



IMASS

INTERNATIONAL MARINE ARCHAEOLOGICAL & SHIPWRECK SOCIETY

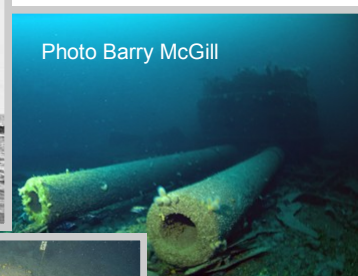
NEWSLETTER NUMBER 3 JANUARY 2010

A date not to miss

**INTERNATIONAL SHIPWRECK CONFERENCE
SAT 6TH FEBRUARY 2010 AT THE UNIVERSITY
OF PLYMOUTH**



Photo Barry McGill



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Find booking details inside or at:
www.shipwreckconference.org

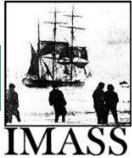
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Richard awarded OBE



See Chairman's report



CHAIRMAN'S REPORT

It gives me great pleasure to report that our President of IMASS, Richard Larn, has received the OBE from Her Majesty the Queen at a Buckingham Palace investiture. This was awarded for 'Services to Nautical Archaeology & Maritime History.' Richard was nominated for this prestigious award by Margaret Rule, of Mary Rose fame; Barbara Jones, Senior Information Officer at Lloyd's Register of Shipping; David Clements, President of the South West Maritime History Society, and Alan Aberg, formerly of the Royal Commission for Historic Monuments, now English Heritage.

Among Richard's many achievements are service in both the Merchant Navy and Royal Navy, attaining the rank of Chief Petty Officer Mechanician/Diver, for which those who know the Navy is close to a God-like position! He is the author or co-author of over 50 books and publications, has been diving for 67 years, been licensee of three Protected Wrecks, explored wrecks world wide and thrilled the diving world with his narratives. Along with his wife Bridget they founded the Charlestown Shipwreck Centre as well as the Longstone Heritage Centre on the Isles of Scilly, where they now live. Managing Director and part owner of Prodiv Ltd, a Commercial Diving School based in Falmouth Docks for many years, his establishment put some 800 HSE qualified air divers into the offshore oil industry.



Richard is Ship consultant for Diver magazine and amazingly found time - like 9 years, to compile the seven volumes of the 'Shipwreck Index of the British Isles and Ireland.'

Other awards include being made a Cornish Bard -Gonysyas-an-Mor (Servant of the Sea), for services to Cornwall's maritime history (we await, with great anticipation, his first poem of the sea!), also he is a Knight of Mark Twain, awarded by that American Society.

Richard admits he could not have achieved all this without the capable help and guidance of his wife Bridget, nor without the assistance and friendship of the many hundreds of divers with whom they have worked.

The diving season has nearly come to an end for 2009 and we are now busy organising our 2010 IMASS Conference, which will be our 28th. We have a very interesting group of speakers (see elsewhere in this News Letter for details).

We considered incorporating the cost of lunch into the ticket this year, but after much debate, it was decided to keep lunch separate, so keeping the cost of attending the Conference down to last year's price, ie: £15.00. It is hoped that as many as possible will support the separate lunch at around £6.00 which will be organised in the Conference Hall, as we have to pay for a minimum number of meals, whether they are sold or not. Do please support us by taking up the lunch option, it is after all still a very cheap meal.

The Holiday Inn on the Hoe will be accommodating the speakers, and we intend to meet in the downstairs bar there on Friday evening, the 5th February, for a get together, as well as in the upstairs bar on Saturday after the Conference. All are welcome.

There has been much debate this year about deep-water salvage of historic wrecks, both by companies and technical divers. Many archaeologists are up in arms about this, other more realistic archaeologists realise that there will never be sufficient funding unless coins and artefacts are sold, after they have been recorded, conserved and studied. A few purist archaeologists say that 'it is better to not recover any artefacts if they are to be sold.'

More countries are signing up to the UNESCO agreement on marine archaeology, and take what I consider to be a negative view that wrecks should not be disturbed and studied in situ. I do wonder when I look at the list of countries who have signed, that they may be more interested in acquiring jurisdiction/territorial rights of 200 nautical miles out to sea, than saving historic shipwrecks. Whilst the UK has not as yet signed up, it is abiding by the agreement. The future of marine archaeology as we have known it appears to be under threat. The history and stories of the sea that have been enthraling the majority of people will stop being investigated legally and the purist archaeologist will be the very people who have robbed us of this knowledge through envy.

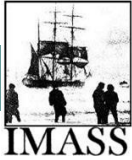
Why don't archaeologists and salvors get together and come to a compromise? As with English Heritage and listed buildings on land, before any work is carried out the archaeology of the building and surrounding area has to be surveyed and an archaeologist appointed to oversee the work. A similar system could work on deep-water historic wreck sites. The salvors having English Heritage appointed archaeologists on board the vessel, overseeing the operation carried out to an archaeological standard for which the salvor pays.

To finance the operation the salvor would be allowed to sell some of the artefacts under a licence system, after museums have had first choice for study and display. The purchaser buying the custodianship and not the ownership and if requested must make the artefacts available for further study. The main thing being the recovery of the artefact, so telling the story of the site for every one to enjoy, and not just buried away in some museum vault. Incidentally, museums are allowed to sell artefacts once they have no further use for them.

I, like you, want a more enlightened approach to marine archaeology, write to your MP and express your view before the UK signs the UNESCO agreement.

Looking forward to meeting you at the 29th International Shipwreck Conference.

Neville Oldham, Chairman IMASS. nevilleoldham@btinternet.com



PRESIDENT'S COMMENTS



As members will read in this News Letter, your Committee have been hard at work organising our next and 28th International Shipwreck Conference, with an interesting range of speakers and topics as always. The date and venue are clearly advertised elsewhere. The Committee have decided to keep the admission price the same as last year, so please put this in your diary or mark it on your calendar for 2010, and make the effort to get to Plymouth - hopefully bringing a friend or newcomer, so that we can increase the attendance numbers, and keep the Conference viable. Last year 150 members attended the Conference, roughly the same number as NAS had at their Portsmouth Conference in November.

