

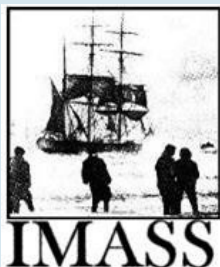
This issue includes:

\$300K Treasure	Dive HMS Victory	Tunnelling find
German Bomber	Tea clipper Gossamer	Adopted wrecks
Pirate ship Found	SWASH rudder	Buried submarine
Sub rescue remembered	Soviet Submarine	Vigo Bay gold

Don't miss

International Shipwreck Conference
Saturday 1st February 2014
Robbins Centre
Plymouth

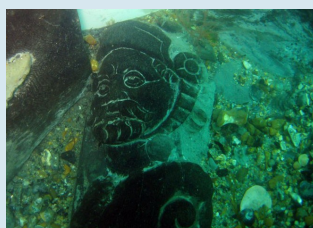
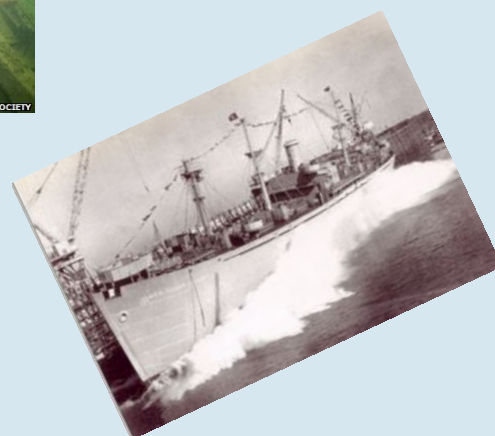
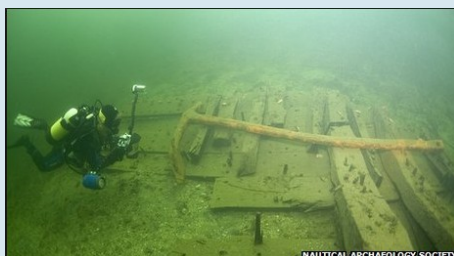
<http://www.shipwreckconference.org/>



**International Maritime Archaeology &
Shipwreck Society
Newsletter**

October 2013

Number 7

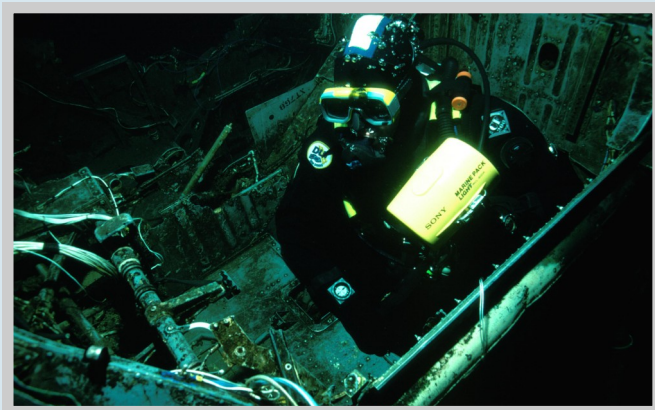


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*See inside for
Shipwrecks, Archaeology,
Treasure & Maritime Stories*



Chairman's report

The Committee and I are busy getting the 2014 IMASS conference organised and the speakers list is looking good. This will be the 32rd. year that we have run the conference and we have seen many changes in that time.

I first started diving as a hobby back in the fifties when I used the generally available commercial twin hose Siebe Gorman demand valves and equipment mainly developed during the war. Some divers even made their own demand valves from Calor gas regulators.

In the very early days, some divers did not have suits and dived in some old trousers and several woollen pullovers, others had ex Navy dry suits that were too big or too small and leaked like a sieve. It was a complete joy to get that first 1/8 inch neoprene unlined wet suit (2m to you younger ones!). These suits ripped every time you put them on but your dive buddy would glue the rips up with rubber glue while you were in it but you felt at one with new environment..Then came the single hose demand valves, which one or two of us said, "they will never replace the twin hose".

There have been many changes and one of the greatest has been the insidious restrictions that are creeping in and robbing us of the freedom of being able to the explore one of the last unexplored areas of our planet.

By the mid sixties, for a few hundred pounds, the ordinary man or women could purchase the equipment and explore the sea.

At first the archaeological world did not believe what we were finding underwater but after the Mary Rose, which was found by Alexander McKee and sports divers, the amateur diving community were finding many wrecks. The Armchair Marine Archaeologist tried to stop sports divers from diving on the wrecks that they were finding and ever since IMASS and in it's previous form as the SW section of NAS, has fought for the ordinary divers to be involved with marine archaeology and the wrecks they find.

The Receiver of Wreck, Veronica Robins ,took the brave and enlightened step of declaring an amnesty on finds lifted from wrecks which brought into the fold the trophy wreck diver. Also, English Heritage took a more practical view of surface recovery by Licensees of Historic wrecks, the vast majority of these wrecks being found and registered with English Heritage by sport divers.

Unfortunately, this positive attitude is now once again being undermined by the Armchair Marine Archaeologist, most of whom had never found a wreck or dived on one, and led by people that are only interested in self glorification. They continue to try to get the sport diver banned from working on historic wrecks. Their standard phrase is "It must be left for future generations." They would rather let it rot and wash away.

Now there is a new threat coming forward like a black cloud of plankton— the Marine Management Organisation, (MMO) and Marine Conservation Zones (MCZ), both of which are the brain child of Brussels. Our civil servants are enthusiastically implementing the rules from Brussels and are advised by the Armchair Marine Archaeologists. The archaeologists who are infiltrating it with their views even when they are small in number and self appointed, and non- elected group of people. To some extent I can understand the need for MCZ's because, as a diver, I have experienced first hand damage done to the seabed and water quality. Unfortunately, the approach has been to define the zone areas but we still have no idea how this will affect our diving and fishing activities.



Even the commercial diving community have not been asked to participate except for paying fees ££££££

Chairman's report (Continued)

The MMO is part of DEFRA and was originally conceived to administer Sand and Gravel extraction but unfortunately like Topsy, it has just grown and grown and managed to an unnecessarily low level!

The following is an example of what they are proposing that will affect divers on a wreck dive. If you are planning a dive and want to put a safety marker down, as long as it is not left in the sea for longer 28 days, you do not need a license. The sting in the tail is that you must inform the MMO at their Sunderland office, so you have to decide where you want to dive days' in advance. This is not the end of the bureaucracy. If you intend the marker for several divers' to use, you will need at least a 25 kilo weight which will need a lifting bag to recover it. Now, to use a lifting bag, you need a license which will cost you £150-00 and take 6 to 8 weeks to obtain from the MMO. The plot gets crazier, if you have to wait six week for the license to use a lifting bag, this means that your shot line has been in the sea over 28 days and you need a license for this, another £150-00.

This madness does' not stop here. If you spot a plate with some numbers or writing on but it is partly obscured with silt and you pul it out, the Armchair Marine Archaeologists are campaigning vigorously that this action will require a license— which will take at least six weeks and cost you another £150-00. So, the total cost for having a dive on a wreck and trying to discover its name will cost you £450-00 in license fees!

This is just one of the many crazy scenarios of the MMO proposals. Also, the mind shudders to think of the cost of administering this legislation; the Government says that it will be self financing! What they really mean is that it is just another tax and jobs for the boys!

The Armchair Marine Archaeologists are also trying to get all deep wreck salvage stopped in British waters using the fact that many of the wrecks are War graves and should not be disturbed. If it was not for salvage companies finding these wrecks, the stories of their crews who lost their lives would never be known. I always thought the Archaeology was about retrieving artefacts from the past for the information they give to the current generation. After all, we do not think twice about digging up graves from battlefields on land.

**Marine Management
Organisation & divers**

[Click to learn more](#)

If the investigation of these deep water wrecks are funded by the cargoes that are salvaged, and the salvors have competent archaeologists on board to study what is recovered, this is pure common sense. This is the only way that Archaeologists can finance retrieving the information from these deep wrecks, and the stories of those who perished will not be told but will be forgotten. The government do not have the money or will to fund these activities.

We must not forget the MCZ's. Sounds wonderful until you look what is being proposed. Whole areas of the sea are being designated but when you ask what they intend to conserve, they tell you they have not decided. It could be no fishing, commercial or recreational, no anchoring and no diving, the mud or seabed must not be disturbed and a ban on surface recovery from historic wrecks in the Zones. Some faceless bureaucrat will decide and the Armchair Marine Archaeologists are putting their oars in trying to restrict divers in these areas.

What can we do? I have been telling you for years to write to your MP. If two hundred of you wrote to your MP they would sit up and listen, then we might get some common sense to come into the equation but if you sit on your hands, the Armchair Marine Archaeologists and Bureaucracy will win.

Neville Oldham,

ExSGG, .Fellow of the Nautical Archaeology Society

Chairman International Marine Archaeology & Shipwreck Society,

English Heritage Licensee, Moorsands Historic Wreck site & Erme Estuary Cannon & Ingot Historic sites.

President & Newsletter Editor's report



Apologies to all IMASS Members and other readers for bringing this Newsletter out so late. It had been intended to produce it much earlier but as always, myself and Steve Clarkson had to wait until we had sufficient material. We would much appreciate more reports of what you, the individual divers, are doing out there in the field; your projects, underwater finds, research, conservation, new publications, pictures, web sites, anything you think might interest our readers.

After such a fantastic summer in the UK, the best it is said since 1970, diving conditions have been ideal for wreck diving and archaeological projects. So, please, can you send me a few lines – or pages for the next edition, telling us what you have been doing in 2013; no need to produce a complete article, just e-mail me at richardlarn@tiscali.co.uk, with some basic details and I will get back to you. Attached photographs or drawings would also greatly help, and you will receive full credit with your name in capitals!

