's go somewhere and have a drink. I can tell you everything you want to know about my grandfather.
CARLOS: Fantastic.
RICKY: [*To James*.] Would you like to join us?
JAMES: No, thanks. I have work to do, a lot of work.
RICKY: Okay. It was a pleasure to have met you.
JAMES: You too. Take care. [*Carlos and Ricky exit*.]
FRAN: You are not welcome here.
JAMES: I don't care. I'm not leaving. Your book is completely biased!
FRAN: You can't say that. I've done years of research. I've read thousands of documents.
JAMES: But I'm an ever better source. My grandfather told me everything and he was actually there. You don't even mention him!
FRAN: There's no reason to. My book's about the Chilean Antarctic.
JAMES: But my grandfather was one of the most important diplomats of the era and he was American.
FRAN: We're all Americans, whether you like it or not. You north Americans are so arrogant. What you have to accept is that we have more rights in the Antarctic than you do.
JAMES: You aren't thinking clearly. You haven't slept in days.
FRAN: I don't have time to sleep. I need to finish my book.
JAMES: You need to go to bed. We'll finish.
FRAN: We? You don't have anything to do with it.
JAMES: Yes I do and don't worry. I'll take care of everything. Trust me.
FRAN: Trust you? I don't even know you.
JAMES: You're exhausted. Go to bed.
FRAN: And leave you with my book? That's ridiculous.
JAMES: Just go to bed and let me get started.
FRAN: Fine. [Starts to exits, returns for wine.]
JAMES: What are you doing?
FRAN: I'm going to bed, like you told me.
JAMES: Yes but not with the wine.
FRAN: But it's mine and you have no right to be here like your nation has no right to be in the Antarctic.
JAMES: The frozen continent's north American. I don't care what you think or what the Antarctic Treaty says. Now I want some wine.
FRAN: Either say the Antarctic's Chilean or you won't get any.
JAMES: I'll never say the Antarctic's Chilean because that isn't true. You have no idea what you're talking about.
FRAN: I know exactly what I'm talking about. [*Starts to exit*.]
JAMES: Just a second. Isn't there something else I could say?
FRAN: You could say that I'm the most beautiful and most intelligent woman you've ever met.
JAMES: Okay. You're the most—
FRAN: But you need to say the Antarctic's Chilean. This is a very good bottle of wine. Now say it.
JAMES: The Antarctic is Chilean.
FRAN: Louder.
JAMES: The Antarctic is Chilean.
FRAN: It's good to hear you admit that. Good night.
JAMES: But you said you'd give me some wine.
FRAN: We can share the rest, but I'm going to bed, like you told me. If you don't hurry, there won't be any left. [*Exits*.]
JAMES: [Pauses, smiles, continues to audience.] The book can wait. [Exits.]

A further note on the *Belgica* project

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ABSTRACT. Further progress is reported concerning the preservation of *Belgica*, currently a wreck in Norwegian waters. The construction of a full sized replica of the ship has been commenced.

Following on the paper by Kjaer (2005) entitled '*Belgica* in the Arctic', in which the discovery of the wreck of that famous ship in Harstad fjord, Norway, was revealed, reports of activity subsequent to this were presented in previous issues of this journal. The first reported the establishment of the *Belgica* Society (Loy 2006), while a second was on the first activities of the society (Loy and Van Autenboer 2006). Since then, ownership of the wreck has been transferred to the society by Kristian Holst AS and family.

Between 14 and 17 May 2007, Marnix Pieters, of the Flemish Heritage Institute, and Yan Verschueren dived three times to the wreck of the ship. Dr. Stephen Wickler of Tromsö University Museum, Ivar Aarestad of the Norwegian Directorate for Cultural Heritage, and Karl Emil Rikardsen, a filmmaker, accompanied the *Belgica* Society members during this activity. These dives were needed to organise future archaeological work. These people, together with Willy Versluys, met the Harstad harbour master, Steffen Kristiansen, in order to consider the practical problems associated with the proposed raising of the wreck.

From 10 to 14 August 2007, Marnix Pieters and Wim Vermeire were in Harstad to clean up the wreck.

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Fig. 1. The replica of *Belgica* under construction. Photograph taken on 9 September 2007.

In cooperation with the local diving club, two thirds of *Belgica* was cleared from nets and seaweed. However, the ammunition still on board has to be evacuated in order to carry out further archeological work. To achieve this the help of the Norwegian and Belgian navies will be sought.

On 7 and 8 November 2007, Tom Lenaerts and Marnix Pieters received some practical training concerning tests of wood stability of wrecks from Dr. David Gregory at the Centre for Maritime Archaeology of the National Museum of Denmark. Wood samples from *Belgica* should provide an indication of the practicability of raising the wreck. Both of these *Belgica* society members had the opportunity to learn to handle the Pilodyne, increment borers, cork borers and the apparatus based on the measurement of the electrical conductivity of the wood. This set of combined methods has been developed by the Danish team and is very reliable for obtaining high quality information concerning structural stability of wood.

In order to benefit from maximum visibility in the fjord, the next dive mission is planned for February 2008.

In the mean time, the De Steenschuit shipyard, near Boom in Belgium, is building a full size replica of *Belgica* (Fig. 1). The keel was laid on 9 September 2007 and construction should be complete within a period of five years. This will result in a three-master of about 35.40 m long by 7.50 m and rigged as a barque. This work enjoys the patronage of Her Majesty the Queen of the Belgians and the sponsorship of the Governor of the Province of Antwerp, of the Ministry of Defence and of the Flanders Employment Agency.

From its home base in Antwerp, the reborn *Belgica* will sail the world as an ambassador ship alerting the public to climate change.

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