2009 has been a particularly busy year in the South West. The Penzance based CISMAS (Cornwall & Isles of Scilly Maritime Archaeological Society), under Kevin Camidge, completed their survey of part of Mount's Bay near St. Michael's Mount, scanning and surveying for new, historic wreck locations. They also visited the Isles of Scilly and assisted by local divers and dive boat operator David McBride, carried out monitoring work on HMS. Colossus, and laid what is only the 2nd Diver Trail in Gt. Britain around this Protected Wreck. They then spent a week completing the underwater survey of HMS Firebrand, and a further week carrying out an Inter-tidal Field Survey of the Flats of Samson island. (a full report is featured). In September, working with the Cornwall Archaeological Unit under Charlie Johns, they completed the first part of Operation Lyonesse. This is a side-scan survey of St. Mary's Roads, searching for signs of previous habitation of this area of 'drowned landscape' between the islands, thought to have once been wooded farmland. Part of the survey included searching for and identifying peat beds, and both peat and tree samples were located and raised, which are being dated at Exeter University. The CISMAS and Cornwall Archaeological Unit anticipate returning in 2010 to expand the survey area, in what will be a three year project.

Members will also be interested to hear that 'Oscar', the 3.3m tall carved wooden figure that once graced the port-quarter of HMS Colossus, which has been with the Mary Rose Trust Conservation Unit for the past six years, finally returned to the Isles of Scilly this November. It has been handed over to Robert Dorrien-Smith of Tresco Estate, representing the Maritime Trust set up to fund the recovery, conservation and eventual public display of this remarkable artefact.

Where it will eventually be displayed has not yet been made public, but will probably be in either the Valhalla figurehead collection, or else in the new Interpretation Centre associated with Tresco Gardens.

Richard Larn OBE President IMASS

SAMSON ISLAND FLATS. INTER-TIDAL FIELD SURVEY BY CISMAS



The island of Samson is the largest un-inhabited island in the Isles of Scilly, which was occupied by one family in a single house in the 1600's, which grew to some 35 people and nine houses by the early 1800's. There were only two family surnames, Webber and Woodcock, and inter-marriage between close relatives resulted in several handicapped children and birth defects, so that when Augustus Smith took over the lease of the Scillies in 1834, he encouraged the residents of Samson to leave, finally evicting the last family in 1855, since when it has remained uninhabited. Life on Samson must have been miserable and very hard, having no school, church, amenities or employers, the only employment being pilotage, farming, fishing or wrecking. All the houses were on or around the south hill, since the north is covered in pre-historic burial chambers, and no doubt there was deep seated superstition regarding living or building close to them.

Commencing on 20 June 2009, CISMAS (Cornwall & Isles of Scilly Maritime Archaeological Society) commenced a survey of the foreshore to the east of the island. The principal archaeological aspects visible on Samson Flats are linear stone features set into sand of the inter-tidal zone. The location of

these features was originally taken as evidence that they were part of a submerged landscape and hence possibly prehistoric in date. However, this interpretation of their function and date has sometimes been questioned. Possible interpretations of the archaeological features on Samson Flats include fish-traps, structures associated with the kelp burning industry or a submerged prehistoric field system some 4,500-years old.

This survey aims to produce an accurate record of the features and topography in the inter-tidal zone. Such a survey should allow for a better understanding of the function and date of these features.

The survey, which will be continued in July 2010, is funded by English Heritage, and will run over two seasons of fieldwork, ie.2009-10.

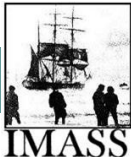
For further information about this and other CISMAS projects visit their website, www.cismas.org.uk.

DESIGNATING HERITAGE ASSETS: INTEGRATED SELECTION GUIDES PRE-INDUSTRIAL VESSELS

Since 2007, English Heritage has published Selection Guides for Listed Buildings which help convey the approach to designation in this area as well as assist in communicating with owners, Local Planning Authorities and others.

FOR A COPY OF THE LATEST DRAFT PLEASE EMAIL MARK AT THE ADDRESS BELOW

Please provide any comments on the (draft) Selection Guide to Mark Dunkley (mark.dunkley@english-heritage.org.uk) by the 1st March 2010.



2010 INTERNATIONAL SHIPWRECK CONFERENCE

The 28th International Shipwreck Conference will be held in the Robbins Centre, Plymouth University, on Saturday 6th February 2010, commencing at 9.30am, doors opening at 9.00am, admission £15.00. Six speakers will give presentations, including Investigating a 2nd century shipwreck off Italy; HMS. Victory, 1st rate man o'war sunk 1744 in the English Channel; HMS. Audacious, sunk 1914 off Ireland; HMAS Sydney, sunk 1941 off Australia; Modelling shipwrecks and Isometric Projections; discovery of Britain's premier Bronze Age wreck site off Salcombe. Speakers include Dante Bartoli; Sean Kingsley; Innis McCartney; David Mearns; John Riley and Jim Tyson; in alphabetical order. Go to:

www.shipwreckconference.org for speaker profiles and further details. Your Committee have again discussed the question of lunch in the restaurant area of the Robbin's Centre, but have decided not to increase the admission charge to include the price of a lunch, tea, coffee and biscuits, but leave it to individual choice. The restaurant cooked lunch is extremely good value and the Conference Committee need to at least break even on the cost of meals, unlike last year when it made a small loss. Please support the running costs of the Conference by taking up the lunch option if possible, booking it on arrival when you pay the admission charge which is still only £15.00.

See website - <http://www.shipwreckconference.org/>

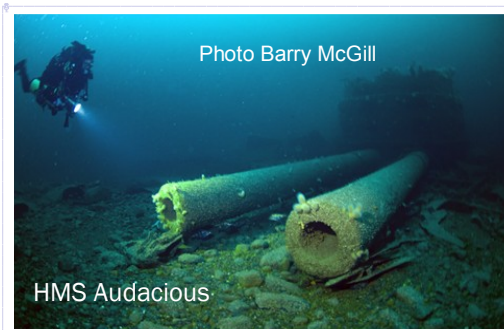


Photo Barry McGill

HMS Audacious

DIVERS FIND COLONIAL MEMORIAL PLAQUE OFF SUSSEX



Tunbridge Wells SAC members, Jamie Smith and Geoff Mulligan found a brass memorial plaque some 3 x 2ft in the wreck of the liner 'Oceana', sunk in 1912 on Sovereign Shoals. It was destined for what was then Bombay (now Mumbai), to be erected to commemorate the British who had died in the Cholera outbreaks in the early 1800's. Following its Declaration to the Receiver, permission was granted for it to be presented to the Worcestershire & Sherwood Foresters

Regimental Army Museum in Nottingham. Sherwood Foresters were stationed in India from 1819-1836 where they lost 1,494 troops, wives and children to the disease.

