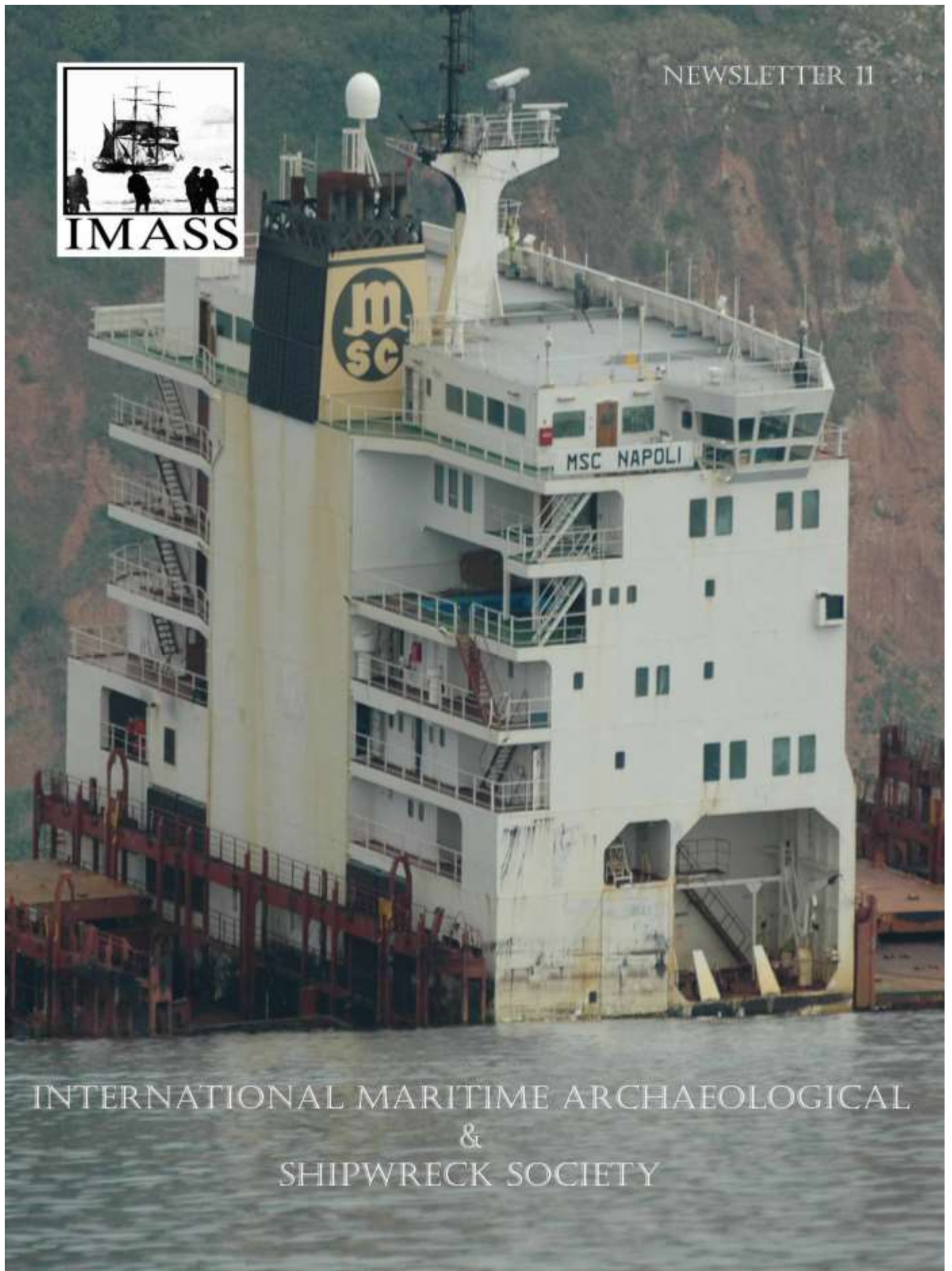


NEWSLETTER II



INTERNATIONAL MARITIME ARCHAEOLOGICAL
&
SHIPWRECK SOCIETY

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Cover photograph: The wreck of the Napoli beached off Branscombe.

Devon. 18 Jan 2007.

Source: Steve Clarkson

Views expressed and comments made by authors, individual subscribers or Committee Members to this News Letter are personal, and do not reflect the opinions of IMASS, its Officers or Committee.

IMASS (the International Maritime Archaeological & Shipwreck Society) continues to be unbiased, maintaining an impartial attitude regarding all aspects of maritime archaeology, shipwrecks and diving, being dedicated to allowing and supporting the freedom of speech.

Editors Comments

Moving the IMASS annual Shipwreck Conference from the old Robbins University building to the new location proved to be worthwhile, and delegates remarks regarding size, seating, facilities, location etc. were all positive, therefore the 2019 Conference will be held in the same location, and we look forward to seeing you all once again.

The range of speakers in 2018 and the quality of the talks was exceptional, and our Committee are to be thanked for their dedication in continuing to find individuals from across the world who have such fascinating stories to tell. If you would like to put your name forward for consideration as a speaker for next year, then please contact Peter Holt, our speaker finder. The 2019 Conference will be held on Saturday 2nd February, in the same Plymouth University Building as last year.

It was a great pleasure to have Sir Tim Smit with us and look forward to seeing him at the Conference again. I understand that great changes are being made to his Charlestown Shipwreck Centre, and hopefully he may be prepared to share these with a short presentation next year.

The content of this Newsletter is as full and varied as ever, with wonderful accounts of discoveries at home and overseas, artefact finds, and the inevitable prosecution of divers who chose to ignore the law. Please continue to send anything of interest you would like to see in print, and we always welcome photographs.

I should add that after 10 years producing the IMASS News Letters in collaboration with Steve Clarkson, after this edition (No.11) is distributed I intend to hand the reins to a younger, more technically aware individual. It has been a pleasure and a privilege to have served you in this capacity, and I wish my successor all the best.

President's Remarks



This is the Societies 11th News Letter, and I trust you find the contents varied and interesting. Steve Clarkson, our Assistant Editor, who proof reads, inserts photographs

and tidies up the News Letter before release, does a magnificent job, and I extend to him my personal thanks and those of the IMASS Committee as a whole. Thanks Steve again for all your hard work.

Two years ago I missed being at the Conference due to a whole knee replacement. I am having the other one operated on this November despite what Admiral Lord Nelson had to say about the medical profession, 'Beware the surgeon's knife', but the alternative is a walking stick, and I am not ready for that just yet, so hope to see you there again.

Our annual Conference continues to be a 'sell-out' by December or thereabouts, and hopefully the new larger theatre location will see IMASS go from strength to strength. Certainly, the exhibition space is bigger, offering more stands, which are an important and popular feature of our annual Conference, as are the catering arrangements, who have been asked to limit the choice to avoid long waits and queues, which no one wants.

Richard Larn. OBE

Chairman's Remarks



It only seems like yesterday that the committee were congratulating themselves on another successful conference and here we are about to

start selling tickets for 2019! This year saw us move to a new venue, the Roland Levinski Building at Plymouth University, but not without some trepidation, as, after many years at the Robbins Centre we knew just how to make it work and the new location presented some new challenges, but thanks to good team work the conference went well (well apart from the catering perhaps). I would therefore like to thank the organising committee for all their hard work on behalf of myself and all those who attended, some of whom are now firm friends even though we may only see them on the first Saturday in February every year. I would also like to thank our President, Richard Larn OBE, who is stepping down as newsletter editor after 10 years in the role and our assistant editor, Steve Clarkson, who has kindly agreed to take on the mantle, thank you both. So, as we move inexorably nearer to 2019, what do we have to look forward to, apart from the conference of course!? Well 2019 will see 100 years since the Grand Scuttle in Scapa Flow, and this is being celebrated with the Scapa 100 initiative, and we also have Normandy 75 next year, so it's a great year for wreck diving. We also have the exciting developments planned for the Charlestown Shipwreck and Heritage Centre that Sir Tim Smit told us about at this year's conference and I'm delighted that he will be returning in 2019 to give us an update. I look forward to welcoming many of you to the conference in February.

