

International Marine Archaeological & Shipwreck Society

Newsletter Number 6

September 2012

2

1

3

4

5

6

7

8

9

Included in this issue

- Oldest shipwreck on Scilly?
- Odyssey loses Treasure
- Spanish man o'war
- MMO moves to clarify position
- Terra Nova found
- Sleeping Bear Dunes
- £2billion treasure
- Titanic artefacts

Chairman's Report	Page4
President's/Editor Comments	Page5
One of Two Hospital Ships	Page7
Oldest shipwreck on Scilly?	Page12
Odyssey loses Treasure	Page13
HM. man o'war "Victory"	Page14
MMO moves to clarify position	Page15
Duke of Edinburgh Award	Page16
WW2 tanks studied	Page17
LCT- 427	Page17
Technical divers find wreck	Page18
The 'Purton Hulks'	Page18
Plymouth wreck artefacts	Page19
HMS Victory	Page19
Antoinette survey	Page21
Heritage Database	Page21
Bronze Age ship	Page22
Newport medieval shipwreck	Page22
Ardnamurchan Viking	Page22

Adopt a Wreck Awards	Page23
Medieval Fishing village	Page23
Mesolithic artefacts	Page24
Mary Rose studied.	Page24
North Sea warship wrecks	Page24
EH names wreck sites	Page25
Divers convicted of theft	Page25
Should shipwrecks be left ?	Page26
SWMAG could be "Angels"	Page27
Shipwreck identified	Page28
Multibeam Sonar	Page28
Tunbridge Wells Sub Aqua	Page28
"MAST" Charity swim	Page29
Terra Nova found	Page29
Panama scuttled wrecks	Page30
Baltic Sea Wreck find	Page30
SS Gairsoppa wreck	Page31
Captain Morgan's cannon	Page32
Claim to a shipwreck	Page32
King Khufu's 2nd ship	Page32
Apollon Temple cargo	Page32
Sleeping Bear Dunes	Page32
Woods Hole Oceanographic	Page33
Wrecks off the Tuscan	Page33
First US submarine	Page33
Titanic wreck	Page33
Early shipwrecks	Page34
USS Narcissus	Page34
Lake Michigan wreck	Page34

IMASS Officers & Committee Members:

President – Richard Larn OBE

Vice Presidents – Alan Bax & Peter McBride

Chairman – Neville Oldham

Vice Chairman – Allen Murray

Secretary – Steve Roue

Treasurer & Conference booking secretary – Nick Nutt

Conference Ticket Secretary – Paul Dart

Technical advisor & Speaker Advisor/Finder – Peter Holt

NAS. Contact Officer – Jon Parlour

Web Master – Richard Knights

Newsletter Editor—Richard Larn OBE

Assistant Newsletter Editor—Steve Clarkson

Committee member – Ayse Atauz

Committee member—Trevor Newman

Spanish man o'war	Page34
Extreme Scientific Imaging	Page35
Old war helmet found	Page35
Search for 13 transports	Page35
Titanic artefacts	Page35
4,500 year old boat	Page35
7,500 year old Fishing Seines	Page34
Search for the 'Ancient Mariner'	Page36
187 year old wreck	Page36
Australian Research Council	Page36
1899 sailing ship	Page36
Queensland shipwrecks	Page37
Jeff Bezos finds Apollo	Page37
UNESCO Protection	Page37
Divers take ship's bell	Page38
Oceanic Research	Page38
Seal Cove Shipwreck	Page38
Drought reveals treasures	Page39
Blackbeard's cannon	Page40

Views expressed and comments made by authors and individual contributors to this Newsletter are personal, and do not reflect the opinion of IMASS, its officers or committee. IMASS continues to be unbiased, maintaining an impartial attitude regarding all aspects of maritime archaeology and diving, being dedicated to allowing freedom of speech.

[illegible]

C h a i r m a n ' s r e p o r t



Well, the 30 International Shipwreck Conference is over and it was a sell out and from all the reports and comments coming in, it was a resounding success.

Conferences don't just happen, they need a dedicated team to organise them and as Chairman I am exceedingly lucky to have a first class team who give their time absolutely free and what is most incredible is that they have done this for thirty years. So to the Committee, a great BIG THANK YOU and well done.

I don't think it is realised by many that the Conference is a non- profit making organization and all the money goes back

into the Conference funds. The Conference originally started off being run as part of NAS SW but a number of years ago we were asked to go it alone. No reasons were given but the feeling in the SW was the fact that we allowed stories of the sea that were not purely archaeologically correct.

Our policy has been, and still is, to have lectures by Archaeologists, Salvage Divers, Tec-divers, Ordinary club divers & Treasure Hunters, to tell their stories because it's the stories of the shipwreck that matter, and those people who lost everything.

A purely personal opinion, and I emphasize personal opinion, is that the Purist Marine Archaeologists pay too much attention to measuring and drawing every stone, rock and artefacts underwater, when we know the next storm will move them all around and more than likely destroy the artefacts, when a good gridded and scaled photograph is all that is necessary and the artefact removed to be conserved.

Those of us that have been diving in the sea for many years know that the seabed changes at the whim of the sea and the direction of winds and there appears no logic to it. It's like a window opening in the seabed. Sand and mud levels suddenly drop boulders and rocks, move some weighing several tons. This window can be open for a number of years or can close the next day.

There is no saying that the artefacts are buried again. They could have washed away before the sea covers the site again and the story that we could have been told from the artefacts is lost forever.

The biggest tragedy of all is when I speak to many marine archaeologists on their own, they agree that the information and stories the artefact tell us on a marine site should be recovered and that the environment of marine sites are totally different from land sites. When I say to them "why don't you speak up and make your "views known", they inform me that they will be ostracized by their profession. I despair at a profession that is not prepared to listen to other points of view.

P r e s i d e n t ' s & N e w s l e t t e r E d i t o r s c o m b i n e d R e p o r t .

When Steve Clarkson and I put together the first IMASS Newsletter in January 2009, we quickly realised that if you put your mind to it, there was such a mass of shipwreck news available from around the world we could easily produce two Newsletters per year. This was achieved in 2010 but with a dearth of article material and news from IMASS members, most of the content is still dredged from the media, magazines, NAS and other international sources.



Earlier this year I put out a plea for news items of shipwreck interest from the UK, a request for articles from members and the committee, but the only response was the excellent article which follows contributed by Steve Clarkson and our Chairman, Neville Oldham. It is very disappointing to produce a NewsLetter, in which the Chairman, Editor and Assistant Newsletter editors are the only contributors, and to be honest, without our enthusiasm and input there would be no Newsletter at all. I therefore ask you, the readers is that what you want? If no one really cares whether we produce at least one Newsletter a year or not, then I know both Steve and I have other things to do. So, the September 2012 edition, No.6, is definitely the only one for this year and without some real members support, could be the last – its up to you. After all the Newsletter costs you nothing; you can download it from the internet free and I don't know of any other equivalent Newsletter available without charge. The last edition ran to 30 pages, and contained interesting material from around the world, so please, let's have some support from you all, or have you all given up wreck diving in favour of a more interesting hobby, like stamp collecting perhaps!

The first article regarding the Armada wreck at Hope Cove, Devon, the San Pedro el Mayor, is an excellent example of the detail of information that can be found in our national archives, and the authors are to be congratulated. The second article relates to what may well be the oldest known shipwreck site in the Isles of Scilly. This was initiated by David McBride, who runs the dive-charter boat Tiburon on Scilly and found the first of some 300 pottery shards, and with my support the find has progressed to the point whereby English Heritage are now saying it is the only possible wreck site of 1250–1350 in the British Isles, hence of immense potential importance.

I wish you safe and interesting diving for the remainder of 2012, and please send something to me for the next edition around March 2013.

You can e-mail it anytime to richardlarn@tiscali.co.uk or steve@steveclarkson.co.uk, or mail it to me at Harbour Gaze, Buzza Hill Road, St. Mary's, Isles of Scilly. TR21 0NQ.

The 30th International Shipwreck Conference in Plymouth, held on Saturday 4th February 2012 was yet again a great success, and as your President I wish to congratulate the Chairman and all the Committee Members, wives, helpers and the staff looking after the Robbins Centre, who contributed to its success. It was a sell out, despite IMASS having had to raise the ticket price, nine speakers providing us with great presentations. Sean Fisher, from the USA, spoke on the search for the Atocha wreck and the future of historic wreck search and salvage. Mark Ellyatt followed, giving us details of the discovery of HMS Victoria in the Mediterranean, and how the wreck appears today; followed by my own presentation, '30 years of IMASS members West Country shipwreck finds', the morning session closing with an interesting update on the MMO by Mike Williams.

The afternoon sessions started off with a spell-binding presentation by Rex Cowan, who did not pull any punches in his feelings and concerns for the establishment, who he saw as bringing to an end 'exploration of shipwrecks and maritime archaeological adventure.' The ovation he received left no doubt as to the feelings of a majority of the audience. Brett Phaneuf and Pal Nymoen then told of us of shipwreck discoveries in Norway, Andy Seddon continuing the theme with details of a five year search for ancient wrecks in Croatia, after which Mark Dunkley updated us on English Heritage's position regarding shipwrecks. The Conference closed with Peter Holt of ProMare updating delegates concerning their SHIPS Project in Plymouth Sound, bringing to an end a day of truly International activity. I would like to thank all the speakers for their contributions, also the many groups and organisations who had stands in the foyer area, all of which greatly added to the atmosphere of this annual event which continues to grow, getting better year by year. The date and details of the 2013 Conference appear elsewhere in this Newsletter.

Richard Larn OBE,

IMASS President & Newsletter Editor

One of Two Hospital Ships of the Spanish Armada, 1588



The San Pedro el Menor was Part of the Squadron of Castile Commanded by Don Diego Flores de Valdes and had 24 guns with a crew of 131 mariners and 141 Soldiers on board. Her commander was Francisco de Cuellar who, after the first battle the Armada fought off Plymouth was relieved of his command for breaking the formation during the battle and

transferred under arrest to the ship Le Lavia of Lelant escaping being hanged. He went on to be shipwrecked on the coast of Ireland and after many adventures finally got back to Spain, that's another story.

