

International Maritime Archaeological & Shipwreck Society

Newsletter No. 10



IMASS

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Cover photograph: The wreck of the battleship HMS Montague on Lundy, Devon. 29 May 1906.

Source: Richard Larn collection
www.shipwreckphotographs.com

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

IMASS is grateful to Allen Murray for taking on the role of Chairman following the unfortunate demise of Neville Oldham. Allen has been an invaluable Committee member for longer than I care to recall, and brings to the post a wealth of experience. I for one warmly welcome him, and feel sure members of IMASS will feel the same.

This edition of the News Letter contains a remarkable number of quite extraordinary shipwreck discoveries and finds, more than I can ever recall in one year. The best is the wonderful story of the ss *Great White Arabia*, lost in 1856, that was found under 45ft of soil, in the middle of a Kansas cornfield, 1,500ft from the River Missouri! The salvors' found 200 tons of cargo, enough to fill 10 container trucks, including over 4,000 boots and shoes, crates of cognac and champagne, which were still drinkable!

Elsewhere, the aircraft carrying Japanese mega-submarine, the I-400 has been located; Captain Cook's ship *Endeavour* has been found; and off Oman one of Vasco da Gama's fleet of 1498 has been located. Nearer home you can read about the two divers who were fined an eye-watering £36,000 for removing artefacts from wrecks in Scapa Flow. Also the discovery of nine bronze cannon on the Spanish Armada wreck *La Juliana*, and what may well be King Henry V's 600 year old warship, the *Holigost*, in the River Hamble. All these and many more exciting finds show the continuing enthusiasm and interest in shipwrecks.

Presidents Remarks

This is the Societies 10th 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.

In February 2016 the Society had another successful Conference, our 33rd. Unfortunately I was absent due to a whole left knee replacement that January. Lord Nelson once wrote, 'beware the surgeon's knife', how right he was! It's been a painful 12 months recovery process!

Our annual Conference continues to be a 'sell-out' by December or thereabouts. The Committee have seriously looked at an alternative larger venue, allowing more delegates to attend, but it had neither the catering facilities we enjoy at the Robbins Centre or space for the exhibition stands which are an important and popular feature of our current location in Plymouth University.

Many of you will have visited the Charlestown Shipwreck & Heritage Centre in Cornwall, of which my wife Bridget and I were the founders and joint exhibition Curators and owners for 22 years. This was started by us and the late Roy Davis in 1976, and was put up for sale three years ago, its long term future in some doubt. It has since been purchased by Sir Timothy Smit KCB, who is the founder of the 'Lost Gardens of Heligan' and 'The Eden Project', assuring the collections long term future. Sir Timothy is a qualified archaeologist, an enthusiastic wreck diver, and intends to join us at both the 2017 Conference and dinner.

Richard Larn OBE, Editor

Chairmans remarks

It's hard to believe that this year saw the 35th year of the SW Shipwreck Conference, which was another great success and tickets actually sold out before Christmas. There have been suggestions of moving to a bigger venue, although choices in Plymouth are limited, particularly if we are to retain the essential character of the conference, or even of running the conference over two days, and the organising committee would welcome your views on this, or any other aspect of the conference. Talking of the committee, I would like to give my thanks to the small but dedicated group of volunteers that help make the conference "happen", and to all the speakers without whom we wouldn't have a conference – thanks everyone! It still seems strange to have a conference without Neville Oldham, although it is now over a year since we lost him, but it was good to have our President, Richard Larn OBE back (despite his travel plans nearly being thwarted by the fog in St Marys) having had to miss last year's conference following knee surgery. It was also good to see the large number of stands in the foyer at this year's conference and there seemed to be plenty of discussions and networking going on which is why, to some, the conference is one of the highlights of the year. Of course there are still plenty of challenges facing us divers and avocational archaeologists, whether it be Neville's *bête noir*, the MMO, or the recent proposals from the Crown Estate for Seabed Survey Licences for archaeological/wreck investigations, although I know Historic England, BSAC and others are in discussion with the Crown Estate over how this can be managed so as to (hopefully) not add yet further obstacles to the good work being done by the hardworking licensees and others. It is also worth noting that another round of designations under the Protection of Military Remains Act came into force on 3rd March this year.

Allen Murray - Chairman

United Kingdom Shipwreck News

Allen Murray honoured as a Wreck Champion by the BS-AC.

Allen Murray, the Chairman of IMASS, has been appointed by the British Sub-Aqua Club as a Wreck Champion in recognition of his tireless work in the exploration, photography and research into historic shipwrecks over 20 years.

Amongst his notable explorations was his research into the Royal Navy submarine HMS A-7, which sank in Whitsand Bay, Cornwall, in 1914 with the loss of all eleven crew.

Allen, who is a BS-AC South West Regional Coach, is also an active member of Totnes, Wellington and Taunton, and the Plymouth based Pilgrims sub-aqua clubs. His and fellow divers photographs of the A-7 allowed the University of Birmingham's human interface technologies team to create a virtual recreation of the submarine.

He is quoted as saying that of the hundreds of shipwrecks he has dived and helped survey, HMS A-7 was one of the most memorable – largely due to the human story behind it.

Henry V's 600 year old ship found

What is believed to be the remains of the *Holigost* (Holy Ghost) wreck, a warship that once sailed to France as part of King Henry V's war fleet have been found in the River Hamble, near Burseldon, close to the remains of the *Grace Dieu*, both of which lie in what is virtually a medieval ship-breakers yard.

The find was made by Dr. Ian Friel, an historian and advisor to Historic England. He was re-visiting documentary evidence in the former Archaeological Research Centre for his new book, *Henry V's Navy*, when he came across a reference to the *Holigost*. Duncan Wilson, Chief Executive of Historic England, formerly English Heritage, has

organised further research and is assessing the wreck for protection.

The wreck site was spotted on an English Heritage aerial photograph of the Burseldon stretch of the River Hamble, and Dr Friel made the connection with documentary evidence that the *Holigost* had been laid up there. Probing of the site has revealed the presence of solid objects beneath the thick mud, but no further work has been undertaken as yet.

Built as the *Santa Anna* (Saint Claire of Assisi, an Italian Saint and early follower of Saint Francis of Assisi), she was captured in 1413 or early 1414 by one of William Soper's ships. Taken into English service she took part in the Earl of Dorset's expedition to the Seine in 1416, the battles of Harfleur that same year, and in 1417 in the Bay of Seine, being damaged in both. She was eventually laid up for disposal in 1426, the last mention of her being in 1447-1452 documentation.

She was clinker built, of 740-760 tons, had a single mast and carried between 99 and 199 crew and soldiers. Surprisingly, she carried seven cannon, her main weapon being 102 'gads', fearsome iron spears thrown down on an enemy from the top castle that could easily penetrate body armour worn at that time. She joined the English Royal fleet on 17 November 1415. She was probably 30m long with a 12m beam. Any remains, following her dismantling, will be her bottom timbers and what was left of framing, lower planking etc.

There is an interesting reference to a 'Dyver' named Davy Owen in 1423 being employed to carry out repairs on her underwater, the first reference we have to a diver being used for ship repair in England.

Dr.Friel's book, *Henry V's Navy* is published by The History Press.

Three historic wrecks in the South-West have been given Protection.

The River Axe boat lies in a mud bank on the west side of the river, having been uncovered naturally in 2001. It is of the late medieval period, built between 1400 and 1640. The hull retains characteristic features of other medieval ships such as the 'crook-floor' – 'Y' shaped framing timbers at the bottom of the vessel. The ship was likely to have been in the coastal trade, and Axmouth was ranked a major port by the mid-14th century accounting for 15% of the country's shipping trade. An intact wooden bowl has been recovered from the site.

The other two wrecks lie a few hundred metres apart on the sands at Northam Burrows Country Park, North Devon. They date to the late 18th century and have been exposed by the elements, most recently by winter storms in 2014. The larger wreck at Westward Ho!, is 23m long by 7m beam and is considered nationally important because it retains its key identifying features, with its orientation and construction clearly visible. It is believed to be the remains of the *Sally*, which ran aground in 1769, whilst on passage from Oporto in Portugal, to Bristol carrying port wine.