TREASURE AUCTION WEBSITE

For those readers who enjoy looking at photographs of artefact material recovered from shipwrecks visit 'Daniel Frank Sedwick's site on the internet, e-mail them or write to: Daniel Sedwick LLC, PO.Box 1964, Winter Park, Florida 32790, e-mail:

info@sedwickcoins.com.



<http://www.sedwickcoins.com/>

NAUTICAL ARCHAEOLOGICAL JOB VACANCIES

National Maritime Museum, London. Early Years Freelance Facilitator (£150p/day). 1st Tuesday per month from February 2010. FD/AF. See:

www.nmm.ac.uk/jobs or e-mail recruitment@nmm.ac.uk.

National Maritime Museum, London. Head of paper Conservation & Head of Object Conservation.

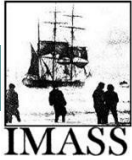
Both within salary range of £30,000-£37,000 pa. See:

www.nmm.ac.uk/jobs

IMASS OFFICERS & COMMITTEE

MEMBERS:

President - Richard Larn
Vice Presidents - Alan Bax & Peter McBride
Chairman - Neville Oldham
Vice Chairman - Allen Murray
Secretary - Steve Roue
Treasurer & Conference booking secretary - Nick Nutt
Conference Ticket Secretary - Paul Dart
Technical advisor & Speaker Advisor/Finder - Peter Holt
Conservation Officer & University contact - Martin Reed
NAS. Contact Officer - Jon Parlour
Web Master - Richard Knights
News Letter Editor - Richard Larn
Assistant newsletter editor - Steve Clarkson



THE LOSS OF HMS VENERABLE



The story of HMS Venerable is fascinating. It is possibly the only loss of a Royal Naval ship in the age of sail that occurred when the Captain turned his ship round to save a man overboard. More famous than HMS Victory before her loss the Venerable had a long life for a 74-gun ship of that period-20 years and was known as a happy ship. The Captains had always been respected by their crews.

The Venerable's finest hour was when carrying the flag of Admiral Duncan at the battle of Camperdown against the Dutch. The Dutch outnumbered Duncan's fleet but Duncan and the Venerable won the day. Incidentally, five years before Trafalgar Duncan used the method of splitting the Dutch lines that Nelson used at Trafalgar. During the Battle Admiral Duncan's colours were shot away from the mast of the Venerable. A young Gun Captain Jack Crawford knowing the consequences of the Admirals colour not flying from the mast would signal to the British fleet that the Admiral had surrendered. He grabbed the fallen colours, climbed the broken mast

under heavy fire from the Dutch and was hit by a musket ball in the face as he nailed the Colours to the Mast.

Jack Crawford came from Sunderland and on his return to England he was treated as a hero and presented to George III and granted a pension of £30 a year a special silver medal was struck for him by the people of Sunderland. He was approached to appear on the stage but he refused saying "*I am a sailor not a fool*" In Sunderland in the 18th century they erected a statue to Jack Crawford who is remembered by the people of Sunderland as their local hero to this day.

In November 1804, the Venerable was part of Admiral Cornwallis Channel squadron blockading Brest but the fleet had to seek shelter in Torbay from a South Westerly gale in the Channel. In the late afternoon, the gale force wind started to veer round to the North East, which would make Torbay a ship trap. At 6.30 in the evening, Admiral Cornwallis signals the squadron to raise anchor and leave the bay. It was a pitch black night with driving rain and the wind getting stronger. The only lights they had were lanterns and as the anchor weighed over two tons it would take the whole crew some three hours of back breaking work on the capstone to raise it. As the anchor was being secured to the ships cathead a sailor fell into the sea. Captain Hunter immediately ordered the launching of ships boat but as it was being lowered the pulley gave way throwing the crew into the sea. Unfortunately three of small boats crew were drowned but the original man overboard was saved

By his humanity in turning his ship round to save one of his men he had lost too much sea room but despite his valiant efforts and those of his crew the Venerable went aground on Paignton Ledges. The only ships to hear distress cannon being fired were the HMS Goliath, HMS Impetueux and the cutter Frisk.

The Cutter under the command of Lt Nicolson carried out an amazing act of seamanship sailing close in to the Venerable and rescuing 200 of her crew.

Out of a crew of 555 only 5 were lost. **Neville Oldham**

VISIT TO SUNDERLAND MARITIME HERITAGE

It was extremely interesting to find a group of ordinary people who worked in the shipyards on the banks of the river Tyne who when the yards closed down decided to create a working museum dedicated to the ship building industry that had disappeared. Where they could pass on their shipbuilding skills to future generation giving them time free and financing their enterprise by repairing old vintage wooden boats.

They formed Sunderland Maritime Heritage one of their first aims was to try to save the City of Adelaide a 19th century schooner the hull of which is still intact and lying in Glasgow. They wanted to get her back to Sunderland where she was originally built so they could restore her.

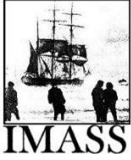
Amazingly, the crafts-men of SMH in six weeks built a large scale replica of her to take round to local events to raise money for the project. "See picture No2"

Inspired by this they decided to build a quarter scale model of HMS Venerable, this was not just as a salute to their local hero but was to train young shipwrights in the construction of wooden ships. "See Picture"



Sadly, it looks that despite their efforts and others The City of Adelaide is to be scrapped.

Also their web site at : www.sunderlandmaritimeheritage.org.uk



VISIT TO SUNDERLAND MARITIME HERITAGE CONT'D

I had exchanged information with SMH during my research into the Venerable. One of the questions they asked me was did I know what the figurehead of the Venerable was or had we found any clue when diving on the wreck?

Unfortunately the Venerable has been heavily salvaged over the years first by the Admiralty when first lost, then by the Deane Brothers and again by a private salvage company so there is no wreck visible. After storms, the seabed alters and some of the bones of a once proud ship become visible. The other problem is that all the paintings of the Venerable show the stern and the famous incident of her colours being shot away so I was unable to help them.