We hear of the San Pedro el Menor again when her Master, Simon Henriquez, and Juan Isla, the ship's pilot deserted while off Calais and finally, on the 20th October her new captain Don Juan de Monsalve reports that he has gone aground off Morvieu on the Brittany coast, and was awash to the upper decks so it would seem it never returned to Spain. It would appear that he had circumnavigated Scotland and Ireland and then he was driven up the English Channel by the SW gale he encountered.

What of the hospital ship San Pedro el Mayor? We are told that she took on some of the injured of the San Salvador which had exploded on 31 July at the first battle of the Armada off Plymouth, and would have kept station during the battles up the Channel whilst taking on more sick and injured as well as experiencing the rout by the English fireships at Calais. We don't hear any more of her until she limps into the little port of Vacey by the Great Blasket Island off County Kerry, where she took on more sick and injured. It must have been quite a feat of seamanship navigating around the Scottish and Irish coast. The San Pedro was joined by two other ships and the San Juan commanded by Juan Martinez Recalde, one of Spain's most famous seamen. They found an anchorage to try and get some fresh water and supplies. We don't know how successful they were in getting supplies but they left the anchorage together, the great galleon San Juan making it back to Spain but three days later Recalde died of sickness and fatigue.

The San Pedro el Mayor left the Great Blasket Sound in company of the San Juan but she was in such a bad state that Captain Pedro Coco Calderon with his ship taking in water and his crew weak from hunger and lack of clean drinking water, could no longer control the ship and before a gale force SW wind the San Pedro el Mayor also was driven up Channel on to the rocks of Bigbury Bay.

The Calendar of State Paper (Domestic) for 1588 contains all manner of information in

letters and reports concerning the Amada. Two of these refer to the wreck of the San Pedro el Mayor at Hope in Bigbury Bay.

The first is by George Cary at Cockington, near Torquay, who wrote the first letter to Queen's Council dated November 5th, 1588. The second letter to the Council was written by Anthony Ashley, the secretary of the Queen's Council from Ilton Castle, the home of Sir William Courteney near Salcombe who was the 3rd Earl of Devon and High Sheriff of Devon. The letter is dated November 12th, 1588. George Cary was the local magistrate to the queens council.



State Papers

In his second paragraph he states:

"And during my abode there, having understanding that one of the Spanish fleet was cast ashore at a place called Hope near Salcombe and great pilfering and spoils that the country folk made. I rode thither and took order for the restoring and behaving again as either

by search or inquiry I could find out, and have put in inventory. And took order, for the orderly saving of the rest, as weather would give leave, to have the same on land, appointing two head constables to attend to that service, and others to keep inventories.

"The ship is a hulk and called the St Peter the Great, one of the two ships which were appointed for the hospital of the whole Navy. She is burden, as they say, 550 tons but I think not so much.

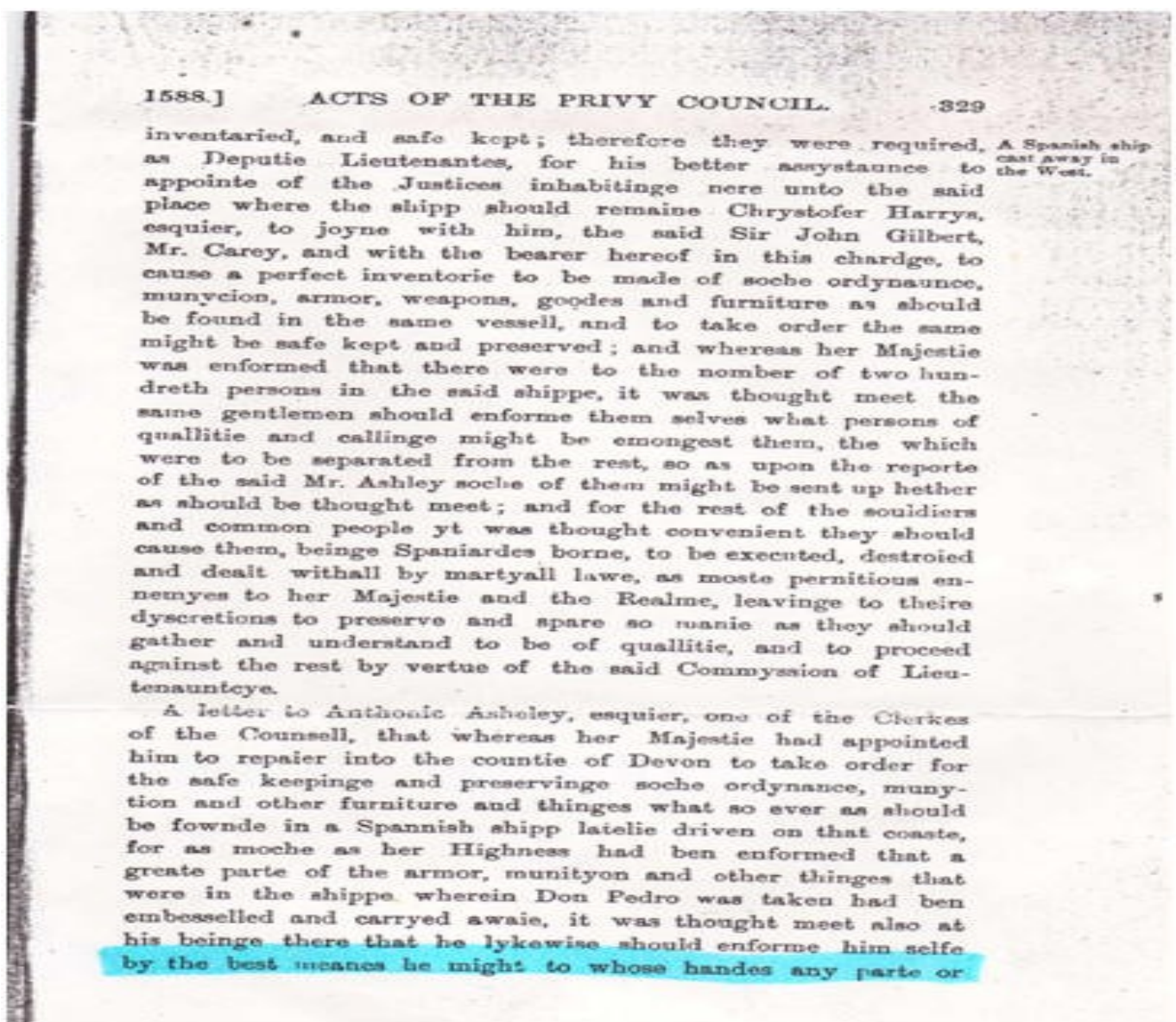
"The ship is not to be recovered; she lieth on a rock and full of water to her upper decks. They confess that there were put into her, at the coming out of Spain, thirty mariners, one hundred soldiers, and fifty appertaining to the hospital. There are now remaining 140 or there about.

"There was put into her as much drugs and pothecary stuff as came to 6,000 ducats, as I think it will come little good of the same, being in the water almost this night the weather such that none could get aboard. There has been some plate and certain ducats rifled and spoiled at the first landing, both from the prisoners and out of their chests. The ship, I think, will prove of no great value; the ordnance is all iron, and no brass; their ground tackle all spent, save only one new cable. There are no men of account in the ship. The soldiers and such as have risen by service, and bestowed all their wealth I this action. I have severed all captains and chiefest of them, to the number of ten persons from the rest; eight of them I left to the charge of Sir William Courteney, and two of them, the one being the pothecary, and other the sergeant, I took to myself; the others are put in safe keeping and guarded both day and night; and have appointed one and a half pence to every day of them to make provision for their sustenance. Until your Lordships

pleasures are further known; which I humbly desire may be with some speed, for the charge of these, and those of Bridewell, grow somewhat heavy to me. I disburse these money myself, for money is not to be received for the wines, Sir John Gilberte having disposed already of all the best; the rest through ill usage in this country, will yield but little, nor good for anything, as I think, save only to make aquavita of, or such like. I would humbly desire the gift of those two Spaniards which I have, not for any profit, but I make trial what skill is in them. I am given to understand that there is remaining 14 barrel of powder in the Samaritan, of such as I caused to be taken out of the Spanish carrack and appointed to have been sent and delivered unto my Lord Admiral in the late service, according to my Lord's direction; but the same was never delivered, and doth yet remain in the Samaritan, as I am informed. And so I humbly take my leave. Cockington, this 5th November 1588".

See inserted abstract

copy of the letter from the Privy Council below



“Upon the finishing of my letter I received a letter from the Mayor of Plymouth and other officers there, which I send here enclosed unto your Honours.” *“George Cary”*

The second letter which was written to the Queens council was by Anthony Ashley their secretary begins.

“May it please your Lordships and continues that he has made an inventory of all the goods from the vessel.”

And states, the ship being run upon rocks by the Spaniards, is through the tempestuous weather broken in pieces and scattered on the seashore, and order is taken for the saving of such things as are anything worth,

Nowhere in the two letters does it say that the ship is wrecked at Hope Cove. It refers to a place called Hope and in one letter a rock and in the other letter rocks. At the time of the wrecking the bay between Bolt Tail and Burgh Island was called Hope Bay and the quay on the main land opposite the island was called Hope quay also in a letter from the Privy Council to George Carey refers to the wreck being at Hope a bay near Salcombe. This widens the search area for the wreck considerably

What of the 140 prisoners! That came ashore in Hope bay? George Carey had asked to have two of them. Not for profit but for the skill in them. The prisoner he wanted were from the Hospital staff and fact that Spain had been occupied by the Moors for 700 years who had great knowledge of medical matters and medicine. He thought he could learn some knowledge of medicine from the Spanish physicians.

As for the rest we have a letter from the Privy Council to Sir William Courtney, Sir Robert Dennis, Sir John Gilbert, knights, and Hugh Fortescue and George Carey. Telling them to pick persons' qualities. And as for the rest of the soldiers and common people being Spanish born, to be executed as they were enemies of her Majesty.