Allen Murray, Chair, IMASS

United Kingdom Shipwreck and Marine Archaeological News

Tudor shipwreck discovered by local group on Kent beach.

A Tudor shipwreck has been discovered by members of a local history group surveying Tankerton beach, near Whitstable, Kent, for a WW2 pillbox, and has been given Protection by Heritage England as the only wreck of its kind in SE England.



Another wreck, believed to be 19th century, gradually being exposed at low tides at Camber Sands, near Rye harbour in E. Sussex has also been listed. The group that found the Tudor wreck were astonished to spot the outline of a ship in the mud flats, preserved for over 300 years. Historic England commissioned Wessex Archaeology to investigate, and the initial dendrochronology and other tests on the hull timbers suggest a tree that supplied one of her hull planks was felled in 1531. The wreck is believed to be single-masted, carvel-built, of about 200-tons. It may have been carrying a cargo of copperas, known as green vitriol-hydrated ferrous sulphate – used extensively at the time as a dye fixate to make ink, and was known to have been produced in Whitstable from 1565.

The Camber Sands wreck has been gradually emerging since 2016, and as the silt is scoured away is revealing a heavily built ship 47.2m long by 9.5m beam, lying parallel with the shore, and is believed to date from the late 18th or early 19th century. She may be the *Avon*, built in Nova Scotia in 1843, reported to have stranded to the east of Rye harbour in August 1852, whilst returning from Le Havre with a cargo of timber. Duncan Wilson, the CEO of Historic England, said the two ships were very different but equally fascinating. Most Protected Wrecks are seen only by divers, but here is a chance for the general public to see them.

Divers jailed for failure to declare shipwreck artefact items.

Shipwreck divers who removed items from the cruiser HMS Hermes have been sent to jail and fined for failing to declare their finds to the Receiver of Wreck. HMS Hermes, built in the late 19th century was converted into an experimental seaplane carrier and depot ship at the start of WW1, but was torpedoed by a German U-boat in October 1914 with the loss of 44 lives. The wreck lies in 30m depth off the Roylingen Bank.



Kent Police were made aware in 2015 that a number of historic artefacts had been removed from the site and were given the names of two men thought responsible. They were Nigel Ingram (57) of Teynham, and John Blight (58) of Winchelsea, E. Sussex.

The jury heard how a French Maritime surveillance vessel found them at the location of the wreck on 30 September 2014. Ingram was underwater at the time, diving from Blight's boat called *De Bounty*. Suspicious of the lifting equipment on board resulted in an underwater examination of the Hermes 3 days later. This revealed the ship's condenser had been removed as well as other items. The two men were arrested in October 2015.

More than 100 items of undeclared wreck were recovered at Ingram's home along with some £16,000 in cash. The items included ships' bells, a torpedo hatch, and a large quantity of metal ingots. His computer revealed photographs of the condenser from the Hermes on the stern of *De Bounty*, taken only four hours after they had been boarded by the French authorities. Police investigations revealed Ingram had cashed a cheque from scrap metal dealers APM Metals in Sittingbourne for £5,029 the day after, for 6-tonnes of metal.

Also seized at Ingram's home was A notebook entitled *De Bounty, Diver Recovery*, that contained details of items recovered and dive times. The total value of

the wreck collected was estimated at over £150,000.

Ingram was sentenced to four years in prison, Blight was given three and a half years.

Norman's Bay Wreck goes VR.



Another of our 53 Protected Wrecks in the UK has been made available as a virtual on-line dive

trail by Historic England. The Norman's Bay wreck in Sussex is the 13th to become a virtual-reality trail. Discovered by local divers Martin Wiltshire, Steve Pace and Paul Stratford in Pevensey Bay and Protected in 2006, is a cluster of at least 51 iron cannon, a timber built ship including a large anchor on top of a ballast mound

A copper 'ships-kettle' is now displayed in the Hastings Shipwreck Museum, and the vessel is believed to be the 17th century Dutch man o'war

Wapen van Utrecht, lost during the Battle of Beachy Head in 1690. You can visit the virtual dive trail on

<http://www.nauticalarchaeologysociety.org/content/normans-bay-wreck-diver-trail>

North-East Shipwrecks Project started.



Some 400 known shipwrecks are to be plotted and surveyed between the rivers Tyne and the Tees, a

project described as our first marine landscape partnership. The 400 ships range from WW1 and WW2 casualties, to a huge number of colliers that carried coal from the north-east to London and the Royal Navy dockyards.

Initial research including a study of historic records and fishing 'snags' is under way and will become a six-year programme entitled Seascope, managed by the Heritage Coast Partnership on behalf of a group of local,

regional and national working in the maritime and heritage sectors

Funded by a Lottery Grant of £2.9 million, the project has a further £2 million of partnership money to help finance the project.

Ireland's Wreck Viewer website

A new website containing 18,000 wreck details, available free of charge, has been launched by the National Monuments Service of Ireland.

The exact position of some 4,000 shipwrecks are shown on an interactive map, with details of each vessel's history, voyages, cargo, passengers and how it was lost.

The site is being expanded as diver reports are received, and the list of WW1 wrecks is of particular interest said Josepha Madigan, Ireland's Minister for Culture, Heritage and the Gaeltacht.

The site can be accessed at: www.dagh.maps.arcgis.com, with the best results being on Google Chrome.

Wreck of HMS Anson threatened by Loe Bar storm pipe.

An overflow pipeline being built to allow water from Loe Pool to discharge into the sea in Mounts Bay, near Porthleven, was originally intended to discharge 200m clear of the wreck of the frigate *Anson*, but was damaged by storm and falling rocks. Its replacement will now discharge floodwater and silt onto the bar over the main wreck site.

This could possibly completely bury the wreck site completely. Although the *Anson* is not a Protected Wreck Historic England are aware of the of the wrecks historic interest. However, their initial assessment concluded that the ship is completely broken up, and has been subject to extensive salvage. Therefore the presence of any further buried remains that might warrant protection, has yet to be proven

Diver Trail for Gun Rocks site.



The Gun Rocks wreck site in the Farne Islands off Northumbria is to be given a diver-trail, to

assist visiting divers find their way around.

Lying at a depth of between 8 and 12m, some 15 cannon are to be found, some of Swedish gunfounders vintage.

The identity of the wreck has as yet not been established, but is believed to be late 17th early 18th century. See a short video at:

<https://www.youtube.com/watch?v=rHrnIwEQTGM>

HMS Invincible unexpected finds.



Photo Michael Pitts. The teams currently working on this wreck which includes Bournemouth

University, the Maritime Archaeological Sea Trust (MAST) and the National Museum of the Royal Navy, have all expressed surprise in finding swivel guns on the site, also levels of pollution in the Solent and plastic litter on the site.

Built by the French in 1744 and captured by the Royal Navy in 1747 who took her into service as she was, she sank off the Hampshire coast of the Solent in 1758. The project to survey and excavate the wreck was awarded £2 million from the LIBOR fund. Divers have located five swivel-guns so far, despite salvage reports that state all her armament was recovered.

The nominated archaeologist Dan Pascoe, said they have also found gun-wads, wooden quoins from gun-carriages, all marked to denote their cannon size. Also sand-glasses, rigging blocks and deadeyes, onion bottles and small personal items.

A third seasons excavation work is being planned. Find out more about this project from; <http://www.thisismast.org/>

Devon diver finds bomb under pier.

It came as something of a shock to south Devon diver James Cunningham, of Bishopsteignton, to find a rusty, 6ft long marine growth encrusted 600kg bomb beneath Teignmouth's Grand Pier. James was enjoying an evening dive with his uncle, James Brown in July 1917 looking for anything people might have dropped accidentally into the sea, when he saw a huge cylindrical lump.

After taking photographs, the divers informed the Coastguard, and next morning they accompanied the Royal Navy Explosives Ordnance Disposal (EOD) unit from Plymouth to the bomb site. A 1,000m exclusion zone was declared around the site, which extended 500m inland. The bomb was then moved offshore using lifting bags and detonated.

Rare photographic images found of interior of a WW1 German U-boat.