The third and much smaller wreck was probably a Severn Trow, a small merchant vessel working locally in the Bristol Channel around 200 years ago. Its angle suggests it was driven ashore by storm. 11,000 vessels are known to have been wrecked in England alone during the late 18th century and few of this period have been discovered apart from naval and East India Company ships.

All three wrecks lie in sand or mud in the inter-tidal zone, freely accessible on public land when they are uncovered. No diving licence is required.

Oldest German submarine and earliest U-boat casualty of WW1 now a Protected Wreck.

U-8, the first victim of the Royal Navy's Dover Patrol sunk in English territorial waters in WW1 has been given Protection as an historic wreck site.

Multi beam sonar shows the U-boat to be in very good condition, sitting upright with both periscopes and her radio mast still in place. The rare British submarine HMS *A-3* has also received Protection as one of only three surviving A-Class pre-WW1 submarines. There are now four protected historic submarines in English waters. The Protection of *U-8* is part of a wider Historic England project to investigate the locations of 11 known WW1 submarine losses within English territorial waters. This is to better understand their condition, extent of survival and rate of decay, the effect of oceanic climate change on their metal hulls and to find ways of slowing down their rate of corrosion.

The *U-8* was hit by a depth charge from the destroyer HMS *Ghurka*, and forced to surface, when she was abandoned to sink, but only after coming under surface gunfire from HMS *Maori*. All her crew survived, were captured and after landing marched through the streets of Dover to the castle. *U-8* is significant since it was only the 8th U-Boat built for the German Navy and one of only four Type 5 boats ever built (*U-5* to *U-8*). *U-5*, *U-6* and *U-7* were sunk off Belgium, Norway and Holland.

Despite lying in the busy shipping lanes of the Dover Strait, the *U-8* has been a popular recreational diving site and the target of salvor's who removed both propellers. One of these has been recovered and returned to the German Navy, having been found in use as a coffee table in a house in Kent. The second propeller is still missing.

HM submarine *A-3* is one of only three British A-Class boats to survive anywhere in the world. She was built by Vickers at Barrow in 1904. In February 1912 she sank off Lulworth, Dorset, after being rammed whilst surfacing by HM Depot ship *Hazard* off the Isle of Wight. The wreck was salvaged and later sunk as a gunnery target east of Portland, off the South Varne Buoy, Dorset.

U-Boat 'wrecked by a sea monster' is at last found.

The discovery of the sunken *UB-85* could hold the key to one of the strangest of WW1 mysteries – concerning a ship supposed to have been attacked by a sea monster.

A venture to lay a sub-sea power cable has led to the discovery of the wreck of a U-Boat, believed to be the *UB-85*, near Wigtownshire in south-west Scotland. She was sunk by the British Royal Navy patrol vessel, HMS *Coreopsis* after it was caught on the surface on 30 April 1918. However, its German crew surprised the British by surrendering without resistance. According to Captain Krech, the U-boat commander, a 'strange beast' had risen out of the deep with large eyes, set in a horny sort of skull . . . with teeth that glistened in the moonlights', which had damaged the submarine so badly it could no longer submerge. Gary Campbel, keeper of the sightings of the Loch Ness monster, said 'that there have been consistent reports of large monsters, not just in lakes and lochs like Loch Ness but not out in open waters. For many years the giant squid was known as the fearsome Kraken and given the size of the oceans, it wouldn't be a surprise if many large species were still to be discovered.'

Dr. Innis McCartney, a historian and authority on U-boats, does not believe the tale. He revealed that there are at least 12 British & German submarine wrecks in the Irish Sea. Two UBIII Class submarines were lost in the area, *UB-85* and *UB-82*. They would be practically impossible to tell apart, and unless a diver found a shipyard/builders stamp mark on one of the propellers for example, definite identification may never be made.

Team of salvage hunters search for the *Bonhomme Richard* of 1779.

A team of international salvage hunters have made Sunderland their base for the wreck of a ship that once terrorised the UK's coast.

The US Navy Ship *Grasp* (No.51) a US Safeguard-class salvage ship, has returned to the North Sea for a second attempt at locating the *Bonhomme Richard*, the flagship of John Paul Jones.

One of the founders of the US Navy, Jones, a Scotsman, was equally regarded as a hero in America and a pirate by the British for his exploits during the American War of Independence, and raids along the English coast. It was during one such raid that the *Bonhomme Richard* was sunk during the Battle of Flamborough Head on 23 September 1779. Its final resting place has been the subject of much speculation and a number of unsuccessful diving expeditions, but she is thought to lie in 180ft of water somewhere off Flamborough Head.

The USNS *Grasp* which conducted an unsuccessful search in 2011, featuring in the Discovery TV Channel 'Mighty Ships' programme, returned making Sunderland its base in September 2016. The ports director, Matthew Hunt said, 'It is great to be part of a project that is literally diving into the naval history of two proud maritime nations'.

Divers fined for removing artefacts from Scapa Flow German wrecks.

Two divers, Gordon Meek, aged 66 and Robert Infante, 48, have each been fined £18,000 each for illegally removing artefact material from the sunken German battleships SMS *Markgraf* and SMS *Kronprinz Wilhelm*. Both ships and five others scuttled off the coast of Orkney in 1919 are scheduled monuments.

Meek, from Glasgow, and Infante, an American citizen from New Jersey, were caught after being spotted bringing items aboard their boat. Both pleaded guilty at Kirkwall Sherriff Court to one charge of contravention of Section 2(1) of the Ancient Monuments and Archaeological Areas Act 1979, section 2(1). The items recovered included a lamp, lantern frame, leather chest microphone and other items.

Bones of *Mary Rose* crew form a jigsaw.

Skeletons of victims of the *Mary Rose* shipwreck could be put back together thanks to scientists who have made a digital catalogue of the human remains.

More than 10,000 individual bones were found in the wreck of the Tudor warship in the Solent, between the Isle of Wight and Portsmouth, during excavation between 1979 and 1982, but so far only 92 skeletons have been re-assembled.

Now the *Mary Rose* Trust and Swansea University have begun a project to take detailed scans of the bones and make them available to researchers – and some to the public in the hope that more individuals will be found and more their lives uncovered. The team has already discovered and identified a carpenter, the cook, a gunner, several officers and archers. But they are still looking for key members of the crew, such as the captain, surgeon and boatswain.

So far 10 skulls have been photographed using a technique known as photogrammetry and have been released online. The goal is to create a virtual library of bones which can be manipulated and even printed out, so that people across the globe can try to put them back together like a giant jigsaw puzzle.

Dr. Alex Hildred, head of research and curator of human remains at the *Mary Rose* Trust, said: 'If you get lots of people looking at these photographs and images and looking at bones, you can compare them all really quickly. We hope to have a virtual population that people can interact with online, and that researchers hopefully will be able to help us rebuild more complete individuals.'

The *Mary Rose*, pride of Henry VIII's battle fleet, sank during the Third French War on 19 July 1545, with the loss of nearly 500 men, including the ship's dog! The king is said to have watched horror-stricken as it went down.

The *Mary Rose* was raised in 1982 and in the course of nearly 30,000 dives, archaeologists salvaged around 19,000

artefacts from the site. Research grade images of the carpenter's skull and his possessions have also been made available to the public for the first time today, 5th. September 2016, at virtual-tudors.org.

Illicit Jutland wreck salvage.

As the 100th anniversary of the WW1 Battle of Jutland came and went in 2016, an investigative news website called the Pipeline has revealed details of alleged systematic looting of the wreck of a battlecruiser HMS *Queen Mary*, by a named Dutch salvage company.

The North Sea battle took place on 31 May 1916, and the *Queen Mary* went down with 1,266 crew, the largest single death toll of any British ship at Jutland. Twenty-five of the 250 vessels engaged were sunk during the action, and nearly 10,000 sailors died, two-thirds of them British.

