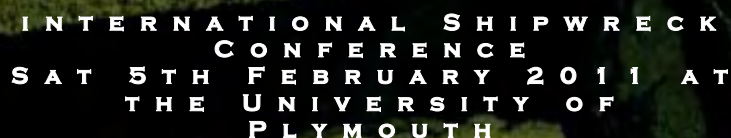




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CHAIRMAN'S REPORT

Sadly, 2010 has seen the demise of the Historic Wreck Advisory Committee. It was the one venue where Licensees and vocational Marine Archaeologists could air their thoughts and concerns. The financial savings to the nation will be negligible, but the loss to marine archaeology will be beyond value!

This year Dave Parham, senior lecturer in Maritime Archaeology at Bournemouth University, and his students, have worked hard on the Swash Channel wreck, financed by English Heritage who put a not inconsiderable amount of money into the project. No, sorry, I'm wrong - it's you the tax payer who has put up the money to preserve the wreck. Even so, the amount they received is nowhere enough, and this is just one historic wreck.

The amount given the project on the tax payer's behalf is only a fraction of the amount it costs to have inspectors going round historic marine sites, checking on appointed site archaeological advisors.



The other sad thing is that current HSE Diving Regulations make it extremely difficult for vocational archaeologists to work side-by-side with paid archaeologists on projects such as the Swash Channel. This means that all this free and voluntary help is difficult, if not impossible to be used, as was the case with the Mary Rose.

The current economic situation in Gt. Britain could well have beneficial effects for marine archaeology, as well as terrestrial, as it could have the effect of bringing the purist archaeologist back into the real world, recognising that there is not a bottomless pit of money. The vocational archaeologist is the biggest free asset they have, and the only way forward is to work with them.

The debate concerning shipwrecks and the pros and cons of salvage rumble on, meantime wrecks are degrading, and the information they hold and the stories they could tell are lost forever. The wreck site of HMS Victory in the English Channel has been left to the mercy of the sea, and eventually some of its 100 plus bronze guns will be trawled up, then either sold to collectors in the USA or melted down for scrap metal. There is still a misconception in the academic world that marine archaeological sites are no different to land sites, choosing not to consider the totally different environment. Land sites are usually stable unless a road or land development threatens. Only then is it accepted that rescue excavation is necessary. Marine sites are under threat from every tide in addition to the wind, as well as the brutal treatment of sea-bed trawls or the anchors and chain of larger vessels. Therefore when a new marine site is discovered, it is important that the knowledge it contains of our past is not lost forever, and does it matter whether vocational archaeologists or marine salvors carry out the work, provided it is done under archaeological supervision?

The idea that artefacts acquired by a museum will be studied and then made available for public display is far from reality. Whilst a salvor may be instructed that an artefact has to be passed to a museum, once acquired there are no restrictions as to what the museum does with it. Should they choose, they can lock it away in some hidden vault, or even sell it.

Economic problems or not, there will never be sufficient finance to pay for purist archaeologists to carry out all the work, and a more realistic view will have to be accepted. If a potential salvor puts up a strong enough case and can provide guaranteed financial backing, as well as being prepared to pay to have English Heritage archaeologists on board to oversee the operation, why not? To finance such an operation, the salvor should be allowed to sell some of the artefact material under a licence system, after museums have had first choice for study and display. It might be possible for the purchaser to buy only the custodianship and not ownership, with a condition that on request they make the artefact material available to others for further study or display. Once a site has been surveyed, recovery of artefacts in a marine environment should be a priority.

If, like me, you want to see a more enlightened approach to Marine Archaeology, then write to your MP and express your views.

Neville Oldham

CHAIRMAN'S ANNOUNCEMENT

The diving season is almost at an end and we are now busy organising the 2011 IMASS International Shipwreck Conference, and again have a very interesting group of speakers for you.

The Committee again considered incorporating lunch into the cost of the ticket, but after much debate it was decided to keep the meal separate, keeping the cost of attending down to the 2010 price of just £15.00. We sincerely hope that as many of you as possible will support the separate lunch which will cost between £6 and £7, available in the Conference Hall, since IMASS has to pay for a pre-determined number of meals, whether they are sold or not, so please support us. The lunch is good value and gives you an opportunity to meet and talk to speakers and other delegates, as well as look at the various displays and stands.

As in previous years the Holiday Inn on the Hoe offers accommodation for speakers and delegates alike, and we will be meeting in the downstairs bar on the Friday evening, 4th February after 7pm for a 'get together' and in the upstairs bar on Saturday evening after the Conference. All are welcome.

Neville Oldham



PRESIDENTS COMMENTS

Some of our members may be unaware that our Chairman, Neville Oldham, suffered what must be high on the list of human nightmare experiences in May 2010, when his 400 year old thatched cottage caught fire and burned to the ground. Neville, and his wife Jill, were left with only the clothes they were wearing, losing not only their home and all its furnishings, but all their photographs and a lifetime's memorabilia. Neville and Jill had been out that day and after getting back home lit a small fire in the sitting room, prepared tea and had just sat down to watch the 6 o'clock news when there was a knock at the door. Their neighbour calmly informed them that their thatched roof was on fire! Three feet thick and probably layer upon layer of straw going back centuries, the

thatch burned like tinder and was soon out of control. It took three whole days before the last smouldering embers were finally extinguished, by which time Neville had lost most of his reference library, and a great deal of research. Fortunately, he kept a lot of papers and his computer in what he calls his 'Command Module', a separate wooden building which escaped the fire. Friends rallied round and Sir Geoffrey Newman, Neville's landlord, offered temporary accommodation in an empty estate farm house about a mile away, where the couple are now living whilst the cottage is rebuilt. Fortunately, they had insurance for their fixtures and fittings etc, and both Neville and Jill were satisfied with the settlement they received. On behalf of all IMASS members, I would like to wish them a speedy rebuild and recovery, both physically and mentally.

On a lighter vein, Neville and his fellow diving members of SWMAG, who have carried out extensive marine archaeological work off Salcombe, South Devon, over many years will, by the time this is published, have been to Buckingham Palace to receive the Duke of Edinburgh's "Highly Commended" Award for their work. Our congratulations to them for their dedication and professionalism; they have set an example to us all. With the 2010 diving season virtually over, the work of CISMAS (Cornwall & Isles of Scilly Marine Archaeological Society) on the Isles of Scilly has come to an end after completing three very successful projects. At the beginning of the season, under the continued leadership of Kevin Camidge, a CISMAS team completed their survey of the submerged walls on the tidal flats of the island of Samson. We await their final report with interest, when hopefully the purpose of these structures will be established once and for all, as to whether they are merely submerged field boundary walls, a possible fish-trap, or served some other purpose. Their 2nd visit completed the survey of the *Colossus* (1798) wreck site in the shallows off the same island, finding many new surface artefacts including four "new" muskets. September saw the last phase of Operation Lyonesse, which included a side-scan survey of seabed between the islands looking for pre-historic building remains, and the collection of peat and timber samples to assist in the dating of the inundation that changed the Isles of Scilly from two land masses to the group of islands they are today. Previous peat samples, which have been examined by Exeter University on behalf of the Cornwall County Archaeological Unit, have established a range of dates using dendrochronology and pollen samples, and their final report is eagerly awaited. This project was funded through Charlie Johns, Senior Archaeologist for Cornwall County Council, and hopefully may lead to further work if the financial climate allows. The work of CISMAS, its leader, and team of dedicated divers are to be congratulated on their work on the Isles of Scilly, which hopefully may progress to excavation of the fireship *Firebrand* (1707) as well as the *Colossus* site, provided funding is available.

Finally, May I take this opportunity to thank all those members who have contributed articles and material for this News Letter, also to the IMASS Committee members who give so much time and effort into making our annual Shipwreck Conference possible.

Richard Larn OBE

MAYBE THE TIDE IS JUST STARTING TO TURN?
STEVE ROUE

Further to my deliberately provocative articles in previous IMASS News letters, to try and stimulate some much needed and sadly previously lacking debate over the current trend for the so called in-situ preservation (monitored destruction) of our 'Underwater Cultural Heritage', it is interesting to see that around the world how this fatally flawed policy is slowly starting to change. It is now being actively questioned by both some academic communities and by governments with an active interest in historic wreck.

Following my articles I have had correspondence and conversations with professionally trained academic marine archaeologists who deeply disagree with the current policy of leaving important shipwreck remains in-situ. However, they feel they are unable to publicly come out and say what they feel for fear of chastisement by the academic community that always has to toe the current line of thinking.

Some governments have now bucked the current trend and issued excavation and recovery licences or have lifted long held bans on excavation, after they realised it is far better to recover lost information than have it left to rot in-situ (notably some countries in the Far East and in places like the Bahamas and the Caribbean).

I do not think anyone is advocating the large scale excavation and conservation of every historic shipwreck all at once, but there should be planned and systematic excavation of all known historic shipwrecks before they are destroyed by looters, erosion, corrosion, mechanical damage, or major events such as a tsunami, oil leak or the effects of climate change, allowing wood boring creatures to survive in waters previously too cold.

Shipwreck structure should generally be recorded then left in-situ due to the enormous cost of conservation. Fragile remains and artefacts should be recovered, recorded and then, dependent on their importance should be conserved, stored in stabilised conditions or, if they hold no historical importance, sold to fund the recovery or conservation of other more important items.

All historic shipwrecks should be graded relative to their importance, and the list of planned excavations should be based primarily on trying to fill the gaps in our historical knowledge. Once historic shipwreck excavation becomes a common occurrence again in the UK, I am sure that hundreds of willing amateurs will become involved with projects, providing much needed work for professional archaeologists and conservators that have university qualifications in practical marine archaeology, as opposed to simply talking about it or implementing policy and legislation for most of their lives.

With the change starting to happen, it is up to everyone involved or interested in our maritime history to support those wanting to effect change away from the UNESCO/EH approach to in-situ preservation, and to lobby the policy makers in the various government departments to bring about change.

Unfortunately, marine archaeology has been allowed to become polarised between both ends of the scale, from the "don't touch, leave it" at one end, and the "loot and sell" attitude at the other, whilst dedicated amateurs and responsible commercial archaeological recovery companies find themselves in the middle, not allowed to do anything constructive.

Until then we have to obey the law and follow the rules, whether you agree with them or not. Let's hope that this ill thought out policy of "in-situ protection", will pass as only a fashionable trend in the early days of the 21st century. We must not forget that history is a subject in which so many people take great interest, that we should record as much of it as possible for future generations and remember that 'No shipwreck excavation = no new shipwreck knowledge.'

SOUTHWEST NEWS**IMASS INTERNATIONAL SHIPWRECK CONFERENCE UNIVERSITY
OF PLYMOUTH
(SAT. 5TH FEBRUARY 2011)****THE SPEAKERS**

Booking details at::

www.shipwreckconference.org**Ayse Devrim Atauz - *Shipwrecks of the Deep Ocean***

Ayse Devrim Atauz received her B.S. in Industrial Design in 1994 from the Middle East Technical University (Ankara, Turkey). Specializing further on underwater archaeology, Ayse Devrim Atauz has completed her PhD at Texas A&M University, Nautical Archaeology Program in 2004. Fieldwork conducted by Dr. Atauz includes underwater archaeology projects in Turkey, Norway, Portugal and Malta. Her special interest is the adaptation and development of remote sensing technologies and remotely operated vehicles for underwater archaeology and the use of such innovative techniques, technologies, and methods for the exploration and study of archaeological sites in deep water, beyond diving limits.

