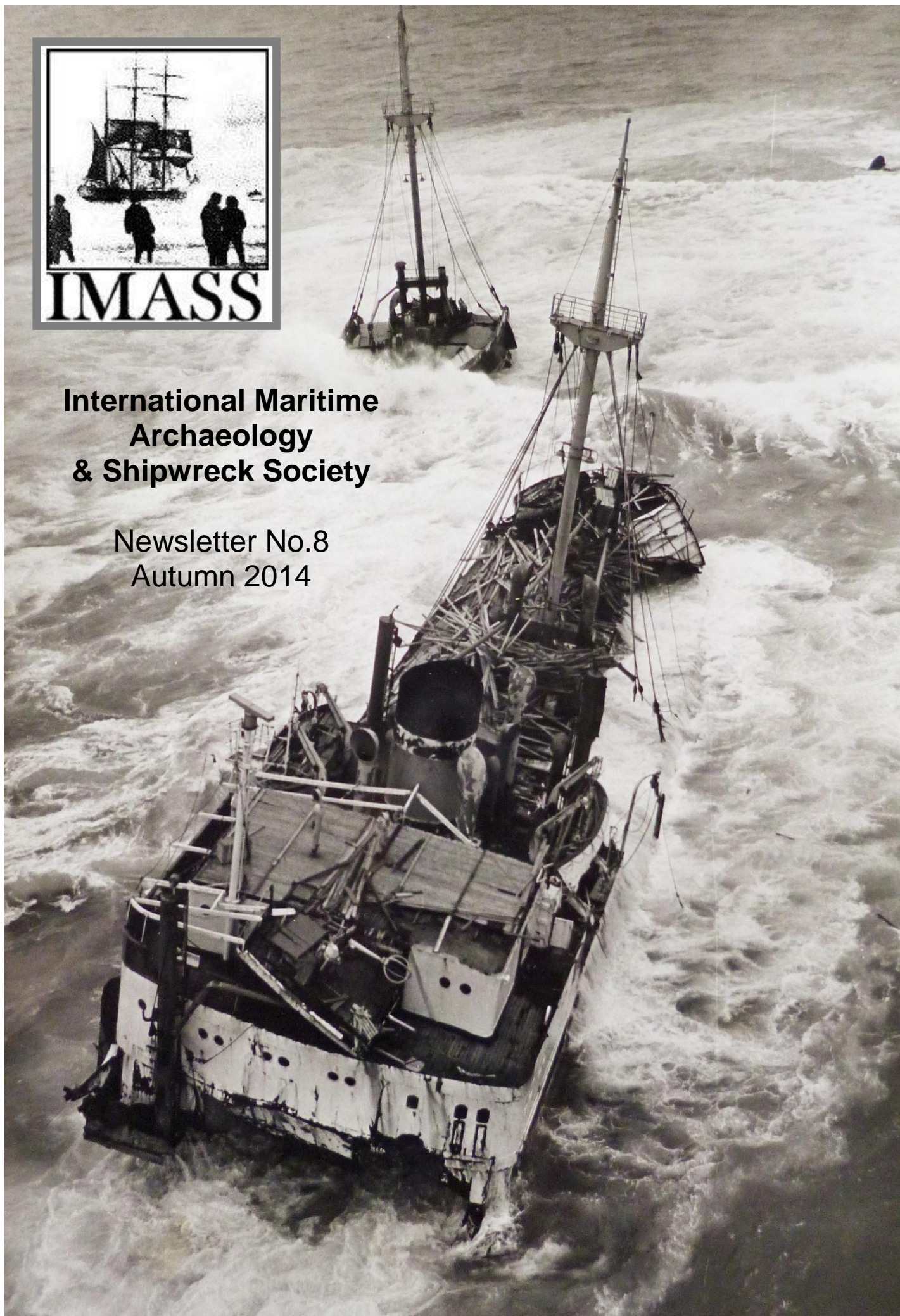


**International Maritime
Archaeology
& Shipwreck Society**

Newsletter No.8
Autumn 2014



Contents

IMASS Officers & Committee Members.....	3	International shipwreck news	15
Cover photograph	3	Award for <i>Costa Concordia</i> salvors.....	15
Editors Comments.....	3	Foreshore shipwreck to be re-buried.....	15
Presidents Remarks.....	4	The wreck of HMS Resolution, sunk in 1759, located near Le Croizic, south Brittany, France,	15
Chairman's Report	5	Croatian divers find German aircraft remains from WW2.	15
British shipwreck news.....	6	Divers from Finland in trouble for recovering artefacts from a protected wreck.	15
The most expensive diving book.	6	US. Divers assist Italian archaeologists to excavat a 1000-year old wreck off Panarea, Sicily.	15
Divers plundered nine shipwrecks for treasure worth £250,000..	6	Franklin Expedition wreck has now been identified as HMS. Erebus.....	16
Storms again uncover a mystery shipwreck at Bamburgh Castle	7	Wrecks of the ss. Bluefields and the German submarine U-576, that sank her , found off North Carolina, USA.	16
Warrior surfaces from the sea – after some 400 years.	7	1,500-year-old basilica discovered in Lake Iznik, Turkey.....	16
Tribute to Kendall McDonald paid following his death in January 2014.....	7	Ancient city of Heracleion gives up its treasures in the Mediterranean.	17
The Cornish <i>Hera</i> shipwreck's centenary marked with a series of events in 2014.....	7	The Whydah pirate treasure on display at Galveston, USA.....	17
Pottery find in the Isles of Scilly may date to the early 12 th century.	8	USS. Monitor laboratory has closed.....	17
German U-Boat lying in a creek off the Medway, to reveal its secrets.	8	Mel Fisher asks Court to drop gem stone treasure appeal.	18
Divers explore well conserved remains of WW2 flying boats.	8	Fragments of 'plane identified as the remains of Amelia Earharts aircraft.	18
Thames Estuary wreck is excavated since it is under severe threat from the environment, not divers.	9	Greek shipwreck discovered that sank over 2,000-years ago....	19
Diver trail now around the wreck of the submarine A-1 off Portsmouth.....	9	17 th century Dutch man o'war found off the coast of Tobago.....	19
Wreck plaque at Prawle Point, Devon, to inform the public of important wreck sites nearby.	10	Teddy Tucker, America's 'Old Man of the Sea', dies aged 89. .	19
Value of wreck find reports tops £10 million over 2013-14.	10	Vessel buried 20ft down under New Jersey beach could be historic.....	20
4,500-year-old boat found amongst Viking artefacts discovered in Galway.....	10	Italian divers find 2,000 year old shipwreck offshore.	20
36 States represented at UNESCO meeting held in Belgium in June to discuss WW1. shipwrecks.	11	Remarkable discovery on the building site of the Twin Towers in New York.....	20
Remote controlled Quadcopter used to survey wreck of the <i>Anne</i>	11	Divers find steamship wreck off Taiwan containing treasure.	20