This year SMH asked me to give them a lecture on the wreck of HMS Venerable. Whilst looking at an old print of the cutter Frisk carrying out its daring rescue in the background was the Venerable bow on! "See picture No4"

I enlarged the picture on the computer and there was the figurehead. It was an old man in robe with magnificent beard with a book in his hands. It was so obvious it was "The Venerable Bede."

I phoned the Chairman of SMH Tommy Rowe. He was delighted with the information but also the connection with North East, just ten miles away from Sunderland the site of St Bede's Monastery is at Jarrow. "See picture No5"

Dave Parham Senior Lecturer of Maritime Studies at Bournemouth University who with his students has been helping me with the investigation of the wreck of the Venerable accompanied me on my visit to Sunderland. We had heard that the people of the North East were very friendly but this was a gross understatement their hospitality overwhelming Dave and I had two wonderful days with the people of the North East.

Neville Oldham.

THE WRECK OF THE 'DUTTON' PLYMOUTH SOUND, 1796



On 26 January 1796, Sir Edward and Lady Pellew were on their way to dine with the vicar of Charles's Church in Plymouth, when they noticed crowds running towards the Hoe. Following them they saw that the English East Indiaman

Dutton had struck on sunken rocks close inshore. Her upper deck was covered with soldiers and the sea was breaking all around. The loss of nearly all 5-600 people on board looked almost inevitable. By his actions that day Sir Edward almost certainly saved the lives of most of the people on board, since only four or five are thought to have perished.

The *Dutton* had been built by the Barnard family in Deptford in 1781, and was of the standard East Indiaman type of the time, ie:761-tons(bm). Between 1781 and 1795 she made five voyages of around two years each, to India and China, to trade in textiles, spice and tea. As was standard East India Company practice at the time, after five voyages and now 14 years old, she was considered no longer fit for further voyages to the East Indies, and was hired by the British Government as a transport to carry troops to the West Indies. In December 1795 she was part of a large convoy of 67 ships that left the Solent carrying 18,000 men to attack the French West Indies and insurgents on the islands of St Vincent and Grenada. The *Dutton* was carrying four companies, approximately 400 troops, composed of the Grenadier Companies of the 2nd, 3rd, 10th and 37th Regiments of Foot, as well as passengers and crew.

A severe south-west gale was encountered which caused damage to the *Dutton*'s sails and rigging shortly after sailing. A fever broke out on board and 30 people were buried at sea, whilst nearly 60 others were ill, and after having been at sea for seven weeks, she was forced to turn back for Plymouth Sound.

Here she anchored, but the strength of the gales increased and her captain tried to run into the Cattewater. Unfortunately, the Cobbler buoy marking the end of Mount Batten shoal had broken

adrift, the *Dutton* touched on the end of the reef, lost her rudder and unmanageable, was driven ashore below Plymouth Hoe.

Captain Sir Edward Pellew, of HM man o'war *Indefatigable*, climbed on board the wreck from the shore, assumed command and supervised the landing of those remaining on board. Many got ashore in a form of bosun's chair, then two large boats from the Dockyard appeared and received the more helpless of the passengers. William Hay, 2nd Officer of the *Dutton*, said that the ship '*parted a little abaft of the mainmast*' when there were still about 17 or 18 people on board. The last to leave the ship were the 1st, 2nd and 3rd Officers, the boatswain and Quartermaster Henderson.

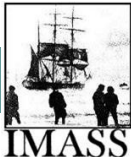
Captain Pellew received much recognition for his part in the events of that afternoon. The Corporation of Plymouth voted him the Freedom of the Town, he received a service of silver plate from the merchants of Liverpool, and was created a baronet, becoming Sir Edward Pellew, of Trevery. Most of the remains of the wreck of the *Dutton* were quickly salvaged and advertisements appeared within weeks of the tragedy offering 'For sale by public auction' stores and rigging. A final salvage of her timbers was not made for a further six years, in 1802.

A graduate student doing an MSc in Hydrography at the University of Plymouth has carried out a geophysical survey of the area, together with Peter Holt and Kevin Camidge, using the latest techniques, in an attempt to discover if anything relating to the wreck of the *Dutton* is visible on or below the seabed. Preliminary results from a magnetometer and sub-bottom profile survey carried out by the German firm Innor Technologie GmbH look promising. Students on courses at the University Diving & Marine Centre, training to become professionally qualified divers, have also carried out preliminary searches of the area, but more remains to be done.

Martin Read - University of Plymouth

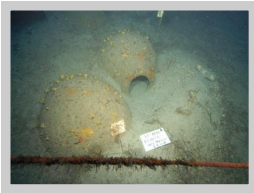
nb: There is a fine Thomas Luny painting of the wreck on the NMM web site:

www.nmm.ac.uk/collections/explore/object.cfm?ID=BHC3298 , also a Pocock painting in the Plymouth City Museum.



ITALIAN WRECKS C200BC

Peter Holt reports that he has been in Italy assisting in the excavation of a number of wrecks, funded by a group called Promare. The wrecks lie in 18m depth, clear Mediterranean water, the seabed being littered with ancient Greek pottery, amphora etc. nb: This wreck will be the subject of Dante Bartoli's presentation at the forthcoming International Shipwreck Conference in February 2010.



Peter Holt.

pete@3hconsulting.com

http://www.promare.org/project_doliashipwreck.html

HISTORIC PORT OF PORTUS, ITALY



Archaeologists from the University of Southampton were heavily featured in the press during October 2009, discussing their work at Portus, the principal port for ancient Rome

for most of the imperial period. For the BBC article, see:

<http://news.bbc.co.uk/1/hi/uk/8283195.stm>, or,

for pictures see:

http://news.bbc.co.uk/1/hi/in_pictures/8284478.stm or the Portus Project website:

www.portusproject.org/index.shtml

WANT TO BUY A LIBERTY SHIP?



The US Department of Transportation's Maritime Administration (MARAD) is selling off (for recycling/scrap) three obsolete ships from their Reserve Fleet, two in the Beaumont Reserve anchorage, Texas, one from the James River Reserve Fleet, Virginia. Another 24 reserve ships remain in the James River and 10 at Beaumont. The ships offered for sale are:

Hattiesburg Victory - built 1946, served as a transport for the US. Navy in the Korean and Vietnam wars.

Pioneer Contractor - built in 1963 as the *American Contractor*

Savannah (not the nuclear powered ship by the same name) - oiler, built in 1970.