The German submarine U-110 was busy in 1918 sinking merchant ships off Hartlepool, when she was attacked and sunk by the Royal Navy.

Months later, she was raised intact and placed in dry-dock in Newcastle. The plan was to restore the U-boat to service and use it against Germany shipping, but the work was never completed and she was eventually scrapped.

However, whilst in dry-dock, a set of amazing interior and exterior photographs were taken, which found their way into the Swan Hunter Shipyard archive, then in turn into the Tyne and Wear Archive, from where they have been displayed on line via www.retronaut.com

The U-110 was sunk on 19th July 1918 after being attacked by HM. Motor-launch No.263 using depth charges. Sharp and clear photographs show her interior, control panels, torpedo room, which others show her exterior in dry-dock. Read more at: [The Daily Mail](http://www.dailymail.com)

Admiralty anchor returned to the sea near an offshore wind farm.

During the construction phase of the Rampion Offshore Wind Farm a 3.5m long Admiralty longshank anchor was recovered and put in storage. It has now been returned to its original resting place close to WTG-F05, which is 50° 41.14748N and 000° 17.65693E.

Dutch captain attempts to hide ship.



The Dutch firm Friendship Offshore BV, have been convicted of conducting unlicensed salvage

operations on the wreck of the ss. *Harrovian* which lies 70 miles SW of the Isles of Scilly. The Newcastle Crown Court heard how in August 2016 the MMO became aware of illegal salvage of a shipwreck, who deployed a vessel to investigate. They discovered £50,000 worth of copper and steel ingots on board the *Friendship*.

Her master, Walter Bakker, admitted he did not have the required license, and that he had reduced the vessels AIS system of identification in an attempt to evade identification.

The ss *Harrovian* was on passage from New York to Le Havre when attacked by a German U-boat on 16 April 1916, some 50 miles from the Bishop Rock lighthouse. The German submarine *U-69* sank her with 4inch (10cm) shells, and the *Harrovian* sank but without loss of life.

Her cargo consisted of 2,240,000 lbs of copper bars, worth today some £4.8 million. Walter Bakkar was fined £2,000, the company £6,000 with £44,930 costs. A confiscation order against the company was agreed at £609, 086, to be paid within 3 months.

Read more at [MMO](#)

Wounded veterans explore the wreck of battleship HMS Montagu.



Channel, in 1906.

Six wounded veterans have carried out a series of exploratory dives on the remains of this battleship which sank on Shutter Reef, Lundy, in the Bristol

Part of operation Nightingale, the team have also worked on Barrow Clump, a Bronze Age burial site and the Anglo-Saxon cemetery in the Salisbury Plain training area. The programme is controlled by the MOD, with funding being provided by Historic England, Help for Heroes and Wessex Archaeology.

Maritime Heritage Foundation – HMS Victory wreck site.

Lord Lingfield, Chairman of the Foundation, said: Leaving the *Victory* marooned in international waters is a lose-lose situation for everyone. The site will continue to be endangered.

The Foundation has presented a multi-million-pound scientific project to government to cover the excavation, study and conservation of *Victory*. The MOD holds a bond for £390,000 as assurance any artefacts recovered will be properly conserved. The wreck has been classed as one of the world's 100 most endangered sites, and one of her three-ton cannon was looted by a Dutch salvage company which used a giant grab bucket to raise it.

French Customs stopped and searched this vessel believing it was carrying drugs, and returned the cannon the MOD. A MOD spokesman said, '*Victory* was gifted in trust to the Maritime Heritage Foundation in 2012. As part of that arrangement it was agreed that the MOD would grant permission for recovery of items from the site. This permission is currently under consideration'.

Read more: [This permission was refused](#)

SS Milly Memorial planned.

The ss Milly, a 3,000-ton British steamer built in 1904, was requisitioned for war transport work in 1914. On September 6, 1918, whilst on passage from Brest to Barry, this armed merchant ship was torpedoed and sunk by the German U-boat UB-87

(Karl Petri), SW of Tintagel Head, with the loss of two crew. These were 18 year old mess steward Robert Hocking of 8 Napier Terrace, Mutley, in Plymouth, and 17 year old deck boy William Eaton, had lived with his parents at 1 Alexander Street, Cathays, Cardiff.

With the help of the Port Isaac's pub Golden Lion landlords, Beth and Marc Kendall, they are placing a special plaque in the pub commemorating the event. The St Austell Brewery owned pub already has her 4inch stern gun mounted outside, as well as artefact material on display inside.

There was a commemorative day in Port Isaac on 6th September, when the plaque was unveiled, and the landlords are hoping relatives will get in touch with them. The wreck lies in 46m depth, its bow partly buried in the seabed.

Long forgotten wrecks uncover in Carbis Bay, St. Ives, Cornwall.



On 18 November 1893, three steam colliers were all wrecked in the space of half an hour in a

severe storm. The *Cintra* ran aground close to St. Ives, five of her crew being rescued by breeches buoy fired from the shore, but seven others drowned. Also lost nearby was the colliers *Bessie* and *Vulture*, Not long after the ss *Hampshire* sank 10 miles off Godrevy Point when her crankshaft broke and one end thrashed a hole in her hull and she sank with only one of her 22 man crew surviving. A fifth victim of the gale was the ss *Rosedale*, washed ashore and stranded on Porthminster beach.

Whilst the remaining frames and plating of the three colliers still show above the sand level from time to time, a surviving relic sits on Smeaton's Pier, St. Ives, an anchor from the ss *Cintra*, raised in 1959.

130 year old shipwreck revealed after severe storms near Penzance.

The remains are believed to be that of the *Jeune Hortense*, a wooden brigantine which ran aground in Mount's Bay near Longrock in May 1888. She was returning home with the body of a Fowey man who had died in France. The Penzance RNLi attended the scene and there is a magnificent photograph of the wreck and the lifeboat going out to her, less than 50m offshore, in the Gibson collection. The wreck last uncovered over Christmas 2015. The recent uncovering has revealed a vast number of frames and hull planking.

Divers retrieve bridge engine-room telegraph from the ss. Lusitania.



Sport divers have eventually recovered this significant relic after attempts a year ago failed. A second

telegraph was brought to the surface in October 2017, the diving group having the appropriate licence from Ireland's Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs with the consent of the wreck's American owner, Gregg Bemis. The bridge telegraph was found on the seabed, and was brought to the surface under the supervision of an archaeologist from the National Monuments Service, and is currently undergoing conservation.

The *Lusitania* was torpedoed by a German U-boat off the Head of Kinsale, Ireland, On 7 May 1915 whilst on passage from New York to Liverpool. It is intended that the telegraph and other artefacts recovered will be put on public display in a local museum.

Cannon site in Dorset and a German U-boat off Whitby, both protected.



An inshore wreck site close to Chesil Beach which holds 8 iron cannon, identified as English 24 and 32 pounders, cast between 1650 and 1725, has been given protected status by Historic England.

A second site offshore and some 200m to the south holds another 7 iron cannon, one believed to be a 6 pounder, cast in the second half of the 17th century.

Possible identification of the ship is the Dutch West Indiaman *De Hoop*, lost in 1749, or the *Squirrel* lost the following year. Both sites have significant potential for further study.

The U-boat is the UC-70, a mine-laying submarine, which during 10 war patrols commencing in 1916, sank 40 ships before being bombed and sunk on 28 August 1918 off Whitby with the loss of all hands. The submarine was found as part of Heritage England's recent work to research and survey WW1 submarine losses in UK Territorial waters.

HMS Colossus and Hazardous warships protected area increased.



Following the discovery of archaeological material lying outside the previous designated sites of these two men o'war, the protected area has been substantially increased in size.

Divers are advised to look at HE's list of 53 Protected Wrecks to determine the increase of these sites.

Dutch East Indiaman Rooswijk artefacts go on public display.



Lost on the outer face of the Goodwin Sands in January 1740, this VOC ship has revealed a wide range of artefacts which were put on public display in Ramsgate in August and September 2017. An international team of archaeologists have been working all that summer in excavating store rooms and the stern living quarters. Finds include wooden seamens chests with contents, pewter jugs and spoons, glass bottle, ornately carved knife handles and shoes which were brought ashore and given 'first-aid' conservation.