The Shipwreck Museum,Hastings, celebrates return of an iron cannon from the wreck of the <i>Amsterdam</i>	11	Divers recover earliest known bottled mineral water in the Baltic.	20
WW2 German Dornier 17 bomber recovered from the Goodwin Sands.....	12	Doubt cast over date of wreck found off Haita, thought to be the Santa Maria, Christopher Columbus's ship	21
Scottish wrecks map now available.	12	Bonaparte's cannon found by Russian dive team off Alexandria.	21
Loaded bronze cannon from the wreck of HMS. Victory (1744) returned to Portsmouth Dockyard.....	12	Canadian Military explore the wreck of HMS Breadalbane in the Arctic.	21
New yacht wreck off Suffolk.	13	Odyssey Marine Exploration recover 2,800 bars of silver worth £38 million from the ss. Gairsoppa.....	21
Newport Medieval Ship – a Guide	13	Wreck of German UC-42 off Cork harbour in 25m to be protected.	22
Lecture on the mercury laden German submarine U-864 at the Plymouth Corinthian Yacht Club.....	13	1888 shipwreck rediscovered under the Golden Gate bridge, California.	22
Wreck of the man o'war Hazardous added to EH. 2014 'at risk' list.	13	Push to find Australia's first submarine- the AE-1 lost 1914.	22
NAS. and Portsmouth RN.SAC commemorate WW1 wreck	14	The Chinese community wants a shipwreck off New Zealand with the remains of Chinese gold miners to be respected.....	22
Second memorial bust of Alexander McKee unveiled on Hayling Island.	14	First images of historic San Francisco shipwreck, SS City of Rio de Janeiro revealed	22
Aircraft remains off the Lincolnshire coast identified as a flying boat.....	14	Graf Spee's eagle rises from deep	23
Plymouth SHIPS Project concentrates on the submarine A-7... ..	14		
SHIPS Project almost certainly find the wreck of HMS. Amethyst, 1811.....	14		
IMASS committee members win "Gold"	14		

President – Richard Larn OBE
Vice Presidents – Peter McBride
 Alan Bax
Chairman – Neville Oldham
Vice Chairman – Allen Murray
Secretary – Steve Roue
Treasurer - Nick Nutt
On-Line Ticketing – Steve Clarkson
Technical Advisor & Speaker Finder- Peter Holt
NAS. Contact Officer – Jon Parlour
Web Master – Richard Knights
News Letter Editor – Richard Larn
Assistant New letter Editor – Steve Clarkson
Committee Member – Ayse Atauz
Committee Member – Trevor Newman

The wreck of the timber laderm mv.
Prosperity, lost on La Conchee Reef,
Guernsey, on 17 January 1974 with all 18
crew.
Credit: Richard Keen collection..

Views expressed and comments made by authors and individual subscribers to this News Letter are personal, and do not reflect the opinions of IMASS, its Officers or Committee.

IMASS (the International Maritime Archaeological & Shipwreck Society) continues to be unbiased, maintaining an impartial attitude regarding all aspects of maritime archaeology, shipwrecks and diving, being dedicated to allowing and supporting the freedom of speech.