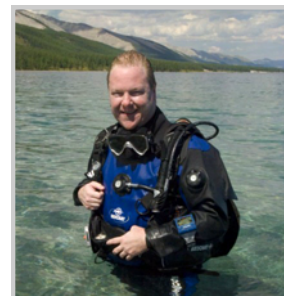
Steven Schwankert - *HMS Poseidon*

Steven Schwankert is an award-winning reporter and editor with 15 years of experience in Greater China, focusing on the technology, media and culture industries. He currently serves as Deputy Asia Editor for film and television industry publication The Hollywood Reporter and resides in Beijing.

Away from his writing desk, Steven is a member of The Explorers Club and founder of SinoScuba, Beijing's first professional scuba diving operator. In 2007, he led the first-ever scientific expedition to dive Mongolia's Lake Khovsgol and in 2011 will lead a similar expedition to Qinghai Lake, China's largest lake.

His book, The Real Poseidon Adventure: Britain's Submarine Disaster in China, about the sinking and legacy of the Royal Navy submarine HMS Poseidon will be published in 2011 by Hong Kong University Press. Beijing & Shanghai, a guidebook he co-wrote for Hong Kong's Odyssey Publications, is now in its third edition.

Steven's work has been published in world-renowned and regionally-recognized publications including The Asian Wall Street Journal, The South China Morning Post, Billboard, Variety and The Hollywood Reporter. It has also appeared on the Web sites of The New York Times, The Washington Post, PC World, CIO, and MacWorld.

**Jack Ingle - *HMS Repulse and HMS Prince of Wales***

Jack is a BSAC National Instructor, PSAI, TDI, IAND and ITDA Technical Diving Instructor. He has been leading diving expeditions to site including The Andrea Dora (USA), HMS Repulse and HMS Prince of Wales in the South China Seas as well as the USS Wilkes Barre off Florida.

**Ted Crosby - *Project Highball***

Ted used to be a Military Medic with the RAMC, and specialised in diving medicine, (immediate care of injured divers) and completed his graduate studies in Diving Medical Technology and Life Sciences, where he developed a keen interest in underwater archaeology. He later developed teaching protocols for various underwater archaeology projects and co-founded the ADA in 2007, developing additional skills in accordance with the ESDC syllabus, the aim was to provide a holistic approach to underwater

archaeology for divers, that used current UK best practice as opposed to protocols adopted by other agencies from the United States. In 2008 he was asked to develop the Highball Bouncing Bomb Project with Dr. Iain Murray from the University of Dundee. Ted prefers the use of technical skills in the application of diving technologies for underwater projects and is a firm believer in the use of divers and human interaction within the historic environment, and using data collected for accurate GIS and mapping across a broad spectrum of archaeological periods, allowing data to be presented in 4-D.

His presentation will look at the specific roles and duties of volunteer recreational divers in project management of the Highball Project, including training and development for other Historic Environment Projects. It will also cover the project as a whole from genesis and 2 years of desktop survey to specific skills that were developed as a result of initial reconnaissance phase of the project.

Nikolaus von und zu Sandizell & Alejandro Mirabal - *Shipwrecks in Indonesian territorial waters*

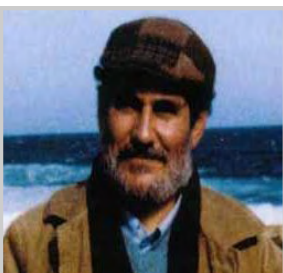
Nikolaus Graf Sandizell (51) has been the CEO of the Management Board of Arqueonautas Worldwide - Arqueologia Subaquática S.A. (www.arq.de) since 1995, and Chairman since 2009.

Having completed his baccalaureate in 1979 in Germany, Graf Sandizell received a business diploma for international trade with Mannesmann A.G. (today Vodafone) in Düsseldorf. From 1982 to 1995 Graf Sandizell worked for MAN A.G. in Mexico and Indonesia, where he was promoted to Regional Manager for MAN-Roland A.G. for Southeast Asia until 1988 and thereafter he was Managing Director for MAN-Roland in Spain and Portugal until 1995.



In August 1995 Graf Sandizell set-up a marine archaeological company with the aim to recover the cargo from endangered historical shipwrecks in a commercially viable manner and at the same time dedicate the activities to the protection of world maritime heritage. The Arqueonautas team comprises historians, surveyors, marine archaeologists, conservators and other experts involved in the Company's activities which include archival research, obtaining survey and recovery licenses, remote sensing survey, reconnaissance, recovery, conservation of artefacts, documentation and development of scientific publications (www.arq-publications.com), PR, marketing and sales.

Juan Campos Calvo-Sotelo—*The loss of HMS Serpent*



He spent his childhood and youth in Madrid, holidaying in his native Galicia. He studied in the Colegio del Recuerdo, Madrid.

Later he studied Philosophy in Madrid, Psychology in Dublin and trained as a Psychotherapist in London.

He married Helen McCormack in 1974. He has a daughter, Karen, who lives and works in Dublin.

Since the middle eighties he worked as an independent Psychotherapist in private practice until 2005. Since 2009 he is working as a Psychotherapist in the spa of Termas de Cuntis-Pontevedra.

He has written the book *Náufragos de Antaño* (.Ed. Juventud.Barcelona.2002)

about shipwrecks in the Galician Costa de la Muerte (Costa da Morte) during the XIXth century. He has also written in magazines and newspapers on different subjects.

At present he is divorced and living in Santiago de Compostela. He is preparing a book on the Camino de Finisterre, the continuation of the Camino de Santiago pilgrimage to the end of the world of Antiquity.

Pete Holt/ Martin Davis - *The SHIPS Project – Shipwrecks around Plymouth Sound*

Peter Holt

Peter is based in Plymouth where he currently runs maritime archaeology projects for the US charity foundation ProMare. He spent 20 years in the oil industry with Sonardyne designing underwater positioning systems for ROVs and divers. Peter has worked on maritime archaeology projects since 1989 in many countries and in water depths down to 1200m. In 1998 Peter started 3H Consulting Ltd., a maritime archaeology consultancy company whose most notable product so far has been the Site Recorder software.



He has written a number of papers on surveying, geophysics and data management and has contributed to a number of books. Peter is a visiting research fellow at the University of Plymouth, a NAS senior tutor and is the NAS south west regional co-ordinator.

Peter Has worked on many sites and projects including: The Cattewater wreck, Capraia, Italy, *HMS Colossus* (1798), *Coronation* (1691), Erme Estuary, *Firebrand* (1707), *Hazardous Prize* Kizilburun Roman wreck, *Resurgam* Submarine (1880), *Vliegende Hart* (1721), *HMS Whiting* (1706), Mardi Gras deep wreck excavation, *Mary Rose*, *USS Monitor* (1862), *Rooswijk* (1739), (1815)

Peter is now managing The SHIPS Project with the aim of recording and investigating the maritime history of Plymouth.

pete@3HConsulting.com www.3HConsulting.com www.promare.co.uk/ships

Martin Davis



Despite spending 18 successful years in the Global Information Technology and Communications Industry my real passion is for the great outdoors and anything on or under the ocean. Therefore, in 2008 I took the decision to leave the industry and begin a career as a Hydrographic Surveyor. I am currently in my third year of a Hydrography Degree.

I have completed 2 years of the 3 year course, achieving over 81% average for my second year and am therefore on course for a First Class Honours Degree.

Martin Davis's Specialties:

Ocean Exploration BSc (Hons) CATEGORY A (undergrad)
 N Dip Electrical and Electronic Engineering
 Business Management
 Multi-National Board Level Negotiation & Sales
 Project and Project Lifecycle Management
 CAA Private Pilot Licence (Aeroplanes)
 RYA Power Boat
 VHF Radio Licence
 TDI Deco & Extended Range Diver

Mark Dunkley (Future of English Heritage)



Mark is currently a Maritime Designation Adviser at English Heritage Maritime, He is an archaeologist with developed expertise in marine designation and project management. Focus on provision of advice in relation to both resource and risk management of marine cultural heritage assets. Current projects include (marine) Heritage Protection Reform in England; historic environment data to support inshore fisheries management; heritage partnerships.

Mark Dunkley's Specialties:

Cultural Heritage designation in the marine area; Risk management of marine heritage assets; Determining heritage values and significance; Professional diver (SSDE & SCUBA) & MoRPHE Trainer

TUDOR MAP MYSTERIES**NIGEL OVERTON & MARTIN READ**

There is a fantastic early harbour chart in the British Library, now available to view on line. Commissioned by Henry VIII around 1539, it details the

south west coastline from Exmouth round to Padstow. This map is often the earliest depiction of a particular port or harbour and provides an important record. The chart was commissioned to show the existing defences against French invasion, but it also details planned fortifications, including some that were never built.

This is the earliest known map of Plymouth and shows the four-towered medieval castle at Lambhay, the fortified Barbican quay and a protective chain across the entrance to Sutton Pool. Blockhouses and gun platforms are

located at strategic points along the Hoe.

The Henrician map as it is known, provides a wealth of historical and visual information and always merits re-exploring. The following are two on-going

NEW TIDE MILL

Several tide mills are depicted, including the medieval town mill at Mill Bay and a new mill on Stonehouse Creek, built c1525. In total, over thirteen tide mills are believed to have been built in the Plymouth area, some helping to supply flour for the Royal Navy. These mills were studied and published in an excellent book by Walter Minchinton and John Perkins. However, the

Henrician map appears to show an additional tide mill on the west side of the Laira, the upper estuary of the River Plym. Several other maps and archive references may help to explain this forgotten mill site. In the 17th century there is mention of a 'Lary Mill' and 'Lary Mill pond'. Possible sites for this forgotten mill include the now reclaimed Tothill Bay and a smaller reclaimed tidal creek inshore of Prince Rock. There is a third possibility, further south near Forder Valley, close to the present A38 road. More research is needed.

Reference: Minchinton, W. & Perkins, J. 1971 Tidemills of Devon & Cornwall (Exeter).

[Select the map for more old maps of Plymouth](#)

MYSTERY STRUCTURE?

To the south west of the tide mill, and south-east of Sutton harbour, stands a mysterious structure comprising two forked uprights with a horizontal pole resting upon them. What is it? It is located on the Teat's Hill peninsula, shown on maps from c1725 as the site of a ropewalk. A Mr Teat was making rope in the area and selling it to the Navy in the mid 17th century. Moreover, the structure is similar to one used in the spinning of yarn, known as a 'post & rail'. A series of these structures were built in a line usually 400 to 1,000ft long. They had hooks on the underside for the spinner to flick the yarn onto, to prevent it touching the ground and picking up dirt. The Teat's Hill ropewalk was in use for centuries, providing rope for ship-ping, fishing and other industries. It disappeared from local trade directories after 1907.

Most ports and harbours had at least one ropewalk, and tide mills were a common feature around the coast. You can still see the millpond and mill building at Forder, near Antony Passage in Cornwall, and similar remains at Millbrook. The dam of the medieval tide mill now forms Foss Street in Dartmouth (there is a slight rise and fall if you look along Duke Street). In Hampshire, there is a fine preserved tide mill in Eling, on the River Test. These sites will often make interesting projects, both to research their history and to survey their remains.

Reference: Minchinton, W. 1974 Devon at Work: Past & Present (David & Charles, Newton Abbot).