LAST REMAINS OF 'NAPOLI' MOVED

Whilst divers will almost certainly find remains of the ship and cargo on the seabed in Lyme Bay, Devon, the remaining engine room section of the wreck was raised and taken away in August 2009. The wreck was a turning point in the maritime industry, since the loading, stowage and labelling of containers was completely reviewed and a new Code of Conduct created. The most important lesson learnt was that there must be only one person appointed to take charge of a shipping incident. This accident showed that there is no time - or room, for a committee to determine whether a ship should be beached, or where, or towed to shelter, the stakes are too high.

Maritime Informer. News letter of the Maritime Information Assoc. Summer 2009-11-18

http://www.sidmouthherald.co.uk/sidmouthherald/flatfiles/videos/2007/napoli_song.aspx

<http://www.rtbr Bowen.org.uk/html/Napoli.html>

LAST 'TITANIC' SURVIVOR

Miss Millvina Dean, the last survivor of the *Titanic* sinking, died 31 May 2009 at a care home near Southampton, aged 97. She was only 9 weeks old when the ship struck an iceberg in the North Atlantic on 15 April 1912, and hence had no recollection of the incident. Millvina Dean was the youngest passenger on board and was saved in a lifeboat by her mother Georgetta along with her 2 year old brother Bertram. Her father, Bertram Dean died in the icy Atlantic sea along with 1,516 others that night.

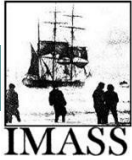
The Dean family had embarked as 3rd Class passengers to start a new life in Kansas City. After the disaster the surviving family members returned to Britain where they remained. After the wreck was discovered in the 1980's. Miss Dean was in great demand on both sides of the Atlantic, to give talks, interviews and attend conventions. Due to the high cost of staying at her care home, she was forced to sell several *Titanic* mementoes to raise money in auctions. Some of these were returned to her after being sold. The actors Kate Winslet and Leonardo DiCaprio are believed to have contributed towards her care costs. The film director James Cameron donated substantially to the Millvina Fund set up by her friends.

Maritime Informer,
News letter of the
Maritime Information
Assoc., Summer
2009



<http://news.bbc.co.uk/1/hi/7960933.stm>





SALFORD, NEAR MANCHESTER MAY BECOME A NEW CONTAINER PORT

There are plans to build a new port on the Manchester Ship Canal at Salford at a cost of £400m. This new port could take 5% of the UK's container traffic and take 21 million kilometres of lorry journeys off the roads in the north-west per year. This means the Manchester Ship Canal will once again become a 'working waterway'. It is said the project could create 3,000 jobs.

Lloyd's List July 2009.

Also see: http://www.salfordadvertiser.co.uk/news/s/1097754_peels_plan_for_port_salford_is_a_step_closer



ARCHBISHOP'S TREASURE FOUND IN RIVER WEAR



Two divers have recovered items once owned by Michael Ramsey, the former Archbishop of Canterbury, from the River Wear in Co. Durham.

In a project covered widely by national press in late October, brothers Gary and Trevor Bankhead dived in 2m of water from 2007 to 2009 to recover 32 items - many of them gifts to Ramsey from dignitaries worldwide.

Examples include an ivory-handled silver trowel used by Ramsey to lay a foundation stone at a church in India; a commemorative medallion for the Queen's coronation in 1953; a silver medallion presented by the Greek Orthodox Church; a gold medallion from the head of the Buddhist faith in Japan in 1973; a sculpture from the Russian Orthodox church; and a medallion given to Ramsey by Pope Paul VI at the Vatican in 1966 (Ramsey favoured union with the Roman Catholic church).

Ramsey was Bishop of Durham from 1952, Archbishop of York from 1956 and Archbishop of Canterbury from 1961 to 1974, during which period the saga of the treasure in the river is likely to have begun.

One theory is that the items, which were found beneath one of Durham's river bridges, were dumped by panicking burglars who raided Ramsey's home. But another is that an aged Ramsey, at a loss as to what to do with them, dumped them from the bridge himself. The brothers gained permission from the cathedral's land agent to dive the river, and used a metal detector. Recovered items were deposited with the cathedral and recorded, photographed and researched by its own archaeologist.

The cathedral now keeps the finds - many of which will probably go on display - in return for a salvage reward, based on a percentage of a valuation of the finds to be paid to the divers.

Diver Magazine, December 2009, p19 <http://www.divernet.com/>

nb: This reminds me of an incident of some 30 years ago when divers in the Northampton area found a jewel encrusted sword scabbard in a local river. It turned out to be a trophy awarded to none other than Admiral Horatio Nelson,

given him by a Turkish potentate for services rendered long before Trafalgar. It had been stolen from a museum sometime in the 1930's and seemingly thrown in the river when the thieves realised its value and importance, which meant they could probably never have sold it. Besides an engraved plaque bearing Nelson's name and the occasion of its presentation, it was studded with literally hundreds of small diamonds and other precious stones.

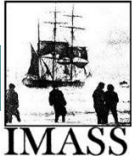
An enthusiastic police constable given the scabbard after it was handed in and told to 'give it a good scrub off' did just that, displacing thousands of pounds of gem stones into the station's kitchen sink, and down into the drain! When it was realised the stones were valuable diamonds they had to dig up the whole drain system at great expense, right back to the sewer, in what proved to be a successful attempt to retrieve the diamonds, rubies, sapphires and moon-stones.

The Editor.

'DUNWICH' - SURPRISING FINDS OFF THE SUFFOLK PORT LOST TO EROSION

Britain's most famous 'drowned city', the medieval port of Dunwich, now lying underwater in the North Sea has revealed a number of major buildings have survived partially intact in 10m of water. High resolution side-scan images and visual inspection by divers have revealed detailed information about two medieval churches, a chapel and monastery 300m offshore. Despite having fallen off a 10m high cliff some 530 years ago, the Norman church of St. Nicholas survives on the seabed as piles of masonry, with indications of its original cruciform layout having survived. Another Norman building, St. Peter's church has also survived to an unexpected degree.

BBC. History Today, December 2009 p12



PRESENTATION OF A CANNON RECOVERED FROM ERME ESTURY



Neville Oldham, Mike Williams, Ron Howell

Julie Williams, Dave Illingworth

The lady in red is the wife of the Chairman of the South Hams District Council, Councillor Melvyn Stone, who unveiled the Cannon at the presentation.