In this letter it refers to there being 200 prisoners! This is a surprise as the list of prisoner that Ashley compiled 5 day after the wreck, only said 140. I have a copy of this list and its only 140. I think there was a little cheating going on and the local gentry were trying to get extra for keeping the prisoners.

The prisoners were not executed as again the local gentry saw a chance to make more money by ransoming the ordinary prisoners than killing them, and the instructions from the Privy Council that they were given there is a get out clause as the directions go on to say the decision of who is executed will be left to their discretion.

See inserted abstract copy of the letter from the Privy Council below.

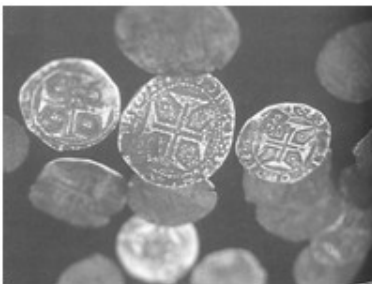
How do we know that the ordinary prisoners were not executed? We have a copy of a statement of Gonzalo Gonzales del Castillo, a native of Granada dated 9 March 1592, from the Paris Archives. K.1592

He states that on the "4 November 1589 the following year the Spanish prisoner ransom was paid by the Duke of Palma with the exception of the 12 given to Sir William Courteney. Who wanted at first 5,000 ducats for them but after them petitioning the Queen Elizabeth for their release over his head he raised the ransom to 25,000 Ducats. (I am not sure what a ducat to a pound rate of exchange in 1589 would be but I am sure it would be a great deal of money.) It was twelve years before the last prisoners were released.

Having spent many years living at Hope Cove I have spent many hours looking for the San Pedro without success. The only artefact that has been found that fits the date range is a travelling pewter communion cup dated 1550 to 1650, found by Steven George.



It is thought that it may have come from a Portuguese ship that came ashore at Hope around 1649/60 but it is possible that it is from the San Pedro. The Pillar Dollars Real Pieces of Eight coins found at the foot of the slip although Spanish have been over stamped with a small numerals 240 that shows they have been used at a later date by the Portuguese and this would fit the Portuguese wreck of 1649/60.



Recently, Steve Clarkson found a picture of a plate reputedly salvaged from the San Pedro at the time of her wrecking, which is still intact and bought from a London

auction antique shop (see photograph, right).

Also there is a Spanish helmet in the Cornworthy Museum at Kingsbridge, which was found built into a wall of the church tower at Averon Gifford. This helmet and breast plate came to light when the church was bombed during WW2. Unfortunately, the breast plate has not survived. This helmet could have come from the wreck.



We are still researching and looking for the San Pedro el Mayor so if any one reading this report has any information please let us know.

For more information including details from the Paris archives see

www.marinearchaeology.org

Steve Clarkson & Neville Oldham.

Is this the oldest known shipwreck site on the Isles of Scilly?



Some five years ago David McBride, who runs the dive-charter boat 'Tiburon' on the Isles of Scilly, was working commercially on yacht moorings in Tresco Channel, when he uncovered a piece of ancient pot. Whilst only a large shard it had the remains of a spout, so David brought it ashore and asked my opinion as to its age. I instantly recognised it as very early unglazed material, and suggested it was at least 13th –14th century. No more pieces turned up on site immediately and it was presumed to have been

something broken and simply tossed over the side of a vessel.

Then two years ago, there was an opportunity to visit the same site, and I accompanied him. This visit revealed a collection of pottery shards, one very unusual in shape, and it was noticeable that the majority had a hard green glaze.

Fortunately, John Allen from Exeter University, a specialist in ancient pottery, was visiting Scilly and was shown the collection. He went into raptures, describing the shards as 'very important in his opinion, that they were dated c.1250–1350, and the green glaze pieces were typical Saintonge pottery. Saintonge is a district of France near Bordeaux, well known for its wine trade, and both David and I immediately thought of the old St. Nicholas Priory, c.1100, whose ruins still stand on the island of Tresco. The Abbot, his monks and novices, would have been the only people on Scilly in the 12th century who could afford wine, and there was an immediate suggestion that these shards were associated with an early wine trade with the islands.

One year ago another visit revealed not only pottery shards, brought to the surface by storms and wave action, but also a great many animal bones. Our island's veterinary surgeon, Heike Dorn, a German lady, kindly identified these for us as adult pig and cow jaw bones, with various parts of animal limbs and spine. At this stage, the volume of shards was begging the question, are we still looking at an anchorage 'scatter' site, ie. the residue of lots of ships dumping rubbish over the side over centuries, or was this a possible shipwreck concentration? Kevin Camidge of CISMAS (Cornwall & Isles of Scilly Maritime Archaeological Society) was consulted, expressing great interest, and was able to persuade ProMare, an American organisation to back a seven day survey of the area. This took place in October 2011, resulting in a collection of shards now approaching some 300 pieces. They were also able to establish by triangulation survey that the majority of the finds came from one small area, which suggested a possible buried shipwreck site.

At the moment, all the shards are in the hands of the York University Conservation Unit,

and will then be catalogued, drawn and photographed by John Allen, after which a report will be prepared. English Heritage, through Alison James, have expressed considerable interest, advising us that if this is a 13th century wreck site as we believe, there is no other of this period known in the British Isles, making it extremely important and a possible candidate for protection and excavation funding. We await the result of the shards' study and report before any decisions as to the future can be made.

In the meantime, David and I are researching the history of the St. Nicholas Priory on Tresco, and looking at the earliest wreck incidents recorded for the islands. There are six possible candidates to date. The first was a wreck of 1305 when the wreckers imprisoned the Coroner on the Scillies; next was a vessel of Normandy, from Bordeaux (part of the Saintonge area) of 1320; then four wrecks between 1342 and 1345. Watch this space for more information!

See <http://www.sportdiver.co.uk/News/>

Richard Larn

O d y s s e y l o s e s S p a n i s h T r e a s u r e t o S p a i n



Two military aircraft have returned 17 tonnes of silver and gold coins recovered from a sunken Spanish warship, the Spanish navy frigate Nuestra Senora de las Mercedes, ending a long running legal tussle between Spain and the commercial American company Odyssey who raised the specie.

The aircraft landed carrying 594,000 individual coins and artefact material retrieved after a five year legal battle with Odyssey Marine Exploration which had taken the treasure back to the USA in May 2007. The company found the gold and silver in a shipwreck believed to be the Nuestra Senora de la Mercedes, off the coast of Portugal. It had been sunk by British warships in 1804 having crossed the Atlantic from South America. Odyssey lost every round in Federal Courts trying to hold on to the treasure, as the Spanish Government painted them as a modern-day pirates plundering another nations maritime heritage. The value of the treasure is put at \$500 million in gold and silver specie salvaged in May 2007.

Read more at: <http://www2.tbo.com/>

U K S h i p w r e c k N e w s

H M m a n o ' w a r V i c t o r y

The latest development in the saga of HMS Victory has been brought to our attention by Sean Kingsley of Wreck Watch International (www.wreckwatch.com) who advises us that there is now a strong group of archaeologists petitioning the Secretary of State to oppose any intrusive excavation of the wreck site which lies in the English Channel. We will all have our own views on whether the site should be first surveyed, then professionally excavated – or left strictly alone. My only personal comment is that it's not being left alone, Dutch divers are said to be plundering the site and Odyssey have confirmed that fishing vessels are dragging trawl nets through the site (not only to catch fish but in the hope a 46 pounder bronze cannon might just be scooped up!).



If you have strong feeling on the subject, then there is not a lot of time for your voice to be heard, and you are advised to write to:

Secretary of State for Defence, The Rt. Hon. Philip Hammond MP, Ministry of Defence, Main Building, Whitehall, London. SW1A 2HB.

A number of references to HMS Victory follow later.

English Heritage seek an Affiliated Volunteer Status for Licensees, nominated archaeologists and all team members on protected Wreck sites in England.

Alison James of EH informs us that a canvas of views was overwhelmingly in favour of such an initiative. Originally it was proposed that all Licensees and Named Divers on Survey, Surface Recovery and Excavation licences would be eligible, but only Licensees and not named divers on Visitor Licences. After taking on board the opinions of those asked to comment, feedback suggests that all Licensees, Nominated Archaeologists and Team members of any licence will now be eligible providing all the criteria are met.

To be classified as an 'affiliated volunteer' you will need to :

(a) Provide your contact details (name, address, telephone and e-mail) to the EH volunteer department via Alison James (Alison.james@english-heritage.org.uk). This information is required to administer your involvement, ie. the issuing of a Volunteer Pass.

(b) Annually report how many hours you and team members have spent working on our behalf – this includes diving, getting to and from sites and all associated research and administration.

(c) Fulfil the conditions on the licence on which you are named.

As soon as you have logged into the volunteer database you will be classified as an Affiliated Volunteer, and in appreciation you will be issued with a Volunteer Pass. In order to qualify for a Pass you will have to complete a satisfactory period of 4 months and 60 hours of service. The 60 hours does not include the time you spent in the water. EH recognises that an individual's commitment goes far beyond this and the time spent on planning and preparation, research and outreach can all be logged. The pass will last for one year and is renewable if regular volunteering continues and you report your hours each year.

The advantages are:

- 1 – On production of your Pass at EH properties you are entitled to free entry along with one adult, to all EH managed sites.
- 2 – 10% discount at EH on-site shops and EH run cafes.

A Policy Statement for EH Affiliated Volunteers and a copy of the form you will need to complete on application, along with your annual Licensee report is available from Alison James on request. Note, you are not required to complete the record sheet until the end of your licence period, and this information is only being circulated in case you want to start logging your hours as you go.

Read more about the project at: <http://shipwreck.net/hmsvictory.php>

M M O m o v e s t o c l a r i f y p o s i t i o n o n d i v e r l i c e n s i n g

Fears that sport and archaeological divers might be required to buy licences in order to disturb the seabed are unfounded, according to a recent Government statement of intent.