What a summer 2012 was for Odyssey Marine Exploration Inc, the United States Exploration and Salvage Company, whose representatives, including their Chief Executive Greg Stemm, have attended several of our Conferences and presented papers. Last year they had the bitter disappointment of having to return tons of gold and silver coins they had recovered from off the coast of Portugal, when the Spanish Government laid claim to the treasure fleet ship and its cargo they had found, but as the year progressed they really hit the jack-pot with some 1,218 bars of silver recovered from the wreck of the s.s Gairsoppa. She was torpedoed and sunk by the German U-101 (Captain Mengersen) just after midnight on 17.2.1941 300 miles SW of Galway, Eire. A recent Channel 5 TV series of three programmes entitled “Billionaire Treasure Hunters” gave us a blow-by-blow account of the sheer magnitude, cost and frustrations of such an incredible feat of deep-sea salvage. No one else in history has ever recovered material from a depth of something like 2.5 miles. [See the video](#)

Each silver bar weighed in at around 1,100-ounces or 1.8 million troy ounces, and whilst media reports give conflicting figures, it would appear Odyssey raised 1,574 bars, valued at around £23 million in 2012, with further recoveries in 2013 bringing the total to some £61 million, the silver having originated from Bombay. Odyssey have a contract with the UK Government Department of Transport which will give them 80% of the net value of the silver. Reporting the recovery in the Daily Telegraph Business Supplement of 23 July p34, the paper used a photograph of a wreck underwater which could not have been more than 150-tons, probably in less than 35m depth, with sunlight almost glinting off its stern!

***Tell us about your
projects and diving***

richardlarn@tiscali.co.uk

clarksonsteve@sky.com

May I remind our readers that the 31st International Shipwreck Conference will be held in Plymouth on Saturday 1st February 2014, and you will find full details of speakers and topics elsewhere in this Newsletter.

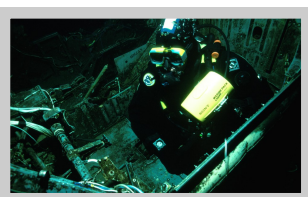
Richard Larn OBE

"International Shipwreck Conference"

Shipwrecks, Diving and Marine Archaeology

The Robbins Centre, Plymouth University

Saturday 1st February 2014



Possible submarine buried beneath a Devon Park



An intriguing story was published in the Western Morning News in 2012 concerning a possible WW1 submarine buried beneath Dartmouth's Coronation Park!

'A First World War submarine believed to be buried below a West Country park is not a myth, according to local Museum bosses. Dartmouth Museum claims to have photographic evidence which can prove that a British U-boat (quote) is buried

There. Trustee Chairman David Lingard said, "It's not legend at all. We have photographs. It's one of those things that turn up as legend because it is a nice story, but in this case it turns up to be true." A volunteer researcher at the Museum recently found that the submarine, buried near the higher ferry slipway, is in fact British, contrary to rumors that it belonged to the Germans. The issue of the Great War relic was raised when South West Water announced plans to replace a sewer system beneath the park, responsible for flooding homes in Coombs Road. The alternative to tunneling would have been digging up the nearby tennis courts which underwent a £90,000 renovation in 2011. The tunneling work was not expected to be near the buried submarine, but recently discovered photographs show that the vessel could be closer to the workmen than initially thought.

Furthermore, Mr Lingard is convinced that newspaper cuttings from the time prove a torpedo boat is also buried beneath the park, which was known as Coombe Mud before the embankment was built between 1928 and 1929 but unemployed Welsh miners. The myth, yet to be proved, however, is the one surrounding the supposed burial beneath the park of tonnes of

American military hardware. US forces, who used Dartmouth as a set-off point for D-Day in 1944, were rumored to have buried their equipment beneath Coronation Park because it was not cost effective to ship it back across the Atlantic. "We don't have any proof of that, so I think it may well begin the realms of legend," Mr David Lingard added.

Editors note: Sounds to me like a good winter project for a team with a magnetometer, who could carry out a planned 'sweep' of the entire area, and see what turns up. In the meantime I will contact the Museum and see what photographs they have of this 'mystery' submarine:

[Also see in Dartmouth Chronicle](#)



Victims of Titanic remembered in talk

The tales of people from West Cornwall caught up in one of the world's worst maritime disasters were related at a special event, reported by the Western Morning News. No less than seven people listed amongst the 2,000 passengers on board the Titanic had West County connections, since they all came from St. Ives. Having sailed on 14 April 1912, she struck an iceberg and sank on her maiden voyage with the loss of more than 1,500 lives. Three of the people from St. Ives survived and the story of the port's involvement was at the heart of an event held at the Western Hotel St. Ives, organised by Ivy Trevarthen, a volunteer at the museum archive, who talked about individual people. "Agnes Davies was travelling with her two sons, Richard Henry Nicholls, aged 19, and John Morgan Davies, 9, to join her son in Michigan," she said. "Only Agnes and John made it, since Richard was too old to be allowed into a lifeboat with the women and children. A friend of Agnes, Maude Sincock, was travelling with them. To meet up with her father and her mother's family while her mother staying back in Halsetown, near St. Ives. Maude also survived, and her death is registered in Michigan in 1984."

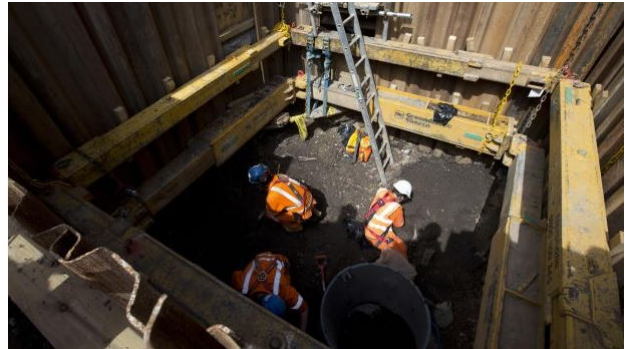


London railway tunnelling yields archaeological trove

Jewelry, pieces of ships, medieval ice skates, centuries-old skulls — some fascinating pieces of London's history aren't in museums, but underground.

More often than not, they stay there, but work on a new railway line under the British capital is bringing centuries of that buried history to light.

The 118-kilometer 73-mile Crossrail line is Britain's biggest construction project and the largest archaeological dig in London for decades. In the city's busy business core, archaeologists have struck pay dirt, uncovering everything from a chunk of Roman road to dozens of 2,000-year-old horseshoes, some golden 16th-century bling — and the bones of long-dead Londoners.



One afternoon this week, archaeologists were unearthing newly discovered bones in a pit beside Liverpool Street rail and subway station, while living city-dwellers scuttled by, oblivious, a few feet away. The remains belong to a few of the 20,000 people interred in a burial ground established in the 16th century. [Read more at cbs news](#)

New finds from the SS. Royal Charter wreck go to SS Great Britain



Divers led by Nigel Cossons discovered a model of the Royal Charter's propeller, beneath wreckage going back 150 years. The find helps piece together the Royal Charter's story, showing the technology used at the time and confirms links between

Her and the SS.Great Britain, which was also fitted with an early propeller.

The divers have generously donated the propeller, along with other artifact material to the Great Britain exhibition in Bristol, where they will be conserved and placed on public display. In addition to the model propeller, the divers have a collection of exciting items, including three pieces of gold, two spoons and some tableware, the design of which is very similar to that carried on the Great Britain.

The Royal Charter was built following the famous gold rush in Australia, and followed the same sea route as the emigrant carrying Great Britain. Launched in 1853, just 10 years later the Royal Charter was owned by the same company, Gibbs Bright, so that in a sense they were 'sister-ships'.

***“Divers donate
propeller to SS Great
Britain Project”***

For those not familiar with the loss of the Royal Charter, this is a brief account of the wreck. On 25 October 1859 this 2,700-ton steam and sailing ship was off Anglesey, on passage from Australia to Liverpool with mail, general cargo and the not inconsiderable number of 452 passengers, many of whom were successful gold miners, bringing their wealth home with them. With the sea too rough for pilot's to get aboard off Point Lynas, her captain sought the shelter of Moelfre Bay. Here her anchor cable parted and she drove ashore stern first onto rocks, just 50 yards offshore.

Only 41 passengers and crew survived, mostly thanks to a Maltese seaman who was a very strong swimmer, to took a line to the shore. Twenty-eight Moelfre men then linked arms and made a human chain out into the sea, risking their lives to save as many as possible.

[Read More](#)

What not to do with a 'gin-palace!



Platte Fougere light in the Channel Isles makes an impressive backdrop for this photograph taken by Tony Rive, showing a motor cruiser that unfortunately went a little too close to the reef in broad daylight. It was successfully refloated on the next tide. Maritime South west 25 pic Tony Rive

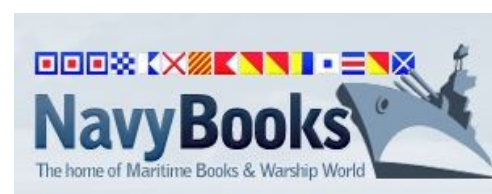
Old weather. org update

For those of you who are interested in researching weather conditions, perhaps at the time of a shipwreck or other maritime incident, the Heritage Lottery Fund has gone on line with World War 1, Royal Navy ships, and included extended log recording, which can be seen at:

[read more](#)



New Naval bookshop at Portsmouth



Don't forget the International Shipwreck conference 1st Feb 2014

Maritime Books, who have their main office and warehouse at Liskeard, Cornwall have refurbished the old

Tourist Information Office at Victory Gate, Portsmouth Dockyard, which is now a specialised Naval Bookshop and Maritime Art gallery. Many of the books for sale are at a heavily discounted price, and has a stock of many 'out-of-print' publications concerning individual Royal Navy ships, past and present.

www.navybooks.com

History of the liner "Mohegan"



There is hardly a diver in the England who has not dived this iconic shipwreck on the Manacles reef, off Porthoustock, near Falmouth. The publication 'Maritime South West' No. 25, produced by the [South West Maritime History Society](#) (SWMHS), published an 18 page article entitled 'The loss of the ss. Mohegan 1898' by Peter Myers. For those who are not familiar with how she was wrecked, and the loss of 106 people out of the 197 passengers and crew would do well to read this, since it is full of detail, with photographs and sketch maps detailing the incident.