I assume most of our readers are aware of the UNESCO Convention and its implications for diving and maritime archaeology if and when the UK government signs up to it as a Member State. Certainly, no one is going to sign up the agreement until after the next election, after which I can only hope that someone sees some sense and Gt. Britain declines to ratify it. I personally see this UNESCO Convention on the Protection of Underwater Cultural Heritage as unwanted, unnecessary, bureaucratic legislation that will very seriously affect the relative freedom divers have enjoyed since diving commenced.

The Convention was established in 2009, and to date 42 countries have signed up, now the UK is under pressure to join. UNESCO's core demand is that all excavation and surface recovery of shipwreck material is discouraged, believing that *in situ* preservation should be the first option, and intrusive activities shall be minimal. The recovery of any shipwreck artefact material will be prohibited except under licence and it could be an offence to sell, trade or barter any shipwreck artefact material.

In this News Letter, No.8, Steve Clarkson and I have found ourselves with so many news items that reports have been reduced often to a précis, in order to get them all in.

We still welcome news from individual divers or groups, so if you have something you want to see in print, please forward it to

Richardlarn@tiscali.co.uk
or
Richardlarn1930@gmail.com

Presidents Remarks



What an incredible 12 months of maritime archaeological finds, salvage and related events it has been since our last News Letter. I have been diving for 66 years, and cannot recall

a single year when so much has happened in our world of shipwreck, maritime archaeology and diving as that of 2014.

First and foremost there was our annual IMASS Conference, held over the weekend Friday 31st January and Sunday 2nd February in Plymouth's University Robbins Building. For the first time in 32 years, it was a complete sell-out almost before the doors opened, and regrettably, a few delegates were turned away. Selling tickets on-line obviously appealed to most attendees, and is the obvious way forward for the Society.

Congratulations to our speaker finder(s) and all those who gave such a fascinating range of talks, also to the IMASS Committee who arranged and organised such a wonderful Conference, again; we all owe them a debt of gratitude.

Without doubt the most important piece of news we have received concerns the wreck of HMS.

Victory (1744), the site of which was found by Odyssey some three years ago. Since then, there has been constant bickering as to whether the finders should be allowed to recover the surface artefacts, after completing a full survey of the site, with some insisting the wreck should be left alone for future generations, despite the fact it was being plundered.

A joint public consultation on the options was conducted by MOD and DCMS, after which the wreck was gifted to the

Maritime Heritage Foundation (MHF). On 24 October 2014, the Secretary of State for Defence, Mr. Michael Fallon, gave consent for MHF to proceed with the next phase of the agreed Project which will bring recovery one step closer. Specifically, MHF have been granted permission to recover 'at-risk' surface items from the wreck site, once the necessary Licence has been issued by the Marine Management Organisation (MMO). This will obviously include the ninety-seven bronze cannon that dominated the surface of the site, but bearing in mind she was a 1st Rate Man o'war armed with 100 bronze guns, including 28 massive 42-pounders, the number of cannon showing may have changed in the intervening time.

In case some of you are unaware, two guns were salvaged by Odyssey which went to the Tower of London, a third being taken without permission by a Dutch vessel, which was arrested on the high seas and the gun confiscated.

So, this IMASS News Letter has a wealth of shipwreck information from around the world, finds, recoveries, discoveries, outstanding deep water salvage achievements, treasure and much more. I hope you enjoy reading of these exploits of other divers who have similar interests to us all. It has certainly been interesting collating all this information and news.

Remember to book your 2015 Shipwreck Conference tickets on line to avoid disappointment, since there are not that many left. Also your tickets for the Saturday dinner, which again are limited in number.

The Conference date in case you have forgotten, is 7-8th February, in the usual location in Plymouth's University Robbins Building.

May I take this opportunity to wish all of you a Happy Christmas, a Peaceful New Year, and a successful and safe 2015 diving season.

Richard Larn OBE. IMASS President.
United Kingdom News - 2014

Chairman's Report



Well it's the 33 year of the SW conference which is a tremendous achievement of the small group of dedicated volunteers who have over the years' worked hard for its success, giving their services completely free. I will not name them individually but I am a sure you all know who they are and on your behalf I say a BIG thank you to them. Sadly last year one of our stalwarts Paul Dart who has been involved with running the conference for the last 32 years decided to stand down from the committee to concentrate on his family commitments and his other passion cricket! He will be greatly missed and we all wish him well, hoping his next innings last another 32 years.

Coming back to the world of archaeology, for the last 30 plus years there has been a concerted effort by the desktop and purist archaeologist to exclude the ordinary diver from working on historic marine sites. No matter how hard we tried to carry out the survey on historic sites they continued with their insidious campaign to exclude us. Despite the fact divers have show that they can be responsible, and the fact that the majority of historic wrecks that are now listed by English Heritage were found by amateur divers who are now the English Heritage licensees reporting on their condition on a regular basis. No matter how hard we try the desktop and purist archaeologist will never accept us. The UNESCO proposals that they are pushing is a classic example of their continued opposition to us. If ratified by the UK they think it could be used to destroy the all the good work that the enlightened archaeologist and divers are doing together

by excluding the Vocational archaeologist. We must vigilant.