The Marine & Coastal Access Act (MCAA) Section 66(8) states that a marine licence is required: 'To use a vehicle, vessel, aircraft, marine structure or floating container to remove any substance or object from the sea bed within the UK marine licensing area.' In May the newly created Marine Management Organisation (MMO) announced that in future the amateur archaeological group working the wreck of the English East Indiaman Earl of Abergavenny off Weymouth, would need a costly licence, in line with a new regulatory regime for marine licensing created under the Marine & Coastal Access Act.. An application could have taken up to 10 weeks to process with administrative costs of up to £1,000. Provisos of the judgement could apply equally in the future to sport divers wishing to sift the seabed, dig a trench, use an air or water-lift or a pressure jet, let alone recover artefacts. Following protests, a meeting was held in June 2012 attended by

the MMO, Joint Nautical Archaeological Policy Committee, which included members of NAS, English Heritage and Wessex Archaeology, the Maritime & Coastguard Agency, archaeologists including protected site licensees, legal experts and sport diver training agencies.

The MMO has now stated that a full policy guideline will be published later this year. They state that licences will be required only if a diver is tethered and/or using surface supply; there is a direct link to the vessel such as a winch or crane used to raise or lower an item; or a vehicle is used to carry or drag an object or substance across the foreshore from below the high water mark.

Divers using airlifts will be covered, but those who arrive at a site by boat and end up raising an item by hand or lifting-bag, will not require a licence. Any sort of dredging requires a licence, but 'hand-fanning' of the seabed would not be considered as dredging, whereas the use of an airlift or water dredge would. It is still not clear whether or not using a handheld digging tool would be covered, although 'archaeological excavation' is defined as dredging. A marine licence will not be required if a diver makes a removal by hand.

Licensing costs are tiered for different levels of activity, starting at £158. Decisions on applications can be expected after 'around six weeks'. Wales has a 'common position' with England and Scotland has its own existing legislation which is comparable to England. A full advisory document entitled, 'Divers & Marine Licensing; Marine & Coastal Access Act 2009; NAS Interim Statement July 2012, can be downloaded at www.nasportsmouth.org.uk. Once official policy has been announced, the MMO is likely to create a page at www.marinemanagement.org.uk dedicated to licensing and diving activities. If any readers have a query, address it to marine.consents@marinemanagement.org.uk. Alternatively, you can contact:

Amy Wardlaw, Senior Media Officer, Marine Management Organisation, PO Box 1275, Newcastle-upon-Tyne. NE99 5BN. Tel: 0191-376-2572

See : <http://www.marinemanagement.org.uk/>



BSAC Jubilee Trust Duke of Edinburgh Award

Neville Oldham, Steve Clarkson and a team of divers from Torbay BSAC have won the BSAC Jubilee Trust Duke of Edinburgh prize, Highly Recommended category, for their "Dartmouth Cannon Site " project. They will be visiting Buckingham Palace in October to receive their awards from Prince Phillip. This will be the third year in a row that Neville and Steve have got the

award.

Read more about the project at: <http://marinearchaeology.org/dartmouth-cannons.htm>

I s l e o f W i g h t ' s s u n k e n W W 2 t a n k s s t u d i e d

Many tanks and military equipment sit on the seabed between the east end of the Isle of Wight and Selsey, West Sussex. These were carried on a landing craft that capsized and sank whilst heading for the D-Day landings in 1944. Maritime Archaeologists and Hampshire & Wight Trust for Maritime Archaeology are looking at how these can be protected and how land legislation can be applied at sea in a project funded by English Heritage.



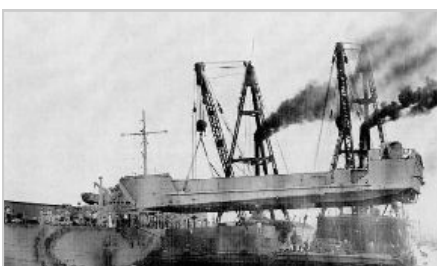
The vessel in question was LCT 2428, a Mk.V tank landing craft which set off for Normandy on the evening of 5 June, 1944 but developed engine trouble in the Channel and had to be taken in tow by the rescue tug HMS Jaunty. On its way back to Portsmouth that day the LCT capsized. HMS Jaunty then shelled the upturned hull until it sank, since it presented a floating navigational hazard. None of the crew were lost.

LCT-2428 was carrying two Centaur CS IV tanks, two armoured bulldozers designed to destroy anti-tank obstructions on the landing beaches, a jeep and other military equipment for a Royal Marine armoured support group.

These items now represent two sites on the seabed in 20m (66ft) depth. The hull of the LCT was discovered about 6km (3.7 miles) east of the vehicles.

See BBC article at : <http://www.bbc.co.uk/news/uk-england-hampshire-14322864>

L C T - 4 2 7 , c u t i n t w o b y t h e b a t t l e s h i p H M S R o d n e y , f o u n d i n t h e S o l e n t



Landing Craft Tank No 427 which was returning to Portsmouth from Gold Beach having safely delivered her cargo of tanks following the D-Day landings, was only four miles offshore when she collided with HMS Rodney which cut her in half, killing all 12 crew.

Divers from the Southsea Sub-Aqua Club have now located both halves of the wreck at a depth of 30m

(100ft) during a recent diving survey of the Solent area. The two parts sit upright several hundred metres apart in a busy main shipping channel approaching Portsmouth and Southampton. The area in question is normally 'out of bounds' for diving, but special permission was given by Portsmouth Harbour Master.

Describing the wreck Alison Mayor, project leader, said the remains were in remarkable condition complete with anti-aircraft guns and boxes of ammunition. There is a large capstan at the stern of one part and her bow doors are open. Presumably, LCT -427 will now be declared a War Grave.

Read more at: <http://www.bbc.co.uk/>

T e c h n i c a l d i v e r s f i n d w r e c k o f H M S u b m a r i n e J - 6 o f f N o r t h u m b e r l a n d



HM submarine J-6 which sailed from Blyth in October 1918, was sunk by the Royal Navy Q-Ship Cymric,

after being mistaken for a German U-Boat, causing the death of 15 of her 45 crew. Members of the Darkstar diving team found the wreck following a programme of sonar searches. Descending to 65m (213ft) they found the submarine sitting upright and in surprisingly good condition. Although covered in fishing nets the conning tower was distinctive and intact with square scuttles. Her deck gun was lying on the seabed off to starboard of the wreck. Shell damage was seen on the conning tower and just aft of her bow. She is fitted with three bronze propellers, the 'J' Class being the only British submarines so equipped

T h e ' P u r t o n H u l k s ' g r a v e y a r d i s b e i n g d e s t r o y e d b y t r o p h y h u n t e r s

The resting place of more than 80 vessels, known as the Purton Hulks in Gloucestershire, are slowly being destroyed by vandals and trophy hunters, even barbecue parties held on the beach, who are tearing up the timbers for firewood.

See video of site:

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



Read more : <http://www.sundaysun.co.uk/>

Mount Edgumbe House at Plymouth to display wreck artefacts



Plymouth Sound BSAC who discovered the wreck of the Danish brigantine Die Fraumetta Metta Catherine von Flensburg in 1973, have offered artefact material for permanent display in the historic manor house at Mount Edgumbe., which overlooks Drakes island on the Cornish side of Plymouth Sound. The

vessel sank in 1786 whilst en route from St. Petersburg to Genoa carrying a cargo of tanned hides, described variously as either reindeer or horse. Excavation, conservation and the exhibition, which includes interactive displays and an introductory film, have cost £60,500. A recent grant of £41,000 from the Heritage Lottery Fund has allowed the exhibition to be completed. The project is supported by ProMare, the US-based non-profit organisation which promotes marine research and exploration internationally.

This new exhibition is expected to open in 2013, and members of the Metta Catherina Trust will be giving talks to local schools and interested parties.

Interest is growing in using Mount Edgumbe House as a repository for various collections of shipwreck books and research documentation. The house is jointly owned and managed by Plymouth City Council and Cornwall Council, and is open to the public Sunday to Thursday, 11am to 4.30pm, from April to September. The grounds cover some 865 acres, including a long stretch of coastline. www.mountedgcumbe.gov.uk

H M S V i c t o r y a n d O M E

There have been a number of press release items concerning the possible future of this historic wreck site in the English Channel, and a few are shown here in chronological order of appearance.

26th January 2012 – HMS Victory to be raised from the sea. The remains of the first Victory are to be raised from the seabed nearly 300 years after she sank, it has been reported. The vessel, predecessor of Nelson's famous flagship, went down in a storm off the Channel Isles in 1744, taking more than 1,000 to their death.

2nd February 2012 – Odyssey Marine Exploration executes agreement with the Maritime Heritage Foundation for Admiral Balchin's HMS Victory shipwreck.

Along with its unique collection of 120 bronze cannon, some of which have already been raised, some believe the ship was carrying a large quantity of gold specie reportedly worth £500 million today. According to the Sunday Times, the wreck is to be handed over to the Maritime Heritage Foundation who will employ Odyssey to carry out the recovery. The guns and other artefacts will be displayed in the British Museum while Odyssey is likely to retain any 'treasure' under the laws of salvage. The Maritime Heritage Foundation was set up by the Tory peer, Lord Lingfield, who is a relative of Admiral Sir John Balchin who was on board Victory and lost his life when she sank.

South-West Soundings reported late in 2011 that, 'the Government report on HMS Victory states that it has decided to adopt a "phased approach" to the management of the site. It goes on to say that "in line with the provisions of the rules of the Annex to the UNESCO Convention, in situ management will be adopted as an initial approach pending further study of the site, before deciding on any further physical intervention. The report also states that it is unlikely that Government money will be available to support the policy and therefore it has decided to support the proposal to place responsibility for the future management of the Victory site in the hands of a charitable trust. In the meantime it says that it intends to accept the offer of an unnamed charitable foundation to carry out non-intrusive monitoring of the site for a period of 12 months.

NB: A bizarre news item is that at a new town development in China, Wuxi, a full scale replica of HMS Victory has been built. Even odder, the development is currently deserted! Make of that what you will!

April 2012 – contrary to previous reports a plan to salvage the wreck of HMS Victory has yet to be granted permission. Ownership of the 80m (262 ft) deep wreck has been passed from the MOD to the Maritime Heritage Foundation. They in turn have reached a salvage agreement with Odyssey but this has yet to receive the consent of the Secretary of State.