According to Andy Brickman, who wrote the Pipeline's report, the UK Ministry of Defence has known about the illicit salvage since at least early 2011. The website worked with a group of maritime archaeologists to hand the MOD evidence in spring 2015, yet Brockman says that the ministry has taken no action since to protect the site or pursue offenders.

Evidence includes photographs, are said to show a converted trawler believed to be named *Good Hope*, belonging to a Dutch based salvage company Friendship Offshore BV. A UK national is alleged to have been on board at the time.

War Graves are not recognised in international waters, but in theory Jutland wrecks are protected by Sovereign Immunity, under which state owned vessels are cannot be salvaged without the state's consent. The *Queen Mary* is designated a 'protected place' under Britain's 1986 Protection of Military Remains Act, so that any UK national engaging in salvage could be prosecuted.

Marine Archaeologists have long alleged that the MOD is indifferent to the fate of sunken warships, and that from time to time it has issued lucrative salvage contracts

to scrap metal dealers. In 2017 the UNESCO convention on the Protection of the Underwater Cultural Heritage, which applies to all wrecks more than 100 years old, also comes into force for theoretical protection of the Jutland wrecks.

Sinking of the Titanic remembered at Plymouth Exhibition

The Duke of Cornwall Hotel in Plymouth hosted a second Titanic Exhibition in January 2017 following on from a previous exhibition last year.

The great grandson of the quartermaster at the wheel of the Titanic when she struck an iceberg which sank the liner, was amongst the hundreds of people who attended the exhibition, commemorating the city's links with the ill-fated ship.

It was 28 April 1912 when 167 men and women who were survivors from the *Titanic*, landed near Millbay Pier in Plymouth, now marked with a plaque. Last year Mr Voisey held an exhibition concerning the *Titanic*, and his new exhibition this year included a lifejacket worn by a survivor, also iron rivets from the actual wreck.

Some 900 members of the public visited the exhibition at the hotel, which had accommodated 20 stewardesses amongst the survivors who landed nearby. Amongst the visitors was a 98 year old man who said he 'just wanted to see it'. Simon Medhurst was amongst those who attended, whose great grandfather, Robert Hichens, was at the ship's helm when she struck the iceberg. The 48-year-old who had travelled to Plymouth from Chelmsford, said it was important that people remembered the tragic loss of the ship.

Robert Hichens and the ship's carpenter managed to escape in No.6 lifeboat, and after a night adrift in freezing conditions, were picked up at 8am next day.

Start Point Project divers employ radio controlled drone in their wreck search.

This project, led by Team Leader Steve Clarkson, in collaboration with Bernard Hinton, Sue Mitchell, Colin Mathews, Emma Harris, Ron Howell, Mike Turner, Dave Parham and the late Chairman of IMASS Neville Oldham, have been researching and diving the inshore shipwrecks on the south Devon coast between Prawle Point and Start Point. Initially the Project involved the magnetic survey close inshore of the coast to establish the exact location of dozens of known shipwrecks. Now they are employing a drone to film the inaccessible areas of shoreline which is helping to identify reefs and rocks and anything that does not appear natural.

Amongst the team's earlier projects was a search of local churchyards for evidence of crew lost at sea and buried locally. This information assisted their further research in the National Archive, which eventually led to finding the ship's log of the tea clipper *Gossamer*, held by a Newfoundland University. Other research led the team to look into the Great Blizzard of 1891, and the ships lost on the Devon coast as a result.

The *Gossamer*, which was similar to the *Cutty Sark* in construction and rig, sank near Prawle Point in 1868, and her captain, his wife and several members of the crew were buried in the local churchyard. This resulted in Steve Clarkson producing an excellent 50 page booklet documenting the event. The Project has been funded by the BSAC Jubilee Trust, and was the winner of the BSAC Duke of Edinburgh prize.

Using their drone the team have rediscovered the remains of the *Dragon* and 13 iron cannon, and a British West Indiaman lost in 1757. Other finds include the wreck of HMS *Crown Prize*, lost in February 1692 and *De Boot*, a Dutch East Indiaman lost off Prawle Point in November 1738.

For the first time the Project has mapped the wreck of the *Meirion* which lies on the Gara Rock, near Prawle, which was carrying coal for Bombay when she sank in

1879. Steve Clarkson, of Brixham, a long standing stalwart of the IMASS Committee, who is now 69 years of age, began diving in 1966 and was the instigator of the Start Point Project.

BSAC Chief Executive Mary Tetley said, 'Steve's appetite for knowledge about the shipwrecks he discovers and in particular the human side of the inevitable stories his research uncovers is amazing. He has added a great deal to our understanding of our amazing underwater heritage.'

Marine Antiquities Scheme (MAS)

A scheme to help protect the nation's marine heritage by encouraging the recording of archaeological and historical objects found by marine users in English and Welsh waters was launched at the British Museum in London on 19 July 2016.

Called the Marine Antiquities Scheme it is a joint initiative funded by the Crown Estate, modelled on The British Museum's Portable Antiquities Scheme for onshore finds and managed by Wessex Archaeology. The scheme evolved from the realisation that each year divers, fishermen, recreational boat users and other coastal visitors discovered many interesting objects and sites while at sea but until now had no way to centrally record them for the wider public benefit.

As part of the scheme, a support team comprised of archaeological experts will research each of the finds submitted to find out more about its origins and history. The information will be published on a public database that is available for all to access. Central to the MAS is a simple-to-use app that makes recording finds an easy process and gives finders immediate feedback. The app is now available to download from relevant app stores for IOS and Android phones and tablets.

Table of ships and wrecks with Statutory Protection in England released by Historic England.

Historic England has recently released a revised list of ships and wrecks that have statutory protection. This list dated 27 September 2016 shows that:

1 – There are now 52 Protected Wrecks in English waters.

2 – There is just one wreck listed as dangerous, ss. *Richard Montgomery*.

3 – There are 11 scheduled ships and wrecks under the Ancient Monuments and Archaeological Areas Act 1979.

4 – There are now 30 Military Wrecks under the Protection of Military remains Act 1986.

5 – There are 3 listed ships and wrecks Under Planning (Listed Buildings & Conservation Areas) Act 1990.

Copies can be obtained from Historic England.

Inquest date set for deaths of fishermen lost off Rame Head.

An inquest into the death of two fishermen who lost their lives when their vessel sank four miles off Rame Head, Plymouth, will be held over two days on 13-14 March 2017 at Plymouth Coroner's Court.

The scalloper *JMT* skippered by 22 year old Michael Hill and crewed by Shane Hooper – sank at around 3pm on 10 July 2015. The body of 33 year old Mr Hooper from Teignmouth was found wearing a lifebelt by the RNLI after an air and sea search. The wreck was eventually raised but the body of Mr Hill was not found until 6 July 2016 when other fishermen out of Falmouth who were trawling the same area brought up human remains.. A detailed report by the MAIB found it was almost certain the vessel had capsized suddenly and without warning.

Lancashire diver convicted and given 150 hrs Community Service.

The jury at Newcastle-upon-Tyne Crown Court heard that Neil Isherwood of Bury, had unlawfully removed tin ingots from the wreck of the ss *Cheerful* valued at £50,000.

The vessel was built in 1874 and sank off the north coast of Cornwall following collision in fog in 1885, with the loss of 13 crew, sinking in 60m.

The diver told the court he was a self-employed cargo recovery consultant and had set out from the Netherlands in a salvage vessel named *Bela* with its owner, Dutch national Henk de Bloeme on 15 July 2013.

Over a two week period they visited several wrecks around the UK coast before being intercepted by HMS *Severn*. MMO officers working with the Royal Navy's fishery Protection vessel boarded and seized the ingots of tin.

Neither men were licensed with the MMO to carry out salvage, and de Bloeme pleaded guilty to the offence at North Tyneside's Magistrates Court and was fined £2000. Isherwood pleaded not guilty and elected to have his case heard in Crown Court, the trial lasting four days, after which the jury found him guilty.