We now also have the Marine Management Organization (MMO) which is growing like a Japanese sea weed. It is supposed to be self financing and what that means is that you and I have to pay to work and protect Historic marine and wrecks sites.

If we wish to put a buoy on an Historic site that we are EH licensees' of to warn divers that it is an historic site and diving by none registered divers is prohibited and the buoy is in position for over 28 days we have to pay to obtain a license from the MMO and also Trinity House is involved. So with all these Quangos' involved plus the insurance you need to have it could well cost you over £8,000-00 for you to protect an historic site.

Historic Marine sties should be exempt from MMO and other government Quangoes, as the fishing industry is. So pen to paper and write that letters to your MP NOW!!!!

The other worrying thing is as from 1st.April 2015 the Marine department of EH is being moved to Historic England. This decision appears to have been taken by government departments with no consultation with the licensees this move needs to be watched closely.

Neville Oldham Chairman IMASS

Note:

***The IMASS2015 Conference
is sold out and no tickets will
be available at the door***

British shipwreck news

The most expensive diving book.

A diving book recently sold at auction for some £6,400, making it the most expensive manual ever sold. On 9 October 2014 the Plymouth based auction house Eldred's, offered Lot No.0075, a book of 1820, entitled "*Observations on Diving and Diving Machines, with some interesting particulars relative to the Machine now used in carrying on the Public Works In Hamoaze and Plymouth Dockyard, with interesting particulars to the Great Undertaking, the Breakwater now constructing in Plymouth Sound.*"

The estimated price was £500-700. Included in the hard back marbled book, which was folio size, ie. 8vo, was a linen-backed map of Plymouth and a coloured chart of Plymouth Sound. Published by a Mrs.E.Nile, of 48 Union Street, Stonehouse, printed by Johns and John Cooke. 1820, it was 194 years old when put up for sale.

Starting with a telephone bid of £900, the price continued to rise as two bidders, one a well-known bibliophile member of the HDS, the other an antique book dealer, who admitted that he had been searching for a copy for the past 40 years, sought to outbid the other. The antique dealer won in the end, his purchase subject to 16.67% buyer's premium which brought the total to almost £7,500. A member of the IMASS Committee who attended prepared to go to £800, found the bidding actually started at £900!

Divers plundered nine shipwrecks for treasure worth £250,000

According to newspaper accounts in May, two British divers from Sandgate, Kent, charged with having recovered a large quantity of shipwreck artefact material from nine wrecks over a period of 13 years, pleaded guilty to nineteen offences, covering artefacts worth over £250,000

This was the first time the Maritime & Coastal Agency (MCA) had brought such a case to court over divers failing to declare

recoveries, having broken Sections 236 and 237 of the Merchant Shipping Act 1995.

Explosives and professional underwater cutting gear had been employed, to recover finds from the German submarines *U-8*, *UC-64*, *UB-40*, an un-named English East Indiaman, the *Harlinglen* and others, a total of nine wrecks in all.

Amongst the material they were said not to have declared to the Receiver of Wreck were eight bronze cannon, worth £12,000 each; three bronze propellers, and ingots of copper, zinc and lead. Six of the cannon, each said to weigh half a ton, had seemingly been sold and could not be found. The cannon had been cast by the London foundry Wiggins & Graham and bore the marks of the English East India Company (UEIC), and whilst the wreck has not been publically named, could have come from the *Britannia*, wrecked on the South Goodwin Sands during the same gale as the *Admiral Gardner* (1809).

The copper ingots bearing the mark "William Harvey & Co. Truro", were said to be from a ship named *Harlingen*, found off Dover in July 2001. (Editor's note: I can find no ship by this name in records of the HEIC, and in 1807-9 the Company still retained its monopoly of trade with India, so if I was a private Indiaman, why was it carrying company cannon intended for the Indian Army?)

One of the divers, aged 52, was fined £7,000, his 556 year old partner £6,500.

Amongst the admitted recoveries but not yet found was a 30cm tall bronze statue of a French saint.



Storms again uncover a mystery shipwreck at Bamburgh Castle



A wreck uncovered by storms in 2011 has again appeared above the surface of the sand. Carbon dating

carried out by the Maritime Archaeological Sea Trust (MAST), whose Chief Executive Officer and archaeologist Jessica Berry) have put the wreck at around 1768, feel the remains are of an 18th century merchant ship. Funded by the Northumberland Coast AONB Partnership Sustainable Development Fund, MAST hope to eventually be able to identify the wreck. The site has been designated a Scheduled Monument by English Heritage. The position of certain features of the wreck such as her pump and windlass, suggest the buried structure could be reasonably intact. Her timbers suggest she was built around 1770

Warrior surfaces from the sea – after some 400 years.