That government department is awaiting a report by an advisory group made up of English Heritage, the Royal Navy and the National Maritime Museum. The UNESCO Convention does not allow wreck finds to be sold commercially or dispersed from their natural grouping or placed in collections that are inaccessible to researchers.

Odyssey maintains that it could legitimately obtain a fair portion of the value of finds raised without contravening the Annex, through a system known as "de-accession", along with a commitment that any artefacts obtained and sold on to collections that are accessible and kept at published locations. There is doubt in some quarters of the archaeological community that Odyssey's argument holds water. In an open letter to the MOD Robert York, Chairman of the Joint Nautical Archaeology Policy Committee, has queried Odyssey's claim to be salvor-in-possession of a sovereign-immune warship,

and questioned the provenance of the MHF.

A bronze cannon stolen from the Victory site by a Dutch commercial salvage vessel is reported to have been located in Holland and seized by Dutch Heritage authorities, pending its return to Britain.

Editors comment: With this report of a salvage company taking a bronze cannon from the Victory, and proof supplied by Odyssey that fishing vessels are trawling through the site destroying artefacts material and their co-ordination, it is incomprehensible to me that there is controversy as to whether to rescue the surface material or leave it on the seabed. The intention may be to 'save it for future generations', but the site may not have a future, and will there be anyone other than Odyssey in the years to come with the money to carry out the work? This is an echo of exactly what happened when I initiated the search for the 1707 HMS Association, Eagle, Romney and Firebrand wrecks in the Isles of Scilly in 1963–4. The Royal Navy team who eventually found the wrecks in 1967 were given a licence to survey and salvage, only to find that the MOD had issued two identical salvage contracts to civilian teams. Three salvage licences, all identical, for the same wrecks! Do they never learn?

C a m e l E s t u a r y - P a d s t o w , w r e c k o f A n t o i n e t t e s u r v e y r e p o r t a v a i l a b l e

The final report concerning this wreck of 1895, produced by the ADS, English Heritage and Cornwall County Council is now available. The project, led by Kevin Camidge of CIS-MAS, presents the results of the emergency recording and undesignated site assessment of what is believed to be the Antoinette.

Read report at:

<http://archaeologydataservice.ac.uk/>



L a u n c h o f 1 s t C o a s t a l H e r i t a g e D a t a b a s e

A two year project looking at the New Forest coastline heritage will culminate in the first archaeological maritime database for the area. Due to be made live in early 2012, it will be used as an educational resource for schools and universities.

Read more

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





The National Maritime Museum, Falmouth in conjunction with academics from the University of Exeter, are overseeing a professional boat builder in the reconstruction of a replica Bronze Age ship.

The construction is nearing completion. Read more at:

<http://www.nmmc.co.uk/>



king boat burial has been discovered in the West Highlands. The site is at Ardnamurchan, close to Oban and the Isle of Mull, and is thought to be more than 1,000 years old. Artefacts buried along with the Viking in his boat suggest a high-ranking warrior.

Archaeologist Dr Hannah Cobb said the 'artefacts and preservation make this one of the most important Norse graves ever excavated in Britain.'

Co-director of the University of Manchester, Dr Cobb, co-ordinator of the project said 'this is a very exciting find. 'Funding for the work involves Manchester, Leicester, Newcastle and Glasgow Universities who are working on or assisting with the excavation.

The occupant of the grave was buried with an axe, a sword, a spear, a shield and bronze ring pin, the latter from Ireland. In addition, some 200 rivets used in construction, a knife, what could be the tip of a drinking horn, and a whetstone, along with pottery have

New port medieval shipwreck

The secrets of Newport's medieval shipwreck has revealed some 2,000 individual timbers and hundreds of artefacts, which have been recovered and restored. The wreck was first located some 10 years ago. NAS Update 2012



Read more here:

<http://www.southwalesargus.co.uk/>

A r d n a m u r c h a n V i k i n g s h i p b u r i a l d i s c o v e r y .

The UK mainland first fully intact Vi-



been uncovered. Dozens of pieces of iron have yet to be identified. The site is thought to date from the 10th Century AD.

Read more from the BBC here: <http://www.bbc.co.uk/>

A d o p t a W r e c k A w a r d s f o r 2 0 1 1 r e v e a l e d .

Certificates of Merit were awarded by NAS to:

"Friends of Purton", for their involvement with the "Arkendale H & Wastedate H Severn and Wye Railway Bridge Disaster.

"The New Forest National Park Authority" received a Certificate of Merit for their work on "Underwater heritage Trail".

"Southsea Sub-Aqua Club" were awarded a Certificate of Merit for their project, "Kedge Hook" involving HM. LCT No.427.

Adopt a Wreck Awards also went to:

"The Weymouth Lunar Society" for work on "lost torpedoes of Weymouth & Portland".

"Southsea Sub-Aqua Club", for their work on HM.LCT(A) 2428.

"Southsea Sub-Aqua Club" again for their work on the tanks and bulldozers "Sleeping Ceanours" site.

"Ed Cumming & Todd Stevens" for their work on the Rosevear Ledge site.

"Paul Barnett" for his work on the Purton Hulks. NAS 2012



M e d i e v a l F i s h i n g v i l l a g e d i s c o v e r e d i n O u t e r H e b r i d e s

Discovered by island boatmen, the site is amongst potential new historic finds

around the island's coastline following information passed on from members of the public. Archaeologists were told of the site by local J.J. MacDonald. The possible fishing station was discovered near Loch Euport, on North Uist.

Read more <http://www.dailymail.co.uk/>

Mesolithic artefacts discovered in the Solent



Analysis of Mesolithic artefact material found in the Solent has shown that the area once contained a boat-building site. Food, string, flint tools and a wooden boat, plus structural parts have all been found.

Read more here <http://www.bbc.co.uk/>

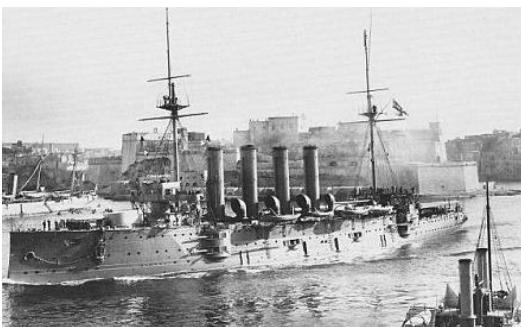
Skeletons recovered from the Mary Rose studied

Skeletons recovered from King Henry VIII's warship the Mary Rose are being studied to discover more about life in the 1500s.

Swansea University sports scientists are hoping to find out about the toll on the bodies of archers who had to pull heavy bows.

Read more

www.bbc.co.uk/



Netherlands Divers concern for North Sea war- ship wrecks.

Concerned that Dutch salvage vessels have targeted the wrecks of WW1 HM warships Aboukir, Hogue and Cressy have been expressed. The wrecks

lie some 20 miles off Scheveningen, close together, having been sunk by German U-Boat. A total of 1,459 lost their lives, only 837 being saved. Whilst all three warships can be regarded as "War Graves" ethically, they have not been designated as such by HM Government, since it is possible that the wrecks may have been sold between the two World Wars. A Dutch campaign group are running an online petition which has attracted 1,500 signatures against the salvage work (www.stopdesloop.nl) which is being carried out by two vessels, the Bernicia and the Bela, operating out of Scheveningen.

Read more <http://www.dailymail.co.uk/>

E H n a m e s w r e c k s i t e s a t r i s k

English Heritage's "Heritage at Risk Register 2011 has cited seven wrecks which all lie off the south east coast of England, five of which are off Kent and two off Sussex. The Kent wrecks are the London, in the Thames Estuary; on the Goodwin Sands the Northumberland, Restoration, Stirling Castle (all Royal Navy men o'war, and the Dutch East Indiaman Rooswijk.

The other wrecks are the submarine Holland V, off East Sussex and HM. Submarine A1 off West Sussex.

W a r G r a v e d i v e r s c o n v i c t e d o f t h e f t

A MOD Police investigation has resulted in the successful conviction of a diver who removed items from the Protected military Wreck, HMS Duke of Albany.

MDP detectives based at HM Naval Base Clyde began an inquiry after receiving a complaint from Navy Command that a group of divers had visited this WW1 wreck and illegally removed items from the War Grave. The MOD Police used



evidence posted on Face book to help identify

suspects and in September 2010 an individual was visited at his home in Leicestershire and interviewed under caution. The diver admitted taking an ornate porthole and an ornate oval-shaped metal ventilation plate, and voluntarily handed them over to the officers.

The ship sank on 26 August 1916 after being torpedoed by a German submarine, as it sailed in company with HMS Duke of Clarence, to take up a patrol position in the North Sea. Depth charges on board exploded as she sank, causing the death of 24 crew including her Commanding Officer, George Ramage.

There are currently 67 such protected wrecks in UK or international waters all given similar protection to the Duke of Albany.

The diver in question, Duncan Keates, 40, was fined £1,400 for removing items from the wreck which lies 16 miles east of South Ronaldsay's Old Head, which will now go to the Royal Navy Museum, Portsmouth

Read more <http://www.ybw.>

Should shipwrecks be left alone? Let's have your thoughts

It is now 10 years since a deal to protect the world's thousands of shipwrecks was proposed, but the UK and several other major maritime powers have yet to ratify it. Should this underwater heritage be protected or is it acceptable to plunder, asks the BBC News Magazine, 2011?

In November 2001 the UNESCO Convention on the Protection of Underwater Cultural Heritage was finally adopted, but 10 years on, the UK, France, Russia, China and the USA have still not ratified it, and commercial operators continue to locate wrecks, remove their cargoes and sell them off.

As far as the UK is concerned, the reason given for not ratifying it are stated to be the cost and the problems with policing it. Discussions continue within government, but ratification is not currently seen as a priority, said a spokesman for Culture, Media and Sport.

In recent years technological innovations have allowed commercial archaeologists, decried by some as "treasure hunters", to reach wrecks far below the surface. The most famous of all wrecks, the Titanic, is nearly three miles down and to get there as film director James Cameron has shown, involves using robot divers which are prohibitively expensive, costing around £32,000 a day.