ROV scan of HMS Hampshire released by the University of the Highlands & Islands

This 11,000-tonne armoured cruiser was on passage for Archangel when she struck a mine laid by the German *U-75* and sank on 5 June 1916. Only 12 of her 655 crew survived. Among the seven passengers she carried was Field Marshall Lord Kitchener, who was on his way to meet with the Tsar of Russia, Nicholas II.

The wreck which is capsized lies in 60 m of water off the west coast of Orkney, was assessed on 25 May 2016 by the University in partnership with Seatronics, Teledyne

RESON, Roving Eye Enterprises and Triscom Marine. Some of her 6ins. gun turrets were found on the seabed up to 30m from the main wreck, having fallen out of their mountings as the cruiser turned over. Further survey work is planned using the Seatronics Predator ROV.

The remains of HMS Namur go on public display at Chatham.

Discovered hidden under the floorboards of the dockyard's main Wheelwright's workshop, a large quantity of the original ship's timbers of the man o'war *Namur* are now part of a new display in Chatham Dockyard where they were discovered in 1995.

Namur saw action alongside Lord Nelson and one of her captain's was Jane Austin's brother. When the ship was decommissioned she was broken up and for reasons unknown, huge timber fittings such as knees, futtocks, hooks etc were laid on the earthen floor and floor boarded over to remain hidden for over 200 years. The timbers will be part of a new Exhibition "Command of the Oceans".

Discovery of nine bronze cannon from Spanish Armada wreck.

Recovered in the summer of 2015, nine bronze cannon from the Spanish Armada ship *La Juliana*, which sank on 21 September 1588 in Streedagh Bay, north of Sligo, Ireland, were the subject of an agreement between Spain and Ireland in March 2016 in a major development concerning Spanish wrecks in Irish waters.

The guns are being conserved by the National Museum of Ireland, who have discovered the guns were cast by in Genoa in 1570, and that each gun bears the name of a saint, either San Severo, San Giovanni or Santa Madrona. Rolly Read, head of the conservation unit was helping to lift one of the guns from a tank of water when the iron

shot with which it was loaded rolled out, fell into the water and drenched Mr Read who was close by – ‘that must be *La Juliana*’s final shot’ he joked afterwards.

Help the SHIPS Project

Would you like to contribute towards this history project which aims to:

- 1 – Record everything man made that has been found underwater in the Plymouth area.
 - 2 – We would like to know about the location of shipwrecks, lost anchors, cannon and anything else you may have found on the seabed.
 - 3 – Your stories concerning maritime events in and around Plymouth can help tell the story of the port and even lead to more discoveries underwater.
 - 4 – You can help by joining in with the team and record more shipwrecks or document objects found on the seabed.
- Find us on Facebook – *the Ships Project*.

Wreck of the lost motor cruiser Darlwyne found after 50 years.

The remains of a pleasure motor cruiser thought to be that of the Darlwyne in which 31 people died, has been found off the south Cornish coast near St Austell Bay by divers.

Divers rediscover 17th century wreck at Gunwalloe Cove, south Cornwall.

The remains of the *Schiedam*, wrecked in the shallows at Gunwalloe in April 1684 have been ‘rediscovered’, according to David Gibbins and Mark Milburn – not that they were ever ‘lost’, since the site has been a Protected Wreck since it was found by Tony Randall in 1971, and its position has been known to the last metre. There is a complete display of all the finds made over some 10 years diving in Pengersick Castle, Praa Sands, which include the ships rudder and

hundreds of ship’s and personal artefacts. An anomaly is that the site has a number of 32 pounder iron cannon, which were never ship’s armament but guns recovered from the castle of Tangiers and brought back to England on orders from the Admiralty.

Diver takes his own life over recovery of bronze cannon.

Seemingly implicated in the recovery of historic bronze cannon from the wreck of HMS *London* in the Thames estuary, Alan Nichols, 47, of Whitstable, Kent, was found hanged on 1 July 2015, three weeks after going missing on 11 June, an inquest at Canterbury Magistrates’ Court heard.

Fellow diver Vincent Woolsgrove was on trial at Southampton Crown Court charged with a fraud offence in relation to the recovery and sale of bronze cannon from the protected wreck when Nichols went missing. Woolsgrove pleaded guilty in court and received a two year prison sentence and was fined £35,000. After he went missing the police found Nichols car and a suicide note at West Blean Nature Reserve, his body being found in the Reserves woodland.

It has since transpired that Nichols had nothing to worry about, the MCA, which led the investigation confirming that he had not been included as a suspect and was not under any investigation.

Divers help required in WW1 research into shipwrecks.

The Maritime Archaeology Trust, with the aid of £1.3 million Lottery funding, has launched an improved on-line pack to guide divers who can assist in their *Forgotten Wrecks of the First World War* project.

The project which commenced in 2014 can now run until 2018, which will mark the 100th anniversary of the end of the conflict. They hope to record details and survey information on more than 1,000 wrecks in UK waters.

The guide as to how divers and clubs can contribute can be found at forgottenwrecks.maritimearchaeologytrust.org./index.php/divingthewrecks/divers-help.

Commemorative plaque put on the Selsey Mulberry wreck.

The Selsey branch of the British Sub-Aqua Club has placed a commemorative plaque on the Far Mulberry wreck in recognition of the part played by the people of Selsey in producing the Mulberry harbours, which were vitally important in the support of the Allied invasion of France on D-Day and for many weeks after. The plaque can be found 12m down on the concrete structure of the *A1 Phoenix unit*.

Protected wreck sites reassessed

Cotswold Archaeology has been appointed by Historic England to carry out archaeological assessments, diver surveys and geophysical work on three designated sites. Brighton Marina, Langdon Bay, Kent, and the *Hanover* wreck in Cornwall, which have not been fully assessed for many years. This work is necessary to provide information for their future management.

The first of these was Brighton Marina off the western arm of its breakwater, believed to be an unidentified armed merchant vessel probably of the early 16th century which was designated in 1983.

International shipwreck news.

78,397-tonne bulk carrier refloated

Vessels from the international emergency response tug operators Tsavlis, have been in operation recently around the world, going

to the assistance of a bulk carrier, a cruise liner and a private yacht.

The Buenos Aires based tug *Ona Don Lorenzo*, along with the companies salvage master from Rosario, were dispatched to the bulk carrier *Arcturus* which stranded in the Parana Bravo River, Argentina, on passage from Uruguay to Europe carrying 44,000-tonnes of soya beans.

A three day operation saw the ship successfully refloated and saved.

Further inland in the same river, another bulk carrier, the 80,416-tonne *Georgia T.* was refloated and towed to Zona Comun in Argentina.

The cruise liner *Black Watch* was carrying 696 passengers and 365 crew when her engine room caught fire 250 miles south-east of Ponta Delgada, in the Azores. The salvage tug Tsavlis Hellas was sent to her rescue and helped extinguish the fire in her generator space, then escorted her to Funchal.

Bid to recover the Hull trawler *Viola* from South Georgia and bring it home.

World class salvage and marine engineering companies are joining forces to try and bring a historic steam trawler from a beach in South Georgia back to its home in the Humber estuary.

The campaign is to refloat, lift and transport the Hull registered *Viola* back to its home port 100 years after it left that port for the last time. Under the patronage of the former Home Secretary Alan Johnson MP, the project is estimated to cost £3million. It is hoped that if the impending survey shows she is capable of being refloated, the trawler will be raised in early 2018.

Viola, which carried a previous name of *Dias*, was built in Beverley in 1906, and sailed off to war in September 1914 after being requisitioned by the Royal Navy for armed patrol duties. She was in the forefront of the Great War, being involved in the sinking of two U-boats.

Demobilised at Milford Haven in 1918 she worked around the world as a trawler, then

as a whaler and finally as an exploration vessel.

In 1982 she was targeted by Argentine scrap metal merchants in the landing that sparked the Falkland's war. She also featured on a Falkland's postage stamp in South Georgia in 2015, sitting on a beach. Solis Marine sent John Simpson and Rosalind Spink who spent two days examining the vessel before preparing their report.