Use the link below to explore the Henry VIII period chart. If you zoom in, Plymouth is just left of centre.

Sadly, you cannot copy and save from it.

<http://www.bl.uk/>

**SHIPWRECK HUNT OFF THE ISLES OF SCILLY**

Alex Bushill looks at some of the wrecks lost in the Scilly Isles

[See the video on the BBC](#)

SHIPWRECKS & HISTORY IN PLYMOUTH SOUND

PETER HOLT, PROMARE UK

Plymouth, Devon, has a long and varied maritime history that stretches back to the arrival of the first humans in south-west England. The evidence of this can be seen on land in its buildings, monuments, docks and harbours, but there is also much to be found on the shoreline and underwater. The waters of Plymouth Sound and the adjoining rivers have seen hundreds of maritime events, accidents and disasters; some witnessed and recorded, but many passed unseen and undocumented. In 2009 the SHIPS Project (Shipwrecks & History in Plymouth Sound) was started by a group of shipwreck enthusiasts and divers in Plymouth with the aim of recording the maritime history of the area.



Early in 2010 the SHIPS Project was adopted by the US non-profit research organisation called ProMare who have recently set up their UK base of operations in Plymouth. ProMare was formed in 2001, and already operates in the USA, Italy and Norway helping to set up and run maritime archaeology projects. The SHIPS Project is now the flagship project for ProMare UK. It has already helped with a number of shipwreck investigations, geophysical surveys run by students at the University of Plymouth, historical research and in the development and hosting of shipwreck web sites.

A significant aspect of the SHIPS project has been in recording and identifying finds recovered by divers from the waters around Plymouth, and includes unearthing two Greco-Roman anchors, ten stone anchors and artefacts recovered from designated shipwrecks. Once the finds have been recorded they are returned to the finder, the resultant information being published on the SHIPS Project web site so it can be used by historians and researchers all over the world.

Much of the work of collecting information for the SHIPS Project is done by local dive groups so providing advice and training are part of the project. We provide informal advice and guidance about what to do when you find something underwater, and can also provide formal training using the NAS (Nautical Archaeology Society) training scheme. In 2011 we hope to be able to offer fieldwork opportunities on our own projects to visiting archaeologists, divers and researchers. Dates for fieldwork weekends and field schools will be posted on the SHIPS Project web site.

If you would like to help the SHIPS Project, or would like more information, then please get in touch. We are already helping co-ordinate fieldwork done by a number of groups in this area, so if you have a team of divers looking for a diving or intertidal project, then we would like to help. If you have any interesting finds recovered from this part of Devon we would welcome the opportunity to record and photograph them. We would also like to hear from the many shipwreck experts and historians who have done research into the maritime history and ship losses in and around Plymouth.

Contact: e-mail: ships@promare.co.uk <http://www.promare.co.uk/ships> Also on Facebook

HMS VENERABLE PROJECT GETS UNDERWAY

STEVE CLARKSON

Funded by The British Sub Aqua Club Jubilee Trust the HMS Venerable project is underway. The objectives are to carry out an underwater survey of the HMS Venerable which sank in a storm off Roundham Head on 24th November 1804. As part of the project, I have committed to organising the training of a number of divers to the NAS (Nautical Archaeological Society) Part 1 Level and 12, consisting of mostly Reading BSAC members, have qualified to this level so far. The Brixham Yacht Club has provided an ideal base for the courses being just over two miles from the site off Paignton.



The HMS Venerable was a 3rd rate ship of the line, 74 gun British Man-of-war and, at the time, commanded by Captain John Hunter. The fleet were sheltering at anchor in Tor Bay but the wind shifted from west to northeast on the afternoon of 24th October 1804. The Captain decided to weigh anchor and head around Berry Head. Unfortunately, a crew member fell overboard and Captain Hunter made, what turned out to be, a fatal decision for the ship, and turned to pick up the sailor. Despite help from other ships in the bay, HMS Venerable ended up on the rocks at Roundham Head. HMS Frisk, Impetueux and Goliath managed to save 547 of the crew, limiting the deaths to only 8 sailors. One of the most famous moments of the ship was at the Battle of Camperdown where she was captained by Admiral Duncan. In the battle, Duncan's fleet lost 203 (men and women) with the enemy coming off much worse. Venerable lost 15 men and 6 officers, with 56 wounded, and was leaking so much from shot damage that even with her pumps going at full capacity she only just managed to get back home to the Medway. During the fight, Venerable's colours were shot away, causing the Dutch crews to think they had won. A young gun-captain, Jack Crawford, then seized the emblem and nailed it to the mast resulting in the surrender of the Dutch. This story is now remembered in the Sunderland Heritage Museum where a 10th scale replica of the ship was built, along with the story of Jack Crawford.

ONE OF THE WORLD'S OLDEST SHIPWRECKS FOUND OFF THE COAST OF DEVON

An archaeological expedition has found one of the world's oldest shipwrecks off the coast of Devon, dating back almost 3,000 years. According to a report in the Daily telegraph newspaper, the wreck was found in just 8 - 10m depth off Salcombe, by a team of amateurmarine archaeologists from the South West Maritime Archaeological Group (SWAG).

The trading vessel was carrying an extremely valuable cargo of tin and hundreds of copper ingots from the Continent when it sank. The team has recovered a total of 295 artefacts so far, weighing more than 84kg. The cargo recovered includes 259 copper ingots and 27 tin ingots, also a bronze leaf sword, two stone artefacts that could have been sling shots, and three gold wrist torcs, or bracelets. The team has yet to uncover any of the vessel's structure, which is likely to have eroded away. Experts believe it would have been up to 40ft in length and 6ft wide, and have been timber planked or a wooden frame with a hide hull covering. It would have had a crew of around 15 and been powered by paddles.

Archaeologists believe it would have been able to cross the Channel directly between Devon and France to link into European trade networks, rather than having to travel along the coast to the narrower crossing between modern Dover and Calais. Although the cargo came from as far afield as southern Europe, it is unlikely it would have been carried all the way in the same craft, but in a series of boats, undertaking short coastal passages. Experts say the 'incredibly exciting' discovery provides new evidence about the extent and sophistication of Britain's links with Europe in the Bronze Age as well as the remarkable seafaring abilities of the people during the period.

Archaeologists have described the vessel, which is thought to date back to around 900BC, as being the 'bulk carrier' of its age. They believe the copper - and possibly the tin - was being imported into Britain and originated in a number of different countries throughout Europe, rather than from a single source, demonstrating the existence of a complex network of trade routes across the Continent. Academics at the University of Oxford are carrying out further analysis of the cargo in order to establish its exact origins (ANI).

Reference: __See [Thaindian News](#)

SWMAG Team visit the palace to receive the BSAC Duke of Edinburgh 'Highly Recommended' prize for the above 'Moorsands 'Project' [SWMAG Website](#)



from Left to right- Dave Parham, Steve Clarkson, Neville Oldham, Mick Palmer, Chris Yates, Dave Dunkley, Chris Yates, Mike Kightly, Ron Howell, Jim Tyson, Dave Illingworth, Mick Kingston, Andy Elliot, & Mike Turner

PLYMOUTH CANNON RECOVERY

DIVE MAGAZINE 2010 & WESTERN MORNING NEWS

Three divers have recovered a cannon from Plymouth Sound that they believe could be 250 years old. The diving team, consisting of Ray Ives and Chris Bird, led by commercial diver Howard Jones, were searching for the wreck site of a wooden galleon, when they found the cannon in 20m depth using an underwater metal detector. The gun was plugged with a wooden tompon which led the team to believe it was loaded at the time the ship sank.

Coated in a thick layer of rust, the team is planning to have it examined by X-ray to determine if any other artefacts have been encrusted. The divers will then conserve the cannon, a process that could take up to two and a half years. The team intends to return to the site and expect to find many more items, such as cannonballs and musket shot. They want to keep the identity of the wreck and its location secret until they have dived there again. The cannon will be declared to the Receiver of Wreck.

DIVER FINDS MINE OFF PLYMOUTH

DIVER MAGAZINE NOVEMBER 2010



A WW2 mine has been destroyed after being discovered by a diver in Plymouth Sound, South Devon, in early September. The diver came across the mine at a

depth of 20m in the shipping channel, near Drake's island. Despite being rusted and covered in marine growth, the device was recognisable and the Royal Navy's ordnance-disposal diving team was called in. The mine, estimated to contain about 20kg of explosive, was moved outside Plymouth Breakwater before being blown up. In March 2010, a WW2 mine was found in the similarly busy Portland Harbour, having escaped notice for at least 65 years. Meanwhile, ordnance raised from the sea off Milford Haven in Dyfed, Wales, was destroyed in mid-September - after it had sat in a back garden for a year.

Ordnance raised from wrecks can become increasingly dangerous when brought ashore. Cordite explosive becomes unstable as it dries out.

Also see [BBC article](#)

RARE 15TH CENTURY SWIVEL GUN

A 15th century swivel gun has been found in Cornwall. The rare gun was recovered from Doom Bar in the Camel estuary near Padstow. They are amongst the earliest type of gun to fire a variety of ammunition including grapeshot.

The gun has been presented to the Royal Institution of Cornwall by Colonel Prideaux-Brune

The picture below shows a similar type of gun found in the Erme estuary. For more information and a picture of the gun visit

www.culture24.co.uk



Steve Clarkson

CHANCE TO SEE WRECK OF 90-GUN SHIP FROM THE 1600S

NICK NUTT - WMP INTERNATIONAL LTD

A Project that could solve the mystery around one of the West Country's most famous wrecks is to be launched next year. The 90-gun ship HMS *Coronation* was sunk in fierce storms off Rame Head in September 1691, with the loss of more than 660 men, including her captain.

The wreck site, which is now protected, was found in the 1960s and divers pinpointed dozens of her cannon and massive anchors scattered 20 metres below the surface. A second wreckage site from the ship was discovered in the early 1990's. Divers Mark Pearce and 'Ginge' Crook, the current licence holders for the protected wreck, and finalising the details of a project which they hope could finally answer how the ship came to be wrecked.

Mr Pearce said, "The unaccounted guns, anchors and ironwork may help to solve how she foundered. With several square miles of seabed and 300 years of siltation and debris discarded in the area by shipping and the dockyard, the task is a difficult one." Mr Pearce, 39, from Milton Abbot, near Tavistock, discovered another uncharted iron cannon earlier in 2010 after a storm shifted sand in one of the gullies where the wreck lies. Four cannon remain unaccounted for, while at least one anchor is still missing. He hopes that by opening up the site to divers, more artefacts will be found to help tell HMS *Coronation's* tragic story.

He said, "Although divers will still require a licence, they will be able to visit, follow a route around the cannon and anchors, and see for themselves how huge the artefacts are; a real testament to the ingenuity of the shipbuilders of the 17th century." From Easter 2011, the group will be co-ordinating visits from groups, private individuals and local charters.

Reference: www.coronationwreck.co.uk

NAS TRAINING IN THE SOUTH WEST JON PARLOUR**NAS South West supports University of Plymouth training**

It is almost 15 years since the Nautical Archaeology Society last ran courses at the University of Plymouth. In September a local team; Peter Holt, Allen Murray and Jon Parlour, returned to deliver a combined Introduction and Part I in Underwater and Foreshore Archaeology over three days at the university's Diving and Marine Centre, Coxside, Plymouth.