Last September Britain's Department of Trade signed a deal with Odyssey Marine Exploration for the salvage of 200 tonnes of silver bars, worth up to £150 million, from the wreck of the SS Gairsoppa, sunk by a U-Boat off Ireland in 1941.

The British Government would get 20% of whatever Odyssey recovers, but UNESCO says the deal broke the spirit of the convention.

Sean Fisher, who was a recent speaker at the IMASS annual Shipwreck Conference in Plymouth University, had a grandfather, Mel Fisher, who discovered the treasure ship Nuestra Senora de Atocha, off Florida says he is not ashamed to call himself a treasure hunter. "Purist archaeologists turn up their noses at us", he says, "but every single artefact we find, whether it's a piece of pottery or a gold bar is treated with exactly the same care. "Everybody loves gold and everybody has a bit of treasure hunter in them, but for me the most exciting thing I ever found was a 400 year old arquebus (an early type of musket). It was like bringing history back to life for me."

Dr Sean Kingsley, director of Wreck Watch and a spokesman for Odyssey said, "the idea that mass heritage is at risk is scaremongering". He also argues that the nations that have ratified the Convention represent only 5% of the world's coastline! The Convention only covers wrecks that are over 100 years old, which means the Titanic will only be eligible for cover from 2012 and ships of World War 1 and 2 have no protection.

The UNESCO Convention also covers archaeological sites that are not underwater, such as Port Royal, in Jamaica, once a pirate harbour, prehistoric sites in the North Sea and Alexandria, in Egypt.

Some argue it would have been better in hindsight if the Mary Rose, had stayed on the seabed, but considering it attracts some 300,000 visitors a year, suggests that the public want this sort of attraction and will pay to see it. Dr. Sean Kingsley says self regulation is the best way forward, but Prof. Jon Adams says self regulation does not work. The UNESCO Convention represents best practice and the only feasible way of protecting underwater cultural heritage in international waters.

NB. Editor's note: No doubt our IMASS readers will have their own views on this subject, so why not send them to me, please, at richardlarn@tiscali.co.uk, and in anticipation of a Newsletter in 2013, we will publish them.

Read more at <http://www.bbc.co.uk/>

M e m b e r s o f S o u t h W e s t M a r i t i m e A r c h a e o l o g i c a l G r o u p (S W M A G) c o u l d b e c o m e " A n g e l s "

The SWMAG team have been shortlisted for the English Heritage "Angels" award and will attend the award ceremony in October. The English Heritage Angel Award is an annual competition that celebrates the efforts of local people in saving England's heritage. It is sponsored by Andrew Lloyd Webber.

To be eligible for the Award, you must be a group or individual who has rescued or is involved in rescuing a heritage site that:

has been or is currently 'at risk' (see definition below), and

where the rescue has been completed during or since 2008 or was currently well under way at the time of application.

The 2012 English Heritage Angel Awards – "the English Heritage Angels" – will be presented at an awards ceremony at the Palace Theatre in London's West End on 22 October 2012 hosted by Andrew Lloyd Webber.



Read more at: <http://www.english-heritage.org.uk/>

<http://www.swmag.org/>

S o l e n t ' s " l o s t " s h i p w r e c k i d e n t i f i e d

A mysterious shipwreck which lay in the Solent for 160 years has been identified as the Flower of Ugie. Lying on a sandbank at the eastern end of the Solent it was discovered by fishermen in 2003, but has only recently been identified.

Hampshire & Wight Maritime Archaeology (HWTMA) identified the wreck which sank in 1852 in a storm.

On the night of 26 December 1852 whilst carrying coal from Sunderland to Cartagena in Spain, the ship ran into a storm off Portland. In the early hours she sought the shelter of the Solent but grounded on Horse Tail Sand and the crew abandoned ship.

SCUBA Mag, Aug 2012



S h i p w r e c k s u r v e y u s i n g M u l t i - b e a m S o n a r



A new sonar is being used to map a number of shipwreck sites in Plymouth Sound by ProMare for the SHIPS Project. The equipment is the first use of the new ultra-high resolution 700kHz Sonic 2024 multi-beam sonar from R2Sonic.



Read more <http://www.promare.co.uk/>



T u n b r i d g e W e l l s S u b A q u a C l u b c r e a t e s d i s p l a y o f a r t e f a c t s

Tunbridge Wells Sub Aqua Club has created a display in Newhaven Fort, Sussex, of artefacts recovered from numerous shipwrecks by its members.

The majority of the artefacts come from seven wrecks, and includes china and pottery, coins, binnacles and engine room telegraphs, lamps, fire hose nozzles, badges, shell cases and compasses.

Read more <http://twsac.blogspot.co.uk/>



Scott's wrecked ship Terra Nova found off Greenland

The wreck of the ship that carried Captain Robert Scott on his doomed expedition to the Antarctic a century ago has been discovered off Greenland.

The SS Terra Nova was found by a team from a US research company.

Scott and his party set off from Cardiff aboard the Terra Nova in 1910 with the aim of becoming the first expedition to reach the South Pole.

The ship had a life after the Polar trek, sinking off Greenland's south coast in 1943.

Read more at from the CBC news at:

<http://www.cbc.ca/news/technology/>



“ M A S T ” C h a r i t y s w i m



The Maritime Archaeology Sea Trust (MAST) recently completed the first of its kind charity swim to raise awareness for our much neglected UK maritime heritage (the Cinderella of our nation's heritage), the plight of ship-wreck victims everywhere and the good cause of the RNLI. Ten swimmers of wide ranging abilities (Royal Navy diver, to water polo teacher, to competitive outdoor swimmers to plain

commercial divers more used to dragging themselves along the bottom of the seabed to floating on its surface) set about an 8 mile swim into Plymouth Sound. Had the weather held, the swimmers would have set off, in relay, from the site of the wreck of the 1685 Coronation off Penlee Point with the flooding tide. But it didn't so the team ended up doing several sweeps of the Breakwater before heading into the Lido. All 10 made it. Funds will be divided between the RNLI and MAST for it continuing research and survey work or our maritime heritage.

For further details see www.thisismast.org

International Shipwreck News

P a n a m a s c u t t l e d w r e c k s

Divers have found what they believe are the wrecks of two ships scuttled off Panama during Tudor explorer Sir Francis Drake's last voyage to the New World. Led by the British company Deep Trek and involving divers from Britain, France, the USA and Australia, the team located the likely remains of the 195-ton Elizabeth, and the 50-ton Delight in a protected bay off Portobelo in November.

The wrecks were found in shallow water between places named Drake's Point and Drake's Island. Disease had diminished the number of crew on the ships when Drake succumbed to dysentery in 1596, aged 55. Short of men two badly damaged vessels were stripped then sunk.

The divers have found the remains of two ships in some 3.5m of water, suggesting they were run ashore, with surviving keelsons, stems and lower frames with some metal fittings.

An important find would be the lead coffin of Drake, who was buried at sea wearing his full armour. Should the coffin be found, it will be left alone. 'We have no intention of doing anything to disturb his grave or raise the coffin,' Jay Usher told the Sunday Telegraph.

There have been many unsuccessful attempts in the past to locate Drake's coffin, including one by Martin Woodward, owner of a shipwreck museum on the Isle of Wight. Read more here <http://www.telegraph.co.uk/>



B a l t i c S e a W r e c k f i n d

A team of mainly Swedish technical divers have found the wreck of the 17th century Swedish Royal warship Svardet (Sword), off southern Sweden's Oland island following a 10 year search.

Led by Deep Sea Productions, the team located what they described as a 'legendary tall-ship'. Built in 1642 and sunk 34 years later along with a sister ship, the Kronan (Crown), during a battle against a Dutch-Danish fleet.

The Sword fought her attackers for five hours before being set on fire by a Dutch ship. An explosion in the stern of the ship, possibly a magazine, caused her loss with some 600 crew and soldiers. The ship's commander, Admiral Claes Uggla, went down with his men rather than surrender. Continued overleaf



The Kronan was found some 30 years ago in 1981, but the Sword proved elusive until now. The forward half of the ship sits upright in 90m depth and has been described as 'truly amazing'. A large number of cannon, some bronze, still sit in place at gun ports, and there are an abundance of wood carvings which once decorated the vessel. Using rebreathers in water temperatures of just 3°C, thermal insulation was a serious problem, the underwater visibility limited to 2–4m.

Estimates from researchers say the number of diveable wrecks in the Baltic number between 10, 000 and 30,000. A 3D documentary of the finds, 'Tall Ships at War', is being made and filming will continue until May 2013, hopefully available for showing in December that next year. Read more <http://news.discovery.com/>

W W 2 S S G a i r s o p p a w r e c k t o b e s a l v a g e d b y O d y s s e y (s u n k b y U - b o a t)

Containing some 200-tonnes of silver bullion valued at £150 million, the American company Odyssey have located the wreck 300 miles off the west coast of Ireland in 4,700m (almost 3 miles deep). Sitting upright on the seabed, its holds open and exposed, the wreck is ideal for ROV exploration and recovery and it is hoped work will commence in 2012.



Odyssey, who have an agreement with the Department of Transport, will be allowed to retain 80% of recoveries. The ship was en route to the UK from India and, running low on fuel was attempting to divert to Galway but was seen by a German U-Boat and torpedoed. Only three of her 85 crew managed to escape in a lifeboat, and were adrift for two weeks before being blown ashore in Mount's Bay, Cornwall, where two of them drowned attempting to get ashore.

2nd Officer Richard Ayres, who died in 1992, was the sole survivor, receiving the MBE for his bravery and leadership in trying to save his crew. There is a grave for the two men in Gunwalloe church, near the Lizard. Scuba mag.12/2011.

Watch the video <http://www.youtube.com/>

Archaeologists find Captain Morgan's cannon

A team of archaeologists have recovered cannon from the site where the infamous pirate and privateer Captain Henry Morgan's ships were wrecked in 1671.