An undated contribution from one of our IMASS members' reports that an intricate work of baroque wood carving, which once graced the rudder head of an unidentified Dutch vessel sunk off Poole in Dorset, has been recovered.

28 feet tall, the carving features a merman, whose eye sockets would have been decorated with precious stones. Similar carvings were found on gun ports, and recoveries include ceramics, leather shoes, copper and pewter tableware and a pair of brass navigational dividers.

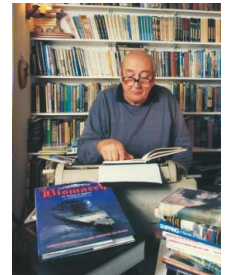
After receiving a £500,000 English Heritage grant, an archaeological team recovered the 5-ton rudder from what is known as the Swash Channel Wreck. A

replica of the rudder head is now on display in the Poole Museum, whilst the original still undergoes conservation along with other material from the site.

David Parham, senior lecturer in marine archaeology at Bournemouth University, is closely involved with the project, which is believed to be an armed Dutch trading vessel carrying high-quality trade goods for the Far East sunk in the 17th century. The site represents a valuable university students training project..

Tribute to Kendall McDonald paid following his death in January 2014.

Prolific author, former BS-AC Chairman and shipwreck enthusiast Kendall McDonald died aged 86, at a nursing home near his home town of Thurlestone, Devon.



Older generations will remember Kendal , who saw the BS-AC through a period of rapid expansion between 1975 and 1977. He wrote countless articles for initially *Neptune*, then *Triton* and eventually *Diver* magazine. He wrote the *Beachcomber* column for many decades.

The Cornish *Hera* shipwreck's centenary marked with a series of events in 2014.

This German steel barque, which hit the rocks off the Roseland, south Cornwall, 100 years ago, was 90 days into a voyage from Chile carrying nitrates, when she ran into thick fog shortly before she struck rocks off Nare Head. Of her 24 crew only five survived, the bodies of those drowned being buried in a grave which is 30m (98ft) long , in Veryan church yard.



A series of events took place over the weekend of 1st/2nd. February at which the crew were honoured included an exhibition, a concert and a requiem service, which was conducted by Father Douglas Robbins.

Pottery find in the Isles of Scilly may date to the early 12th century.



earlier than the 14th century as originally believed.

What became a serious marine archaeological project started when David McBride, charter dive-boat skipper of *Tiburón*, found a quantity of pottery shards amongst yacht moorings near Cromwell's Castle, in Tresco Channel. The discovery led to a survey by CISMAS, the Penzance based Isles of Scilly Maritime Archaeological Society, headed by Kevin Camidge, its findings bringing in a combined team of PROMARE and CISMAS divers to the site in October 2013.

A total of over 900 Saintonge, Brittany, Southampton and unidentified shards have been found, as well as a large quantity of animal bones, an intact oil lamp, wool sticks, leather, a medieval bronze brooch and iron concretions. The material suggests a sizeable maritime incident – possibly a shipwreck, and dating suggests c1100, the earliest known wreck on the islands.

Two additional finds in Scilly also relate to early shipwrecks. Timbers and iron cannon were found in St. Mary's Roads on a site later investigated by Wessex Archaeology, and more recently a scatter of pottery shards and possibly related iron fittings suggest a medieval wreck site, with only tentative dating as yet.

German U-Boat lying in a creek off the Medway, to reveal its secrets.



A WW1 German submarine, probably UB-122, has become a research project sponsored by English Heritage, which allowed marine archaeologists to

conduct a search into the wreck of the only WW1 submarine visible from the shore which is entirely exposed at low water. The team have established that Oberleutnant Zue surrendered his submarine at the end of the war which was towed up the Medway to Halling, where its diesel engines were removed.

In 1921 it was being towed back towards the Thames to be scrapped, when the tow line parted and she came to rest in Humble Bee Creek, close to the Isle of Grain, where she remains. A Type UBIII coastal patrol submarine, she would have carried 10 torpedoes, a crew of 34, and had a cruising range of between 7-9,000 miles.

In November 1918, a total of 114 German U-boats were taken into Harwich harbour, some of which were given to France. Only UB-122 and U-118 were lost, both whilst under tow.

The wreck was surveyed by members of Cotswold Archaeology, as part of the project to locate dozens of British and German submarines sunk off the English coast during WW1. This project which will last four years, hopes to identify and survey all submarine wrecks within the 12 mile territorial zone.

Preliminary research has identified three British and 41 German submarines to date, sunk in and around the English Channel.

Divers explore well conserved remains of WW2 flying boats.



A team of six members of the Scottish Queensferry Diving Club have relocated and explored

the remains of an American Catalina and a British Short Sunderland flying boat lost near Oban. The Catalina lies in 32m depth, the Sunderland in 24m, only a few miles apart, having been based it is thought, at Ganavan Sands.

Both aircraft lie on a muddy seabed with their tails buried but the remainder of their fuselages above the seabed.

The Catalina has lost its port wing, thought to have been trawled up some years ago, but

you can swim beneath the starboard wing, and both engines, complete with propellers lie in the mud.