On only her 2nd voyage to the Far East, the *Rooswijk* carried a cargo of silver ingots and coins, stone blocks, and bars of iron, when she sank with all hands.

The project is led and financed by the Cultural Heritage Agency of the Netherlands, the project leader being Martijn Manders. The site is classed as 'high-risk' on the Heritage at Risk register.

Only a third of the known 250 Dutch East Indiamen wrecks around the world have been discovered, and the *Rooswijk* is thought to be the first to be scientifically researched and excavated on this scale. All the finds will when fully conserved, be sent back to the Netherlands. For further details see: Read more at: [Historic England](#)

Marine Antiquities Scheme success.

More than 100 archaeological and historic marine finds have been submitted during the first 12 months of this scheme. Items ranging from Neolithic and Roman relics to more recent candlesticks and modern ordnance, the finds have been submitted mainly by divers.

Launched in July 2016, the scheme is funded by the Crown Estate, managed by Wessex Archaeology, and modelled on the British Museum's Portable Antiquities Scheme.

Only 13 records have been published to date although this is set to double very soon. Divers holding 'legacy finds' – items recovered and reported in earlier years are invited to submit them to the MAS database. One example was an almost complete salt-glazed barrel costrel or flask, probably German and 17th c. It was originally recovered more than 50 years ago in the Channel isles, found by a diver in 18m depth, the site revealing cannon, iron shot and lead sheathing.

Sunken ferry reveals Nazi attempts to build a nuclear weapon.



During WW2 on the direct orders of Prime Minister Churchill, Norwegian resistance fighters attached a bomb to the ferry *SF.Hydro* in 1944 set to detonate when it reached the centre of a Norwegian lake, 100 miles from Oslo. The ferry was transporting barrels of heavy water, so called because each atom contains both a proton and a neutron in its nucleus, critical to slowing and controlling the nuclear fission process. In 1934 the Norwegians had built the first commercial plant to produce heavy water, which was perched on a precipice above Lake Tinn, in Vemork.

For a National Graphic TV series called 'Drain the Oceans', scientists mapped the

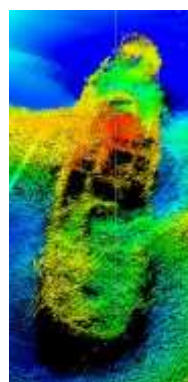
lake bed and virtually raised the wreck to find out what was on board. They discovered at least 18 barrels which tests have shown contain heavy water, and many more are believed to be under the wreck. The Allies, fearing that Hitler was well on his way to building a nuclear weapon they ordered a sabotage mission which culminated in Operation Gunnerside in 1943, when commandoes blew up the plant. The raid and the sinking of the *Hydro* was portrayed in the film 'The Heroes of Telemark' starring Kirk Douglas.

After the raid the Germans realised they needed to protect their remaining stockpile of heavy water, and on 20 February 1944 began moving a whole years output from the plant by train and ferry from Vemork en route to a reactor site in Germany. Scans have revealed that the 170ft long ferry is still intact.

Tests have revealed the barrels were indeed full of heavy water, enough to put Germany well on its way to become a nuclear power.

The new 10 part series 'Drain the Oceans' starts weekly on National Graphic TV from 6th September 2018 Starting at 8pm.

120 year old ship discovered in the Bristol,Channel.



Images taken by Bristol's Port Hydrographic team have revealed the wreck of a sunken cargo vessel, which is already disappearing beneath the sand and silt. The vessel was the British screw ss. *Brunswick*, built in Glasgow in 1898, which delivered cargo between Liverpool and Bristol. She sank at 5.30am on 24th December after running aground in dense fog as it approached Black Nore Point, near Portishead.

Read more at [The BBC](#)

Plan to safeguard Royal Navy shipwrecks.

Representatives from the National Museum of the Royal Navy and the Maritime Archaeology Sea Trust (MAST) recently hosted a seminar to discuss improvements to the management of UK underwater naval remains, and their protection from unauthorised intrusion and illegal salvage.

Participants agreed that in addition to protecting the UK's undersea maritime heritage, emphasis also needed to be placed on the potentially hazardous nature of fragile 19th and 20th century wrecks. In many cases, they contain unstable explosive material, highly toxic minerals and fuel oils that are hazardous to divers and potentially damaging to the environment.

Tour the 17th century London wreck online.



Historic England have commissioned London Cotswold Archaeology, again in collaboration with ArtasMedia , CyanSub and MSDS Marine, to create a 3D

virtual tour of the well preserved *London*, which is currently being monitored in challenging diving conditions.

HMS *London*, a 17th century warship is one of England's most important historic wrecks. The vessel lies in two parts off Southend Pier in Essex. She blew-up on 7 March 1665, when gunpowder stored on board caught fire. She was on her way from Chatham to the Hope near Gravesend in Kent to collect stores before leaving to take part in the Second Anglo-Dutch War. As well as her crew there were family members on board. More than 300 died, as recorded by diarist Samuel Pepys, who recorded there were only 24 survivors.

More than 700 artefacts have been recovered, some of which are on display at Southend Museum. Take a tour of the *London* wreck at: [Cotswold Archaeology](#)

16th century Dutch wreck listed after theft of a bronze cannon.

An historic shipwreck on the Dunwich Bank has been added to Historic England's Heritage at Risk Register.

Possibly a merchant ship or even an early military transport vessel, the site has been added to the list after the theft of a bronze cannon last summer.

There is no visible evidence of the wreck itself which lies in 15m depth, but Historic England says it is possible they may be buried in sediment.

The wreck was discovered in 1994 by marine archaeologist Stuart Bacon who recovered one bronze cannon, now in the Dunwich Museum. Stuart commented to the *Ipswich Star* that the ship's guns should be recovered so they can be conserved and cared for – not left to degrade on the seabed where they are at risk of being stolen. I have requested 8 or 10 times for an excavation license, but have been refused.

Last British Jutland wreck – HMS Warrior has been found.



The British cruiser *Warrior*, the last missing wreck of the Battle of Jutland 100 years ago has been located in 83m(272ft) by a combined

Danish/British survey team. It was found on an expedition by Danish Underwater contractor JD-Contractor for the Sea War Museum in Thyboron, In collaboration with Dr Innis McCartney of Bournemouth University.

Warrior was badly damaged and 21 of her crew were killed in the battle. The other 743 were transferred to HMS *Engadine* as she attempted to tow the *Warrior* back to Britain, but bad weather and the damage sustained caused the cruiser to be abandoned. She sank in the North Sea between 1st and 2nd June 1916, but later could not be found at the official position given by the Hydrographic Office.

Unlike other Jutland wrecks, *Warrior*

Sank intact, and not as a result of a massive explosion. This led Gert Normann Anderson of the Sea War Museum, which centres on the Battle of Jutland, to describe the wreck as a 'time capsule', with its entire contents.

Thirty wrecks were investigated using multibeam surveys and ROV's to take videos, and Warrior was discovered on 24th August some 25 miles from the official position. The wreck lies completely upside down, the highest point being 68m (223ft), both her propellers showing and the wreck of a ship's lifeboat alongside.

For more information go to: www.seawarmuseum.dk/en.

Search for Warrior finds the lost submarine HMS. Tarpon.



The wreck was discovered by chance off Thyboron in Jutland last March, by JD-Contractor and dived by the team and Innes McCartney. She was sunk by the German 'Q-ship' ss. *Schurbek* on 10th April 1940 along with all her 59 crew whilst commanded by Lt.Cdr.H. Caldwell. The wreck lies almost upright in 40m (131ft) with both periscopes raised and several hatches open. Two of her ten torpedo-tubes are empty, which records show were fired at the Q-ship but missed. The site is a war grave.

English East Indiaman's cannon may have been located off Loe Bar.



Seven iron cannon and an anchor found off Loe Bay may be from the HEIC.

President, which sank in a gale in 1684. Most of her crew were lost, and her cargo was described as:

"A very rich lading, modestly judged of no less than £100,000 . . with much treasure of pearl and diamonds."