Presentation of a Cannon recovered from the Erme Estuary

By Divers of the South West Maritime Archaeology Group

Divers of the South West Maritime Archaeology Group presented a cannon they recovered from the Erme Estuary to the Salcombe Museum and the people of the South Hams of Devon. The cannon now displayed on the quay at Hope Cove as a memorial to all those who have lost their lives in the bay

The Gun carriage was constructed by one of the SWMAG divers David Illingworth who lives in Hope, the material for the carriage paid for by local public contribution.

The cannon was recovered some ten years ago by divers of SWMAG and has been in conservation ever since.

When first recovered it was thought to have come from a wreck of 1506 as the divers had first raised a small swivel gun which Colin Carpenter "One of the countries leading experts of ancient Ordinance" dated as 1500. This had fitted in with account by Leyland a diarist and chronicler for Henry VIII who in his account of the area stated that Philip Archduke of Flanders and Joanne of Aragon in 1506 on their way back to claim the throne of Aragon had suffered being ship-wrecked in this haven, which had always been thought to be the Erme. The group had been excited at this information. When a larger cannon was recovered and dated as 1630/1680 and was a Fin-banker type of cannon it confused the picture. When the account of another diarist Triston Risdon who rode through Devon in 1700 stated that there had been a great shipwreck in the Erme on the 13 November 1632 but unfortunately did not give a name.

The team also found a French Silver Half-Ecu coin that would point to the shipwreck being French.

The site is protected as Historic Wreck site under the jurisdictions of English Heritage, the license being held by Neville Oldham SWMAG.

Neville Oldham.

DIVERS FIND GRAVEYARD OF JAPANESE 'SUPER-SUBMARINE'

Two Japanese submarines designed to carry bomber aircraft to strike American cities in WW2 have been found on the seabed off Hawaii. The vessels were captured by the US. Navy when Japan capitulated in 1946, but were hastily scuttled the following year after the Soviet Union demanded access to them.

The US. learned many technological secrets from the submarines, identified as I-14 and I-201 and did not want the information falling into the hands of its former ally.

The two submarines were located by a team from the National Oceanic & Atmospheric Administration's undersea research laboratory and the University of Hawaii, Manoa. Designed as underwater aircraft carriers (an advancement on the Royal Navy's M-2 submarine of WW.1), they were able to carry three Aichi type light bombers, with folded wings, in a hangar on deck. The aircraft were to be catapulted from the deck and fitted with floats, could land on the sea alongside after returning from a mission.

At 400ft(122m) long (the British M-Class were 296ft(92m)) these were the largest submarines ever constructed until the first nuclear ballistic missile boat was launched in the 1960's. Aware of their smaller navy in the Pacific, the Japanese planned to take the fight to the enemy, by surfacing close to the west coast of the USA, launching its aircraft and dropping rats infected with bubonic plague and insects carrying cholera, dengue fever, typhus and other diseases on cities. After capture and inspection, when the USSR showed an interest the two submarines were torpedoed by the USS Cabezón and sank in 2,700ft of water off Oahu.

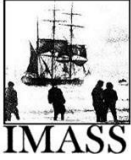
I-14 was located in March 2005, but it took a further four years, working with the National Geographic Channel, to find the I-201. They carried sufficient fuel to cover 37,000 miles, 1.5 times around the world, carried a crew of 144, displaced 5,223-tons (the M-Class were 1,600-tons), and could dive to 330ft(100m).

Each of the three Aichi Seiran bombers, whose existence was unknown to the Allies in WW2. could carry a single 800kg bomb 650 miles at 295mph. On surfacing a crew of four could have an aircraft on the catapult ready for launch within 45 minutes..

Daily Telegraph World News 17 November 2009 p16

Also find at <http://gizmodo.com/5407769/world-war-2-japanese-super-submarine-found-in-hawaii>





BRITISH HOLIDAYMAKER DISCOVERS MEDITERRANEAN CITY



Michael le Quesne, aged 16, was swimming off a popular beach on Montenegro with his parents and 10-year old sister Teodora, when he spotted an odd looking 'stone' at a depth of around 2m. It turned out to be a large submerged building which may have been the centrepiece of an important Greek or Roman trading post, swallowed up by the sea during a massive earthquake.

The discovery made by the Quesne family, who live in Princes Risborough, Bucks, were on a trip to their holiday home in the tiny Balkan country in September 2009. They have holidayed in Montenegro since 1994, but had never before visited Maljevik, a small sandy bay near the city of Bar.

On telling his father of the find, Charles le Quesne, a professional archaeologist, dived to investigate and discovered fluted columns 90cm in diameter, on plinths, which appeared to be part of an ancient Greek or Roman temple, basilica or major public building. On a clear day they are visible from the surface.

No historical record exists of a major settlement on the site, although the Montenegrin coast is dotted with ancient ruins yet to be documented. Before the discovery of this ancient temple ruin, a local team working alongside American archaeologists discovered the remains of two Roman cargo ships on the bottom of kotor Bay, one of Montenegro's most popular tourist attractions.

Dr Blue and Professor David Peacock, both of Southampton Universities Department of Maritime Archaeology, will join Mr le Quesne to explore the find next spring.

[See Daily Telegraph article](#)

WANTED: NEW CREW MEMBERS FOR THE 'MARY ROSE'

Rear Admiral John Lippiett, RN. Ret'd. Chief Executive Officer of the *Mary Rose* Trust, has launched a new appeal called Mary Rose 500, in which he seeks 500 individuals, schools, Businesses and organisations to come on board and symbolically become the new 'crew' of the Tudor warship. It has been launched to coincide with the 500th anniversary of King Henry VIII's accession to the throne and his commissioning of the *Mary Rose*.

The new appeal asks each new crew member to pledge to raise £500 towards the appeal's £250,000 target, which will contribute to the final £1 million public appeal total to help fund the new museum, which is scheduled to open in time for the London Olympics in 2012.

The new museum will complete the preservation of the wreck and reunite the great ship with thousands of hidden treasures that have never before been on display in Portsmouth Historic Dockyard. It will replace the current temporary museum located 300m away, which has space to display only 1/20th of the 19,000 fascinating artefacts recovered with the *Mary Rose*.