Fellow *Viola* trustee Dr Robb Robinson, a historian based in the University of Hull's Maritime Historical Studies Centre, came up with the idea of bringing *Viola* back as a means of promoting Hull's nautical heritage. Rosalind Spink has previously worked on a contract to refloat the Indian Navy submarine *Sindhurakshak* which exploded and sank in Mumbai harbour in 2013 with the loss of 18 crew.

Four historic shipwrecks found off Queensland, Australia.

The four wrecks are some 270 nautical miles offshore on the Kenn reef, a string of atolls the mark the mid-point between Queensland and New Caledonia. These four, believed to be at least 150 years old, are in addition to the nine wrecks already discovered in the area.

Dr. James Hunter, curator of maritime archaeology and the Australian National Maritime Museum said his team will examine historical records and newspapers of the period to assist confirming their identity. The expedition that located these four new wrecks was sponsored by the Silentworld Foundation, which has already surveyed the Ashmore Reef, a notorious ship graveyard

Treasure wreck ownership battle

The discovery off Colombia of an 18th century Spanish shipwreck, which could be

the most valuable treasure haul ever, is likely to result in a legal battle over ownership between the Colombian and Spanish governments,

The *San Jose* was sunk by a squadron of English men o'war in 1708 off the port of Cartagena, after sailing from Portobello carrying gold, silver, emeralds and jewellery. Estimates as to the value of her cargo vary from between US.\$1 to 4 million to an impossible \$17 billion!

The Colombian government found the wreck using an ROV near the island of Baru, its identity being confirmed by the wrecks unique bronze cannon which carry dolphin engravings. Under the UNESCO Convention a military wreck remains the property of the country of origin regardless of where it sank. However, Colombia is not a signatory to the convention and under a local law they passed in 2013 they regard wrecks in Colombian waters as their own.

Other South American nations may also make claims on the grounds the gold and silver originated from them, and the US based salvage firm Sea Search Armada claims they found the wreck in 1982. This claim is unlikely to succeed since they kept the location secret and had no salvage agreement with the government.

Centuries-old frigate wreck discovered in the Gulf of Finland.

The Finnish Maritime Administration MKL has confirmed that a wreck found in the Gulf of Finland is a 300 year-old warship that belonged to the West Frisian Admiralty, part of modern day Netherlands. Divers report that the wrecks wooden structure is in sound condition, with 17 cannon in their original positions on the upper gun deck.

The wreck is that of the *Huis te Warmelo*, and lies in 64 metres near Helsinki, and was once part of the Dutch navy having been built at Medemblik, a seaport in West Frisia.

No other frigate of the Dutch golden age has been found in such good condition, and it is known that she ran ashore in the shallows

before sinking in 1715. The position of the wreck is marked on an old Dutch sea chart.

How a cargo laden steamship ended in the middle of a Kansas cornfield.

‘You don’t have to go into the ocean to find shipwrecks’, said Kansas city explorer David Hawley, ‘they’re buried in our own backyard!’ Hawley and his team are discovering and excavating steamboats from the 19th century that sank in the Missouri, but now lie beneath fields of farmers’ mid western corn.

Hawley and his associates have uncovered the ss. *Great White Arabia*, which sank in 1856 a few miles west of Kansas city. Their discovery has yielded an incredible collection of well-preserved pre-Civil War artefacts, over 200-tons in total, the equivalent of 10 container trucks. Many are now on display in the Arabia Steamboat Museum in the city, its tagline being ‘200-tons of treasure’.

Whilst most sunken cargo is corroded or covered in rust and barnacles, the cargo of the *Arabia* was found to be immaculately preserved as the day she sank 160 years ago. The wreck was found near Parkville, a few miles north-east of Kansas City, and the team are now excavating a second steamer in a field a few miles south-west, both wrecks being under 45ft of soil. How did they get there you may well ask?

During the latter half of the 19th century the US Army Corp of Engineers undertook the task of altering the course of the Missouri River. The plan was to bring the banks closer together by narrowing the course of the river, hence speeding up the current which helped both self-dredging and the speeding up of ship passage to and from Kansas City. The *Arabia* sank after hitting a sycamore tree overhanging the bank, and went down in minutes. As the course of the river altered over decades, so the wreck became silted over and was eventually found over 1,000 yards from the river.

Along with his father Bob, brother Greg and two family friends, David Lutrell, a local

construction expert and Jerry Mackey, a restaurateur, they funded the project themselves, each putting \$10,000 in the pot supplemented by local bank loans.

They found the wreck using metal detectors and magnetometers, tracing its outline, the vessel occupying an area the length of a football pitch.

Their first find were the two huge paddle-wheels, then the boilers and finally the engine as the main deck emerged out of the soil. In August 1856 the *Great White Arabia* was chartered for a passage from St. Louis to Omaha City, Nebraska. She carried 220-tons of cargo destined to supply sixteen frontier towns including St. Joseph and Sioux City, Iowa. She also carried 130 passengers, mostly women and children, travelling to meet their men folk and husbands who had gone ahead to settle the land. Hundreds of similar steamboats are known to have sunk in the Missouri River alone.

On 5 September 1856 the *Arabia* struck the lethal remains of logs in the shallows, remnants of chopped down trees to feed the boilers of steamers as they went along. The cargo yielded up barrels of china dishes, axes, saddles, skillets and umbrellas, 4,000 boots and shoes, reading spectacles, clay pipes and over 3 million Indian trade beads.

Crates of cognac and the finest champagne tasted as good as they did when they sank. Household matches were still capable of being struck to light the tobacco she carried. Less domestic items found included a sawmill bench vice, cast iron hinges, chain and rope and small pocket pistols.

A second wreck being uncovered is the ss *Malta*, which sank in 1841, lies 50ft underground and 1,500ft from the river.

The wreck of Vasco de Gama’s ship *Esmeralda* found off Oman.

What is believed to be the earliest ship from Europe’s Age of Discovery, which sank more than 500 years ago has been found off the coast of Oman.

An interim report by the excavation managers of Oman's Ministry of Heritage and Culture and British exploration and salvage company Blue Water Recoveries, has announced this remarkable and important find. One of two ships from the explorers second voyage to India, captained by de Gama's uncle Vincente Sodre, she had been left in the Indian Ocean to disrupt non-Portuguese trade between India and the Red Sea. The *Esmeralda* sank during storm in May 1503 off the north-eastern coast of remote Al Hallaniyah Island in Oman's Dhofar area.

Blue Water Recoveries found the site in 1998, but surveys and excavation did not commence until 2013. This is Oman's first underwater archaeological project, which is being carried out by an international UNESCO team. To date over 2,800 artefacts have been recovered. The site lies in 6m depth in shallow, clear water. Its identity established through finds including the ship's bell dated 1498, stone cannon balls marked with Sodre's initials, bronze swivel gun breech blocks, gold Portuguese gold coins of 1495-1501 and a rare silver Indio coin. Project Director David Mearns is one of the world's most successful shipwreck hunters, having led the research and discovery of 24 major ships including HMS *Hood*, the *Derbyshire* and the *Lucona*.

North Carolina Civil War wreck could be a Scottish Clyde built ship.

Archaeologists now believe that the shipwreck found off Oak Island, North Carolina, was a blockade runner named *Agnes E. Fry*, which had been launched on the Clyde under the name of *Fox*. Confederate forces acquired hundreds of Clyde-built ships because they were fast, making them ideal for evading Union ships blockading southern ports of America.

Billy Ray Morris, deputy state archaeologist is reported as saying: 'The *Agnes E. Fry* was built by Caird & Co. in Greenock, launched on 26 March 1864, and was an iron -hulled

Paddle steamer with two oscillating engines, lost on 27 December 1864, her captain being Joseph Fry.'

Coincidentally, efforts are being made to give a wrecked blockade runner sunk in the Clyde near Gourock in 1862 following collision better protection.

WW2 Super Japanese submarine discovered off the coast of Hawaii.

A Second World War mega-submarine known as *1-400* belonging to the Imperial Japanese Navy, has been mapped and filmed a year and a half after its discovery. Decades ahead of its time it was the largest and most technologically advanced submarine of its era. The aircraft hangar was large enough to house three sea-planes bombers, and was deliberately scuttled at the end of the war to prevent the Allies from benefitting from its advanced construction.