Already marked on a map produced by the Dutchman Van Keulen, and first reported by divers in 1998, the *President* was designated a Protected Wreck. There are dozens of named wrecks lost on Loe Bar, which cover and uncover following storms.

Two submarines given protection.



These are the German *U-8*, the first German submarine to be sunk in UK waters, and the British *HMS A-3*, which

sank just prior to WW1, both protected on advice from Historic England.

U-8 sank in the Dover Strait off Folkestone in March 1915. Caught up in anti-submarine netting, it was hit by the destroyer *HMS Ghurka* and forced to surface, when it was abandoned. It then came under fire from *HMS Maori*

Which caused her to sink. Her crew were made to march through the streets of Dover by the Dover Castle garrison troops. It was one of her two propellers that was recovered and returned to the German Navy after being stolen – discovered in Kent being used as a coffee table. Her other propeller went missing and has never been found.

The *A-3* sank in February 1912 off Lulworth Cove, Dorset, after being accidentally rammed by the submarine depot ship *HMS Hazard* off the Isle of Wight. She was raised and subsequently sunk as a gunnery target, and now lies east of Portland.

WW1 German destroyers identified in Portsmouth harbour.



The Maritime Archaeology Trust (MAT) has identified the remains of two shipwrecks, both WW1 German destroyers, lying in the mud of Portsmouth harbour.

The destroyers, one of which, *V-44*, fought at the Battle of Jutland 100 years ago, were taken as trophies of war by the Admiralty in 1919 and used for target practice before being sold for scrap. They both lie on the mud shore of HMS *Excellent* on Whale Island. *V-44* and *V-82* were part of the German High Seas Fleet, and were identified through the "Forgotten Wrecks of the First World War" four-year Heritage Lottery funded project run by MAT.

Dr Julian Whitewright was looking at photographs of Portsmouth harbour of 1939, then compared them with modern imagery. He was amazed to find the destroyers were still there.

The next stage of the project will involve an archaeological survey of both ships, which will be difficult due to the depth of mud where they lie.

Read more at [BBC](#)

Divers stop auction sale of a Widows collection of shipwreck treasure from the Royal Charter.



Wreck divers managed to put a hold on a proposed auction sale of gold and jewellery found on the wreck of the 19th.c steam driven clipper *Royal Charter*, off Anglesey. The

late John Leyland was one of the divers who discovered the 'treasure' in 1972 and it was his widow who wanted to sell the items, valued at £4,000. Other members of the dive team objected to the sale, saying they should be put on public display on Anglesey.

The ship ran aground off Moelfre in a storm in October 1859, whilst carrying miners from Australia who were bringing home their fortunes to Gt Britain. It was the worst shipwreck incident off the coast of Wales when, some 450 male and female passengers, children and crew lost their lives; there were just 39 survivors.

The divers who found the 'treasure' had an agreement that none of the group could sell their share without the express agreement of the others.

Read more at: [Daily Post](#)

Anglesey wreck is again leaking oil.

The Maltese tanker *Kimya* which sank in a storm in January 1991 with only 2 crew surviving out of 12, appears to have started leaking toxic palm oil again, following storms during April.

The ship was on passage for Birkenhead carrying chemicals, vegetable oil and wine when she capsized 16-miles south-west of Holyhead. A salvage crew managed to get the ship closer inshore where it was hoped future storms would not affect the vessel. The bow of the wreck breaks the surface even at high-water.

Whistle of Protected wreck sounds again after 100 years underwater.

To commemorate the 100th anniversary of the sinking of HM.Armed trawler *Arfon*, the Swanage based dive boat *Viper II* too descendants of three of this WW1 minesweepers crew from Yorkshire to lay wreaths over the site.

Built in 1908, the trawler worked out of Portland for three years, sweeping for mines off the Dorset coast. She ran off St.Aldhelm's Head near Swanage after detonating a mine in 1917.

The commemoration included the ship's recovered and restored steam whistle being sounded using compressed air for the first time since she sank. The names of the 10 crew who died were read out along with those

of her 3 survivors. The descendants then visited St Aldhelm's Head for the unveiling of an information board about the ship and its loss. The wreck lies in a depression in 43m (141ft) and is exceptionally well preserved. To tie in with the commemoration, a MAT sponsored Diver Trail around the wreck was launched.

Ship's bell from the ss. Mendi left on Swanage Pier for a journalist.



A diver's conscience appears to have been pricked after the bell of this well known and controversial WW1 troop carrier was left in a carrier bag anonymously after BBC

reporter Steve Humphrey was contacted following coverage of the *Mendi* centenary on television. A note left with the bell read: "If I handed it in myself it might not go to a rightful place. This needs to be sorted out before I pass away as it could get lost."

The *Mendi* sank off the Isle of Wight on 21st February 1917, with the deaths of more than 600 men from the South African Native Labour Corp. They were on their way to Europe to support the Allied war effort in France and Belgium. Her sinking was one of Britain's worst maritime disasters, caused by collision with the *Darro*, a Royal Mail packet vessel that failed to go to the assistance of survivors.

The wreck was found in 1974 by Martin Woodward, but it was 35 years later that she was designated a Protected War Grave. The Receiver of Wreck has told the BBC that the bell would be given to a museum pending a decision as to its future.

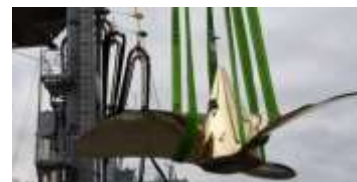
Three significant shipwrecks of WW2 found on the Rockall Bank.

Three wrecks have been discovered by sonar-scanning by David Mearns of the west coast of Ireland. The 160m long transatlantic liner *Athenia* sank after being torpedoed with

the loss of 100 lives within hours of Britain's declaration of war against Germany in September 1939. She lies in over 200m (650ft) depth.

Another deep WW2 shipwreck has also been found in the North Sea, 150 miles east of Edinburgh. This is the submarine *HMS Narwhal*, which left Blyth to lay mines off German occupied Norway, but on 22nd July 1940 she was sunk by German aircraft with the loss of all 59 crew. The *Narwhal* was found in 90m (295ft) by a team of Polish divers whilst searching for the sunken Polish submarine *Orzel*, which had gone missing two months before the *Narwhal* disappeared. The third WW2 shipwreck found recently is the Australian ss. *Macumba*, sunk by Japanese seaplanes on 6th August 1943. This wreck lies in 40m (131ft) in the Arafura Sea, off Australia's Northern Territory. This 2,540-ton merchant ship was carrying supplies from Sydney to Darwin when bombed and sunk with the loss of 3 crew. The wreck sits upright and is a War Grave.

A stolen propeller from a World War One U-boat is being returned to Germany



The submarine UC-75 was responsible for sinking 56 merchant ships

and two warships before it went down in the North Sea in 1918.

But propellers from the vessel were found in a storage unit in Bangor, Gwynedd, a year ago.

It is thought the items were illegally taken from the U-boat wreck by a diver off the east Yorkshire coast.

One of the propellers has been handed back to the German Navy in Plymouth, while the other will go on display at the Royal Navy Museum in Portsmouth.

Read more at [BBC](#)

International Shipwreck and Marine Archaeological News.

An archaeological team are hoping they are on the right track to finding bronze statues. The wreck site, which was found some 120 years ago in the Aegean Sea has long been suspected as having hidden secrets. The 2,100 year-old Antikythera site was named after the small island near to where it was found by sponge divers in 1900.

It is best known for revealing the mysterious mechanism dubbed the 'world's oldest computer', but divers also found broken parts of lifesize human bronze statues. One of these was reconstructed in the 1950's.

In September 2017, working at a depth of 50m (165ft) for two weeks, divers led by Alexandros Sotiriou for the Greek Ephorate of Underwater

Antiquities and Lund University, discovered a saecophagus lid, a bronze disc of unknown purpose inscribed with the image of a bull. Most significantly, they also found a lifesize human arm from what could prove to be a seventh statue. Bones and wooden planking were also found.

Using underwater metal detectors, the divers are convinced they may have located the area where bronze statues might lie buried.