Read more

<http://www.popularmechanics.com>

King Khufu's 2nd ship to be displayed

After being buried in desert sand for 4,500 years, Egyptian King Khufu's



second solar ship will soon be displayed next to its twin on Egypt's famous Giza Plateau.

Read more <http://english.ahram.org.eg/>

Shipwreck remains found at Sleeping Bear Dunes



Pieces of shipwreck that experts believe came from a schooner sunk 140 years ago have been washed up along the shoreline of Lake Michigan National Lakeshore.

See the video <http://www.youtube.com/>

Canada and Norway both lay claim to a shipwreck

Canada and Norway are both laying claim to the Hudson Bay Company ship Maud, which sank off northern Canada in 1930. She had been sailed by the Norwegian explorer Roald Amundsen



earlier in the 20th century before being sold.

Read more about the Maud at:

www.frammuseum.no/

Apollon Temple cargo found

Research has shown that the cargo aboard a shipwreck

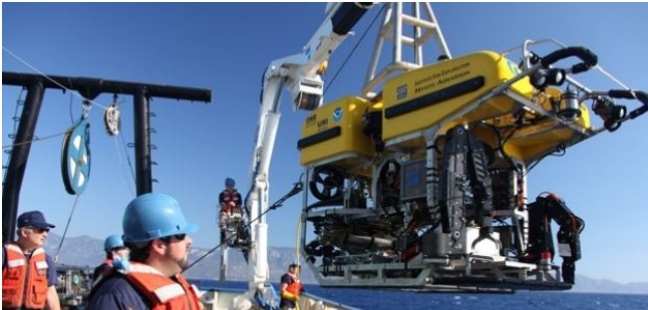
discovered in the Aegean Sea in 1993 had been intended for the Apollon Temple,



which was located in the ancient city of Claros. The materials and artwork went down with the vessel when she sank in a storm.

Read more www.hurriyetdailynews.com/

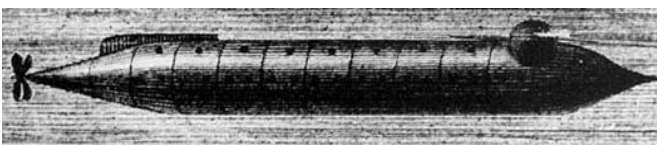
Woods Hole Oceanographic Institution to investigate wreck



A US Navy research vessel full of scientists from the Institution is to investigate what are believed to be the remains of Oliver Hazard Perry's ship, the *Revenge*, off the coast of Rhode island using ROVs.

Read more <http://www.globalpost.com/>

First US submarine goes on display



The complete hull of the Hunley submarine has been unveiled in South Georgia after a decade of conservation treatment that has kept it hidden from public view. In 1864 this Confederate submarine torpedoed the Union warship *Housatonic* but then sank herself, killing its eight man crew. The submarine was a "perfect time capsule of absolutely everything inside", said Ben Rennison. Read about the old US subs

<http://www.submarine-history.com/>

Wrecks off the Tuscan Island of Giglio

More than a dozen ancient shipwrecks are known to have sunk off this Tuscan island, where the hull of the liner *MV Costa Concordia* was ripped open on a reef of rocks and now lies balanced on a ledge overhanging deep water.

NAS Feb. 2012

Titanic wreck vis - its advertised at \$ 60 , 000

Looking for that special birthday or anniversary present for a loved one? Why not book a visit by submarine to see the wreck of the *Titanic* two and a half miles down, organised to coincide with the 100th birthday of its sinking?

Read more <http://edition.cnn.com/>



Deep sea explorer

SHOW CAPTION

China explores early ship-wrecks

The Chinese authorities are seeking permission from Sri Lanka's government to search for historic Chinese ship-wrecks from the ancient Silk Route.

Read more <http://www.lankanewspapers.com/>



USS Narcissus wreck to be protected



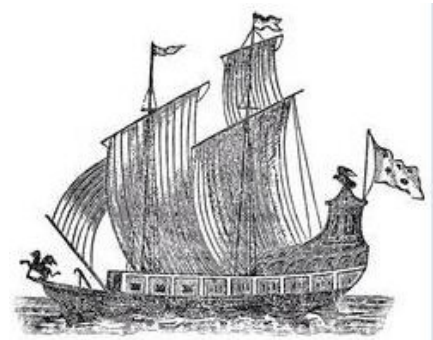
The wreck of the Civil War Tug USS Narcissus which sits on the bottom of Tampa Bay, will become an archaeological preserve. She sank with all her crew in 1866.

Read more <http://www.heraldtribune.com/>

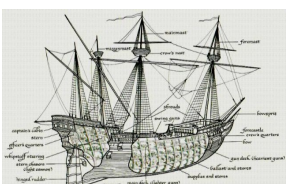
Lake Michigan wreck to be excavated

Researchers and archaeologists are to excavate a shipwreck site in the north end of the lake to try and determine if it is the Griffin, built and sailed by the French explorer Rene Robert Sieur de la Salle. The ship was loaded with furs when she sank in 1679.

Read more <http://www.dailyherald.com/>



Spanish man o'war found in the Philippines



A team of divers from the National Museum and Philippines Coast Guard have found a Spanish shipwreck in 110ft of water near the north-central coast of Panay Island.

Read more <http://www.tempocom.com>.

7,500 year old Fishing Seines in Russia

An international team of archaeologists led by the Spanish National Research Council (CSIC) has found a series of more than 7,500-year-old fish seines and traps at an archaeology site near Moscow.

Read more <http://www.sci-news.com/>



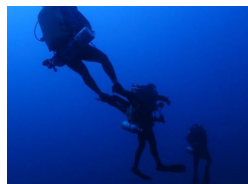
Extreme Scientific Imaging

Entombed in a watery grave for thousands of years, a submerged Greek city is finally taking shape in new 3D images. Developed by a team of the University of Sydney, the mapping project won 1st prize in Canon's Australia's 2011 Extreme imaging competition. Read more

<http://news.nationalgeographic.com>

Search for 13 transports

Researchers from the Rhode Island Marine Archaeological Project are looking

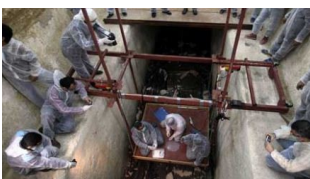


for the 13 British transport ships that were scuttled in Newport Harbour in 1778.

Read more <http://navaltoday.com/>

Egypt restores 4,500 year old boat

Egypt has commenced the restoration of



an ancient boat found near the pyramids. Archaeologists in

February 2012 began restoration of a 4,500 year old wooden boat found near one of Egypt's main tourist attractions

Read more <http://www.msnbc.msn.com/>

2,600 year old war helmet found

Jacob Sharvit, Director of the Marine Archaeology Unit of the Israel Antiquities Authority has said that



"we are planning to go back to the site to try and locate any other archaeological material there." The site in question is the Haifa Bay in Israel where in 2007, a gilded bronze war helmet was dredged up, believed to be at least 2,600 years old.

Read more <http://www.dailymail.co.uk/>

Opposition to selling Titanic artefacts

Archaeologist Richard Pettigrew has spoken out against the recent auction of Titanic



artefact material. "I don't think the site has been treated properly. It hasn't been treated scientifically, or with the kind of respect that it should be treated with., and that's why I am objecting," he said. Read more

<http://archaeologydailynews.com/>

Search for the 'Ancient Mariner'

Armed with high-tech methods, researchers are scouring the Aegean Sea for the world's oldest shipwrecks.

Read more <http://www.nature.com/>



Divers find 187 year old wreck off Queensland

Divers have found the remains of a 187-year-old shipwreck (1825) in waters off Gladstone, Queensland, Australia. Divers have been scouring the ocean floor 450km off the Queensland coast for the wreck of the Royal Charlotte.

Read more <http://www.abc.net.au/>

Australian Research Council (ARC) grant awarded

The Australian Research Council (ARC) has recently awarded a large Linkage Grant to investigate the excavation, reburial and in-situ preservation of shipwrecks and their associated artefacts, which are at risk.

Editors note: A similar trial is being undertaken in the Isles of Scilly relating to artefact material found on the wreck of the man o'war Colossus, by CISMAS, led by Kevin Camidge. Artefact material was recovered earlier in 2012, sent to York University for study and conservation, after which the items will be returned to the place they were found, and reburied.

Read more <http://blogs.flinders.edu.au/>

Flinders University students find 1899 sailing ship

Students believe that have found the exact location of a Scottish sailing ship which sank on 24th April 1899 off Kangaroo Island. Four divers searched the west coast of the island in a bid to find the historic Loch Sloy and the burial site of the eleven bodies recovered. The vessel was on passage from Glasgow to port Adelaide.



Read more <http://phys.org/>

Q u e e n s l a n d s h i p w r e c k s l o c a t e d

Australian shipwreck experts believe they have now pinpointed the exact location of 26 of Moreton Bay's known 102 shipwrecks. Queensland Historic Shipwreck Survey is in the first stage of a 5 year study with Queensland Museum trying to check the locations of 1,291 shipwrecks along the state's coast. This number may well increase to 1,400, but to date only 85 have been physically confirmed.



In Moreton Bay there have been several exciting discoveries including the Grace Darling, which was confirmed last September, despite having supposedly been found in the 1980s. She was built in the Manning River in New South Wales, and was trading from there to Sydney before taking general cargoes from Mackay down to Brisbane including coal and timber. She came to grief in a massive storm in 1894 on passage to Normanton and Croydon whilst carrying a cargo of coal, explosives and detonators. She sank in 9m of water and the site consists of a ballast mound with some timbers showing.

Watch the video www.brisbanetimes.com.au/

A m a z o n f o u n d e r , J e f f B e z o s f i n d s A p o l l o 1 1 e n g i n e s

The founder of Amazon says he has located the long-submerged F-1 engines that blasted Apollo 11 Moon mission into space. The five engines were found using advanced sonar scanning equipment, some 14,000ft (4,300m) below the surface of the Atlantic.

Read more <http://www.bbc.co.uk/>



T i t a n i c w r e c k g e t s U N E S C O P r o t e c t i o n



The ship now falls under the 2001 Convention on the Protection of Underwater Cultural Heritage now it has passed its 100th birthday (15th April 2012).