Participants on the course included staff and students, with a range of diving experience from commercial diving supervisors to newly qualified professional scuba divers. They brought with them the skills of planning and completing tasks underwater and the enthusiasm to apply these in an archaeological context. Well used to working as a team and having a good understanding of the requirements of diving at work, the NAS Tutors were able to devote more time to archaeological principles and the processing of data they had collected in Site Recorder.

We were lucky with the weather and the group enjoyed undertaking the practical surveying and recording sessions in the sunshine outside the diving centre and in the crystal clear waters of nearby New England Quarry. Well, the water at New England was clear until the divers started fixing control points on the site! All part of the fun of underwater archaeology!

It was a pleasure to work with such a motivated group and we are looking forward to seeing these guys working on local projects, initiating and leading new projects and progressing with their NAS training. We are confident that this course will also revitalise an ongoing and growing relationship with the university and plan to be running more courses through the Diving and Marine Centre during 2011.



CATTEWATER WRECK EXCAVATION ARCHIVE

MARTIN READ - PLYMOUTH UNIVERSITY

The Cattewater wreck, still unidentified, is a 16th century armed merchantman. It was discovered off Mount Batten, Plymouth, in the 1970's, by a dredger. The wreck was quickly recognised and became the first site to be designated under the 1973 Protection of Wrecks Act. The wreck was partially excavated over the following years, and results published by Mark Rednap in his excellent book.

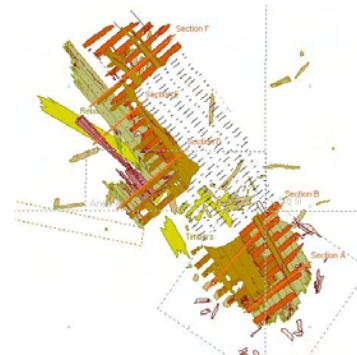
However, the results of the excavation, including the finds and the excavation paperwork were never properly archived. Plymouth City Museum rescued much of what was left from the excavation store at Fort Bovisand in the early 1980's, but due to lack of funding, the archive has remained poorly documented and inaccessible both to the general public and to archaeologists.

Happily, an iron swivel gun and some of the textiles from the site have recently gone on public display in the City Museum for the first time. In addition, a Project to fully archive the site, funded by English Heritage, is now underway. The main aim of the Archive Project is to improve the long term care and management of the excavation archive through improvements to documentation and storage.

Unfortunately, it is apparent that some Cattewater archive material went astray whilst in storage at Fort Bovisand, including a number of finds. However, some missing material has recently been recovered and donated to the museum. At the end of 2009 the Joint Service Sub Aqua Diving Centre (JSSADC), based at Bovisand, kindly passed on a box of Cattewater leather that they had rescued some years before. Through the Archive Project, which is funded by English Heritage, it is hoped to trace, locate and repatriate other elements of the missing archive.

Were you using Fort Bovisand in the late 1970s or early '80s? Do you have any information on what happened to the finds and documents from the wreck that was stored there? Do you have objects in your collection with finds numbers starting CW, CW73, CW76, CW77 or CW76? Plymouth City Museum would be pleased to recover any of the still missing archive. Items can be donated anonymously, as required.

Please get in touch if you were a member of a diving team that took part in the 1970s excavations. We would be interested in your recollections of the excavations.



DCMS SPENDING REDUCTIONS 19TH CENTURY ANCHOR

NAUTICAL ARCHAEOLOGICAL NEWS

UK spending review hits heritage sector. The Department for Culture media & Sport (DCMS) will reduce overall resource spending by 24%. The core DCMS capital budget will reduce by 32%. The total administration budget for the Department and its arm's length bodies will be reduced by 41%. This means making some significant savings in other areas, including more than 30% reductions to both English Heritage (32%) and Visit Britain (34%).

English Heritage is '@most disappointed' at the cut by 32% - considerably more than the Department's overall cut of 25% and especially hard following challenging years of funding decline - some £130 million real-term cuts over 13 years. English Heritage's statement says 'it will require some tough decisions.' A further announcement will follow the English Heritage Commissioners' meeting on 27 October 2010.

Archaeologist present as oil-spill boom brings up 19th century anchor.

Reference: blog.al.com/live/2010/10/archaeologist

Reference: also see - [English Heritage](#) and [PDF File](#)

BIG SUMMER HAUL ON COLOSSUS

DIVER MAGAZINE - OCTOBER 2010

Some 150 new finds have been examined and recorded at protected wreck site of the 18th century HMS *Colossus* in the Isles of Scilly.

This summer a team of maritime archaeologists from CISMAS (Cornwall & Isles of Scilly Maritime Archaeological Society), funded by English Heritage, dived the wreck of the 74-gun 3rd rate ship of the line, launched in 1787 and sunk in 1798. They targeted portable items exposed by the movement and continued lowering of seabed sand in which the wreck lies. Recorded were 4 or 5 muskets, whole and in part, round shot, nails, glass and timber objects such as pulley sheaves, but nothing was raised.

This has provided an example of "community archaeology" at work. The divers ranged from amateur volunteers, including retired archaeologists, working for free but transported, housed and fed. Additional backers were Otter Watersports, AP Valves and the Isles of Scilly Steamship Company. Site depth varied from 9 - 12m and tidal flows were 'not strong enough to interrupt our work during the time we were there, said participant Innes McCartney. 'The wreck of the *Colossus* lies in almost the perfect depth for detailed archaeological survey. It's not so shallow as to affect diving operations at low tide, and it's not so deep as to limit diving time on site,' he commented.

Diver visit applications can be made by visiting the website:

www.english-heritage.org.uk/daysout/maritime-heritage/diver-visits.

COLOSSUS STERN CARVING TO GO ON PUBLIC DISPLAY ON TRESCO

RICHARD LARN



The 3.3m tall stern carving figure of a neo-classical warrior that once graced the port quarter of the *Colossus*, was recently stood upright and mounted on one wall of the Tresco Abbey Garden's Visitor Centre, in the Isles of Scilly. Found by local divers in 2001 and eventually raised by Mac Mace, of Bryher, the carving spent over a year in a fresh water cascade tank on Tresco, before being transported to the *Mary Rose* Conservation Unit at Portsmouth for archaeological conservation treatment.

Additional to long term immersion in PEG solution, it was found necessary to separate the carving into its three main pieces in order to extract the iron bolts holding it together. These were heavily rusted and expanding as rust layers built up, threatening to cause the elm wood from which the carving was made to split. The three sections were then immersed in a tank holding a PEG solution and allowed to saturate over some five years, before being removed and freeze dried whilst in a vacuum to -40 degrees C.

The new display, which it is hoped can be open to the public before Easter 2011, will consist of the central carving with artefact material and ship's timbers around its base, visitor 'listening posts' on either side, telling the story of the *Colossus*, its history, discovery, diving, and archaeological importance, with numerous photographs and site maps.

See http://www.cismas.org.uk/colossus_index.php

DARTMOUTH CANNON FINDS HOME AFTER 50 YEARS

WESTERN MORNING NEWS

An Elizabethan iron cannon discovered on the seabed at the mouth of the River Dart 50 years ago has finally found a home. Half a century ago Neville Oldham came across seven cannon between Dartmouth and Kingswear castles. One was raised and Kingswear Parish asked if they could display the historic 7ft long cannon in a vantage point overlooking the river.

The gun bears the date 1577 and it is assumed the other six are of the same period. Where they came from is a mystery, were they thrown into the sea from Kingswear castle or jettisoned from a vessel that ran aground? Neville kindly donated the cannon to the village, which has now been installed in the Dartmouth Marine car park thanks to members of the Kingswear History Society, who arranged for a replica gun carriage to be made at the marine workshop by Josh Langford. The gun was treated with successive layers of preservative paint during the summer and completed in October, 2010. An information board sits alongside the gun telling its history.



U.K. SHIPWRECK NEWS**'SILENT RUNNING' DIVE TEAM HITS JACKPOT**

DIVER MAGAZINE - OCTOBER 2010



A team of British divers has discovered off Sunderland what is believed to be the wreck of the paddle-steamer HMS *Snaefell*, which was requisitioned by the Royal Navy in WW1 for use as a transport vessel for German prisoners of war, later serving with distinction in the Gallipoli campaign still under her original name of PS *Barry*. She was renamed the *Waverley* in 1926, working England's south coast before being requisitioned by the Royal Navy in 1939. Based at North Shields and re-named HMS *Snaefell*, she was a mine-sweeper and evacuated 981 soldiers from Dunkirk. Sunk by German bombers on 5 July 1941, three of her crew died and nine were wounded in the attack which blew off the ship's bow, as observed by the divers who found her 69 years on. She was armed with a 3ins. deck gun.

The nine strong dive team dived out of South Shields aboard Lopez's *Spellbinder II*, during the first week in August 2010. One diver was on open circuit, the others employed rebreathers. Their first find was the ship's compass, then the ship's steering standard and brass wheel, manufactured by Alley & McClellan of Glasgow, followed by china which bore Admiralty crests. The wrecks position is close to declassified National Archive listing of the ships loss.

See [the ITV news footage on UTube](#)

WW1 SHIPS TO HELP CHART PAST CLIMATE

BBC NEWS - SCIENCE & ENVIRONMENT

A new project aims to use old Royal Navy ship's logbooks to help build a more accurate picture of how our climate has changed over the last century.

The public are being called upon to re-trace the routes taken by some 280 Royal Navy ships including historic vessels. Volunteers will transcribe information about weather, and other events, from images of ship's logbooks. The project called 'OldWeather.org' will also help fill in gaps in our knowledge of an important stage in British history.

'These naval logbooks contain an amazing treasure trove of information, but because the entries were all handwritten they are incredibly difficult for a computer to read,' said Dr Chris Lintott of Oxford University., one of the team behind Old-Weather.org. 'By getting an army of online human volunteers to retrace these voyages and transcribe the information recorded by British sailors we can re-live both the climate of the past and key moments in naval history.'



WWI cruiser HMS Caroline can still be seen at Alexandra Dock in Belfast

See BBC article at BBC.co.uk

SS. NOMADIC RESTORATION PROJECT

The SS Nomadic in Hamilton Dock.

This liner is the last surviving White Star vessel in the world and the only remaining link to RMS *Titanic*. Designed and built by Harland & Wolff and launched on 25 April 1911, her role was to ferry passengers from Cherbourg to the *Titanic* on her fateful voyage. The project aims to restore both the ss.*Nomadic* and the Hamilton Graving Dock and use them as learning spaces. Information and artefacts relating to the ship and the dock will be brought together to tell the story of the shipyards and the wider industries operating around the period.

More information can be found at: [ss. Nomadic restoration project](#)

LATEST SWASH CHANNEL WRECK**JESSICA BERRY**

The Swash Channel wreck is the remains of a 40 metre long ship which sank in the approaches to Poole Harbour, in the Swash Channel, in the first quarter of the 17th century, around 1630. Evidence suggests that this was a high status Dutch armed merchant ship. Over 40 percent of the entire ship survives, including most of the port side. As such it is a rarity in British waters and of major international historical significance.

The site was first discovered in March 1990 when a dredger hit an obstruction whilst carrying out maintenance work in the Swash Channel. No further action was taken at this time. The wreck was then rediscovered in 2004 prior to plans to increase the depth of the shipping channel, after which Bournemouth university was asked to monitor physical and biological degradation work on the site.

Its excavation has been underway since May, the work conducted by archaeologists contracted by Bournemouth University, some of whom are former students. The project has been funded by English Heritage and Bournemouth university, and is the largest government-funded archaeological operation to be conducted in British waters.