Dredger that evaded detention by the Indonesian Navy found.



A Chinese hopper-dredger that vanished following the destruction of a popular WW2

wreck dive site in Usukan, Borneo in late January, is reported as having been detained by the Malaysian Maritime Enforcement Agency in early May.

The *Chuan Hong 68* had anchored in Malaysian waters after escaping detention by the Indonesian Navy for salvaging another shipwreck, according to the Singapore *New*

Straits Times. The Usukan Bay wrecks consisted of three Japanese cargo vessels, the *Kokusei Maru*, *Higane Maru* and *Hiyori Maru*.

Torpedoed in 1944 by the American submarine USS *Hammerhead*, causing the death of 138 crew, all three wrecks lie close to each other and were nicknamed by local divers the Rice Bowl wreck, the Upside Down wreck, and the Usukan wreck.

The dredger was said to have been commissioned by local company Ugeens Berjaya Enterprise on behalf of the archaeological unit of Universiti Malaysia Sabah (UMS), to carry out salvage work for 'research purposes'.

Local divers opposed the move, but there was rapid and wholesale destruction of the well-colonised sites.

By the time the Sabah Tourism Culture and Environment Ministry had ordered UMS to cease work, they had fled, only to then plunder the 64m (210ft) Swedish super-tanker *Seven Skies*, which sank in 1969 near the Anambas Islands.

Although the Indonesian Navy caught the dredger in the act of salvage, the vessel managed to escape before being recaptured.

Titanic paying public dives on hold.



Three planned submersible dives to 2.5 miles carrying fare-paying members of the public planned for

May 2017, have been put back till 2019. The 3 hour dives were to be part of an eight-day adventure organised by the London based Blue Marble Private, and despite the £78,000 per head cost had already sold out. No one has visited the wreck of the *Titanic* since 2012.

Divers suspected of looting wreck of the ss Hesperian off southern Eire.



This armed British liner was carrying some 800 passengers, including wounded Canadian troops, along with valuables including

gold, silver and jewellery, when she was torpedoed by U-20 some 85 miles from Fastnet on 6 September 1915, on passage for Montreal.

Badly damaged she managed to stay afloat for two whole days, the 11,000-ton ship sinking whilst under tow. There were 32 casualties out of her 300 crew and passengers. Those drowned were mostly galley staff tipped out of a lifeboat. Divers are believed to have been using explosives on the wreck, which lies outside of Ireland's 12 mile territorial limit, but is expected to be protected in forthcoming legislation regarding War Graves.

Deep WW2 historic wrecks found in the Phillipines.



Five Japanese and two US warship wrecks have been found and filmed in deep water off the Phillipines. A survey team funded by Microsoft co-founder Paul Allen, include the USS Ward, the destroyer that fired the first American shot in WW2. That happened during Japan's raid on Pearl Harbour on 7 December 1941, when the *Ward* sank a Japanese midget submarine.

The discoveries were made in the Surigao Strait in the Southern Phillipines. The

Japanese wrecks are believed to be the battleships *Yamashiro* and *Fuso*, both found upside down in 200m (650ft), as well as the destroyers *Yamagumo* and *Michishio*, found in 100m (328ft). Also the *Asagumo*, which lies in 200m.

These Japanese ships were in the Battle of Surigao Strait in October 1944, the biggest naval battle in history, the Battle of Leyte. Scanning the seabed from aboard the 76m (250ft) long research vessel *Petrel*, the team then found the USS *Ward* and the USS *Cooper* in 250m (800ft) in Ormoc Bay, off the island of Leyte.

The *Ward* was serving as a troop transport/patrol vessel when she was holed on the waterline and caught fire following a Japanese kamikaze air attack in 1944. She was eventually scuttled. The seven wrecks are in poor condition, well colonised and will be treated as war graves. Nothing was removed from them and their positions will not be made public.

US Federal Court orders salvor off wreck.

A US Federal Court has ruled that a 16th century shipwreck found off the coast of Florida 2 years ago is the protected property of France, and not that of the private company that says it has spent \$3 million searching for it.

Global Marine Exploration (GME), said the wreck was the *La Trinite*, the flagship of the French naval captain Jean Ribault. This 32 gun ship was in a fleet of four wrecked in a hurricane in 1565, sent by King Charles IX to establish a French Protestant colony at Fort Caroline, later named Jacksonville. The loss of the Fleet is said to have critical in clearing the way for Catholic Spain claiming the state of Florida.

GME found the wreck off Cape Canaveral in 2016, which still carried three bronze cannon bearing the French royal markings, as well as 19 iron guns and 12 anchors.

Wreck found in Lake Huron.

Divers have found the wreck site of the ss *Jane Miller* that sank in November 1881 in a storm in Lake Huron, Ontario, Canada. A total of 28 lives were lost including the nine man crew when she sank in Georgian Bay, near the city of Owen Sound.

Launched only two years earlier, this 24m (78ft) long vessel was on a regular run between Collingwood town and Manitoulin Island. The wreck remains upright with a mast reaching to within 23m(75ft) of the surface. Her main deck cabins were intact but the upper cabins had collapsed. Two of her prop blades are broken off, suggesting it was still rotating when she sank and struck the seabed. The diving permit issued to Jared Daniels, Jerry Eliason and Ken Merryman did not allow them to penetrate the wreck, but they reported a pile of skeletons were visible inside. The exact location has not been disclosed in order to protect the site until the authorities decide how best to proceed.

Belgian diver claims to have found a WW2 submarine graveyard off Tunis.



The remains of six British submarines lost during WW2 are said to have been discovered. Jean-Pierre Misson told the Times newspaper that sonar scanning between Tabarka and Cap negro off NW Tunisia has found the six wrecks, along with a seventh believed to be Italian. Misson has compared the scans to historical records and speculates that they are HMS *Talisman*(N98); *Tigris*(N78); *Turbulent* (N98); *Utmost*(N19); *Usurper*(P56), P48 or P222. All were lost in 1942-3 probably to mines, although some of

them are believed to have been depth-charged by the Italian navy. With over 250 crew having lost their lives, the sites are considered war graves.

Australian Navy first submarine found.

HMAS *AE.1*, which went missing in unexplained circumstances at the beginning of WW1 has been found intact after 103 years, off Papua New Guinea. What happened to the 800-ton submarine and her 35 British and Australian crew has been a persistent mystery.

She was the Australian Navy's first loss in that war, going missing on 14 September 1914. There have been no less than 12 abortive expeditions to find her. The RAN set up a 13th expedition using the search vessel *Furgo Equator*, funded by the Commonwealth Government and the Silentworld Foundation along with the Submarine Institute of Australia, the Australian National Maritime Museum, *Furgo Survey* and PNG's government.

Scanning in deep water off the Duke of York Islands east of Rabual proved successful when a wreck was located in 300m(985ft). A ROV examination confirmed it was the *AE.1*, still in one piece and remarkably well preserved.

US Navy submarine S-28 found.



Located off Oahu, Hawaii at a depth of 2.6km (1.3 miles), this submarine was found in September 2017 by Tim Taylor of Tiburon

Subsea. She was laid down in 1922 but is believed to have only sunk one Japanese vessel in WW2. She disappeared on 4 July 1944 with all her 49 crew. The team that found the wreck speculate that she suffered a hull failure causing her bow to separate from the rest of the hull.

AUV's were used initially in the search for the S-28, then ROV's to allow photographs and video to be taken.

Cluster of eight historic wrecks found in the Aegean Sea off the island of Naxos.



Eight shipwrecks dating from the Classical, Roman and Byzantine eras have been found on a reef in the Aegean Sea. The first was found in just 10m (33ft) when local diver Manolis Bardinias

led them to a reef littered with amphoras and anchors, during a search for the islands ancient southern harbours. Pottery found was dated at 2000 years ago. The team were then shown another reef with three more probable wreck sites from the 4th century BC to the 6th century AD.

Bricks and tiles found are believed to be cargo. A side-scan sonar search then revealed the likely presence of four more wrecks laden with amphora between 50-60m (165-195ft). The divers then explored the ancient harbour of Panormos and found an important but unknown anchorage area in Sozon Bay. The sites are littered with storage vessels, tableware and wine jugs, with lead and stone anchors.