Captain Cook's ship *Endeavour* found 230 years after its disappearance.

In 1770 James Cook discovered Eastern Australia in HMS *Endeavour*. The ship then returned to England the following year after a commission that lasted three years. She seems to then have been forgotten about until 1775 when she was sold, but then bought back by the Admiralty for use during the Revolutionary War.

In 1798 she was blown up just off the coast of Newport, Rhode Island, to create a blockage of the port. The Rhode Island Marine Archaeology Project announced in May 2016 that they believe they have found the scuttled ship. Built as the *Earl of Pembroke* and later renamed *Endeavour*, after being taken back into Royal Navy service, around 1778 she was again renamed HMS *Lord Sandwich* and was used to transport British troops during the American Revolution.

The Rena container ship wreck to stay where it sank.

The container ship mv *Rena* grounded on a reef in New Zealand's Bay of Plenty on 5 October 2011, spilling more than 300-tonnes of oil. She was carrying 1,650-tonnes of oil at the time, plus 1,368 containers of which 121 held perishable goods and a further 32 dangerous goods.

New Zealand Commissioners heard 20 days of submissions last September following an application by the *Rena*'s owners, the Daina Shipping Company, to leave the wreck on the reef. Salvage costs have already exceed \$500 million, and is the second most expensive in history, apart from the mv *Costa Concordia*.

Italian divers find Royal Navy submarine off the coast of Sardinia.

The wreck of HM Submarine *P-311*, one of the first British submarines to carry Chariot human torpedoes on deck, has been found by the Genoa based wreck-diver Massimo Domenico Bondone, of the Orso diving club from Poltu Quatu.

Commissioned in March 1942 she was to have been HMS *Tutankhamen* but was lost before she could be officially named. Part of the 10th submarine flotilla, under Commander Richard Cayley RN. she left Msida Creek in Malta on 28 December 1942 on her first patrol.

She was under orders to sink the Italian cruisers *Trieste* and *Gorizia* which were anchored off the Sardinian Island of La Maddelena. Two other 'T-Class' submarines also left Malta at the same time as part of operation Principle, also carrying chariots which would carry two divers who were intended to place explosive limpet mines on the cruisers hulls. *P-311* never reached La Maddalena, the last radio signal received from her being on 31 December, and it was thought she had struck a mine in the Gulf of Olbia.

Diver Bondone, who found the wreck said she is upright with her deck gun still mounted forward of her conning tower, but has serious bow damage. *P-311* sank with all 71 crew and lies in 100m of water.

Divers find remains of 366 year old Dutch East India Company wrecks.

Arqueonautas Worldwide, a Portuguese maritime archaeology organisation, carried out an 8 day expedition which ended in May 2016, to survey the wrecks off south-east Sulawesi in Indonesia.

The Ternate fleet of five ships was lost in 1650 while sailing from Batavia, now Jakarta, to the eastern Indonesian spice island of Ternate. The ships carried soldiers, many of whom were German, were the flagship *Tijger*, *Bergen op Zoom*, *Luijpaert*, *Aechtekercke* and *de Joffer*.

All five ships stranded on the reef of Sagori, a then un-charted atoll west of Kabaena Island. The 581 castaways salvaged much of their cargoes over the next two months, even building a new vessel out of the wreck timbers. It was a journal of the event found in Dutch archives only 10 years ago that led to the expedition, and the location of all five shipwrecks.

The Bajau, themselves skilled free divers, are assumed to have recovered remaining artefacts years ago, leaving only timbers, cannon balls and iron objects. For more details see: www.stovercanal.co.uk

Treasure filled Portuguese wreck found in Namibia desert coastline.

'If you are mining on this coast sooner or later you will come across a shipwreck', says archaeologist Dieter Noli, who is researching the origin of a ship carrying tons of copper ingots, gold coins, elephant tusks and cannon.

The Namdeb Diamond Corp. a joint venture between the Namibian government and De Beers, had cleared and drained a

section of coast, building an earthen wall to keep the sea out when one of the geologists saw a few ingots which he mistook for cannon balls at first.

Machinery designed to unearth diamonds was stopped from working, and photographs of the site went to Noli, who has carried out research in the Namibian desert since his university days in Cape Town in the mid 1980's. Judging by the hoard of Spanish and Portuguese gold coins uncovered, the cannon and navigational instruments found, the ship sank in the late 1400's, around the time of Vasco de Gama and Columbus. Ingots, ivory, coins, glass Rosary beads, an astrolabe, pewter tableware and ship's timbers all support the theory this was a very early European vessel.

Italian military divers find French shipwreck sunk by Nelson.

Divers, the equivalent of British Royal Marines Special Boat Service, have found the wreck of a French vessel off Liguria, 1.5 miles off Cape Noli. The then Captain Horatio Nelson, commanding officer of HMS *Agamemnon*, a 64-gun ship of the line, took on a large French fleet in March 1795, knocked two of the French ships out of action, the *Censuer* was disabled then burnt, while the *Ca Ira* was captured.

The Italians believe the wreck they have found is a 'tender' launched from the *Ca Ira* as its crew fled the scene. Found 60m down using sonar and a SRV 300 operated from the warship *Anteo* they found French muskets, pistols and personal items.

Odyssey Marine swaps treasure hunting for bigger things.

The company, still under financial pressure, is trying to reinvent itself as an underwater hunter of ocean floor minerals, metals and other commercial commodities, and have reportedly sold off their *Ocean Explorer* ship.

For more than two decades Odyssey Marine Exploration revelled in their reputation as a swashbuckling deep ocean treasure hunting enterprise, and were amazingly successful. They hauled literally tons of gold, silver and artefacts from the deep, and had more front page stories in the New York Times newspaper than most US Corporations.

Nine years ago Odyssey basked in a stock market topping \$80. This year, its sub \$4 shares briefly spiked at \$9, then in April 2016 they took a draconian move of converting every 12 shares to one in order to raise its stock market value. However, shares sank again and are now trading between \$2-\$4 each.

One of Odyssey's last shipwreck finds in 2007 was the *Black Swan*, which promised up to 500,000 gold and silver coins, however Spain claimed rights to the wreck and its wealth, took legal action, and won. Spain eventually landed two C-130 aircraft at Tampa's MacDill US Air Force Base, loaded 17 tons of salvaged treasure and flew it back to Madrid.

That long and expensive legal battle diminished Odyssey's stock price and resources, forcing Mark Gordon, CEO of the company and its leaders to concede its days of treasure hunting as an independent company were at an end. Whilst all that sounds bleak – and it is, Odyssey is at a crossroads; will it wither and fade as the most successful treasure hunting organisation the world has ever known, or reinvent itself as a business that can find even greater sources of wealth than shipwrecks on the ocean floor?

As they say, watch this space!

(editors note: IMASS has enjoyed listening to Greg Stemm lecturing on some of their finds many times in Plymouth over the years, and wish him well for the future).

Ancient cargo found at Caesarea.

Two marine archaeologists, Ran Feinstein and Ofer Ra'anani, whilst diving in the ancient harbour of Caesarea, have discovered the

largest group of ancient artefacts under the sea off Israel for 30 years. The cargo was in a merchant ship that sank during the late Roman period, 1,600-years ago.

Many of the artefacts are made of bronze, and are in an extraordinary state of preservation. They include a lamp with the image of the sun god Sol; a figurine of the moon goddess Luna; a lamp in the shape of the head of an African slave; fragments of three life-size bronze cast statues; objects fashioned in the shape of animals, such as a whale; and a tap in the form of a wild boar with a swan on its head.

According to Jacob Sharvit, Director of the Marine Archaeology Unit of the Israel Antiquities Authority, and Dror Planer, Deputy Director of the Unit, 'metal statues are rare archaeological finds because they were always melted down and recycled. In addition the divers found fragments of large clay jars used for carrying fresh water for the crew. One of their biggest surprises was the discovery of two heavy compacted lumps composed of thousands of coins, weighing about 20kg. Held together by concretion, they had taken up the shape of the pottery vessel in which they were being transported.