Part of the cockpit canopy survives, and inside the instrument panel, seats and controls are visible.

The Sunderland has collapsed, her engines and props gone, but her turrets are still there with ammunition visible around the guns. (Photo Pembroke Docks Sunderland Trust)

Thames Estuary wreck is excavated since it is under severe threat from the environment, not divers.

HMS. *London*, a 37m long 2nd Rate man o'war of the Royal Navy, which is a Protected Wreck, has received a licence to be excavated by Cotswold Archaeology, in partnership with the wrecks licensee Steven Ellis.

Built between 1642 and 1660, one of only three 2nd rate warships finished in that period, in 1658 she was sent as part of a squadron to bring Charles II back from the Netherlands and restore him to the throne.

She blew up whilst at anchor in 1665 off Southend-on-Sea in mysterious circumstances, with the loss of over 300 crew. At the time she was on passage from Chatham to the Hope, near Gravesend. The wreck lies in two distinct pieces in 18m depth.

Boring organisms are slowly destroying her timbers, and the aim of this emergency excavation and recovery exercise is to save historical and cultural artefacts before they are lost for ever, says English Heritage.

Three trenches will allow divers to excavate her bow, orlop and main gun decks, and carpenters and bosun's store-rooms. Southend Museum's Service will record the finds as well as create a permanent display helped by a grant from the Esmée Fairbairn Foundation.

Mark Dunkley, the Maritime Designation Adviser for English Heritage said, "While the hull of the ship will remain on the seabed for the foreseeable future, the recovery and display of vulnerable artefacts will aid our understanding of life on board a ship of the late 17th century, and enable us to remove the wreck from our Heritage at Risk Register.'

Southend Museum Services, Steve Ellis and his team are joint contenders for this year's English Heritage Angel awards for their work on the *London*, which has been at the centre of controversy several times over cannon and artefacts that were raised without permission.

Editor's note: Fortunately, the wreck site of HMS. *Victory* (1744) in the English Channel, has now been given permission to recover surface artefacts at risk, otherwise the question could well have been asked, "Is not *Victory* under as similar a severe threat as the *London*, for only slightly different reasons?

Diver trail now around the wreck of the submarine A-1 off Portsmouth.



A new underwater diving trail has been laid around the protected wreck of the Royal Navy submarine A-1, which lies in 12m depth in the Solent.

Largely intact and sitting upright, but covered in marine growth, she was the first Royal Navy

submarine designed and built in Britain. Launched in 1902, she sank unmanned nine years later whilst being used for target practice. This was in fact her second sinking, since in 1904 she collided with a merchant vessel during an exercise, with the loss of all hands.

This diver trail, launched by English Heritage and NAS, requires a licence to visit. As with other diver trails, a waterproof printed guide aids navigation and recognition of the wrecks key features. The wrecks designated licensee is Martin Davies.

This is the 4th diver trail to be established around Protected Wrecks, the others being HMS. *Colossus*, Isles of Scilly; *Coronation*, off Rame Head, Plymouth; and the Norman's Bay wreck, near Bexhill, Sussex. A diver trail is also due to be laid around the wreck of the paddle-steamer *Iona*, off Lundy Island, in the Bristol Channel.

Wreck plaque at Prawle Point, Devon, to inform the public of important wreck sites nearby.



The South West Maritime Archaeology Group (SWMAG), established this information plaque to detail the Protected Salcombe cannon site and Moor Sands sites worked by the group over many years, and from which Bronze Age finds and Moroccan gold coins have gone to the British Museum. The plaque was created with donations from the Salcombe Museum and English Heritage, now stands on a sea-facing patio at Gara Rock residential and restaurant complex. The plaque was unveiled last April by South Hams MP, Dr. Sarah Woollaston, third from the right in the photo.

Value of wreck find reports tops £10 million over 2013-14.



The Receiver of Wreck, Alison Kentuck, reports that her office dealt with an estimated £10 million-worth of wreck material in the past 12 months, including 307 Droits declarations, which covered 35,450 objects."

This included 51 portholes (ie: scuttles which are round, portholes being rectangular); 18 ship's bells, eight engine telegraph parts, 1,900 ingots, plus other items of metal cargo.

In addition over 200 bottles, an elephant tusk, a hand held air-raid siren, a scrubbing brush and other items were declared.. Amongst last year's recoveries were a German WW2 Dornier bomber from the Goodwin Sands (*see full story later*), and the

3-tonne rudder from the Swash Channel wreck.

From the Protected Wreck of HMS. *London*, came bronze spoons, leather shoes and pewter pots, the most unusual recovery being 200 doll's heads from the wreck of the *Galatea*, lost off Norfolk in 1898.

4,500-year-old boat found amongst Viking artefacts discovered in Galway.

An incredible number of finds in Lough Corrib, Connemara, in the Irish Republic, include no less than 12 boats dating from 2,500BC to the 11th century AD.