The exact identity of the ship remains a mystery. Dendrochronology samples indicate that timbers recovered from the site, some with bark, are from the German/Dutch border and suggest a specific date of 1628. Scientists had hoped that finds recovered during the summer might help to narrow down the identity of the wreck. However, despite the paucity of diagnostic artefacts, there was great excitement this summer over the discovery of three further wooden ships' carvings, which are similar in style to those found on the Swedish shipwreck Vasa.

These works of art join two other elaborate carvings. One, the carving of a human face, is at the head of the rudder. It is slightly smaller than a similar one found on the head of the Vasa rudder, yet the fact that the 8.4 metre length and 2.4 ton rudder exists in its entirety makes it very rare in British waters. The other carving, currently being conserved, is that of a merman. It was found loose within the wreck but mortises on its back suggest that it originated from the Continued

ship's upperworks and likely was attached to the upper rail. The carvings are the earliest known in the UK and amongst the earliest known in the world.

Although its exact identity remains unknown evidence points to its involvement in international trade to the tropics, as part of trading activity organised by a very large mercantile concern. Such activity marks the beginning of north-western European exploitation of connections developed during the voyages of discovery of the 16th century. This is shown in the well-preserved sheathing found along the hull and rudder. Archaeologists believe that the ship was probably embarking on its first voyage to the tropics as the sheathing appears new and there is no evidence of con-

DIVERS CAN NOW OBSERVE SCOTLAND'S SHIPWRECKS

<http://4fun-pics.blogspot.com/2009/10/divers-can-now-observe-scotlands.html>

PROTECTION OF MILITARY REMAINS ACT 1986

Following discussions with the Home Office Crime Registrar and the Ministry of Justice, offences contained within the UK Protection of Military Remains Act 1986 are now modifiable as crimes within the Home Office Counting rules, code 99/99.

The UK Maritime Heritage Forum will take place on 1-2 December 2010 at the ss. Great Britain, Bristol. Keynote speaker will be Dame Jenny Abramsky, Chair of the Heritage Lottery Fund. This year the forum will consider various issues, how maritime museums, historic vessels and others can attempt to cope in the current economic climate, how we bring maritime technology to life and how archives can be 'mined' for fascinating stories to engage a range of audiences.

Call for papers - 6th International Congress of Maritime History, Ghent, Belgium

Will be held Tuesday 3 July to Friday 6 July 2012. Special theme: maritime and global history. See: www.imeha2012.ugent.be/

WORK STARTS ON THE MARY ROSE MUSEUM

NICK NUTT (DAILY TELEGRAPH)



Work began on 10 October 2010 on the most ambitious heritage project in Europe this decade - the *Mary Rose* Museum, started 28 years to the day after she was raised from the Solent in front of a worldwide television audience of 60 million.

On the 28th anniversary of the raising of the *Mary Rose*, work to secure the future of King Henry VIII's favourite ship has started as part of a £16.3 million contract to build the new *Mary Rose* Museum in Portsmouth's Historic Dockyard. Waring, a member of the international construction and services group Bouygues, is delivering the construction phase of

the £35 million project for the *Mary Rose* Trust, the charity responsible for the conservation of the Tudor flagship which sank in action in 1545.

The build (which has been described as a timber plank clad 'jewellery box'), designed by Wilkinson Ayre architects, is a major step in the final chapter in the conservation of the ship, a painstaking process which began in 1982. The museum, scheduled for completion in autumn 2012, will reunite the *Mary Rose* with the majority of the 19,000 beautifully preserved artefacts recovered with her, to present visitors with an unparalleled experience of Tudor life.

'We have appointed Portsmouth-based Waring for delivery of the construction phase of this historic project,' said Rear Admiral John Lippiett, chief executive of the *Mary Rose* Trust. 'The significance of the *Mary Rose* collection cannot be underestimated and we still have a \$4 million fundraising target to meet before the museum can be opened to the public in 2012, the UK's Olympic year.'

The *Mary Rose* Trust still has to raise further funds to secure the future of Henry VIII's flagship. The Trust is tasked with raising a total of £15 million to match fund the £21 million Heritage lottery Fund grant, one of the largest made, which the new museum has received. The Trust receives no central funding and is entirely reliant on donations to reach its ambitious final target.

[Also see BBC](#)

UK MARINE CONSERVATION ZONES

DIVE MAGAZINE OCTOBER 2010

Fifteen new sites in UK waters are set to become marine protected areas in a list submitted to the European Commission to be included in a network of protected sites called Natura 2000. Thirteen of these will become special areas of conservation (SACs) protecting habitats such as sandbanks, reefs and sea caves; two others are home to a large number of birds, called special protection areas (SPAs). Protected under European legislation they will be independent of the current programme to establish marine conservation zones (MCZs) under the UK Marine & Coastal Access Act, passed last year. Some sites may overlap and become both MPAs and MCZs. These 15 new sites join 186 UK sites already protected under European law, meaning that 4.2% of the UK's seas are now protected.

In the South West the list includes popular dive sites such as Lyme Bay and Torbay, Prawle Point to Plymouth Sound and the Eddystone, Lizard Point and Land's End & Cape Bank. Also under way is consultation to protect Lune Deep, Prawle Point to Start Point and the Dogger Bank, in the North Sea.

Chris Sweeting, BSAC's environmental officer, said the club was 'cautiously optimistic' about the new sites.

'Whether they're successful depends on regulations that will be put in place for each individual site.'

Editor's comment: Will this new legislation add yet more bureaucracy to initial applications for historic wreck sites to be protected or existing sites to be surveyed or excavated, and will it eventually discourage or even prohibit divers from exploring shipwrecks?



[You can see the interactive map by selecting this link](#) or map

CALL FOR FULL EXCAVATION OF THE WRECK OF HMS VICTORY (1744) ODYSSEY MARINE

Dr Sean Kingsley, an archaeological consultant for Odyssey Marine Exploration, who found the wreck site of the *Victory* in the English Channel in April 2008, has called for the wreck to be excavated and the artefacts to be brought to the surface. The site will continue to suffer damage from bottom fishing, he says, and could not be protected by an exclusion zone since it is too far from land. The subject as to the future of the wreck has been the subject of a public consultation which ended on 30th June 2010.

The consultation, held by the Department of Culture, media & Sport, in conjunction with the Ministry of Defence, have put forward three options.

- 1 - To manage the site but with no excavation.
- 2 - Allow limited excavation and management of the site.
- 3 - Allow full excavation and recovery of all the artefacts.

Quoting some of Dr.Kingsley's remarks, he said the ship's fate was Britain's greatest maritime mystery, and that the *Victory* is the early Georgian *Titanic*, and that in 1744 was the biggest ship in the world.

He continued, "Sometimes you can leave ships in shallow waters, you can protect them, you can create exclusion zones, people can dive on them and the money from that can contribute to local economies. But when you're out of sight of land, 100m down, it's just not an option. It seems to us the most responsible and sustainable option is to take the ship out of harm's way, put it on shore for education and promoting heritage so that everyone can enjoy it." Dr Kingsley said discussions of the future of the site depended on three factors.

- 1 - How important the site was.
- 2 - To what degree it was at risk.
- 3 - What benefit it could be to society.

"This is the only Royal Navy 1st Rate flagship wrecked, and if and when we lose this it's game over and there's nothing left. As to the risk to "Britain's greatest maritime mystery", Dr Kingsley said attitudes had changed amongst some underwater archaeologists about the safety of wrecks. He said, "There's a tendency to think the deeper you dive the more pristine and frozen in time these wrecks are, and maybe five years ago I thought the same. What we're finding, especially in the Channel, which is one of the most heavily trafficked sea lanes in the world, is that people have been there before us and we're finding unfortunately these tell-tale signs of bottom fishing. A lot of fishermen don't know that these wrecks are down there, they just think it is an undulating seabed. We're finding on the *Victory* and 43% of other sites in the English Channel, that they have been heavily impacted by the offshore fishing industry, so it's a race against time". More than 1,000 sailors drowned when this British flagship (technically a rebuild from frames of the previous *Royal James* started in 1726), was of 921-tons(bm), 174ft long and carried 100 bronze guns, some of which were massive 46-pounders, the largest cannon ever carried on board a man o'war. The wreck was located in April 2008 by this US based exploration company, nearly 62 miles (100km) from where the ship was historically believed to have been wrecked, off the infamous Casquets, near Alderney, in the Channel Isles. In September 2008, artefacts, including two bronze cannon, were brought to the surface which confirmed that it was Admiral Sir John Balchin's HMS *Victory*.

IMASS President Richard Larn's comments. "Personally, I can see no justification whatsoever for not allowing Odyssey, under English Heritage supervision, to survey, excavate, raise and conserve every single artefact from the *Victory*. Left where it is the wreck will only deteriorate further, with the ever present risk that more beam trawlers will tow bottom gear through the site, creating further damage and dispersal of site material. It is also only a matter of time before one or more of the bronze guns are either accidentally or deliberately brought to the surface in a trawl net. Will the finders then respect their 'heritage' and throw them back - I doubt it.

Odyssey are willing to carry out the work of survey, excavation, recovery and conservation at their own expense, something the British government will never ever do, and it is pointless leaving the site for future generations in the wild hope money will one day be available. By that time there won't be much of a site left anyway. With a suitable agreement, Great Britain would acquire a priceless collection of early Royal Navy artefact material, Odyssey's financial backers would see a financial return, an entire 1st rate man o'war collection of artefact material would become available for study, and everyone would be happy - or would they? Purist archaeologists and UNESCO would say "leave it undisturbed for the future", but I think they are wrong. On land, an archaeological site can easily be monitored, but not so in the middle of the English Channel, outside territorial waters. How long before we hear that bronze cannon, perhaps worth £80,000 on the open market is 'accidentally' brought to the surface by a trawler, and that there just happened to be divers on board? Does English Heritage honestly think that only Odyssey knows where the *Victory* lies?



DIVERS FIND TRAWLER THAT SANK WITH LOSS OF THIRTEEN CREW

DIVER MAGAZINE, NOVEMBER 2010



A team of technical divers have found what they are sure is the wreck of the *Blue Crusader*, a trawler that was lost with all hands off east Orkney, Scotland, in 1965. The five strong team, led by IANTD trainer Barry White of Orkney's White Diving Services, made a single dive on the site in August 2010, from John Thornton's boat *Karin*.

The dive came about through investigations by Orkney-based wrecks researcher and historian Kevin Heath. "I'd been out scanning for unknown marks, mainly with a view to finding U-boats," Heath told **Diver**. "This particular mark got me thinking, as it was a bit different and lay close to where *Blue Crusader* was thought to have gone down. Amazingly, when I overlaid a deck plan of *Blue Crusader* on my scan results, the match suggested that this could well be her."

Within three weeks of the scan, in benign sea conditions, Barry White, Lorne Thompson, Gary Paterson, Rob Davner and Charles Wentworth were on their way out to investigate the mark in 85m (279ft) of water. All used closed-circuit rebreathers - three AP Inspirations, a Megalodon and a Sentinel.

Blue Crusader, a substantial 37m long trawler, sank in January 1965 after getting caught in a violent storm, too far out to be able to seek shelter. All 13 crew aboard died, including a 15-year-old, Colin Kay.