The coins bear the image of the emperor Constantine, who ruled the Western Roman Empire from AD312 – 324 and of his rival, Licinius, who ruled the eastern Empire. The remains of the ship included iron anchors, fragmented wooden anchors and ship fittings.

The work of marine archaeologists and the conservation of finds in the Caesarea National Park and harbour is funded by the Rothchild Caesarea Foundation.

Traces of War – Danish divers find mysterious German submarine.

A complete ban on fishing, diving or any anchoring anywhere within a radius of 1,000m of the discovery of a WW1 submarine wreck was imposed by the authorities, after it was discovered it carried 18 live mines and six torpedoes. The submarine has been identified as being one

of the UC-Class which disappeared with all 23 crew in 1917, which was thought to have been lost elsewhere, but has turned up 8-10km west of Esbjerg, facing Horns Rev, in 17m of water.

The Danish authorities have yet to decide whether to lift and disarm the wreck or leave it in peace. The mines are now considered to be safe due to their age, but if landed and allowed to dry their explosive content could prove unstable and dangerous.

Explorers find 2nd oldest known shipwreck in Lake Ontario.

An American built, Canadian owned sloop that sank in Lake Ontario more than 200-years ago, has been found by a three-man New York based team of explorers in deep water off Oswego. Images captured by a ROV have confirmed that it is the *Washington*,

that sank in a storm in 1803, according to Jim Kennard, one of the team. Along with Roger Pawlowski and Roland Stevens, the trio have been responsible for finding many wrecks in Lake Ontario and other waterways.

The *Washington* was built on Lake Erie in 1798 and engaged in transporting people and goods between western New York & Ontario.

It was placed on skids and hauled by oxen across the Niagara isthmus to Lake Ontario in 1802 after being sold to a Canadian company. Fifty-three feet long with a crew of 3 and carrying 2 merchants, all five drowned when she sank.

The oldest vessel found in the Great Lakes is HMS *Ontario*, the wreck of which was found in 2008.

Sir John Franklin's ship found.

The long-lost ship, HMS *Terror*, of the British polar explorer Sir John Franklin, has been found in pristine condition at the bottom of an Arctic bay, in a discovery that challenges accepted history.

Both HMS *Terror* and *Erebus* were abandoned in heavy sea ice far to the north of the eventful wreck site during the explorer's doomed attempt to complete the Northwest Passage. All 129 men on the Franklin expedition died, and search parties have continued to look for the ships for eleven years after they disappeared but found no trace. The fate of the ships and missing men remained an enigma that tantalised generations of historians and archaeologists.

A team from the Arctic Research Foundation have manoeuvred a small ROV into an open hatch of the wreck, capturing stunning images of what was a 'mess hall' with food storage rooms with plates and even a tin of canned food on shelves. There were also two wine bottles, tables and a desk with open drawers. The problem is that the wreck lies 60 miles (96km) south of where experts have always believed the ship was crushed by ice, which will cause historians to rewrite chapters of their books on exploration. The wreck lies in the middle of King William's Terror Bay in 11m depth.

This discovery was made two years and a day after Canadian archaeologists found the wreck of the *Erebus* in the same area of eastern Queen Maud's Gulf, where Inuit tribal oral history said a large wooden ship sank. Her bell has been recovered which confirmed her identity, as well as a cannon and ceramic plates.

Inuit knowledge was central to finding the Terror Bay wreck. Crewman Sammy Kogvik, aged 49, was chatting to the captain on the bridge of the survey vessel, when he told an amazing story. Six years previous he said he and a hunting buddy were headed to fish in a lake when they spotted a large piece of wood, which looked like a mast, sticking out of the sea ice covering Terror Bay. He stopped to take a few photographs hugging the wooden object, only to discover later that his camera was lost, having fallen out of his pocket. He kept this story to himself, afraid his missing camera was an omen of bad spirits, which generations of Inuit believe began to wander King William Island after Franklin and his men perished.

On hearing the story, Captain Schimnowski made a detour on board the Canadian Coast Guard icebreaker *Sir Wilfred Laurier*, which steamed directly over the wreck which lay 80ft down. An ROV showed the ships bell lying on its side on deck, the bowsprit still pointing straight out from the bow.

Panes of glass in the aft cabin windows remain intact. Schimnowski said, 'If we could raise this boat and pump it out, I feel sure it would float'.

German U-576 discovered after seven year hunt.

Noaa scientists have found this missing submarine resting on one side where it sank in 1942. Its hatches are all closed which suggests the remains of her 44 crew and Captain Hans-Dieter Heinicke remain inside following her sinking on 15 July 1942 in the Battle of North Carolina's Outer Banks.

The U-boat lies 35 miles offshore in 721ft of water, which is well below her crush-depth. Her captain had a reputation as a considerate man. Having torpedoed the US freighter *Pipestone County* off Cape Henry in April 1942, he surfaced amongst the lifeboats, handed out provisions and apologised for sinking their ship!

Amundsen's ship raised.

The *Maud*, which was launched in June 1917 and was used by the Norwegian explorer Roald Amundsen to find a Northeast Passage above Russia, has been successfully raised intact. After conservation she will join two other ships, the *Gjoa* and *Fram*, also built for Amundsen's expeditions Norwegian, in the Fram Museum in Oslo.

After six years of work the team of Norwegians behind the project were able to complete what an earlier attempt had failed to do in 1990, which was lift the wreck from the sea off Canada. In 1931 she became

trapped in ice and sank in Cambridge Bay. She will be transported back to Norway in 2017 after a passage of some 3,700-nautical miles.

Phoenician wreck just keeps giving.

A pottery jug unearthed at the site of the oldest shipwreck in the central Mediterranean, could help prove that the Maltese islands were an integral part of Phoenician trade. She was a ship that was actually leaving Malta when it sank off the island of Gozo.

Spread across a 15m x 4m site in 110m depth off Gozo's north-west coast, she sank some 2,700 years ago laden with amphorae and grinding stones. It has been confirmed that a 35kg grinding stone raised originated from Pantelleria, a small island off the south-west coast of Malta which belongs to Italy.

Forty perfectly preserved ancient shipwrecks found in the Black Sea.

A mapping expedition has located 40 shipwrecks in the murky depths of the Black Sea at depths of around 5,900ft (1,800m). The project known as the Black Sea Maritime Archaeology Project involves an international team led by the University of Southampton's Centre for Maritime Archaeology.

Professor Jon Adams who is principal investigator on the project is quoted as saying: 'We're endeavouring to answer some hotly-debated questions about when the water level rose . . . and its effect on human populations living along this stretch of the Bulgarian coast of the Black sea.'

Spanish gold coins found off Vero beach, Indian River County, USA.

More than 350 large Spanish gold coins known as 'Royals' were found off Vero Beach in 6ft of water by diver William

Bartlett, which originated from the 1715 Spanish Plate Fleet. The coins are valued at more than \$1m, some of which were sold for \$275,000 each.

British WW2 shipwrecks in the Java Sea destroyed by salvagers.

Three British warship wrecks and a USN submarine were almost totally removed by scrap metal merchants in recent months. HMS *Exeter*, a heavy cruiser, destroyers HMS *Encounter* and *Electra* and the US Submarine *Perch* have been dismantled and taken ashore for scrap.

All four ships sank during operations in the Java Sea in 1942 when the area was overrun by Japanese troops. Since they are all military wrecks, under international law they belong to the host nation that owned them at the time of loss.

A spokesman described the salvage of sunken ships in the Far East as a 'cottage industry – the locals using explosives and cranes to rip out valuable bronze, brass and copper.'

Explorer 'locates treasure from 18th century pirate ship'.

Barry Clifford, who discovered the first authenticated pirate shipwreck in North America, says he has now found where the ship's treasure lies after more than 30 years diving the waters of Cape Cod.

He says that his expedition last year located a mass of metal he believes represents most if not all of the 400,000 coins and other riches believed to have gone down in *the Whydah Galley*. The former slave ship sank in a storm off Wellfleet, Massachusetts, USA in 1717, drowning all but a handful of her 150 crew.