Read more <http://www.unesco.org/>

Divers take ship's bell from the liner Costa Concordia

Looters have stolen the bell of the stricken liner, beating so called "round-the-clock" security forces and an exclusion zone. The 10kg bell with the ship's name engraved on it was secured with heavy steel bolts in just 8m of water. Local prosecutor Francesco Verusio, who is leading the investigation said, "I can confirm we are looking into the theft. The bell disappeared around two weeks ago and we have tried to keep the news quiet". Following the disaster, items from the wreck were posted on eBay, including plastic chips from the casino, playing cards and crockery.

SCUBA mag. May 2012 Read more at <http://www.globalpost.com/>



Oceanic Research fights in Court for 65,000 Colombian emeralds from wreck

Oceanic Research & Recovery Inc. a marine salvage and exploration company, are involved in a dispute regarding 65,000 emeralds discovered in early 2010. The find is the subject of two legal proceedings, one being the Delaware Chancery Court, the other is Mr Miscovich and JTR Enterprises, who have filed an Admiralty Arrest for the emeralds in the Federal District Court.

Heard in Court on Sunday 22 April, 2012, Jay Miscovich, of Latrobe, Pennsylvania said, "Last year, we got wind of a story that seemed too good to be true". An amateur diver and part time treasure hunter had found an area of seabed covered in emeralds from a wreck off Key West, Florida.

Mr Miscovich and his company are said to have managed and financed the project, and in return Oceanic Research owns 5.21% of JTR Enterprises.



Seal Cove Shipwreck mystery probed

Seal Cove, Florida, residents have long known of the skeletal remains of a wooden schooner in Acadia National Park, the hull of the vessel appearing at low water springs for brief periods. In the summer of 2012 a Florida based archae-

ologist and a group of volunteers teamed up to try to find out more about this vessel. For

those expecting news of a famous shipwreck most were likely to be disappointed. It is now believed to be a ship abandoned in the shallows and simply left to rot. In the 18th–19th centuries schooners used this coast bringing foodstuffs to Maine in exchange for timber. The identity of this vessel may never be known. There are only two recorded instances of a shipwreck in Seal Cove and the location of the timbers do not fit either incident.

Read more <http://www.workingwaterfront.com/>

D r o u g h t r e v e a l i n g h i s t o r i c t r e a s u r e s

All across Texas, the bones of history lie in watery graves. From the ribs of sunken ships to the grave sites of prehistoric Texans, uncounted treasures abound beneath the surface of rivers and lakes. For Texas state archaeologists, these sites are untapped treasures – hard to reach but relatively protected.

Now, with the State in the grip of a devastating drought, such sites are emerging slowly from receding waters and – for the first time in years,

experts worry – becoming vulnerable to looters and vandals. Among the sites are four cemeteries, including an apparent slave burial ground in Navarro County, south-east of Dallas. In Central Texas, fishermen recovered a human skull thought to be a 1,000 years old.

East Texas waterways shroud dozens of sunken vessels, from early Texas ferries to steamboats and WW2 era cargo ships. Their appearance above water could occur at any time. Such sites, most of which were completely submerged before Texans became appreciative of archaeological treasures, can be vital in helping researchers fill the gaps in State history. Those making such discoveries are required to report them under the Texas Antiquities code, contacting the Historical Commissioner's Office in Austin. Looting or vandalism can bring penalties of up to 30 days in jail and a \$2,000 fine per offense.

Read more <http://www.sott.net/>



The pirate, Blackbeard, shipwreck cannon – non recovered



An iron cannon from Blackbeard's shipwreck site of the Queen Anne's Revenge, was recovered 26th October 2011. Eight feet long the weapon was heavily encrusted in concrete and shells. This is the 12th cannon recovered from the site. Other finds include iron shackles, cannon shot, crystal wine glass stems and the lid of a nesting cup.

Read more <http://www.telegraph.co.uk/>

Survey uncovers shipwreck clues near Columbia

Marine archaeologists and divers have just completed a survey of the Scuppernong River and Bull's Bay, near Columbia, uncovering potential new shipwrecks and data about known vessels that were wrecked or abandoned.

The river has a rich history of settlements and maritime industry. Only in the late 1980's and early 1990's was any research done here, with some artefact material and timbers of the well known passenger steamship Estelle Randall being recovered. She sank in 1910.

Read more <http://outerbanksvoice.com/>



Let Battle commence : £2 billion treasure in WW2 wreck

Seventy years ago, in 1942, the British merchant ship ss. Port Royal was sunk off Cape Cod by a German U-Boat. According to the British Government, the cargo she carried was only machinery and military war stores bound for allies of the United States. However, an American treasure hunter, Greg Brooks, of Sub-Sea Research, says he has found evidence of 30 cases of platinum bars in the ship's hold worth up to \$3 billion (£1,9 million).

If substantiated, the hoard could include gold bullion and diamonds, and promises to become one of the most bitterly contested maritime disputes in modern history. The finder claims the ship was part of a convoy bringing Soviet payment for continued US support in the war against Hitler. He claims that US Treasury Department ledgers show

platinum bars to the value of \$53 million in 1942, were definitely on board.

Having located the wreck in 2008 on the seabed some 30 miles offshore from Provincetown, Massachusetts, the US Company based at Maine has already salvage rights from US Courts. Anthony Shusta, an attorney representing the British Government, says it is unclear if the ship carried platinum. He said, "We are still researching the vessel". The UK is likely to wait till salvage operations commence before deciding whether to file a claim on the cargo. The Independent. Friday 2 feb. 2012 p6

Read more at <http://www.bbc.co.uk/>



C a n n o n r a i s e d f r o m t h e D e t r o i t R i v e r

A centuries old iron cannon found by Detroit police divers has been pulled to the surface. It has since been given to the Detroit Historical Society at the historic Fort Wayne conservation unit. When treatment is completed it will go on display at the Dossin Great lakes

Museum in Detroit, or the Detroit Historical Museum. It was found in 20ft of water behind the Cobo Centre and is thought to be over 200 years old.

Read more <http://www.cbc.ca/>

P i e c e s o f A m e l i a E a r h a r t ' s P l a n e L o c a t e d ?

Examination of high-definition underwater video obtained from the Pacific island of Nikumaroro has revealed what appear to be pieces of aircraft wreckage that might have come from Amelia Earhart's plane, according to researchers from the International Group for Historic Aircraft Recovery, commonly known as TIGHAR. Although the pieces may not be readily apparent to the naked eye in the images, forensic scientists say they could be a pulley, a fender and a wheel.

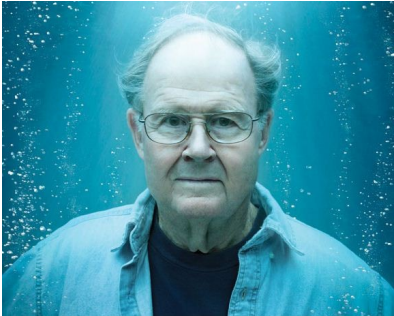


The location of the presumed wreckage coincides with what appears to be a plane's landing gear sticking up from the water in a controversial 1937 photograph taken by British Colonial Service officer Eric R. Bevington three months after Earhart was lost.

Read more here: <http://www.latimes.com/news/science/>

Discovery Interview Deep Underwater, George Bass Has Seen Pieces of the Past

Much of human history is hidden beneath the waves: Some 3,000,000 shipwrecks may rest



on the world's seabeds. But archaeologists had to rely on professional divers for scraps of information about these sites until the 1960s, when George Bass began to apply rigorous excavation techniques to underwater wrecks. Over the next half century, Bass led groundbreaking studies of Late Bronze Age (1600–1100 B.C.) shipwrecks off the coast of Turkey, along with sites from many other periods. Along the way, he transformed underwater

archaeology from an amateur's pastime to a modern scientific discipline. Those achievements earned him a National Medal of Science in 2002. Now a professor emeritus at Texas A&M University, where he founded the Institute of Nautical Archaeology, Bass reflected on his storied career with DISCOVER senior editor (and passionate lover of archaeology) Eric A. Powell.

Read more <http://discovermagazine.com/>

World's oldest boat remains found in Korea

An 8,000-year-old wooden boat, believed to be the oldest of its kind ever discovered in the world, has been unearthed in Uljin, 330 kilometers southeast of Seoul, a local research institute said Monday.

The remains of the fishing boat and a wooden oar, believed to be from the early Neolithic era, were unexpectedly found by researchers while they were going through an array of artifacts recovered near the area to be treated and preserved at the request of the Uljin County government, according to the Samhan Institute of Cultural Properties.



Read more <http://view.koreaherald.com/>

N e w b o o k s o n s h i p w r e c k s

"Treasure of the Golden Grape", by Selwyn Williams, published by Deadman's Bay Publishing 2012. Softback, 320 pages, 69 illustrations and photographs, b&w and colour and lots of maps and charts.

This is the story of a Dorset shipwreck of December 1641 lost on Chesil Beach opposite Wyke Regis. The ship had sailed from Holland part laden for Dover where additional cargo was taken on board and she took on an English captain and more crew, after which she left for Cadiz. Here she loaded a general cargo for Sanlucar de Barrameda. Her cargo of spice, pepper, oil, sherry and wines being exchanged for red wool, 43 bolts of silk, two bags of silver 'plate', a bag containing 500 pistols, pieces of eight, a peg of silver and a load of silver. She never reached her destination, France, being wrecked on Chesil beach where she was plundered for four days. This really is a swashbuckling tale of treasure and wrecking, with a huge amount of original research having gone into the book, including the full inquiry by the High Court of Admiralty and much more.

Cover price of £14.95. ISBN 978-0-9573182-0-5

"Shipwrecks of the Cunard Line" by Sam Warwick & Mike Roussel.

This book focuses on 18 major losses in individual chapters, most of which are diveable, with a 'round-up' section covering a further 66 ships. The earliest is the Columbia 1843, and the most recent the Atlantic Conveyor, sunk during the Falklands War.

Cover price £20.00. ISBN 978-0-75244657-84 The History Press. 168 pages, hardback