Radiocarbon dating has established the age of the finds, and artefacts include several battle-axes and other weapons. The finds were made by Captain Trevor Northage, who was conducting a marine survey of the lake in order to update Royal Navy Hydrographic Admiralty charts. The Irish UAU (Underwater Archaeological Unit) and the National Monuments Service have carried out a series of dives to investigate the finds.

These include a 4,500 year-old log boat, which settled in the mud when it sank, before becoming buried in silt. It is



incredibly intact, even to its seats being preserved. Three Viking battle-axes recovered will form a centrepiece for the National Museum of Ireland's Battle of Clontarf exhibition, marking the 1,000th anniversary of the battle and the death of King Brian Boru. Other weapons found include spearheads and a rare wooden spear, all conserved by the National Museum. As yet, there are no plans to raise the craft.

The oldest boat, the Annaghkeen 12m log-boat, found near the ruins of the castle on the banks of Lake Corrib, is close to the age of the Pyramids of Giza in Egypt, and had been on the bottom of the lough for 3,500 years before the Vikings arrived. Three similar boats have been found all within 30 miles of each other, suggesting one builder. Ireland's Minister for Arts, Jimmy Deenihan, called the finds exceptional,

“the artefacts providing a unique insight into a wide range of prehistoric and medieval activities, including raiding, hunting, wood working, boat building, trade, travel and transport.”

36 States represented at UNESCO meeting held in Belgium in June to discuss WW1. shipwrecks.



Experts from 36 states meeting in Belgium were told at the UNESCO Convention on the Protection of Underwater

Cultural Heritage that they need to increase safeguards. Tens of thousands of sailors and merchant navy personnel lost their lives in WW1 in wrecks now threatened by salvage operations, deliberate destruction, erosion and looting. The Convention, introduced in 2001, only applies, currently to ships sunk over 100 years ago, which includes all the 1914-18 losses. While Britain has not yet signed up to the Convention, the government has taken the view “that it will observe the spirit of the agreement.”

Ulrike Guerin, of UNESCO, is quoted as saying, “The issue of dismemberment for salvage has become a major problem, especially as the price of metals has increased in recent years. In 2011 Dutch salvage firms dismantled the remains of three British cruisers sunk in 1914, the *Abouiker*, *Hogue* and *Cressy*, which went down with the loss of 1,500 lives.

The remains of these ships were destroyed for the copper and bronze they contained. The Netherlands is said to be close to signing the Convention, and that would help prevent this type of action in the future.

Dr. Innes McCartney, who has led countless expeditions looking at sunken U-boats, and another to the Battle of Jutland wrecks said, “The heritage managers of countries like France and Belgium and the rest are now staring down the barrel of a major headache”, since signatories of the convention will soon become responsible to find the resources to police thousands of wrecks .

Researchers working for UNESCO now want to compile a global inventory of ships

lost in WW1 and carry out investigations on erosion.

(editors comment: All Allied governments freely issued salvage contracts after WW1, in fact the government sold the late Roy Davis and I several wrecks as late as 1968, including the ss. *Ilston* and the *Eastfield* off the Lizard, which like countless others ownerships are still current, since they were never rescinded or cancelled. Will title holders be compensated or denied access to wrecks legally purchased and owned?)

Remote controlled Quadcopter used to survey wreck of the *Anne*.

On 2nd March Prof. Robert Stone, Director of the Human Interface Technology Team at Birmingham’s School



of Electronic Engineering, used a DJI Phantom 2 Vision quadcopter to produce aerial photographs of the wreck of the *Anne*. Basically a miniature helicopter, fitted with a camera and in-built GPS, using Wi-Fi technology, the quadcopter transmitted live feed pictures back to the controller, giving an aerial perspective of the wreck not seen before. This is the first recorded aerial survey of a wreck using this method, and the equipment, freely available for under £500, is obviously a technique that others will now use on foreshore wreck sites.

The Shipwreck Museum,Hastings, celebrates return of an iron cannon from the wreck of the *Amsterdam*.



Recovered from the remains of the Dutch East Indiaman *Amsterdam*, which

lies on the beach at Bulverhythe, near Hastings, an iron cannon sent to Fort Nelson for identification and conservation has just been returned. The cannon, now thought to be Swedish, has been returned to its owners for further treatment, and is currently immersed in fresh water in a pit dug in the garden at the Museum.

WW2 German Dornier 17 bomber recovered from the Goodwin Sands.



Seatech Civil & Marine Ltd. Based at Southampton have successfully recovered a rare Dornier bomber, 5

miles off the coast of Deal, Kent. The aircraft, a type 17z, believed to be the only example of its kind in the world, had lain in 20m of water for more than 70 years after being shot down by RAF fighter aircraft during the Battle of Britain in August 1940..

Recovery took 7 weeks, the divers only able to work at slack water for about an hour at a time, when suspended sand dropped to the seabed offering good underwater visibility. The salvage company designed and built a modular lifting cradle, tests being carried out at the RAF Museum, Cosford.