A Board of Trade inquiry into the loss noted that *Blue Crusader*, then Aberdeen's top-performing trawler, had seemingly not even had time to put out a distress call, despite the radio being in the skipper's cabin directly behind the wheelhouse. It is almost certain that the boat's experienced 50-year-old skipper, Fred Baker, would have been plugging into the weather at the time. It would have been too dangerous to turn and run with it, risking a broach and capsize.

White told **Diver**, "I was the first to descend the shot, which had gone into the seabed just off the stern."

With "good visibility and plenty of ambient light", the wreck loomed when White was still 20m from the seabed. It was upright with a slight list to starboard and, as he broke away from the shot and finned over to the stern, he knew that the vessel was a trawler from the stern's "distinctive, square shape". "We knew that if it turned out to be a trawler it would have to be *Blue Crusader*, and we had agreed before the dive that if it was such, we would not interfere with the wreck, out of respect for the dead," said White.

The process of tracking and communicating with relatives of the dead was under way. "From those who have spoken so far, either to us or Aberdeen's *Press & Journal*, it would appear that they'd welcome the move to positively identify the wreck," said White.

The last trawler wreck to be found by British divers was the Peterhead registered trident. The vessel sank off Caithness in heavy weather in 1974 with the loss of seven crew. The wreck was located in 60m in 2001 by a diving team led by Stewart McDermott. They found no evidence of collision damage. S 1975 investigation into how the vessel might have foundered was inconclusive. On the wreck's discovery, the investigation was re-launched in 2002, and surveys of the vessel were carried out in 2003, 2004 and 2006.

An element under review has been whether the boat might have been unstable. The inquiry was completed this July, and is being considered by Sheriff Principal Sir Stephen Young before he announces his conclusion.

[See pictures of trawler here at - www.aberdeenships.com](http://www.aberdeenships.com)

SHIPWRECK HUNTER HONOURED

Deep-sea shipwreck hunter, David L. Mearns, UK, has been awarded an honorary Medal of the Order of Australia (OAM) for service to Australia by locating the WWII shipwrecks of HMAS Sydney II and AHS Centaur.

[See more at Hydro-International.com](http://Hydro-International.com)



Dive Magazine November 2010 p10 See also : [BBC News](#)

The *Holland 5* sank in 1912, six miles off the coast of Eastbourne in East Sussex. It was the first submarine to be commissioned by the Royal Navy in 1903, but by 1912 it was obsolete, and was being towed to Sheerness to be scrapped when it sank. English Heritage has appealed to the diving community for help in locating this important piece of the *Holland 5*. You can contact Sussex Police on 0845 60 70 999 or Crimestoppers on 0800 555111.

ISLE OF SKYE

Sound of Harris
The Little Minch
Loch Duich
Loch Ness
Loch Maree
Loch Ewe
Loch Glendochter
Loch Slapin
Loch Torridon
Loch Maree
Loch Ewe
Loch Glendochter
Loch Slapin
Loch Torridon

Flodrigarry
Redpoint
Loch Torridon
Loch Ewe
Loch Glendochter
Loch Slapin
Loch Torridon

Quairrag
Uig
Kilt Rock
Rona
Brochel
Toscaig
Inverness
Loch Alsh
Kylesku
Broadford
Elgol
Inchmairg
Stornoway
Ardara

Borenaig
Glendale
Dunvegan
Isle of Skye
Bracadale
Capbost
Talisker
Minginish
Glenbrittle
Cuillin Hills
Egilsay
Cuillin Sound
Stornoway
Ardara

0 20 km
0 10 mi

Sea of the Hebrides

"The wreck was found near the end of the trip, which means we didn't have much time to survey it," said Ron Tibble, diving officer of LUEC. "The club worked hard to prepare for the expedition, and it's very exciting to be rewarded with a find." Samples of finds are being examined by experts at Historic Scotland, the government body that is responsible for the conservation of the built heritage in Scotland.

**VOLUNTEERS SOUGHT TO HELP WITH THE HMS RESOLUTION PROJECT
NAS NEWS LETTER**

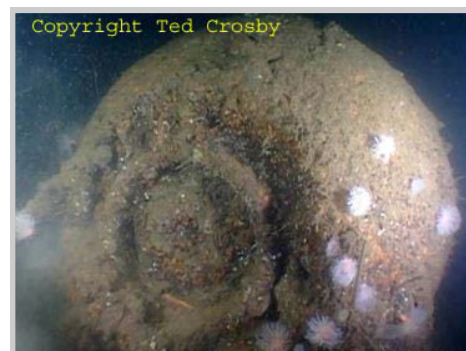
The Norman's Bay wreck is thought to be either the English HMS *Resolution* which sank in the great storm of 1703, or an allied Dutch warship lost during the Battle of Beachy Head in 1690. The names of the seven Dutch ships lost and sunk in Norman's Bay are not all known, but the *Vriesland*, *Wapen Van Utrecht*, *Maagd Van Enkhuizen*, *Elswout* and *Tholen* are five known, the other two have yet to be established. The wreck site holds at least 42 iron cannon, timber hull structure and other artefacts including a large anchor lying on top of a ballast mound. Several areas have a layer of uniform red bricks scattered around, believed to be the galley area, as well as fragments of thin sheet copper, possibly the remains of the ship's kettle.

NAS has teamed up with the site licensee and finder, Paul Stratford to help undertake survey work on the site. Anyone with NAS Pt.II qualification or higher who is interested in becoming involved should contact NAS, Fort Cumberland, Portsmouth. PO4 9LD.

**HIGHBALL BOUNCING BOMBS FOUND IN SCOTTISH LOCH
DIVE MAGAZINE**

Eight bouncing bombs from WW2 have been found by divers in Loch Striven on the west coast of Scotland. Divers from the Archaeological DIVERS Association, part of Underwater Science Ltd, found the 'Highball' test bombs, which carried no explosives but were instead packed with cement and cork, at depths of between 45 and 50m.

During 4 years of target practice during WW2, 160 mock bouncing bombs were launched over the loch. An ROV initially discovered an anchor chain that led to a 4m high Admiralty anchor, then what at first appeared to be a rock, which the team realised was a bomb. Within five minutes the ROV had shown the team eight of the bombs lying more or less in a straight line.



**COME TO OUR CONFERENCE IN PLYMOUTH ON 5TH FEBRUARY 2011 AND GET THE
STORY FIRST HAND**

NAUTICAL ARCHAEOLOGICAL EMPLOYMENT

Scottish Maritime Museum: Collections Assistant - based at Denny Ship Model Experiment Tank, Dumbarton (15,000, 1year contract, to assist the Curatorial Department in matters relating to the documentation & storage of the Museum's archive, particularly relating to the Denny Archive. Requirements include a graduate in a relevant discipline, ideally with a p/g qualification or workplace experience in museum or archive work or museum studies and practical manual handling skills. Desirable, an interest in maritime or industrial history and collections care. FD>AF: contact Abigail Reed, e-mail: asst.curator@scotmaritime.org.uk, or tel: 01294-278283, www.scottishmaritimemuseum.org.

Curator of Library & Archive SS.Gt.Britain Trust, Bristol. Salary £25k per annum.

Reference: www.ssgreatbritain.org

For the latest job offers in underwater archaeology around the world

Reference: underwaterarchaeologyjobs.wordpress.com.

National Maritime Museum, London

Collections and Loans Registrar (£23,-30,000). Send CV.

National Trust, Brownsea Island

Boat Operation Warden (17,133pa) CV to Ref. NT10/05697.

INTERNATIONAL NEWS**MOSQUITO AIRCRAFT WRECK REDISCOVERED IN MALTA**
DIVER MAGAZINE NOVEMBER 2010

A Fleet Air Arm Mosquito aircraft that crashed off Malta in 1949, that was discovered by divers 44 years later, then lost again, has been rediscovered says Stuart Philpott. According to expert Frederick Galea at the Aviation Museum at Ta'Qali, the aircraft is a De Havilland Mosquito PRXVI from Royal Navy 728 Squadron (which operated from Hal Far airfield). It crash-landed on 28 March 1949, whilst on a mail run.

According to Galea, the Mosquito was discovered by Calypso Dive Club members in 1993 who salvaged a propeller from one of her two Merlin engines and a front coupling to use on an existing Hurricane plane exhibit. The co-ordinates of the site were subsequently lost, but the club is reported to have re-located the wreck in August 2010.

Newspaper reports of the time indicate that pilot Lieut. M.D. Stanley RN had reported problems with the starboard engine and was returning to Hal Far airfield. The twin-engined aircraft hit the sea about a mile off Delimara Point. Air Sea Rescue managed to save observer Lieut. R. Marshall RN, whose legs were broken on impact, but found no trace of pilot Stanley. The aircraft's remains lie in 41m, its two engines and other wreckage scattered on the seabed. Mosquito aircraft were mainly made of wood, so little of the fuselage now remains. The aluminium tail section still lies buried in the sand.



[Select to see video of wreck from Dive.me](#)

TURKEY'S UNDERWATER CULTURAL HERITAGE UNDER THREAT
NAUTICAL ARCHAEOLOGICAL NEWS

Urban resorts, industrial development and sport divers are damaging Turkey's Underwater Cultural Heritage, says Ufuk Kocabas of Istanbul University. He thinks that the country's penalties for plundering historic shipwrecks are insufficient.

Reference: www.hurriyetdailynews.com/

**ANCIENT SHIPWRECKS
FOUND OFF ITALY**

Photo: Italian Ministry of Culture

Ancient trade vessels with their cargo in good condition have been discovered by archaeologists off the coast off Italy

[Select here to see the story and video at the Telegraph News](#)

SHIPWRECK MADEIRA SOLD AT AUCTION
DIEDRE WOOLLARD - LUXIST

Spectrum Wine Auctions, Southern California's leading auction house of fine and rare wine, held a sale on 24 September 2010 which included a bottle of shipwrecked Madeira wine dating to the 1800's. With an estimated value of \$1,200, it had been discovered by professional diver Bill Kinsey in the wreck of the *Able*, sunk off the coast of Savannah, Georgia, in the late 1970's. The lot came from a collector who bought the only two bottles from the wreck in 1980 at the Heublin Premiere National Auction of Rare Wines XII. He opened and tasted the first one on television, and noted that it was fantastic and in perfect condition. The thick mud covering the wreck had excluded both light and oxygen, hence protecting the contents of the bottles perfectly.



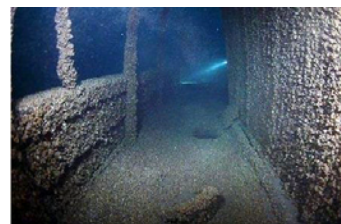
[See more at OceanTreasures.org](http://OceanTreasures.org)

LAKE MICHIGAN SHIPWRECK FOUND PERFECTLY PRESERVED AFTER 112 YEARS DAILY TELEGRAPH

A Fleet Air Arm Mosquito aircraft that crashed off Malta in 1949, that was discovered by divers 44 years later, then lost again, has been rediscovered says Stuart Philpott. According to expert Frederick Galea at the Aviation Museum at Ta'Qali, the aircraft is a De Havilland Mosquito PRXVI from Royal Navy 728 Squadron (which operated from Hal Far airfield). It crash-landed on 28 March 1949, whilst on a mail run.