An extremely important £21 million Heritage Lottery Fund award was confirmed earlier this year, with the *Mary Rose* Trust charged with raising an additional £14 million to complete the project. Approaching £10 million has been raised so far towards the £35 million goal.

Although the ship hall is temporarily closed during the construction of the new museum, the existing *Mary Rose* Museum, located separately, remains open during the construction period. To join the *Mary Rose* new crew and help secure the future of Henry VIII's flagship, visit www.maryrose500.org or call 023-9275-0521.



Daily Telegraph 22 October 2009

LECTURES

The Axmouth Boat - a talk by Jon Adams

This talk will be given in the Guildhall, Exeter, Wednesday 2nd December commencing at 8pm, admission free

Martin Read - Plymouth University

A free talk by the RN Bomb & Mine Disposal Team

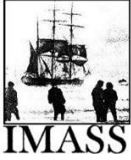
A member of the Royal Navy Bomb & Mine Disposal Team (Clearance Divers) will be giving a talk on their work courtesy of Alison Mayor & the Southsea Sub-Aqua Club on Thursday, 10th December, starting at 9pm at Fort Widley, Portsdown Hill Road, Portsmouth. PO6 3LS

Lecture

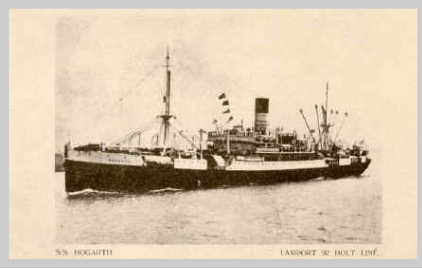
1st February 2010 @ 7pm in the Devonport Lecture Theatre, Portland Square Building, Plymouth University - 'The 8,000 year submerged lands of the Solent'.

By Gary Momber, Plymouth & District Archaeological Society in co-operation with the Hampshire & Wight Trust for Maritime Archaeology.

www.plymarchsoc.org.uk/archaeologylectures.html



DIVING TEAM LOCATES WRECK OF THE 'SS HOGARTH'



Diving team locates and identifies the wreck of the SS Hogarth, sunk 1918. The team of mixed-gas technical divers known as 'Silent Running', led by Vrian Matthewman, have identified the wreck of the SS Hogarth 'about 30 miles S of the Farne islands' in 60m depth. which was torpedoed by UB-107. The ship had sailed from London for Aberdeen with 650-tons of general cargo, when she was attacked at midnight. The sole survivor out of her crew of 27 was the senior RN gunner who was in his cabin one minute, then after the explosion found himself clinging to wreckage in the sea. He was in the water for 2 days before being rescued. The hull is intact but with collapsed superstructure. The team brought to the surface the ship's steering helm, a telegraph, main compass, log spinner fish, and the ship's bell, plus a large scuttle. Whilst the team hope to be allowed to keep the bell, the other artefacts will be given to the

Aberdeen Maritime Museum, who already hold the war medals of her captain, David Stephen, as well as photographs of him and the ship.

also see: <http://www.divespellbinder.co.uk/techycorner.htm>

Diver Magazine, November 2009, p12-13

IS ARCHAEOLOGY PUBLIC SPIRITED OR A DOWNRIGHT SELISH?

Please note, the following article is published simply as a contribution to the IMASS News Letter. The opinions expressed by the contributor are entirely his own and should not necessarily be taken as the those of IMASS, its officers. or general membership.

With the ongoing debate between academia, sport divers and professional salvors as to who owns our maritime heritage, should we look more into who actually benefits from the actions of each group? Since the availability of SCUBA in the mid 1950's the search for shipwrecks of all kinds has increased apace, and sport divers are locating the majority of new wrecks.

I think most people understand the need and importance of history, but by far the majority of the population worldwide have either no interest at all, or only a basic interest that is narrowly confined to the general story of what happened in the past. With this regard should wrecks be kept as a research asset for a few archaeologists, a tourist attraction for visiting divers, a supply of souvenirs for wreck divers, or a source of income for professional salvors?

If you adopt the majority rule principal (on how many things in life are assessed), no one group should have total dominance of a wreck resource to the exclusion of all other parties, as any one group will be in the minority compared with the majority of excluded groups. The only minority group that tries and manages to exclude all other groups is the archaeological community who have managed to get national and international legal protection of their interest.

Professional salvors may try and use civil law to get temporary protection of their interest but on recovery of any valuable items this normally opens up access to the wreck to any interested groups. They also frequently allow archaeologists to access the wreck in parallel with their work, something the archaeological community would never do in return. With at least one new wreck sinking every day and more wrecks still to be found than have been located, you would think each group would have a plentiful supply of material for their needs without having to steal sites or wreck material off each other.

If an archaeological group wants to research, find and excavate their own wrecks I am sure the other groups would be happy to leave them alone with their works but if professional salvors research, find and excavate their own wrecks like the *Victory* or the *Atocha*, why would a minority group like the archaeological community impose themselves and then seek to stop or control what happens to the wreck? Archaeologists say that all that they do is in the public interest (and largely expect the public to pay), but who actually are the public?

Is the public the thousands and thousands of active sport divers who over the years have searched the seabed and wrecks for souvenirs (and who have often donated historically interesting artefacts to museums), or is the public the thousands and thousands of people who have purchased a coin or a porcelain item recovered from a treasure wreck, recovered by professional salvors, or is the public the very few archaeologists and historians who fully read a wreck report, or are they the even fewer research students that study artefacts that have been stored away in storerooms awaiting their interest?

The truth is history belongs to us all and every person on the planet will have a different view of what interests them and what they want to know about the past and this will obviously change at different stages of their life. We cannot possibly know every single thing that has ever happened to society and mankind since we have been on the planet, and can only ever achieve a very good understanding and general view of what actually went on.

Of course some individuals will be extremely interested in how a Viking boat-builder built a boat or how a Greek merchant transported his olives, but the needs and wants of these few individuals should not dictate wreck policy for the rest of society who are not interested at all or who may have a different needs or wants from the same piece of history. You only need to search "shipwreck" on E-Bay to see the interest in owning a piece of history by the amount of artefacts that are constantly being sold to the general public who will treasure the item and disseminate the history of the donor wreck to their many friends and family who get to see and touch the actual artefact.