The Editor of Maritime SW and Monographs is David Clement, The Holt, Exton, Exeter, Devon, EX3 0PN, e-mail: journal@swmaritime.org.uk



Shipwrecks and History
In Plymouth Sound

The Adopted Wrecks around Plymouth

– by Peter Holt

Plymouth recently saw the adoption of its 9th shipwreck in the area under the NAS Adopt a Wreck scheme, a list of wrecks that are being researched in depth and mapped by volunteers with the help of SHIPS Project.

[Read more](#)

Three historic vessels under restoration in the West Country



At 'Boating World' at Tideford, south-east Cornwall, you can see the remains of the coasting 'boomie' sailing barge Beatrice

Maude in the process of being re-built, whilst alongside he is the West German fast patrol boat of 190 tons the Zobel, which is being converted into a floating home. She still has bullet holes in the upper deck which were picked up whilst patrolling the

Baltic Sea near to the old East Germany.

She was owned by the Turkish navy from 1996 until sold out of service.

The third reconstruction is the WW2 German Schnellboot S130, more commonly known as an E-Boat, now being converted at Millbrook, also in SE. Cornwall. Formerly at Mashford's yard near Mount Edgcumbe, the British



Military Powerboat Trust are attempting to raise £2 million to restore her. She is the last survivor of the many E-Boats that attacked US Landing Craft in a D-Day rehearsal off Slapton Sands, South Devon in April 1944, when many US personnel lost

Tudor 'Gresham' wreck's new home in National Diving Centre



year old wreck timbers and iron cannon are now a star attraction in this inland dive site, giving NAS opportunities to run Archaeological survey courses etc.

[Read more at the BBC](#)

"Restoration in the west country"

The well known Stoney Cove National Diving Centre's Tudor wreck remains are proving a great attraction to visiting divers. First discovered in 2003 in the River Thames, it acquired its present name from the crest of Sir Thomas Gresham, an advisor to Queen Elizabeth 1, who owned a cannon casting foundry in Mayfield, Sussex, whose crest was found on one of the iron cannon on the wreck.

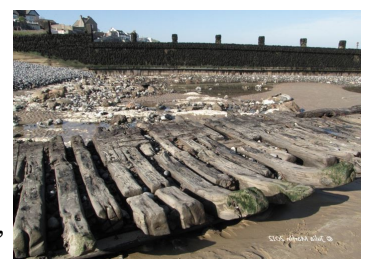
After discovery the ships remains were taken to Horsea Island lake, once owned by the Royal Navy and used as a torpedo testing area, later for divers from HMS Vernon under training. The remnants of the wreck were craned onto military low loaders supplied by the Royal Engineers, wrapped in PVC sheet to prevent them drying out, then transported 160 miles to Leicestershire. The 400

The National Maritime Record reveals 41 ice carrying shipwrecks

The NMR based at English Heritage. Swindon, has the ability to search for a great many fields of information concerning shipwrecks, including cargo, and a recent search by Serena Cant showed 41 lost ships that had been carrying ice as cargo, all but four of which were Norwegian. The heyday of the ice trade between Norway and England was in the 1870's to the 1890's, its roots in the demand for refrigeration and of all things, the increasing popularity of ice-cream!

One of these ships was the Christiane, a Norwegian barque registered at Kragero, lost with her cargo during the Great Gale of 1901, on the groyne at South Shields. Others were the Isbaaden ('ice-bath'), Ispolen ('ice-pole'), lost on the Norfolk coast at Sheringham, Ispilen or Ispilen, which today translates as 'ice-cream van' in Norwegian, but originally meant something like 'ice carrier'. If you would like to view a photograph of one of these wrecks, look at:

[See images](#)



ENGLISH
HERITAGE

James Egan Layne

The WW2 Liberty ship ss James Egan Layne was beached in Whitsand Bay in 1945 and has since become one of the most famous shipwrecks in the UK. The Layne was adopted by BAT-SAC in 2008 and in 2010 became the subject of a detailed study by the SHIPS project team as part of the Liberty70 Project. Starting with geophysical surveys, the team used side scan sonar, high resolution multibeam sonar and magnetometers to map the wreck and the seabed around it. This work located other parts of the site away from the main hull and also allowed a detailed site plan to be drawn from the survey data, with details added from diver observations. This work is published on a web site (<http://www.promare.co.uk/liberty70>), but will also be the subject of a book about the ship, a series of published papers and a Conference planned for 2015. [read more](#)



Glen Strathallan & Oregon



Last year the wreck of the Glen Strathallan and Oregon were adopted by Aquanauts Dive Centre, Plymouth. The converted trawler ss. Glen Strathallan was a gentleman's steam yacht that was scuttled off Plymouth in 1970 when she reached the end of her useful life. It was originally intended to be a wreck training site for the diving centre at

Fort Bovisand, but after being sunk in the wrong place(!) was to have been flattened by explosives as a navigational hazard but mother nature took a hand, and a bad SW gale tore her to pieces almost overnight.

For some years the wreck site had been covered in a thick layer of sand and the only visible part was her huge boiler, but recently the site has completely uncovered, revealing the remains of the ship on the seabed. The wreck adoption project started with a number of NAS courses to train up the project team before they started work on the site. Since then the Aquanauts team have been engaged in producing a detailed

site plan and researching the ship's history. With the wreck now uncovered work being undertaken there has popularised this forgotten site and is now proving an attraction to visiting divers.

[See the video](#)

[Aquanauts](#)

[More info](#)

***“Plymouth wrecks
adopted”***

Mewstone Ledge site and the Totnes Castle



Both sites were adopted by [Plymouth Diving Centre](#) in 2012. The Mewstone site was found in 1968 by members of Croyden Branch of the BS-AC, who put together a team to map the site and research the cannon, anchors and

pottery that they found there. This shallow site is now largely forgotten, as divers tend to head for the area to the south where the underwater scenery is more dramatic and less hidden by kelp. An investigation of the site using modern search methods may find new clues about the unknown ship that was wrecked there in the 18th century. The paddle steamer Totnes Castle is the exact opposite to the Mewstone site in that the ship itself is well known

but lies in deep water so that access is limited by time and expertise. This deep site gives us an opportunity to assess the effectiveness of different methods of recording, allowing us to compare diver observations and marine geophysical surveys against the original ships plans.



Mewstone Ledge site and the Totnes Castle (continued)

IMASS Editors note: If someone from the diving team who is or has been investigating the Mewstone cannon site likes to get in touch with me via e-mail: (richardlarn@tiscali.co.uk), sometime after mid-October when I am back in the country, I can help them with identification of the site. Whilst researching for our Lloyd's Ship-

wreck Index of the British Isles, Vol.2 – Isle of Wight to the Thames, I came across an obscure document naming the Mewstone wreck along with its very strange story, but with Volume 1 already in print it was too late to include it. Providing I can unearth the document in my files, you will be welcome to a copy.

***Don't forget the
International
Shipwreck
conference
1st Feb 2014***

Poulmic



The French minesweeper Poulmic was adopted by the SHIPS Project in 2012, a wreck that is part of the confused history of the Free French forces based in the UK in 1940. Whilst creating a site plan we discovered the remains of the bows

of three ships in the vicinity, and two different types of hull structure. Subsequent research into the life and loss of the Poulmic gave no clues as to the identity of the other vessels but did help us identify which ships structure on the seabed was the minesweeper. Further work in 2013 should hopefully provide more clues about the other wrecks.

Elk

The armed trawler HM(T) Elk was adopted by the Birmingham BS-AC Branch No.25 some years ago, but little has been done to date but fieldwork has been pencilled in for 2013-14.



Information about all these sites is being included in a new book about the shipwrecks around Plymouth being written by the SHIPS project team. The book will include the history of each individual ship, information about diving each site and will include a detailed site plan of each vessel that will give divers an understanding of each sites layout. The book will also include information concerning the historic importance of each ship, its rarity and how the site is changing over time. One of the aims of the book is to make the divers who visit these wrecks more aware that these sites are more than just a pile of junk metal, and to highlight the fact these sites are very fragile and are degrading very quickly.

You can find out more about the shipwrecks around Plymouth at the SHIPS Project web site: <http://www.promare.co.uk>. Survey work on Adopted Wrecks in Plymouth Sound and surrounds are supported by Plymouth University, Oxford University, Swathe Services Ltd, Sonardyne INTERNATIONAL Ltd, and Kingsberg GeoAcoustics Ltd.

***“More from The Ships
project”***

Rosehill

The wreck of the collier ss Rosehill lies in Whitsand Bay in 30m where it sank in 1917 on a seabed of rock and sand, and has become a popular wreck for sport divers. She was adopted in 2006 by [Totnes BS-AC](#) and a team led by Allen Murray has been mapping the site and researching her history. As with the Totnes Castle, the depth of this site means that novel survey methods have to be adopted by the divers creating the site plan. Sonar and magnetometer surveys of the wreck have been completed and are used as a framework for the plan with details of the site recorded by divers. More work is planned by the Totnes team for 2013. Select image to read more.

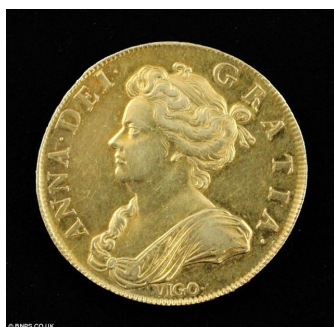


Die Frau Metta Catharina von Flensburg

This brigantine sank in deep water within Plymouth Sound in 1786. In 1973 the site was discovered by divers from the [Plymouth Sound BS-AC](#) who undertook an archaeological excavation of the site, led by Ian Skelton. Despite deep water, poor underwater visibility and strong tidal streams the team succeeded in producing high quality work that resulted in an IJNA publication in 2006. The material recovered is now the subject of a Museum display being set up in Mount Edgcumbe House with Heritage Lottery funding and support from [NAS](#), which will be open to the public from June 2013.



Vigo Bay gold coin sold for a quarter million



The widow of a Tunbridge Wells coin collector following her husband's death, was searching through one of his chests of drawers when she came across what appeared to be an unusual gold coin, and sent it off to a numismatic firm to find out what it was worth. The coin was an English five guinea gold piece of 1703, which when sold by auctioneers Gorrings fetched

£240,000, which with sale fees etc totalled £296,160.