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The gangway under the boiler house of the wooden steamship L.R. Doty. Photo: AP

[See telegraph news](#)

[Also see video on YouTube](#)

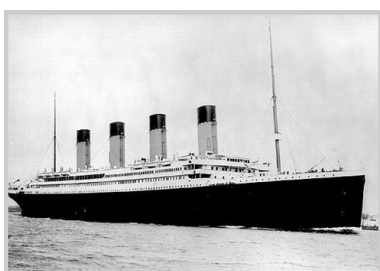
LOST GOLD OF THE WHITES FOUND IN BAIKAL ANDY POTTS - THE MOSCOW NEWS

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[See full story on Moscow news](#)



RARE TITANIC POSTER FETCHES RECORD PRICE

A poster depicting the *Titanic* sailing into a golden sunset has sold for £69,000 at auction. The promotional lithographic poster was based on a painting by artist Montague Black showing the doomed liner and its sister ship *Olympic* passing at sea. The poster was commissioned by the White Star Line in 1912, prior to her loss with 1,517 lives. It is the only known poster that depicts both vessels and had been kept in superb condition for almost 100 years.

See more details and a Video at [Telegraph](#)

The decay of the wreck is also not as bad as expected.

[Select to see more at the BBC](#)

SEARCH FOR BONHOMME RICHARD



An International team have decided to renew the search for the Bonholme Richard lost in battle off the North East coast of England. Various previous attempts have fails but the team will be using the latest technology to search the area it which its believed to have sunk.

Painting by Edward Tufnel

[See more information from the 'Ocean Technology' search team](#)

19TH CENTURY BRITISH PRIVATEER LOADED WITH TREASURE

DAVID WROE - BERLIN TIMES



The wreck of a 19th century British privateer loaded with treasure worth millions of pounds has been found by German divers in the seas off Indonesia. The *Forbes*, which had George III's approval to attack and plunder foreign ships, had more than 1.5 tons of silver coin on board valued at £6 million, as

well as gold, jewellery, Chinese porcelain, 400 bottles of wine, opium and iron on board when she ran aground off the coast of Borneo in 1806. According to the *Asiatic Annual Register* the ship was on her way back to England when she sank between Borneo and Sumatra.

Also see details at the—[Telegraph](#)

HUNT FOR HMS DIANA LOST DURING THE AMERICAN WAR OF INDEPENDENCE.

DAILY TELEGRAPH

US researchers hope to solve one of the great riddles of the War of Independence for a ship lost 230 years ago. A six gun armed schooner, the *Diana* was the first naval loss of the war. Under the command of Lieut. Thomas Graves, the ship was sent upriver but ran ashore and was surrounded by colonist troops. Her guns were looted and used against the British at Bunker Hill, and then she was set on fire. The National Park Service has given Massachusetts a grant of £30,000 to preserve the battlefield and find the buried remnants of the schooner.



See the full story at the :
[Telegraph](#)

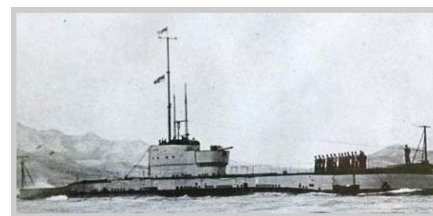
HONOUR FROST DIES AGED 92

Honour Frost, who studied art as a vocation, archaeology as a hobby and diving for pleasure, and brought all three interests together to become a pioneer in the field



of underwater archaeology, has died at the age of 92. An extensive obituary was published in the Daily Telegraph newspaper. She wrote several early books on the subject of maritime archaeology, particularly relevant to the Mediterranean where she carried out most of her diving activities.

CHINA ACCUSED OF DISTURBING NAVY GRAVE



MALCOLM MOORE - DAILY TELEGRAPH

China has been accused of secretly salvaging a sunken British submarine, with the remains of 18 crew still inside. HMS *Poseidon* sank in 130ft on 9 June 1931 following collision with a Chinese steamship 20 miles north of the British naval base at Weihai.

Steven Schwankert, an American historian, claims that the Chinese salvaged the submarine in the 1970's to test the skills of their naval Special Forces and diving recovery units. Reference to the salvage was made in the Chinese magazine *Modern Ships* in 2005.

Steven says "the submarine probably went for scrap, but there is no indication of what happened to the remains of the crew.

Thirty men managed to scramble out of the submarine before it sank, being saved by the aircraft carrier HMS *Hermes*. Relatives of the men who died in the wreck who attempted to locate the graves of the men were forced to leave the colony cemetery by Chinese naval personnel.

Come to our February 2011 conference to see more

9.5 TONNES OF GOLD AND SILVER WAS CARRIED ON BOARD TRAWLER

LLOYD'S LIST

A research vessel has said that the cargo of 9.5 tonnes of gold and silver being carried by the trawler *Polar Mist* remains in the hold five months after she sank in the Atlantic, off southern Argentina. The find put an end to suspicion that the cargo had been stolen shortly before the mysterious sinking at the mouth of the Strait of Magellan, some 40km from the coast of Argentina. A ROV found the vessel on the seabed in 80m without any significant damage and its cargo intact.



See more details - at the www.maritime-executive.com/



WRECKSITE INTRODUCES NEW MARINE CHARTS

WRECKSITE

Spanish Hydrographic Service - has introduced 35 new maritime charts including the Gran Canaria and Baleares.

Reference: www.wrecksite.eu/chartinfo.aspx?25

Mediterranean - 3 new large charts covering the Adriatic Sea, Barcelona to Napoli and Strait of Gibraltar to Barcelona.

Reference: www.wrecksite.eu/chartinfo.aspx?23

Belgium - These charts have been upgraded to the newest edition.

Reference: www.wrecksite.eu/chartinfo.aspx?7

UKHO updates Q3 2010 - The site has been updated to Q3 standard from UKHO: this means 27 new wrecks were added and 206 UKHO wreck reports updated.

Reference: www.wrecksite.eu/newslist.aspx#news97

SHIPWRECKS IN INDONESIAN TERRITORIAL WATERS

NIKOLAUS GRAF SANDIZELL

The following is an abstract of the talk this speaker and Alejandro Mirabel will present at the forthcoming International Shipwreck Conference in Plymouth, Saturday 5th February 2011.

"Aquanauts Worldwide have surveyed in Indonesia throughout 2007, 2008, 2009 and 2010, locating 22 wreck sites in areas of the Gaspar Strait, Belitung and Bangka islands, varying in dates from the first half of the 9th century to the mid-19th century. In 2009, the Indonesian Ministry of Tourism and Culture, in co-operation with the Ministry of Research and Development, granted Aquanauts a survey licence for a large area where many ships were wrecked over the past 1,200 years. This is the first time in Indonesia that such a licence has been granted and has been done so in order to step-up protection measures as many of the wrecks in this area have been plundered in the past.

Operations aim is to prepare protection measures on all endangered wreck sites in close co-operation with the provincial and national authorities. Detailed information will be provided from the wreck site GAS-002, located on 23.06.2007. following fishermen information about a scattering of storage jars on the seabed at a depth of approximately 23m. Archaeological assessment of the site was carried out between 11.07.2007 and 15.07.2007.

After the non-intrusive survey, judging by the type of artefacts observed on the site and its proximity to the shore, were under the impression that this wreck probably belongs to an early 15th century coastal trader. The size of the debris field and the lack of high concentration areas of heavy objects reinforce the idea of more likely a rather small vessel.

The quality of the artefacts also suggests local trade and utilitarian items more than commercial cargo, which makes it very interesting from the historical point of view."

Get the inside track at our February 2011 conference

ST.AUGUSTINE, FLORIDA TEAM FINDS GUN AMID SHIPWRECK

DAN SCANIAN

It was just a rock retrieved off a suspected 18th c shipwreck 2 miles off St.Augustine, but Chuck Meide thought there was something special inside the lump scooped out of the sand about 30ft underwater. The head of the St.Augustine Lighthouse & Museum's Archaeological Maritime programme took the lump to the Flagler hospital's imaging centre CAT scanner who revealed a well-preserved flintlock pistol with scrollwork on a wooden or ivory butt, still visible after 200-plus year's submergence.

The Lighthouse Archaeological Maritime programme sets out to preserve the underwater history of the nation's oldest city. The diving team explored this site in 2009 and 2010, retrieving a 15ins high cauldron dated between 1740 and 1780. Other concretions examined by CT scan revealed a hammer head, a small folding knife, scissors, iron hooks on a ring and navigational dividers. Another lump revealed a small pocket pistol whose frame and barrel are probably made of brass, on which it is hoped a manufacturers name may be engraved. The same concretion showed a metal disc which may be a coin, which could help date the wreck, Medie said.



Reference: The Florida Times-Union newspaper. 13 November 2010.

dan.scania@jacksonville.com (904) 359-4549

[click here for info on museum](#)

WORLD'S OLDEST CHAMPAGNE TASTES SWEET AFTER 200-YEAR SHIPWRECK

THE DAILY TELEGRAPH



The world's oldest champagne had lain at the bottom of the Baltic Sea for 200 years, but it still let loose an accent of mushrooms merged with sweet notes of honey in a sampling yesterday. An expert who tasted the vintage bubbly was lyrical, detecting hints of chanterelles and linden blossom.

The collection of 168 bottles of Veuve Clicquot and the now defunct Juglar, was recovered from a shipwreck found in July near the Aland Islands, between Sweden and Finland. "All the bottles are not intact but the majority are in good condition," said Britt Lundeberg, Aland's culture minister. Both wines are sweet, as was the custom of the time. The Juglar is deep and rich with notes of orange and raisin, like a Christmas cake. The Veuve is lighter and more floral, with layers of complexity. Both may be 185 years

The divers originally said the bottles were believed to be from the 1780's but experts later dated the champagne to the early 19th century. Francois Hautekeur, of Veuve Clicquot, described the champagne as "a toasted, zesty nose with hints of coffee, and a very agreeable taste with accents of flowers and lime-tree."

The oldest Veuve Clicquot held by the Champagne house dates back to 1893, said Francois Hautekeur, a winemaker with Veuve, who is assisting with preserving the Champagne. "We were replacing the corks yesterday and I was hoping we might find ours because Madam Clicquot was selling a lot of Champagne in the Baltic at that time. Then I eased out one cork and I saw 'Reims' and 'Quot' and I knew it was the best moment in my professional career, maybe my life."

Some of the bottles will be sold at auction, where Mr Juhlin said they would fetch more than \$70,000 (£44,000) apiece. [Telegraph article](#)

PREVIEW OF SHIPWRECK ARTEFACTS FOR 2011 DISPLAY EAST CAROLINA UNIVERSITY - APRIL DAVIS

Newly released artefacts from the Queen Anne's *Revenge*, which scientists believe was run aground off the Beaufort Inlet in 1718, should be on display next summer in the Carteret County Museum.

More artefacts from the shipwreck of what's believed to be Blackbeard the pirate's flagship are now on land and available to the public for viewing. Items include parts of sails, porcelain and a wooden dead-eye. Archaeologists believe the shipwreck site contains around 750,000 artefacts and only about 40% have been recovered.

Reference: www.witn.com/



1600 STOCKHOLM SHIPWRECK THE LOCAL (SWEDENS NEWS IN ENGLISH)

The vessel was built with an almost completely unknown technology, delighting archaeologists. The planks of the ship are not nailed down, but sewn together with rope. The discovery was made by labourers close to the royal palace and in front of Stockholm's Grand Hotel during renovation works to a quay.

"The discovery of the wreck is extremely interesting given the place where it was made. There was a naval shipyard this spot until the start of the 17th century," Maritime Museum director Hans-Lennarth Ohlsson said in a statement.