I believe that the current UNESCO policy that has been promoted and implemented by a very small section of society is a very selfish act, that in reality only benefits themselves and is not in the public interest at large. Rather than one small group controlling wreck policy for themselves, a system should be found that can accommodate all the competing interests in our historical wreck resource. Recording and publishing details of all important artefacts found is a must, but the disposal of identical artefacts such as coins and pots after they have been recorded and sample collections distributed to museums, or the collection of portholes and bells by souvenir hunting sport divers, must be accommodated in all future wreck law.

Steve Roue

DIAMOND WRECK

Namibia's 'Skeleton Coast', Sperrgebiet, South Africa.

Having built up a massive 33ft tall seawall of sand using bulldozers, a South African Diamond Mining Company were carrying out a huge surface-mining operation behind the wall when evidence of a 1533 Portuguese wreck was uncovered in April 2008, details of which have only been released in 2009.



All mining work on the site was halted, and archaeologists moved quickly to begin excavation and survey. Under constant surveillance, miners and archaeologists salvaged the remains of the ship and its cargo. Vacuum hoses were used to excavate into the already diamond-laced sand around the wreck, and the operation was completed in 10 weeks.

The early 1533 '*Memoria das Armadas*' or 'Memory of the Fleet' drawing or chart, shows the ship *Bom Jesus* sinking with the simple notation 'lost'. Artefacts included three bronze astrolabes, one



complete with alidade (pointer arm), a 12.5cm long pewter surgeons syringe, Spanish, Portuguese, Venetian, Florentine and Moorish gold and silver coins, a pewter porringer, lice comb and other personal items.

The Times Newspaper - October 2009. National

Geographic Magazine, see:

<http://ngm.nationalgeographic.com/2009/10/shipwreck/smith-text> or

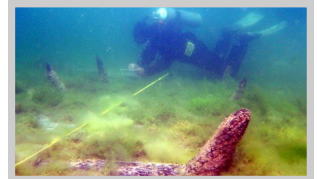
for photographs: <http://ngm.nationalgeographic.com/2009/10/shipwreck/toensing-photography>

ARCHAEOLOGISTS RECOVER MEDIAEVAL SHIPWRECK FROM LAKE CONSTANCE

Archaeologists have finished recovering a 600-year-old ship from Lake Constance discovered near a mediaeval Benedictine abbey, the state of Baden-Wurtemberg announced on Thursday 5 November 2009. To see more details go to:

<http://www.thelocal.de/society/20091105-23063.html>

Steve Clarkson



VALUABLE RELICS FOUND BY CHANCE IN DELAWARE RIVER

See: www.philly.com/



WRECK OF 17TH CENTURY DUTCH CARGO SHIP FOUND OFF BRAZIL



See: www.discovery.info/-ship.html

INCREDIBLE ARTEFACT FOUND ON WRECK OF THE P&O. LINER MEDINA

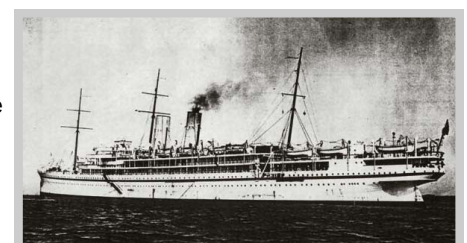
An incredible artefact recovered from this wreck which lies off Start Point, south Devon, has been declared to the Receiver of Wreck. It is a bronze statuette of a woman dressed in ancient Greek costume holding a model of the ship. It is rumoured that a second one has been found and raised but not as yet declared. If this is true, it is hoped common sense will prevail and what it will be declared in due course.

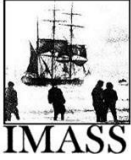


Whilst their location and purpose is not yet clear, they would suggest they stood on either side of a grand staircase, either at the top or bottom, and it is remarkable that despite the huge recovery operation mounted in the early 1980's, when a huge amount of Indian brass souvenir material was raised, these figures went undiscovered. The Charlestown Shipwreck & Heritage Centre has a very big display of cargo from the ss. Medina.

The ship was converted into a Royal 'Yacht' in 1911 to take King George V and Queen Mary to India for the Delhi Durbar. She was torpedoed by U-31 on 1 February 1917

It is believed the photo originates from the 'Southwest mafia' website





SEVEN WRECKS SUNK IN IRANIAN WATERS DURING THE IRAN-IRAQ



The wrecks lie in the Kohr-E-Musha Shat-Al Arab waterway, part of the Persian Gulf, and will be the first of 100 wrecks to eventually be removed having been sunk some 20 years ago. Many are known to contain deteriorating explosives. Miko Marine AS of Oslo and Batservice AS of Norway will undertake the work, the first phase of seven wrecks to be completed by 2011.

International Tugs & Salvage. Nov/Dec.2009 p21

<http://www.bairdmaritime.com/>

or

<https://www.tugandsalvage.com/>

ODYSSEY MARINE SYNDICATES SHIPWRECK PROJECTS

Tampa, Florida - 27 October 2009 - Odyssey Marine Exploration has entered into a letter of intent with Robert Fraser & Partners LLP, whereby Odyssey will provide exploration services to syndicates formed by Robert Fraser Partners for deep-ocean exploration. The significance of this is not known, but may be connected with a press statement that said all the gold and silver Odyssey had found off Spain in a galleon was the property of Spain. Also that the British government has claimed sovereign immunity and hence ownership of the wreck of HM. man o'war Victory, which Odyssey found and identified in the English Channel in 2009.

As if Odyssey does not have enough legal 'battles' on its hands, shortly after they announced the discovery of the 'Black Swan' in May 2007, the Kingdom of Spain filed a claim, and since then a number of individuals whose ancestors were transporting goods on the 'Mercedes' and the government of Peru have all filed claims, cases currently pending in the US. federal Court in Tampa, Florida.

Also:

ODYSSEY REACHES AGREEMENT WITH UK GOVERNMENT ON HMS VICTORY SHIPWRECK

<http://www.coinlink.com/News/press-releases/>



KENDALL MCDONALD HONOURED

Kendall McDonald, wreck expert, key diving figure, author and DIVER magazine contributor, has been rewarded for his achievements.

This month he received the Colin McLeod award, administered by the Jubilee Trust on behalf of the British Sub Aqua Club, for "furthering International co-operation in diving"

DIVER MAGAZINE

<http://www.divernet.com/>