The gold from which the coin had been minted was from a 7.5lb ingot seized from a Spanish 'treasure ship' at the Battle of Vigo Bay in 1702. The ingot was passed to the Master of the Mint, Sir Isaac Newton, who had 20 special commemorative coins minted, each marked 'Vigo', the whereabouts of only 15 in the world being known.

[Read more in the daily mail](#)

German bomber recovered

A German bomber from WWII has been raised from the sea bed in the English Channel.

The Dornier Do-17 aircraft was shot down off the Kent coast more than 70 years ago during the Battle of Britain.

Believed to be the only intact example of its kind in the world, it has lain in 50ft (15m) of water on the Goodwin Sands.



"Only intact example of its kind in the world"

[See the bbc video](#)

Percuil River Cornwall – finds

Mark, of Atlantic Scuba, Falmouth, comments that you never know what you might find underwater.

Diving within the moorings in the Percuil River, which runs into St. Mawes and then Falmouth Roads, amongst a range of items we found a clay gin jug, old marmalade pots, a bowl from the 1930's, a modern socket set, 20mm anti-aircraft shell cases and an unknown wreck!

St. Mawes is an old fishing port, running along a waterfront holding a long row of white cottages, dating back to the middle ages. Hence, as with all old harbours, there are a wealth of artefacts that have been thrown overboard from boats, dropped by accident, or thrown into the sea from the shore. During WW2 an anti-aircraft gun was situated on a barge moored in the river to protect the Falmouth Docks, which explains the shell cases. The socket set was reasonably new, since rusting had only just started.

But what of the unknown wreck? I decided to run my sounder over the site to get an image, and showed it to the St. Mawes Harbour Master, but he has no knowledge of what it could be. It's a small glass fibre cabin cruiser, around 20ft in length, but minus its engine although an engine hatch cover lies just off the craft. The boat had obviously been stripped, with no helm, controls or steering fittings, so it would suggest she was scuttled as being no longer wanted. Has anyone any idea of its name, or when it was abandoned. Answers to: 01326-618583 or 01872-510103.

[Atlantic Scuba](#)

The wreck of the Fanny, off St. Anthony's lighthouse

— by Mark, Atlantic Scuba

One Friday evening, just as we had done for years, we set off for a dive in Falmouth Bay, and decided on a random location near the St. Anthony lighthouse. We jumped in at around 15m depth and landed on sand. Swimming around we found a spotted ray, then a thornback and yet more sand! After 30 minutes we turned and started heading for shallow water and ran up against a reef, and it was only when we got up close we realised it was not just a normal reef. It had a uniform shape, about 8m in length, 1m high and 1m across. I then realised that it was a series of cut granite blocks, edge to edge. I realised it was special and signalled the others, showing them that it was square, apart from one block that had a bevelled edge. The others just smiled and looked at me not quite knowing what I was trying to show them. We then swam away, over even more sand! Once back home I fired up my laptop thinking what I could enter into the search bar. As I typed in Granite Ballast, I thought it could be ballast or even cargo.



I've heard stories that when ships arrived in Falmouth they would deliver their cargo, instead of loading with chippings as ballast, they would take a return load of granite blocks. So, it was more likely to be cargo. Whatever it was it went down with the ship, which was the only sensible explanation as to how they ended up in a perfect straight line and close together. I searched the records of lost ships (Richard & Bridget Larn's "Lloyd's Shipwreck Index of the British Isles – Volume 1" but couldn't find anything that close to Falmouth. There were a couple of missing ships that listed granite as a cargo, but one was too far away, the other was in ballast.

***I then realised
that it was a
series of cut
granite blocks,***

I decided to contact English Heritage at their Swindon NMR base, and after a couple of days I had a response, telling me they had come up with the same two names I had already found for myself. The only difference was the location of one of them. The original report said that it had sprung a leak 1.5 miles SE of Porthallow, and that was assumed to be its rough location of sinking. However, the Royal Cornwall Gazette newspaper of 4 August 1892 carried a headline reading, "Barge founders off St. Mawes."

"Whilst the barge Fanny, belonging to the Coverack Stone Company was proceeding from Coverack with a cargo of stone, bound for St. Mawes to discharge, when some distance off Porthallow she sprang a leak which the crew were unable to master with the pumps, and quickly foundered in deep water. Messrs. Lowry and German took to the boat and pulled to St. Mawes. The fanny is one of three flats purchased on the Thames, and used to carry stone from Coverack to the company's works at St. Mawes."

The granite blocks we had found were about a mile from St. Mawes, which tied up nicely with the headline. The fact that the two man crew 'pulled for St. Mawes' in the original text was also a bit of a give away. Why pull seven miles to St. Mawes if you were just 1.5 miles from Porthallow? So, out of the two names, the most likely was the Fanny. She was a Thames spritsail sailing barge of 37-tons, owned and operated by the Coverack Stone and Syenitic Paving Company, of Coverack, Cornwall, and it was reasonably obvious she foundered whilst en route from Coverack to St. Mawes. Syenitic granite is a coarse grained rock with a general composition as granite but with the quartz either absent or present in relatively small amounts. It was used mainly as a cladding material in many structures in Cornwall and England generally. On 14 January 1896, a winding up order was presented to court for the Coverack Company as follows:

"In the matter of the Companies Acts 1862 and in the Matter of the Coverack Stone and Syenitic Paving Company Limited:

Notice is hereby given that a petition for the winding up of the above named Company by the High Court of Justice was on the 14th day of January 1896 presented to the said Court by Robins and Company Ltd, whose registered office is at 13 Victoria Street, Westminster etc. etc."

Note: Atlantic Scuba, of 1 Trenoweth Business Park, Mabe, Falmouth, Cornwall TR10 9HY offer free guides for the area around Falmouth Bay, viz;

Falmouth Bay Marine Life – Falmouth Bay Wrecks – Falmouth Bay Shore Dives

Hulk Recording in Tamar System

Martin Read, Plymouth University

Plymouth University has for many years included hulk recording as part of student fieldwork within several of its maritime degrees. This started following requests from the County archaeologists of both Devon and Cornwall for the University to look at the hulks remaining in the Tamar and the surrounding rivers (Plym, Tavy, Lynher & Yealm). They were getting significant numbers of planning applications from developers to remove hulks, but had no information to assess their importance. Originally known as the Tamar Hulks Survey it was later renamed the Survey of Hulks in the Plymouth System (the SHIPS Project - though this acronym has recently been loaned to another group) as we expanded into the other rivers.

These surveys were originally carried out as final year group projects which looked at the archaeology of areas within the system and included other site types such as lime kilns, tide mills (the subject of a future article), fish traps, etc. More recently the hulk surveys have been carried out as final year individual projects (most recently on Pophlett & Hooe Lakes). The background to these projects, as well as student surveys of the South Hams and the Exe Estuary, have recently been written up in as a chapter for a book on The Archaeology of Watercraft Abandonment (Read & Magne 2013).

“Over 50 hulks have been located “

Over 50 hulks have been located on the Plymouth river systems (with another 50 located in other estuaries) and many of them identified, usually from the very useful book by Langley & Small (1988). Some have very little information, often only their name and what sort of vessel they were. An early summary of this work has been published on-line (Read 2000).

survey started due to reclama-
former French trawlers which have been abandoned in Hooe and St Johns Lakes since the survey started.

A few probably remain to be recorded whilst others have been lost since the
tion or development. Hulks continue to be added to the system, including two

Almost all of the hulks are to be found on rivers which feed into the Tamar and in the tidal creeks (known as Lakes locally) surrounding the main river. The area most closely studied has been Hooe Lake which contains approx. 35% of the hulks on the Tamar system including some of the earliest recorded, such as the Jersey trawler Amazon of 1866. The hulks at the eastern end of Hooe Lake have been described in an on-line article (Read 2011) - more recent research indicates that the three hulks located together at the eastern end of the Lake can be identified (north to south) as the Brixham trawler Wendew, Millbrook Steamboat Company vessel Cornubia and the Tamar Barge Pearl (owned at one time by Jefford & Son and involved in the St Germans river stone trade).

There are several threats to this resource. Some are natural, such as the decay of wood/metal, attack by marine organisms or tidal/river action. Others less natural, clearance or ‘tidying up’ has removed or damaged many hulks. The River Yealm has been deliberately kept clear by the Harbourmaster, resulting in possibly only a couple of hulks remaining. Locals in Forder Creek, off the River Lynher, regularly burn fragments of abandoned vessels, particularly around Guy Fawkes Night. The houseboat Roger and an abandoned French trawler in Hooe Lake have both been partially burnt by vandals, resulting in the local Fire Brigade having to be called out.

However, reclamation/development also pose a threat and Plymouth University has recently carried out an inter-tidal survey on the River Tamar as part of the Devonport Landing Craft Co-location Project (DLCCP) at the Naval Base in Devonport (Abbott, Malone & Read 2013). As this development would result in the loss of intertidal mudflat and estuarine rocky habitats mitigation measures were developed which included this survey, undertaken to identify the potential for removal of hulks or other structures on the foreshore to enhance the area of useable intertidal habitat within the Tamar Estuary.

Hulk Recording in Tamar System (Continues)

A number of hulks were recorded during the survey, including the small 'ships graveyard' in the lower Lynher which had previously been examined by students as part of a group project. However, far more building debris and other items which could be removed were identified, often concentrated close to 19th Century buildings within the Ministry of Defence estate and probably resulting from discards during renovations.

As a result of this survey, recommendations have been made as to possible restoration or remedial work which could be carried out, though it was thought that the removal of hulks would not restore much of the foreshore and that the hulks themselves added to the biodiversity of the estuary, supporting a variety of inter-tidal habitats. It was also recommended that historic hulks, particularly those on the lower Lynher, should not be removed without consultation with the local councils, as they have some heritage value.

The "restoration" of an estuary depends on what condition it is being restored to. The Tamar Estuary as it exists cannot be thought of as being in a 'natural state', the thick silts which characterise much of the estuary at low tide (the "ooze" of Hamoaze) are the result of millennia of mining and other activities on Dartmoor and further up the river and its tributaries. Plymouth's rise as a port was partly due to the siltation of the River Plym leading to the isolation and decline of Plympton during the medieval period. The rate of mining massively increased during the 16th century and continued into the 20th century (including the largest copper mine in the world at the time at Devon Great Consols) all of which will have had its effect on the estuary. The intertidal zone as it exists is no more in a 'natural state' than is Dartmoor or Plymouth City Centre and is the result of several millennia of human activity.