A couple of weeks ago, an excavator found something unusual in his bucket. Marine archaeologist Jim Hansson at the Maritime Museum was called to Strömkajen below the Grand Hotel, where he quickly realised the value of the sensational find.

"We were super-excited. It may sound a little strange when one finds little excavated pieces of parts of a ship, but I have never seen anything like it," he said.

With the exception of another ship found in 1896, all other shipwrecks uncovered in and around the Stockholm harbour have featured planks that were nailed together.



on

See the full story at TheLocal.se

WRECK OF THE USS NARCISSUS TO BE DESIGNATED A PROTECTED WRECK

Photo of single-screw tugboat similar to U.S.S. Narcissus

The wreck of the USS *Narcissus*, a Civil War tugboat, may be designated a Florida Underwater Archaeological Preserve. Shifting sands and a dredging project have revealed the ship's engine, propeller and part of its boiler.

See the history at: <http://uwex.us/narcissusarticle.htm>

THE SPANISH NAVY HAS LOCATED 100 POSSIBLE SHIPWRECKS OFF THE COUNTRY'S SOUTHERN COAST.**BBC REPORT ON PURTON HULKS**

<http://news.bbc.co.uk/local/>

**OLDEST SKELETONS IN U/W CAVE**

Undersea cave yields one of the oldest skeletons in America

<http://news.nationalgeographic.com/>

LATIN AMERICAN COUNTRIES UNITE IN FAVOUR OF SUBMERGED HERITAGE.

http://www.artdaily.org/index.asp?int_sec=11&int_new=41378

HUNT FOR THE U-864

www.youtube.com/

LAND FINDS IN KINGSTON, JAMAICA

Twenty-one iron shot and nine iron cannon were discovered at the construction site of Digicel's Headquarters building in downtown Kingston, Jamaica.

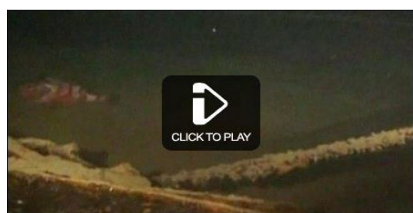
SPAIN IN RACE TO CLAIM ITS HISTORIC WRECKS

The Spanish government is in a race to claim its historic wrecks in the Gulf of Cadiz ahead of commercial salvagers. In addition, Odyssey Marine International is expected to submit an appeal today on the ruling that the \$500 million in coins that the company recovered from a shipwreck in 2007 belong to Spain. Odyssey still holds the coins and artefacts from this ship.

ANCIENT HUMAN SKELETON FOUND IN MEXICAN CAVE REUTERS NEWS SERVICE

The remains of a prehistoric child were removed from an underwater cave in Mexico four years after divers stumbled upon the well-preserved corpse that offers clues to ancient human migration. The skeletal remains of the boy, dubbed the Young Hol Chan, are more than 10,000 years old and are among the oldest human bones found in the Americas. The corpse was discovered in 2006 by a pair of German cave divers who were exploring unique flooded sandstone sinkholes, known as cenotes, common to the eastern Mexican state of Quintana Roo. Scientists spent three years studying the remains where they lay underwater before deciding it was safe to bring the skeleton to the surface for further study. The Institute is co-ordinating a study of early human migration to eastern Mexico that aims to deepen understanding of the movement of people across the Bering Strait at the end of the last Ice Age. The skeleton was found in a darkened cave 27ft beneath the surface.

MAFIA SANK SHIPS OF TOXIC WASTE - BBC



THOMAS WILSON SHIPWRECK

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

CREATION OF NEW MARITIME MUSEUM

Angeliki Simosi, director of Greece's Department of Underwater Archaeology, says the search is on for a suitable National Marine Antiquities Museum location in which to showcase the country's growing wealth of maritime archaeological finds.



For more information see:

<http://archaeologynewsnetwork.blogspot.com>

ODYSSEY GETS A BREAK DIVER MAGAZINE - DIVERNET



US salvage company Odyssey Marine Exploration is to salvage the 2000m deep wreck of the British cargo vessel ss *Gairsoppa*, torpedoed 300 miles off Galway, Ireland

in 1941 carrying silver worth an estimated £70 million today. The British government has issued them with a contract.

SHIPWRECK INFORMATION WEB SITES

Artefacts: info@sedwickcoins.com World and Treasure Coin Auction House, USA.

THE MIRAMAR SHIP INDEX ON CD ROY FENTON

In September 2006 the Miramar Ship Index went on-line on its web site www.miramarshipindex.org.nz. It is without doubt one of the most useful tools available to anyone who does any research into ships, having in excess of 200,000 entries covering most powered merchant and naval ships built since the mid-19th c.

The compiler Rodger Haworth has now made it available on CD, which has several advantages over the on-line version. Upgraded CDs are to be issued monthly, and a subscription service is offered. The Index allows the user to search for the names of merchant vessels over 100-tons gross and all naval vessels.

Pricing is as follows: First disc - \$US 75.00; subsequent orders: \$US 50.00; annual subscription - 1st year \$US 175 (4 x quarterly discs priced \$75, \$50, \$50 and free. 2nd year \$US 150, again with four quarterly discs priced \$50, \$50, \$50 and 4th free. Orders accepted through the web site above by Paypal or Credit card. Address to contact organisation:

Rodger Haworth, 49 Strathavon Road, Miramar, Wellington 6022, New Zealand.



Ángeles González-Sinde, Minister of Culture (Ministra de Cultura) and James Turner, Deputy Assistant Secretary of Commerce for International Affairs and Director of NOAA Office of International Affairs at the signing ceremony on Dec. 1.

[Download here](#) (Credit: Embassy of Spain)

NOAA's Office of National Marine Sanctuaries and Spain's Ministry of Culture <<http://www.mcu.es/>> announced today the signing of a memorandum of understanding outlining a framework to jointly identify, protect, manage and preserve underwater cultural resources of mutual interest within their respective areas of responsibility. The arrangement calls for the exchange of information on actual or potential identification and location of underwater cultural resources, research and archeological examination of the resources, provision of information concerning potential or actual unauthorized disturbances of underwater cultural resources, cooperation with nongovernmental organizations engaged in historical or archeological programs compatible with the objectives of the arrangement, and preparation and dissemination of educational and outreach materials.

"Today marks the beginning of a more formal and active interaction between NOAA and Spain as we learn from each other's archives and share that information for a better understanding and appreciation of Spain's important maritime

cultural legacy in America," said Daniel J. Basta, director of NOAA's National Marine Sanctuary Program. The heritage spawned by Spain's interactions with the sea and the exploration and settlement of our coasts by Spanish mariners dates back 500 years," said James P. Delgado, Ph.D., NOAA National Marine Sanctuary Maritime Heritage Program <<http://sanctuaries.noaa.gov/maritime/welcome.html>>director. "This arrangement will give us access to the incredible records in the archives and libraries of Spain."



Artist's view of the San Agustín wreck in Drakes Bay.

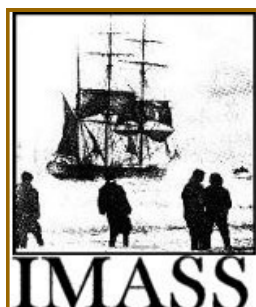
(Credit: U.S. National Park Service)

An example of the type of work that will benefit from the new arrangement is the discovery of a wreck that may be the Spanish ship San Agustín, which was lost in November 1595 in the California waters of the Gulf of Farallones National Marine Sanctuary and Point Reyes National Seashore. The U.S. National Park Service located an offshore wreck site during a survey of Drakes Bay in 1982-1983. No excavation of the buried wreck site offshore has been done to confirm that it is all or a portion of the lost galleon. The National Marine Sanctuary Program, working with partners in Spain as well as the Park Service, will have a strengthened ability to discuss appropriate actions to better understand and document that shipwreck in the future.

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources. Visit us on Facebook at <http://www.facebook.com/usnoaagov>.

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LITTLE KNOWN PRIVATE MARITIME MUSEUM IN MALTA

RICHARD LARN

It is surprising that Malta can still reveal maritime gems that somehow never receive any publicity and appear little known. My wife Bridget and I have been holidaying in Malta for the past eight years and prior to that my company Prodrive Ltd. was awarded a contract to re-train all the Maltese Dockyard divers to HSE Part 1 standards in 1980. Earlier still, whilst in the Royal Navy I lived and worked in Malta for 3 years as an AID. Inspector from 1956 - 1959, yet never once in all that time and many subsequent visits was I aware of Victor Wickman's private maritime museum in a small village called Xghajra, near Zabbar, in the south-east corner of Malta. It is quite a remarkable gem, and if any readers of this News Letter visit the island, then I recommend a visit.

Malta has a very professional National Maritime Museum in Senglea creek, housed in what was the old Royal Naval bakery, which holds a collection of Roman lead anchor stocks, amphora and other ancient artefacts, as well as more modern items. In addition there is a private maritime museum in Gozo, which is not easy to find, but well worth a visit, then there is the Wickman Maritime Collection.



Displayed in one of the rooms of the Wickman Maritime Collection, an allegory entitled The Royal Navy and Malta depicts the Illustrious of 1898 in her Victorian livery

Victor started collecting in 1953 when he was 17 years of age in a house in Christopher Street, Valetta, which he later moved to Sharah in 1972. From a seafaring family, mostly merchant navy, one of his ancestors had been a British Royal Navy bandsman, who was lost at sea by accident in 1872, having married a Maltese girl. The 3rd generation of Wickman's became ship's chandlers in Senglea, who stocked Royal Navy uniforms, sennet hats etc and dealt generally in stores for the Admiralty. Influenced by the Royal Navy, he has taken 200,000 photographs of ships in and around Malta, and has a huge library of negatives and about 3,000 maritime books. Through his contacts and the chandlery he met and befriended every naval officer he could, and every single Admiral Commander-in-Chief who served in Malta since the 1930's has visited his collection. Naturally, they gave him items to add to his museum, uniforms, caps, cap ribbons, crests, flags, photographs, shell cases, bits of ships - the list is endless. He recently received the Maltese MQR. Award, the equivalent of a British OBE, from the Republic's President, Mr Tabone.

Victor's remarkable collection completely fills every room in a large house of two floors, attached to another large house in which he and his wife live. He is retired and devotes his time to research, collecting and showing visitors around, completely free of charge. However, you will not be welcome if you just turn up without an appointment. Telephone Victor on 21 690 254 well in advance, and he will tell you when it is convenient to visit. The location is about 40 minutes bus ride from Valetta Bus Station and costs all of 45c! Two items particularly caught my eye there; one was a cap ribbon from the ARA *Belgrano*, the Argentine cruiser torpedoed and sunk by HM Submarine *Conqueror* during the Falklands war. The other was a notice that used to grace the Valetta Baracca Lift, built in the late 1800's to carry sailors from the dockside some 200ft up to the city of Valetta. The sign reads, "Dogs and British sailors half price"!!!!

Picture from : <http://f1plus.timesofmalta.com/>

AEGEAN WINE TRADE

Archaeologists are learning about the Aegean wine trade from a 4th century BC shipwreck off the coast of Cyprus. "By studying the cargo of the ship, we're going to find more details about contacts between Greece and Turkey in that period," said Stella Demesticha of the University of Cyprus.

http://www.artdaily.org/index.asp?int_sec=11&int_new=41378

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