The 71-year old explorer hopes to start investigating the suspected riches in October 2016, but stressed that the recovery will take some time.

US diver who found the ss *Central America* and its gold, can't leave jail until he tells the Court where the gold is hidden.

When Tommy G. Thompson was taken to court by investors who accused him of keeping all the profits of the salvage of the ss *Central America* for himself, he simply disappeared. Then, two years later, he was tracked down by US Marshalls who had warrants for his arrest who found him and his girlfriend in a Florida mansion. They had been paying the rent in cash, notes that were damp and mouldy having obviously been buried at some stage.

The couple managed to evade the Marshalls and went on the run again, government records showing that the couple had left behind disposable cell phones, money wrappers stamped \$10,000, and a guide book on evading law enforcement titled "How to be invisible"! Thompson was finally caught in January 2015, when he and his girlfriend were traced to a West Palm Beach \$200 a night hotel in Florida. He was taken to court, found guilty and sent to jail, the judge telling him he will remain there until he discloses where he has hidden the gold from the wreck. Two years later he still refuses to co-operate, and the gold remains hidden.

South West Australian team find wreck of an American whaling ship.

Archaeologist Ross Anderson who is leading a team of professionals and volunteers in excavating a wreck site on land near Bunbury. A 19th century breakwater built to protect the bay caused the area to silt up and the remains of the ship were slowly covered to the point today they are under 5m of sand. At least 18 wrecks are recorded in the area, and more may yet be found. This site was first discovered at Koombana in the 1960's by sand miners, when a windlass and a ship's rudder were uncovered.

River steam boat added to South Australia's Register of Historic wreck sites.

Steam boats that carried wood to power Renmark's irrigation pumps during the Depression years in just one of the River Murray's shipwrecks to be officially identified and added to the nation's shipwreck register, along with ss. *Captain Sturt*, ps *Jupiter*, the *Annie*; and the *Radia*, the ss *Kelvin* is the latest to be added to the list.

During WWII those interned at the Woolenook Wood Camp for prisoners of war, made a model of a Japanese pearling vessel and presented it to Captain Reed. At the time he was skipper of the *Kelvin*, and as a way of thanking him for allowing the prisoners to cook meals in the ship's galley, he was presented with the model which is now on display at the Renmark Irrigation Trust Museum.

Elephant tusks found on Australia's Mid West coast came from a wreck.

The West Australian Museum has begun a search for a Dutch East Indiaman that led to an even more mystery vessel the *Aagterkerk*, which is believed to have been lost off the Abrolhos Islands in 1727 during its maiden voyage from the Netherlands.

Research and the tusks indicate a high probability that another 18th century shipwreck could lay in the vicinity of yet another East Indiaman wreck, the *Zeewijk*, lost on Half Moon Reef in 1727. Hugh Edwards, author and shipwreck hunter who was part of the team who found the remains of the *Batavia* shipwreck, said that finding the *Zeewijk* in 1968 had led to other mysteries. An aerial magnetometer search is planned of the Abrolhos Islands, known as the Palseart group.

Mount Gambier, Australia, turns up remains of several shipwrecks.

Carl von Stanke, an 18 year old teenager working with the State Heritage Unit and Adelaide University, has found the remains of the steel-hulled barque *Iron Age*, which sank in 1855 on its maiden voyage from England. He has also located the remains of the *Hawthorn*, lost in Bucks Bay in 1949, and believes he has found the *Lotus*, lying near the coast of Port Macdonnell.

Wreck of former slave ship lying off the coast of Perth photographed to create three-dimensional model.

The site of the *James Matthew*, a London registered snow brig carrying farm equipment, slipped its moorings in a storm in July 1841 and sank.

Previously named *Don Francisco* when she was a slave ship, she had been owned by a powerful Brazilian named Francisco Felix. She had been seized by the Royal Navy in 1837 off the coast of Domenica as it headed for Cuba carrying 433 slaves.

The site is now the subject of a photographic study by Western Australia's Museum, who hope to create a 3D model of the shipwreck for further study.

***La Trinite*, a French 32-gun flagship of a fleet that attempted to claim Florida may have been found.**

Artefacts that include three bronze cannon found off Cape Canaveral, may well be from the *La Trinite*. In 1565 Jean Ribault, French navigator and captain of a fleet sent to establish a French Protestant colony on Florida, set sail from Fort Carolina, known today as Jacksonville, to attack his arch-enemy, the Spaniard Pedro Menendez de Aviles, who had been sent to Florida by King Philip of Spain to thwart French plans to set

up a colony. Unfortunately, Ribault was caught in a storm which sank his ship along with three other galleons, ending French dreams of owning Florida.

The site was found in 2016 by Global Marine Exploration, a treasure hunting company. Under American law, the United States recognises other countries sovereignty over warship that sank in US waters, so whatever is found on *La Trinite* will go to France, who are then at liberty to grant salvage awards.

Spain's National Museum of Underwater Archaeology recover samples of silver and gold cutlery.

Gold and silver cutlery bearing stamps and hallmarks which came from the Spanish navy frigate *Nuestra Senora de las Mercedes* which sank following a gun battle with a Royal Navy fleet in 1804, have been found in 1000m (3,280ft) of water.

The finds were made between 10-18 September 2016 during the second underwater survey in the Atlantic of this controversial shipwreck. The wreck hit the headlines in 2007 when Odyssey Marine Exploration found the wreck and raised its treasure, estimated to be worth \$500 million to collectors. Odyssey then chartered a large aircraft at Gibraltar, loaded all the coins, jewellery and artefacts on board and flew it straight to Florida.

A long drawn legal battle then followed, in which the Spanish government claimed the treasure, which included 600,000 silver dollars alone, and eventually won. Most of the recovered material is now on public display in the Arqua Museum, whose director, Ivan Negueruela stated that the outcome "was highly satisfactory". During the 2nd exploration of the site, 34 pieces of tableware were recovered, that research has shown were registered in the frigates list of cargo carried. A bronze cannon was also recovered. A 3rd salvage operation is being planned by the Spanish Ministry of Culture in 2017.

High Hopes of finding lost granite pillar believed to lie in the lagoon at Venice.

Three giant granite pillars were delivered by sea to Venice in 1172, which were intended to grace St. Mark's Square. During the transfer of the columns from ship to shore, one of them fell into the sea and disappeared.

A gift from Constantinople from the Byzantine Empire in recognition of Venice's help in the Second Crusade, two of the columns were duly erected, and the fate of the third was over time forgotten. On top of one of the surviving columns is a winged lion, whilst the other carries a statue of St. Theodore, once the city's patron saint until supplanted by St. Mark holding a spear, with a crocodile at his feet – a representation of the dragon that he is said to have vanquished.

Now a team of researchers and divers are to embark on a search for the missing column, which they believe lies on the lagoon floor, a few hundred yards from banks of St. Mark's Square.

Since the seabed of the lagoon has always been mud, the column probably sank too deep into the silt to be found, let alone recovered. It was said to be topped with a statue of a nobleman wearing a *corno ducale*, or Doge's cap, a tribute to Venice's rulers.

The area to be searched is relatively small, between Marciana Library and the Ponte della Paglia, which looks onto the famous Bridge of Sighs. The columns now standing were in fact not erected for decades after they were gifted to the city, since it was such an enormous, costly and technical task. The story of the lost column is still one of the city's best and oldest legends.

Stop Press:

This News letter was finished and ready to be sent off when news was received of the untimely death of Dr. Maurice Cross due to a heart attack, on or around the 31st January. Maurice was working in Dubai when he had a heart attack from which he recovered. He then flew back to Plymouth, his home, where he suffered another attack and later died in Derriford Hospital. Many IMASS members will remember him as the instigator of a compression chamber unit at Fort Bovisand in the 1970's, which later moved to Derriford, where Maurice was instrumental in setting up the world class DDRC Unit we have there today. On behalf of IMASS we express our condolences to his wife, family and work colleagues.