“Over 50 hulks have been located “

Abandoned watercraft make up one element in our coastal heritage and have probably formed a part of the environment of the Tamar system since humans first returned to the area. Hulks are still being abandoned and could be considered as being a "normal" part of what makes up an estuary.

Should other groups in the region wish to start recording the hulk remains on their estuary, Plymouth University would be happy to help with advice and training.

Abbott, V., Malone, L. & Read, M. 2013 Tamar Inter-tidal Survey: A review of the inter-tidal waters within 2km of the new Marines Base, Devonport. Unpublished report for Debut Services (SW) Ltd.

Langley, M. & Small, E. 1988 Lost Ships of the West Country. Stanford Maritime.

Read, M. 2000 'Tamar Hulks Survey' <http://www.abc.se/~pa/publ/tamarhul.htm>

Read, M. 2011 The Eastern Hulks of Hooe Lake <http://www.hooelake.org/2011/11/the-eastern-hulks-of-hooe-lake-plymouth/>

Read, M. and Pollyana Magne, P. 2013 'Abandoned Watercraft as a Teaching Resource', in Richards, N. and Seeb, S. (eds.) The Archaeology of Watercraft Abandonment: Ship Graveyards and Forgotten Fleets, Springer Press, New York. [in press]



New Mary Rose Museum

The Mary Rose is a Tudor ship, built in 1510. In service for 34 years. Sank in 1545. Discovered in 1971. Raised in 1982. Now in the final stages of conservation, she takes her place in a stunning and unique museum.



Jolly Hero hits port killing 7

Here's a collection of photos from the Port of Genoa, where the Jolly Nero crashed into the 55-meter tall port control tower late Tuesday night, causing it to completely collapse along with the adjacent building. 7 people have been confirmed killed so far.

[Read more at gcaptain.com](#)

Pirate ship found



Now the Western Morning News can reveal that a Scillonian shipwreck hunter's claim to have found the remains of the pirate's flagship, the John, has prompted a major investigation.

Maritime archeologists will later this month dive to the remains of the ship to start an analysis which could result in a rare protection order being issued.

Todd Stevens, who located the wreck, said the story of the John and its colourful captain read like the script of a Hollywood blockbuster.

[Read more:](#) at Western morning news



Eight bronze age boats surface at Fens creek in record find **theguardian**

A fleet of eight prehistoric boats, including one almost nine metres long, has been discovered in a Cambridgeshire quarry on the outskirts of Peterborough.



The vessels, all deliberately sunk more than 3,000 years ago, are the largest group of bronze age boats ever found in the same UK site and most are startlingly well preserved. One is covered inside and out with decorative carving described by conservator Ian Panter as looking "as if they'd been playing noughts and crosses all over it". Another has handles carved from the oak tree trunk for lifting it out of the water. One still floated after 3,000 years and one has traces of fires lit on the wide flat deck on which the catch was evidently cooked.

[Read more](#)

Sutherland shipwreck intrigues archaeologists

Archaeologists are trying to piece together clues to the identity of a shipwreck in the north-west Highlands.

Three cannon and part of a wooden hull lie on the seabed near Drumbeg in Sutherland.

Archaeologists believe it could be the remains of a Dutch vessel that got into difficulty between 1650 and 1750.

The site was given emergency protected status on 18 March this year, but the Scottish government has proposed giving it a more permanent designation.

[Read more at the BBC](#)

Tea Clipper “Gossamer”

Steve Clarkson & Neville Oldham



The Gossamer comes from the “Tea Clipper” era between 1843 to 1869 and was born out of the opening up of the tea trade with China. These were very fast ships for the time and averaged 17 to 21 knots. The Gossamer is unique in that it was a composite built ship with an iron frame and wooden planking which enabled the hull to still be covered in copper below the waterline. This meant the ship could carry more weight for its size, having an iron frame and the copper plating to keep the hull free of marine growth. Boats of this construction were only made between 1862 and 1869 (a period of 7 years). The most famous in the UK is the “Cutty Sark”, on display in London.

The picture above is a painting of the Gossamer by artist Tim Thomas. She was 735 Tons with a length of 181 ft and breadth of 30 ft. On her final voyage in 1868, she was owned by George Kipsel and six others. On 2nd December 1868, she left London en route for Adelaide in Australia carrying a general cargo and some passengers. The Captain, on board with his new wife, handed over control to the Chief Officer and pilot before retiring to his cabin. They had had a discussion about whether or not they could get to Plymouth on the current tack and, despite the Chief Officer’s concerns, Captain Thomson told them to hold course. This decision and, a slow response from the first mate and pilot, resulted in the ship hitting the shore just to the east of Prawle Point in South Devon. Out of the thirty people on board only seventeen survived. Captain Thomson and his wife were two of the casualties and are buried in the local church near to the others who died that day.

Tea clippers

Tea Clippers were built in the Americas and the UK, and their construction took off when the trade routes were opened to China in 1853. Some of the tea clippers included Australia en route to China. The “Gossamer” was carrying passengers on her last voyage and the ones planning to embark at Plymouth were lucky not to be on board when she sank.



The age of the tea clippers lasted from 1843 to 1869, but this brief reign was marked by such elegance and style for the ships and their cargo, that it has gone down in history as a very productive period for trade. But by 1834, tea had become a freely traded item and Britain was seen as the main customer but it was the Americans who first saw the opportunity and started building “Tea Clippers”

The age of the tea clippers lasted from 1843 to 1869,

Based on an earlier type of ship called the Baltimore clipper, they were fast and slender, with a narrow hull that was deeper at the back than at the front, and acres of sails on tall masts. Some had as many as six tiers of sails to a mast, and a total of 35 sails. They got their name from the way that they ‘clipped off’ the miles.

The first true tea clipper was “Rainbow”, designed by John W. Griffiths and launched in 1845. She made the journey from New York to Canton in 102 days - taking more than two weeks off the previous record for that trip. Their development was given another boost by the discovery of gold in California in 1848 and in Australia in 1851. People rushing to seek their fortunes wanted ships that would transport them as fast as possible

The Gossamers would call into a South Australian port to drop off passengers from London prior to picking up the tea from China for the return journey.

When “composite” Tea Clipper ships like the “Gossamer” were first introduced in the UK in 1862, the new design was not accepted until late 1863 when the Scottish Builders Association praised and accepted the design and Lloyd’s agreed it would comply with the fifteen year A1 standard.

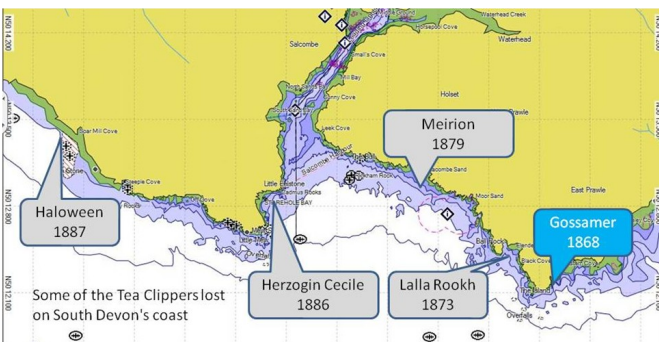


Gossamer (continued)

This design involved the creation of an iron frame which was then planked and the first one built in the Scottish A&S Yard was the “John Ligett”, the same yard who built the Gossamer. She took two years to build and was launched in August 28th 1862 in the command of Captain H. Gamble, sailing between London and Hong Kong. She was posted missing on a voyage from New York to London in October 1872.



The tea clippers carried from 200 to 300 tons of shingle ballast, laid so that the chests of tea could be stowed on top of it. The Gossamer, which under the new rules based on the cubic capacity of the hull registered 735 tons, carried 1234 tons of tea at 50 cubic feet per ton, with a crew of 30. Vessels



were now designed on scientific principles, and it may be doubtful whether the qualities then desirable in a merchant sailing ship, speed, strength, carrying capacity, and economy, have ever been so successfully united as in these famous China tea clippers

Many other “Tea Clippers” met their end on rocks and there are a few on the South Devon coast and these may well be the subject of another report.

Composite Design

This composite system combined the strength of iron frames with the advantage that the wooden planking could be coppered to prevent fouling, which was a serious problem as the ships were designed for speed which was significantly reduced if marine growth took hold on the hull. The iron frames meant that composite ships could carry large amounts of canvas sail with up to 35 sails. Composite ships were therefore some of the fastest ships afloat in the 1800's. Great care had to be taken in building these vessels to prevent galvanic action between the bolts and iron frame so “Gutta-percha” (Natural latex) was used as a non-conductor; the planking was then fastened with yellow-metal screw

bolts with counter-sunk heads, the holes being afterwards filled with a composition prepared for the purpose.

Mr. Jordan obtained a patent for his invention, but it did not attract much attention until adopted in the construction of the Taeping, Eliza Shaw, Yang-tse, and Black Prince. From that time, all the tea clippers were of composite build, though it was not until 1867 that the Committee of Lloyd's Register issued rules for their construction. These designs did have their problems due to the galvanic reaction between the different materials and there is some evidence of the insulation used on the bolts found on the Gossamer. They were reported to have broken up faster than other types of ship but there is no evidence of this.

Her Final Days

On Wednesday 2nd December 1868 at 2:30pm the Gossamer left London bound for Adelaide with a general cargo and was due to pick up passengers at Plymouth. She was towed by the tug “Middlesex”.



Gossamer (continued)

On board were Captain Thompson and his recent bride of two weeks, Barbara. They were accompanied by the Chief Officer, Peter Merrifield and the Pilot, Andrew Grant.