Sven Ahrens from the Norwegian Maritime Museum, Oslo, co-directed the first and second seasons exploration, part of a three-year survey programme, with Greece's Ephorate of Underwater Antiquities. Wheat, wine, olive-oil, garum fish sauce, luxury goods, metals and building materials would all have been carried by such vessels, as well as passengers.

British & Dutch shipwrecks found off Yucatan, Mexico.



A 19th century British paddle-steamer and an 18th century Dutch warship have been found off the beach at Sisal, Mexico. Local guides helped underwater

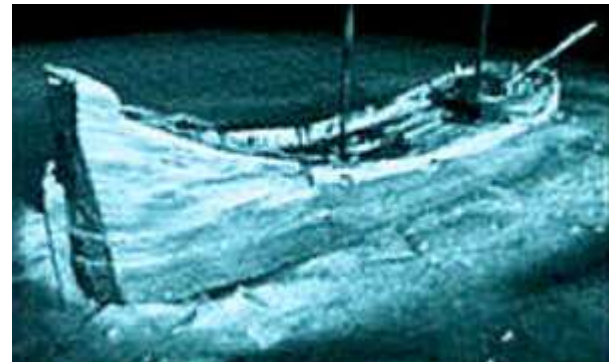
archaeologists from the National Institute of Anthropology & History to locate the wreck sites.

Helena Barba Meinecke, Head of Underwater Archaeology (NAH) said these are the oldest wrecks found to date in the region. The paddle steamer nicknamed 'Adalio Vapor' after the grandfather of the fisherman who pointed it out a mile north of Sisal, was built between 1807 and 1877 for the Royal Mail Steam Packet Company.

The Dutch vessel was found on the Madagascar Reef 25 miles NW of Sisal, and pending identification has been named the Madagascar Cannon wreck. 12 iron cannon have been found, 2.5m (7.5ft) long. Clost at hand are a further 8 cannon and ceramic fragments.

Read more at: [Live Science](#)

Unusually well preserved 17th and 18th century wrecks found in the Baltic.



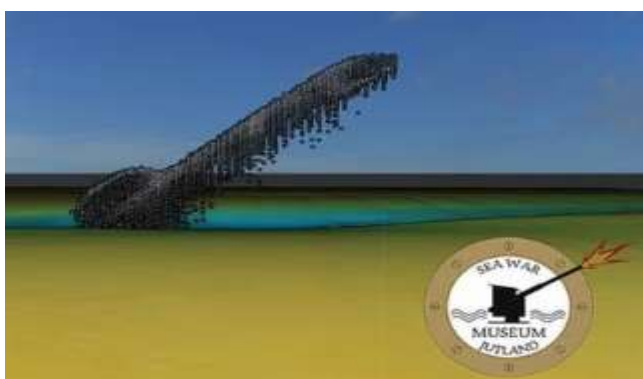
Several well-preserved timber wrecks have recently been found but two are significant. Buried in mud, the oldest is thought to be a medieval cog, dating from the 14th or 15th century. Such ships used in the Baltic for centuries, had a single square-rigged sail and were usually built of oak. One vessel is 23-25m (75-80ft) long, with a 7m (23ft) beam. The other is thought to be 16th century, stands upright, its mast still standing. Galley utensils and tools have been found as well as 20 barrels of osmond iron, a find said to be unprecedented. Osmond iron was cast by a process developed in Sweden and its export was banned after 1604. The Baltic is well known for its ability to preserve timber

underwater, its brackish water unable to support wood-boring organisms such as shipworm.

There are thought to be at least 100 intact ships on the seabed, according to Nina Eklof, Project Manager of the Swedish National Maritime Museums' 'Treasures of the Baltic Sea.' The project is set to culminate in the opening of a new maritime archaeological museum next to Stockholm's Vasa Museum in 2020.

Read more at: [BBC](#)

Hi-tech German U-boat found off the Danish coast, its bow buried deep in the seabed.



The wreck of *U-3523* which was depth-charged by a British B-24 Liberator bomber on 6 May 1945, has been located 10 nautical miles N. of Skagen in the Skagerrak Strait at a depth of 123m (405ft) by Denmark's Sea War Museum, Jutland, in Thyboron.

The museum which has a long-running programme of scanning for North Sea and Skagerrak shipwrecks, has described the find as sensational.

The sonar image shows the whole forepart of the submarine's hull buried almost as far as the front of the conning tower, the stern standing 20m(65ft) above the seabed.

The *U-3523* was one of a batch of Type XX1 U-boats designed to remain submerged for long periods. A total of 118 of them were laid down, but only two actually entered service, and none saw action. She sank the day after German forces in Denmark, NW Germany and the Netherlands had surrendered, and may have been attempting to escape to South America. The bodies of its

58 crew are presumed to still be on board, but what she was carrying and whether there were passengers on board remains unknown.

The only preserved example of a submarine of this class is in Bremerhaven, Germany. Sea War Museum, Jutland, has to date found, registered and surveyed some 450 wrecks, including 12 submarines, three of which are British.

Read more at : [Live Science](#)

A US. submarine rescue ship purposely sunk off Seven Mile Beach, Grand Cayman, has partially fallen over.

The damage was caused by the aftermath of Hurricane Nate, despite the eye of the storm being located some 300 miles from the Cayman Islands. The storm snapped the USS. Kittiwake's anchor chains and drove it against the reef near the Sand Chute dive site. The wreck is still intact but now 3m(10ft) deeper than before, and can still be penetrated.

The wreck attracts some 20,000 divers and snorkelers a year, having been sunk six years ago as a diver attraction.

Historic early astrolabe found.



A bronze disc discovered in a shipwreck off Al Hallaniyah Island in Oman has proven to be an astrolabe, one of the earliest examples known of this navigational device. Believed to date from 1495-1500, it was

recovered from the remains of the *Esmeralda*, known to have sunk in a storm in 1503.

She was part of a fleet of 20 ships bound for India under Portuguese explorer Vasco de Gama, possibly commanded by his uncle, Vincente Sodre. If so, she was the earliest known from Europe's Age of Discovery ever to be found. Found by Blue Waters Recovery

divers, the 17.5cm-diameter (7ins) disc was amongst many artefacts recovered from the site in 2014, but with no navigational markings its use was uncertain. It carries the embossed Portuguese coat-of-arms and the emblem of King Don Manuel 1, who reigned from 1495 to 1521.

Professor Mark Williams from WMG, University of Warwick, has now applied the latest laser-scanning technique to establish the object is a late 15th century astrolabe. The scan revealed etched graduation marks at 5-degree intervals around its edge, from which a high-resolution 3D model was produced. David Mearns of Blue Water Recovery who led the excavation said, 'It's a great privilege to find something so rare, something so historically important, something that will be studied by the archaeological community. Initially thought to be the world's oldest astrolabe from a shipwreck, the US Smithsonian National Museum have said that there is another one, in their collection, from about the same date.

American built tank from 1960 sunk as a diver attraction off Turkey.



The 45-ton four crew tank had been procured by the Antalya Governor's Office following service in the Turkish army. It had been

sunk previously in 5m(16ft) in Kas marina, about a mile away, while awaiting suitable weather conditions to move it to its final destination in 20m(65ft) off Guvercin Island, near the resort of Kas.

Further along the coast at Marmaris a 76-year old Turkish M-48 tank that saw service in WW2 has been donated to the resort by the Ministry to be sunk in 7m(23ft) as a diver attraction.

B-25 WW2 bomber located off the coast of Papua New Guinea.



Project Recovery, a team of US marine scientists, archaeologists and volunteers have found a crashed B-25 Mitchell bomber of 1942. In 2016 Project Recover pursued missions in England, New Caledonia, palau, Saipan, the Solomon Islands and Tinian, locating and documenting five crashed aircraft, and intends to return PNG in 2019.

Photos from space pointed to a treasure wreck.



A chart drawn up by the late US astronaut Gordon Cooper led underwater treasure-hunter Darrell Miklos to the Caribbean wreck-site of one of the earliest European ships to explore the Americas.