They had been delayed by bad weather but eventually set off and made the Devon coast on Thursday the 10th when the wind veered from the north to a southwest gale. It is not totally clear what happened as accounts differed but the captain had had a conversation with his chief officer, Peter Merrifield about whether or not they would clear Start Point on their current tack. The captain thought they would so he told him to stay on the same heading and went below for a sleep, having had very little rest over the past two days due to the severe weather conditions. At that point they were nine miles off Start Point. He left the task of sailing the ship to his Chief Officer along with the Pilot. When they neared Start Point, the Chief Officer told the Pilot that he did not think they would clear the land. The Pilot thought they would, so they held the course but the Chief Officer eventually called the Captain but it was too late as the leeway was such that she was unable to tack. They put one anchor down which had 540 ft (164m) of chain and this held for a while as they put down the second anchor. At this point they had already grounded the ship on a reef. Both anchors broke loose resulting in the ship drifting back into the rocks, just 300 ft off the shore where they launched the boats which were destroyed in the surf. The coastguards at Prawle had watched the drama unfold and soon deployed a rocket launcher across the stricken ship. Word soon got out and rescuers appear on the beach.



The captain had set a course for Plymouth and was hoping they would not have to put in another tack. Eleven people lost their lives but some of these could have possibly been saved. One of the negro crew, who was a good swimmer, had offered to take the captain and his wife ashore and the captain declined the offer. His wife, Barbara, was swept into the sea and Captain Thomson jumped in to save her but both were drowned in the raging surf. Nineteen of the crew and passengers were saved, some by using the line that had been deployed from the shore and others by swimming ashore.



There was a report that the ship had broken up very quickly and the deck ended up on the shore in one piece. Although the wood and iron have disappeared from the wreck, the bolts remain their original position in the crud. This does not support the theory that the wreck broke up quickly.

It is difficult to tell who was ultimately to blame but, at the inquest held by Mr Bone of Devonport and the coroner at St Sylvester Church, Chivestone. Andrew Grant, the Pilot, was found guilty of manslaughter and sent for trial in Exeter. On March 7th 1869 he was found not guilty and the case was dismissed as it was not clear who was actually in charge at the time. Below is a picture of a boot recovered from the wreck and the underwater picture above shows the bolts in situ.



Hundreds of looters arrived to plunder the £50,000 worth of general cargo including ropes, sacks, casks, calico, furniture, shoes, boots (See image on left), nails, blankets, cheese and bonnets. The plan was to get all this cargo back to London to sell but such was the problem of stopping the looting, all of the cargo was sold off by auction on the green adjacent to the wreck. Over one thousand people flocked to the area but the auctioneer was only selling the cargo, and parts of the ship in large lots, creating a riot in the crowds who eventually convinced him (by threatening him) to sell the items in smaller lots. Some of the locals were caught looting and fined. The ship's bell was amongst the items sold.

Pisces III: A dramatic underwater rescue remembered



Forty years ago two British sailors plunged almost 1,600ft into an abyss, 150 miles off Ireland, in a deep-sea submersible. Trapped in a 6ft-diameter steel ball for three days, the men had only 12 minutes of oxygen left when they were finally rescued.

The story of Pisces III, which made headlines at the time, is now largely forgotten.

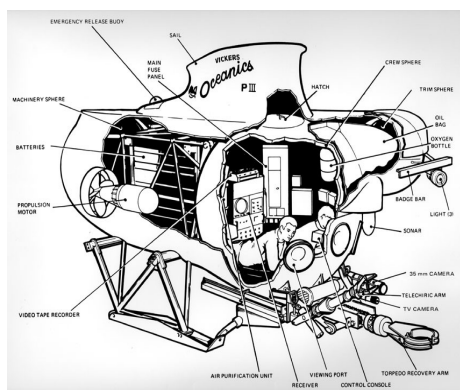
But on Wednesday 29 August 1973 former Royal Navy submariner Roger Chapman, then 28, and engineer Roger Mallinson, then 35, plunged to the bottom of the Atlantic ocean in an accident, sparking a 76-hour international rescue operation.

[Read more about the rescue at the BBC news magazine](#)

[See the sub in action](#)

Pisces submarines - Steve Clarkson

"It took about 40 minutes to sink down to not far off 1,600ft (500m) and a bit faster to get back up,"



Two friends of mine from Reading BSAC were also pilots of these submersible during the 1970's and 80's. Both Gordon Richardson and John Astley later moved on to join Odyssey in the States.

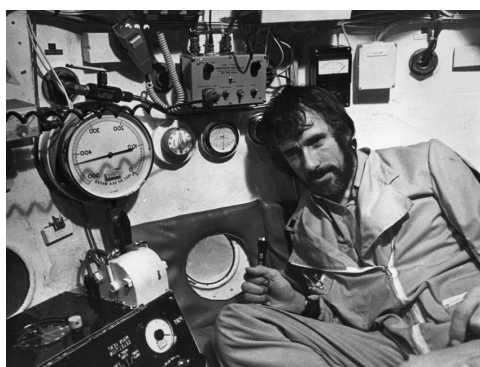
The Pisces submarines were a range of submersible of which some were operated by Vickers Oceanics in the UK. The first production model, Pisces II was designed by Al Trice in the late 1960's and was built in 1969 by Hyco International Hydrodynamics based in Vancouver. She weighed over 6.5 tons. It had an operating dept of 1500 m. Vickers moved on to also use Diver "Lockout" submersibles (L series).

Pisces II is now on display at Deep Marine, a maritime museum- a portion of the old Versatile Pacific Shipyards



Pisces I

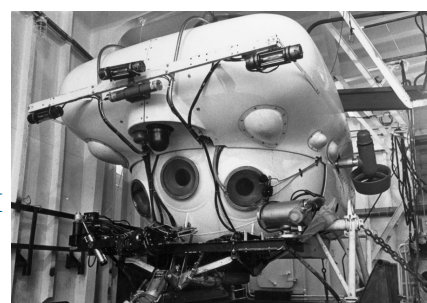
John in Pisces II



**Gordon
with Pisces II**



Gordon with Pisces II & III



Pisces VIII

[They may even make a film of the rescue](#)

[More about Pisces IV and V](#)

Poole Swash Channel Wreck: Rudder brought ashore



The rudder of a 17th Century merchant vessel shipwrecked off the Dorset coast has been brought ashore.

The so-called Swash Channel Wreck was discovered in a sand and shingle bank outside Poole Harbour that was struck by a dredger in 1990.

Its 8.4m (28ft) rudder, carved with the image of a man's face, was lifted onto Poole Quay by Bournemouth University marine archaeologists, at 08:45 BST.

Little is known about the name and origins of the vessel and its crew.

A £450,000 conservation project funded by English Heritage has already seen several parts of the ship raised, including rare examples of carved Baroque woodwork.

[See more at the BBC](#)



An elaborately carved rudder which has sat on the seabed near Poole for more than 400 years has been raised by marine archaeologists from Bournemouth University.

The rudder - which features a man's face carved into the wood - is part of the Swash Channel Wreck, thought to have been a Dutch trading ship which sank in the early 17th century.

Very little is known about the ship, which was discovered on the bed of the English Channel near Poole Harbour, and a project has been led by marine archaeologists from Bournemouth University to protect, excavate and piece together the history of the wreck.

Project leader Dave Parham, a senior lecturer in marine archaeology at BU, said: "This is the first time this rudder has been seen above the surface in more than 400 years.

"It's a spectacular object, with a human head carved in one end.

"There are no others of this type that have been found in the UK, and it is unusual for one like this to be recovered in its entirety - it is eight and a half metres long and weighs around three and a half tonnes."

"It's a spectacular object, with a human head carved in one end"

The Swash Channel Wreck project has been running for the past seven years, and artefacts recovered from the wreck so far include cannons, leather shoes and wooden barrels.

[Read more from BOURNEMOUTH UNIVERSITY](#)

The Lord Napier

Ron Howell



On one dive during late summer in 2003 a diver searching the outer edges of the 17th century protected wreck site near Salcombe came across the brick one side just visible above the sea bed, as these bricks contained metallic elements that gave a signal on the metal detector the diver pulled it out to place it to one side, as he did so he noticed a defined shape under the brick, pulling that out also revealed a heavy lump of bronze which turned out to be a Bronze Age palstave



over the years, why there were there so many scattered everywhere, lying alongside artefacts from the 17th Century and Bronze Age, they were soon to find out. In 2006 two of the team surveying the outer edges of the Protected area found a trail of bricks, they followed them and came across a huge pile of them, swimming over the top of the mound they discovered an anchor and chain, following the chain they discovered a winch, under the winch was a piece of pottery with the broken word 'mouth' impressed in the glaze. They had found the 'Brick Wreck' as it was soon to become known.

Divers from the [South West Maritime Archaeological Group](#) have been diving and working together for many years and know they have the responsibility for the discoveries they make and the 'Brick Wreck' was no exception. Within days of the discovery they consulted the 'Board of Trade Casualty Returns' for 1910/11 and found that on April 25th the 'Lord Napier' Ketch, sunk whilst carrying a cargo of bricks from Exmouth to Kingsbridge. She was lost "off Rackham"; exactly where they had found her except the admiralty chart names the area

***"By 1878 there
were over 200
Smack boys"***

Rickham. Further research found that her last owners were the Trout Brothers of Topsham, near Exeter, and a chance conversation revealed that the Trout Brothers still traded from the same boatyard in Topsham. A phone call soon set up a meeting with two divers of SWMAG and the descendants of the last owners of the Lord Napier. Within half an hour of meeting the Trout family the divers had a full account that had been passed down the family of the sinking of the Lord Napier plus the names of the two surviving crew members. They were told that the ketch had loaded a cargo of 'hot bricks' from Exmouth 3 Brickworks for delivery to Kingsbridge, a days sailing away. Just off Prawle Point one of the crew noticed she was getting low in the water and heavy on the wheel, looking in the hold they saw she was taking in water and that the bricks being hot, acted like blotting paper. So they started throwing bricks over the side in order to lighten the vessel, eventually they realised they could not save her, so they dropped the anchor and jumped into the small dingy they towed astern and rowed to nearby Salcombe, and to safety.

Research continued into the history of the Ketch, and with the help of the internet found that the Lord Napier was built in Rye, Sussex in 1868 as a fishing smack destined for the fishing fleet of Ramsgate. In the 1881 census the Lord Napier was listed as being alongside at Sheerness, Kent with a crew of five aboard, the youngest being a cook on trial at the age of 14.

By the time the newly built Lord Napier had joined the Ramsgate fishing fleet in 1868 the North Sea fishing industry was in full swing with the then small ports of Grimsby, Hull, Lowestoft and Ramsgate reaping the rewards of the rich North Sea fishing grounds. The fishing fleets of the West Country seasonally migrated to these East Coast ports chasing the fish and unloading at them at docksides with close access to the markets of London and the Midlands. In 1860 the first fish and chip shop opened in London and in just a few years the demand for fish grew and the North Sea provided an abundant supply of turbot, sole, hake, cod and plaice. Also at the time of the Lord Napier the east coast ports expanded with the influx of these fleets prompting the development of new houses around the docks which are still there to this day. Having such a large fleet operating from Ramsgate created a particular social problem in as much as the presence of young boys that crewed these fishing smacks, once ashore they had no fixed abode.



By 1878 there were over 200 Smack boys as they were known, many of them recruited from Reformatories, Poor Law

The Lord Napier (continued)

Schools, Orphanages, and Training ships having no known parents. Local inhabitants were often disturbed by rowdy, cheeky boys in the streets until a local vicar took it upon himself to open a home especially for boys from these fishing smacks. Opened in 1881 as 'The Home for Smack Boys' it lasted until the decline of the fishing fleet and the start of the First World War, it finally closed its doors in 1915 and is now the Harbour Office for Ramsgate. By 1898 the old fishing smacks were being replaced by the new steam trawlers, the Lord Napier now 30 years old was sold on to a William Hall of Galmpton, South Devon for the coastal trade, the articulated lorries of that time. She was not listed by Lloyds, in other words not insured for valuable goods cargo that is why we see her trading in timber, sand, concrete, stone, slate, bricks and other heavy materials. A local Dartmouth newspaper writes in 1903 of "The Ketch Lord Napier hitting the Horse Ferry, resulting in spearing a covered wagon with her 5 bowsprit". After taking two hours to disentangle her she proceeded up the River Dart narrowly missing the Floating Bridge (Ferry) only to run aground off Noss where she remained for several days. The skipper was either having a bad day or he was intoxicated, history does not record his eventual fate. The painting below is by 'Robert Dennis'

By 1904 it was obvious she was nearing the end of her days, research shows that her owner William Hall had connections with Topsham near Exeter and so he sold her on the Trout's, a well known Topsham shipping family at the time, who had a reputation of buying up old vessels cheaply and fitting them out to do heavy dirty work. Her rig was changed from Ketch to a Yawl and she plied the south coast with all manner of heavy goods. Bridport Harbour records several such cargo's being loaded on the Lord Napier to Dartmouth and Exmouth. And it so it was on her final voyage with a cargo of bricks, she ended her 43 year career as she slipped beneath the calm waters off Salcombe that April day in 1911. So that was the end of the Lord Napier, but what of her crew and owners? Research continued, revealing a fascinating story of the end of 19th Century and the beginning of the 20th, reopening individual lives in those troubled times. Samuel Trout one of the two final owners of the Lord Napier was a Master Mariner and probably skippered the Lord Napier in her later years. He was born in 1842 and died in 1927, his son and co -shareholder Rupert Henry Trout was born in 1875, and he lived all his life in Monmouth Street, Topsham, and by strange coincidence, was killed in action, when HMS Monmouth was sunk with all hands at the 6 beginning of the First World War The battle one the first great naval actions of that war was fought off the coast of Chile, South America.

Known as the Battle of Coronel it resulted in the complete destruction of Admiral Sir Christopher Craddock's squadron by the German Admiral Von Spee with his battleships Scharnhorst and Gneisenau, both HMS Monmouth and Good Hope were lost with all hands along with Admiral Craddock. The action prompted the then 1st Sea Lord Winston Churchill to send a fleet south which later resulted in the complete destruction of the German squadron. Samuel's only son Wallace Henry Trout joined the Royal Navy between the wars and became a Chief Engine Room Artificer, he also lost his life in action aboard the Cruiser HMS Bonaventure when the Italian 'Ambra' torpedoed her off Crete in 1941 with the loss of 139 lives. One of the two survivors of the Lord Napier, Jim (Capt) Voysey lived out the rest his life fishing from Topsham also surviving another wrecking when the Ketch Julie was lost off the Lizard in 1935. Research shows Reg Chambers working in the coastal trade up to the Second World War before serving on Russian Convoy duties. Painting of the ketch below is by 'Eric Voysey' of Topsham



Eric Voysey the grand nephew of Jim (Capt) Voysey has worked all his life as a fisherman, he is also a talented artist who has recently (2009) had an exhibition of his art in Topsham Museum, he has painted many pictures depicting sailing ketches of the Lord Napier period including the ill-fated Julie. Now 80 he still lives in Topsham.

Etched on the war memorial outside Topsham's church are the names of Rupert 7 and his son Henry both killed in action whilst serving their country in separate world wars. A link to the little fishing smack that started her life in 1868 helping to create a great fishing industry on the east coast of Britain and ending her life 43 years later as a tired old Ketch carrying bricks. Little did Jim Voysey and Reg Chambers know but in trying to save the Lord Napier that day in April 1911 just one of those bricks would reopen their stories and a social history of their a century later.

Photo of a brick from the Lord Napier



International news

It had to happen – billionaire builds full size replica Titanic

Australian mining billionaire Clive Palmer has started to build a full-size replica Titanic, which it seems he can comfortably afford. His ideas for authenticity are interesting. He is quoted as saying, "We've retained the essence of the original ship

by having 1st, 2nd, and 3rd class passenger accommodation, and I think that's very important. On completion, if you book 3rd class you will share a bathroom, sit down at a long table for dinner every night, have Irish stew and a jig in the night." She will however, be fitted with air conditioning - and plenty of lifeboats!

Mr Palmer declined to say what the ship would cost, which is understood to be building in China. "We don't want any partners," he said, "this is just for me to go for a little sail around the world in." A launch event is planned in New York in December. As a point of interest, then Titanic's surviving tender, the Nomadic, is still only part restored in Belfast. [Read more in USA Today](#)

[Read more](#)



Florida Family Finds \$300K Treasure



A Florida family who spends their time together hunting for treasure struck it rich over the weekend, hauling

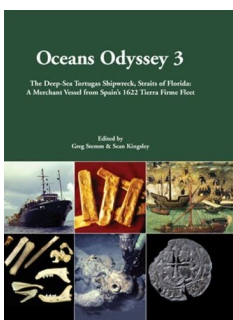
up an estimated \$300,000 worth of gold from an historic wreckage in the Atlantic Ocean.

"What's really neat about them is they are a family, they spend family time together out there and the most amazing part about them is they always believed this day would come," said Brent Brisben, whose company 1715 Fleet - Queens Jewels LLC owns the rights to the wreckage.

[Read more here](#)



Oceans Odyssey 3



The Tortugas shipwreck is believed to be the remains of the 117-ton Buen Jesús Nuestra Señora del Rosario, one of the vessels sailing with the 1622 Tierra Firme treasure fleet bound for Spain. The papers are included in Oceans Odyssey 3: The Deep-Sea Tortugas Shipwreck, Straits of Florida: A Merchant Vessel from Spain's 1622 Tierra Firme Fleet, recently published by Oxbow Books, Oxford. This is the third volume of Oceans Odyssey detailing Odyssey's pioneering archaeological work.

[Read more here](#)

Royal Navy Survey Ship



In ten days' work, Devonport-based survey ship HMS Echo found a string of sunken obstacles and wrecks – including what is believed to be a sunken amphibious ship from the Gaddafi era – in the waters of the capital Tripoli and the port of Al Khums.

Lying some 160 feet (ft) beneath the surface of the Mediterranean, the Gaddafi era ship was one of nearly 20 wrecks and objects peppering the seabed off Libya, found by HMS Echo in a remarkable 10-day search for hidden dangers to mariners.

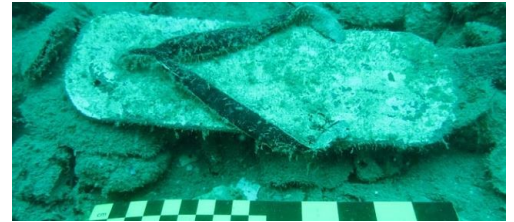
[Read more here at marine-executive.com](#)

International news

Japanese wreck now protected by Australian government

The only known wreck of a Japanese pearling mother-ship in Australian waters will be protected by a 200 hectare Protected Zone, announced today by the Minister for the Environment, Heritage and Water Mark Butler.

Located 60 kilometres off the Central Arnhem Land coast, the wreck of the Sanyo Maru sits on its keel at a depth of 27 metres and is the only known shipwreck of its type in Australia.



On 1 July 1937, Sanyo Maru, with its crew of 20, and heavily overloaded with harvested cargo, was hit by an unseasonal storm and headed seaward to find protection. The Sanyo Maru 'rolled' twice and then floundered and sank.

Some crew members managed to get away in a dinghy while others clung to floating debris. Survivors were picked up by other boats. Two crew members died in the sinking: a pearl diver and the ship's purser. [Read more here](#)

Tilting At Windmills. Spain's Shipwreck Crusaders



The American poet Ralph Waldo Emerson once said "Truth is the property of

no individual but is the treasure of all men." This phrase has been ringing in my ears of late as the 17 tons of coins from the 'Black Swan' shipwreck were readied for their long-distance flight to Europe. I hope the people of Spain enjoy the stories and lessons that the coins symbolize (after the collection is conserved at an estimated cost of at least \$12 million), but I can't help but wonder if the last five years of ugly legal proceedings have left us short changed in the truth department.

[Read more at wreckwatch international](#)

Latest on Costa Concordia

Engineering officials in Italy say they have succeeded in lifting the cruise ship Costa Concordia free of rocks, 20 months after it ran aground.

Efforts to right the ship, one of the largest and most daunting salvage operations ever undertaken, are continuing through the night.

The vessel has been detached from rocks and moved on to a platform constructed on the sea bed, officials said.