That was the conclusion drawn in the final episode of Discovery Channel's recent documentary series, Cooper's Treasure. Miklos and fellow diver Eric Schmitt found a large anchor off the Turks and Caicos islands that they comes from one of the late 15th century ships of Vincente Pinzon. This Spanish explorer had reached Brazil and the Amazon in 1499, but in July 1500 two of his vessels sank in a hurricane whilst anchored off the TCI.

Pinzon had found fame after captained the caraval Nina, one of Christopher Columbus's ships that claimed discovery of the Americas in 1492. Whilst on a 122 hour space mission to detect nuclear sites from low earth orbit, Cooper photographed more than 100 anomalies in the southern Caribbean. He believed these represented sunken ships, and secretly created a chart using the images. Before his death in 2004, Cooper

shared his secret with Miklos, who later set off to find sunken treasure.

Archaeologist Jim Sinclair has confirmed that the 2-ton bower anchor found was typically early Spanish, and would come from a 300-ton vessel. The anchor has since been raised. The anchors position match the reports of the sinking of Pinzon's ships, and broken fragments of Mallorcan pottery found near the anchor are of the right date.

Russian finds \$17,000 gold coin.



A 400 year old gold coin worth more than \$17,000 is reported as having been found in the Yauza River, Moscow, using a metal detector. The coin was a gold *chervonets*, minted

during the time of Czar Boris Godunov, between 1598 and 1605. This is said to be only one of six found to date, that were issued as a medal, hence their value.

The name of the diver has not been revealed since under Russian law, anyone engaged in unlicensed archaeological activities and interfering with historical artefacts can face not only a large fine but up to 4 years in jail.

Ocean Infinity begins search for missing Argentine navy submarine ARA San Juan.

The ARA San Juan has not been heard from since 15 November 2017, so the Argentine Government has now commissioned Ocean Infinity to search an area some 300 nautical miles east of Comodoro Rivadavia. The company will use five autonomous underwater vehicles (AUV's), which will be conducted by a team of some 60 crew members on board the mv. *Seabed Constructor*.

In addition to the crew, the search vessel will carry three officers of the Argentine Navy and four family members of the lost

submarines crew, who will observe the search operation.

Ocean Infinity are committed to search for up to 60 days and will take on the economic risk of the renewed search, receiving payment only if the submarine is found. Oliver Plunkett, CEO of Ocean Infinity said: "*For the sake of all involved in this tragedy, we hope we can help locate this submarine.*"

Anchor discovery may lead to finding convict ship Governor Ready, lost in 1829.

The finding of a heavily encrusted anchor may lead to finding this vessel in the Torres Strait off northern Queensland, Australia. Found by diver Hubert Hofer, he is hopeful it will lead to finding the 512-ton convict ship that struck a coral reef on 18 May 1829. The anchor was found in 7m (23ft) in Cumberland Passage. The ship, built in Canada, was returning from her second convict-transportation voyage carrying 200 men from Ireland to Sydney, then on to Batavia. Captain John Young and his crew survived the wreck and reached Timor after 2 weeks at sea in their boats.

Four new shipwrecks found in the Coral Sea.



Australian marine archaeologists have identified four new wrecks on the Kenn Reefs. Queensland

Museum undertook a survey of the reef top and shallow lagoon in 1987, when a number of anchors were located. The expedition to confirm the locations and obtain GPS positions occupied nine days in January, including the transit time of 30 hours to cover the 300 mile return trip from Bundaberg in Queensland.

The operation was funded by the Silentworld Foundation, a non-profit

organisation that researches Australia's early maritime history.

The wrecks, most of which are mid 19th century were found visually at low water, followed by magnetometer surveys, photography and drawings.

There are very good records of these vessels, their construction, captains and crew, and written accounts of their wrecking.

Ancient fish-sauce carrier found.



The wreck of an ancient Roman vessel carrying as many as 2,000 amphorae has been found in 70m (220ft)

off Cabrera, a small uninhabited island off southern Majorca, in the Mediterranean.

The Balearics Institute for the study of Marine Archaeology (IBEAM) was alerted last year when a fisherman working in the Cabrera Archipelago reported finding amphora fragments in his nets.

Archaeologists used an ROV to investigate the site last April, finding an oval mound of amphorae 15m (49ft)

long and 10m (33ft) wide. Six technical divers went down to the site in October using closed-circuit rebreathers, which gave them a bottom time of 40 minutes. They were able to take 2,000 photographs of the site.

The vessel is believed to date from the 3rd or 4th century AD, and had been trading in *garum*, a fermented fish sauce regarded in ancient times as a delicacy. The cargo remains intact in its original position, and it is believed the timber remains of the hull lie under the amphorae. Most of the jars are 1m in length and are thought to have originated in North Africa, but smaller ones are thought to have come from southern Portugal. The site is considered to be best preserved in the western Mediterranean.

Dutch wreck yields carpet fragments 400 years old.

Fragile textiles seldom survive long exposure to saltwater, but a group of Netherland's divers have found fragments of an early 17th century oriental carpet among other fabrics on the Dutch 'Palmwood Wreck' in the Wadden Sea in the north of the country.

A sand covering has preserved the wreck so that the knotted silk and woolcarpets features of animal scenes, even a lion attacking an ox and a pair of dragon heads are well preserved, and is now thought to have been woven in Lahore, in what is now Pakistan.

The discovery is now on public display as part of a 'Diving into Detail' Palmwood Wreck exhibition at the Kaap Skil maritime museum on Texel island, in the Wadden Sea. The exhibition includes a floral silk dressing gown recovered intact from a wardrobe on the wreck. That also contained a cloak, stockings and bodices. The clothing has been linked to Jean Kerr, Countess of Roxburgh in Scotland, a lady-in-waiting to England's Stuart royal family. Other finds include leather book covers bearing the coat of arms of King Charles 1, as well as incense, a comb, Italian pottery, a handbag and a scent ball.

Terracotta Cypriot goddess statue found off the coast of Turkey.



This is thought to be 2,700-years old and was discovered in an ancient shipwreck off Turkey's SW coast, near Bozburun, Marmaris. The statue shows a bare-foot

woman wearing a long dress, thought to be the biggest such statue found in Turkish waters, but it represents only the lower half of a goddess.

The find was made in 43m (140ft) but bad weather conditions prevented further excavation work being carried out. Such figures were usually made in two parts, so the divers are hopeful that they find the matching half still buried. The team that made the discovery was led by Harun Ozda, from the Marine Science and Technology Institute of Dokuz Eylul University. The statue was found along with ceramic plates and amphoras that appear to have a Cypriot origin. The figure was probably made in the 7th century BC and would have been 1.2m tall in its intact state.

Portuguese 400 year old shipwreck found off Cascais



Spices, ceramics and cannons engraved with Portugal's coat of arms all lie around the wreck, found near Cascais, close

to the capital Lisbon. The team believe the ship was returning from India when it sank sometime between 1575 and 1625. This was at the height of Portugal's spice trade with Asia. Who owns treasure hidden under the sea? Hunting the shipwrecks of the slave trade Lying 12m (40ft) beneath the surface, project director Jorge Freire told Reuters news agency the wreck was very well-preserved.

Wreck of Captain Cook's HMS Endeavour 'discovered' off US coast



The possible discovery of HMS Endeavour off the east coast of the US has been hailed as a “hugely significant moment” in Australian history, but researchers have warned they are yet to “definitively” confirm whether the wreck has been located.

On Wednesday Fairfax Media reported archaeologists from the Rhode Island Marine Archaeology Project, or Rimap, had pinpointed the final resting place of the famous vessel in which Captain James Cook reached Australia in 1770. The ship was later used by the Royal Navy in the American war of independence and was eventually scuttled with a dozen other vessels off Newport, Rhode Island in 1778.

Kathy Abbass, the director of the project, reportedly told Fairfax that “we can say we think we know which one it is”.

The director of the Australian National Maritime Museum, Kevin Sumption, confirmed to the Guardian that a “promising site” had been located, though he said it had yet to be confirmed as the final resting place of the Endeavour.

Read more at: [The Guardian](#)