Thirty-two people died when the ship ran aground off the Tuscan coast.



Shipwreck discovered 100 years after boat sank

A ship which sank during a violent storm a century ago has been found largely intact at the bottom of a lake by a group of divers. The Henry B. Smith freighter went down in Lake Superior, Michigan after sailing into the Great Lakes Storm of November 1913.

The Duluth News Tribune reported on Sunday that shipwreck hunters found the boat last month in about 535 feet of water off the shore of Marquette. [See more at mail Online](#)



International news

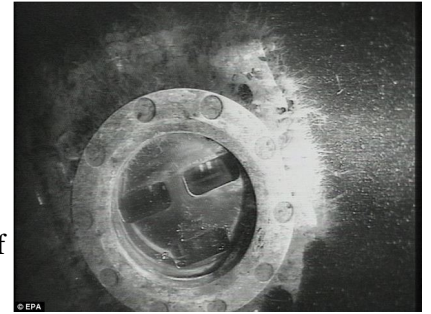
Haunting images show Soviet submarine lost since World War Two found in Baltic sea

The wreck of a Soviet submarine lost during World War Two has been found in the Baltic Sea, 71 years after it sank.

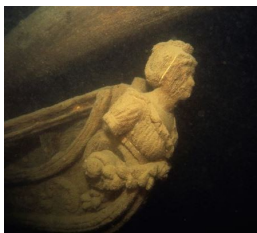
The Swedish Armed Forces said the submarine, believed to have been lost on patrol in late 1941, was found in the Swedish economic zone southeast of the Baltic island of Oland.

It is thought to be that of the S-6, which disappeared in August or September 1941.

[Read more on the mail online](#)



Stunning Shipwrecks From War of 1812



Two hundred years ago today, as the United States, Great Britain, and Canada were embroiled in the War of 1812, a sudden storm hit Lake Ontario with a fury. It proved fatal for two of the ships among a U.S. Naval fleet in Sackett's Harbor: the Hamilton and the

Scourge.

Though nearby vessels managed to save 16 of the crew, at least 53 perished as the ships sank below the waves. The armed schooners came to rest upright and remarkably intact—masts and all—about 1,500 feet (460 meters) apart and 300 feet (90 meters) deep.

***“A sudden storm hit
Lake Ontario in 1812”***

Team examining Gulf shipwreck finds 2 other wrecks



Marine archaeologists made a thrilling discovery this week while examining a well-preserved shipwreck deep in the Gulf of Mexico — two other sunken vessels that likely went down with it during an early 19th century storm.

Much isn't known about the ships, including the flag or flags they sailed under and the year they sank about 170 miles southeast of Galveston. They came to rest

4,363 feet, or nearly three-quarters of a mile, below the surface, making them the deepest Gulf or North American shipwrecks to have been systematically investigated by archaeologists, the researchers said.

"What you're going to see and hear I hope will blow your mind. Because it has ours," lead investigator Fritz Hanselmann told reporters at a Thursday news conference in which the team revealed its initial findings.

[Read more at NBCnews.com](#)

International news

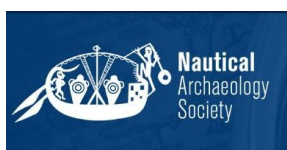
Tall Ship back from the deep



The Dutch Tall Ship “Astrid” has been returned to the surface to dry out having spent the past couple of months on the seabed. It has been successfully recovered off the cork coastline and the Marine Investigation Board have started an investigation.

[Read more at AFLOAT sailing, boating & marine](#)

NAS Conference



Featuring presentations from a range of professional and amateur archaeologists, the NAS Annual Conference provides an opportunity to discuss research, review the archaeological activities of members, exchange ideas on encouraging access to our shared heritage, and network with friends and colleagues from the UK and abroad.

An important international event in the world of nautical archaeology, the NAS Conference always secures a range of internationally renowned speakers who focus their talks on maritime and nautical archaeology around the world.

Not to be missed...

The NAS Annual General Meeting is also usually held during the conference for members. There is also a large exhibitors' area full of a number of organisations that come along as exhibitors during the conference.

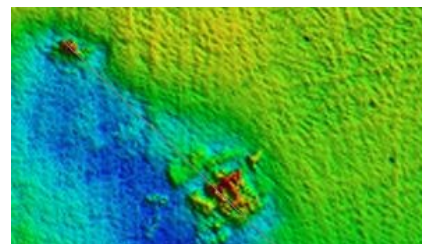
[See all the information on the NAS website](#)

For the last few years, NAS has held a poster session which has exhibited a range of projects and research from shipbuilding to intertidal archaeology, from as far as Yemen and as close as the river Thames. The conference also sees the and presentation of the annual Adopt-A-Wreck Award. There is also an annual raffle with the prizes drawn at the end of the event by NAS President, Phil Harding.

Robert J Walker

More than 153 years after it was lost in a violent collision at sea, government and university maritime archaeologists have identified the wreck of the ship Robert J. Walker, a steamer that served in the U.S. Coast Survey, a predecessor agency of NOAA.

The Walker, while now largely forgotten, served a vital role as a survey ship, charting the Gulf Coast – including Mobile Bay and the Florida Keys – in the decade before the Civil War. It also conducted early work plotting the movement of the Gulf Stream along the Atlantic Coast.



Twenty sailors died when the Walker sank in rough seas in the early morning hours of June 21, 1860, ten miles off Absecon Inlet on the New Jersey coast. The crew had finished its latest surveys in the Gulf of Mexico and was sailing to New York when the Walker was hit by a commercial schooner off New Jersey. The side-wheel steamer, carrying 66 crewmembers, sank within 30 minutes. The sinking was the largest single loss of life in the history of the Coast Survey and its successor agency, NOAA.

[Read more of the project at the NOAA website](#)

International news

Dread Pirate Blackbeard's Wreck Is Coming Up

Sunken treasure lies 25 feet beneath the sea off North Carolina, where archaeologists are probing the wreck of the Queen Anne's Revenge -- the flagship in the dread pirate Blackbeard's flotilla. But this treasure won't sparkle and gleam, and it definitely isn't locked in a dead man's chest.

"The project calls for the recovery of all the materials. Everything. All the weapons, all the bits of the ship, all the personal items. Everything. If it's down there, it's coming up," project leader Billy Ray Morris told FoxNews.com.



[Read more at news.discovery](#)

***U.S. government
provided confidential
documentation to the
Spanish***

'Black Swan' Bounty Deal Revealed in Wikileaks Cables



Hidden behind a fabulous sunken treasure recovered from a wreck in the Atlantic Ocean lays a story of secret diplomatic cables and Nazi art thieves, according to a revelation from WikiLeaks documents

[Read more at news.discovery](#)

Migrants die in Italy shipwreck off Catania

The bodies of six migrants apparently killed in a shipwreck have been recovered on a beach in southern Italy.

Officials in the Sicilian port of Catania say some 100 other migrants - reportedly Syrians - have been rescued

[Read more at the BBC](#)



Secrets of undersea shipwreck hunters



See the video take off Florida with
Mel Fisher's grandson

What lies beneath: Historical riches at Hudson riverbed



There's a load of Pennsylvania coal on the bottom of the Hudson River just north of the Tappan Zee Bridge.

The coal and the wood barge in which it sits are remnants of the Hudson's role in industry and commerce, when it was a highway for people and goods. The barge and its cargo are now in the construction zone for the new Tappan Zee Bridge, an effort to expand and improve a busy interstate corridor.

The vessel is thought to be at least a century old. It's among some 300 "targets" scattered across the river's bottom from the Battery to Troy. Almost two-thirds of those are thought to be shipwrecks; the ...

[See the video at lohud.com](#)

More UK latest

Doomed Second World War RAF bomber discovered



It was hurtling towards the water in pitch darkness, loaded with heavy equipment and eight extra men.

The World War II allied warplane burst into flames on impact - claiming the lives of eleven RAF airmen and leaving only four survivors.

From that day in December 1941, what happened to the doomed Sunderland bomber off Plymouth Sound, Devon, has remained a mystery.

But now, more than 70 years later, the ghostly remains of Flight W3998 have been uncovered - thanks to a chance discovery by ex-Royal Navy clearance diver Danny Daniels, who taught Prince Harry how to dive.

Flight W3998 crashed during take-off in December 1941

[Read more at the Daily Mail](#)

Bronze Age 'boat building' discovery in Monmouth

Archaeologists believe they have found the remains of a Bronze Age boat building community in Monmouth.

Excavations show 100ft-long (30m) channels in the clay along which experts think vessels were dragged into a long-gone prehistoric lake.

Monmouth Archaeological Society started to unearth new findings when work started on Parc Glyndwr housing estate two years ago.

The research is being published in a book called *The Lost Lake*.

Author and archaeologist Stephen Clarke, 71, said: "I started digging here with the society 50 years ago - I wish I had another 50 years."

[Read more at BBC Wales](#)

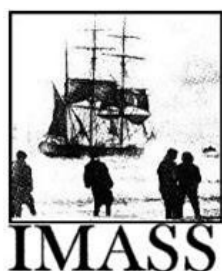


Virtual dive trail "HMS Victory" 1744



The predecessor to Nelson's favourite warship, HMS Victory was launched in 1737 and later became the flagship of the Channel Fleet. She was lost less than a decade later during a violent storm in October 1744. Victory is unique: the only scientifically-studied wreck of a First Rate English warship found in the world's oceans. Explore the wonders of this famed ship through the Virtual Dive Trail, archaeological papers and other background information with the links below.

[See more here](http://hmsvictory1744.org) at hmsvictory1744.org



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richardlarn@tiscali.co.uk
clarksonsteve@sky.com

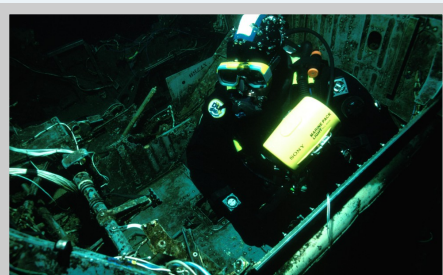
Don't forget the

International Shipwreck Conference

Saturday 1st February 2014

Robbins Centre

Plymouth



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