Heavy lift barges were commissioned from Chatham, and it was estimated 120 dives would be necessary to assemble the cradle around the aircraft. However, a period of bad weather delayed the project, and to accelerate recovery it was decided to recover the aircraft in 20 dives. To give the airframe more strength, a 40kg aluminium beam was fed into the narrow fuselage via its bomb bay.

A period of calm weather allowed the aircraft to be lifted onto the deck of a barge, where the wings were removed before transportation to the RAF. Museum who sponsored the recovery to the tune of £850,000. The conservation process will take an estimated 2 years to complete, after which it will go on public display at the RAF.

Museum, Grahame Parke Way, London NW9 5LL. 020-8205-2266.

Scottish wrecks map now available.



A downloadable interactive map showing all the known wrecks off Scotland has been published by

the Royal Commission on the Ancient and Historical Monuments of Scotland.

Created as part of Project Adair, this is a partnership with Historic Scotland to collate maritime historical information. Shown are densities of both ship and aircraft wrecks, backed by images of shipwreck dives, data from the Scapa Flow Survey, with the oldest wreck to date being 800AD.

The map can be downloaded at: www.rcahms.gov.uk/news/shipwreck-map-of-scotland-published-as-maritime-record-enhanced.

Loaded bronze cannon from the wreck of HMS. Victory (1744) returned to Portsmouth Dockyard.



Conservation experts from West Dean College have been working on the two cannon, which were recovered by

Odyssey in 2012. HMS. *Victory*, the flagship of the Royal Navy. She was under the command of Admiral Sir John Balchin , returning to Portsmouth from the Mediterranean, when she disappeared in a storm in the Western Channel in 1744 with all hands, over 1,000 officers and men. Until 2008, when the wreck was found and identified, it had always been thought she had struck the Casquets, off the Channel Isles, and numerous expeditions have been mounted to find her. She was eventually located some 60 miles away to the west, lying in over 300ft of water.

In 2012 plans were made to recover the thousands of surface artefacts lying on the seabed, but until permission was granted, the only recoveries were two cannon out of the 100 bronze guns she was known to be carrying, to assist in positive identification.

The National Museum of the Royal Navy commissioned Mary Rose Archaeological Services to conserve the guns, the work being carried out at the Royal Armouries workshop at Fort Nelson. Conservators from West Dean College will assist in the display of these historic weapons. One of the guns is quite unique, a bronze 42-pounder, the only

example of the largest calibre gun ever carried on a man o'war. The other was a more conventional, but unique bronze 12-pounder. Both guns were loaded with powder, shot and wadding.

As mentioned earlier, Odyssey have now been granted permission to carry out surface recovery of the remaining cannon and artefacts that are not buried. It is anticipated the work will commence in early 2015.

New yacht wreck off Suffolk.



A yacht crewed by one man and a woman, collided with the 5,000-ton dredger *Shoreway* and sank off Felixstowe in June, 2014.

Lifeboats and a helicopter joined in the search, and the male crew member was rescued by the Cyprus registered dredger, but the woman was not found and was presumed to have drowned. Both crew members were wearing lifejackets, but neither had location beacons. Two dogs on board also were lost.

Newport Medieval Ship – a Guide



The 'Friends of the Newport Ship' organisation, have recently produced an excellent guide book to the wreck of the 15th

century vessel found at Newport on the banks of the River Usk, a muddy tidal river flowing into the Severn Estuary. Remarkably intact, carbon dating and dendrochronology have established her timbers were felled during the winter of 1465-66AD.

An interesting aside was the finding of a silver French coin intentionally concealed in the joint between the keel and the stem post. This and hundreds of artefacts have been recovered, including rigging blocks, an archers leather brace, gaming counters,

combs, wooden bowls, stone shot, pottery and several shoes.

The entire wreck timbers have now been recovered and are undergoing conservation, with a view to reconstruction and display at a later date.

Copies of this guide are available from: Friends of the Newport ship, c/o .Fwd Law, Clifton Chambers, 12 Clifton Road, Newport NP20 4EW.

Lecture on the mercury laden German submarine U-864 at the Plymouth Corinthian Yacht Club.

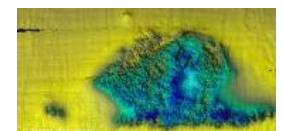
Mike Robinson, a graduate of Plymouth University in 2007, who obtained a degree in Ocean Exploration, gave a presentation in the yacht club on 16 January 2014 on the wreck of this German Type IX U-boat whose cargo of war supplies and scientists for Japan in the closing phases of WW2, is causing the Norwegian government serious problems. Discovered in 2003, the submarine carried a huge quantity of mercury in storage flasks in her keel, which has started to leak and contaminate fish and the environment.

Mike's presentation outlined the unique circumstances of the U-boats sinking, along with the mysteries, myths and rumours which have surrounded it ever since.



Wreck of the man o'war Hazardous added to EH. 2014 'at risk' list.

A recent addition to this list is the East Sussex wreck site of HMS. *Hazardous*, a 54-gun warship beached in Bracklesham Bay in 1706.



The winter storms of 2013-4 significantly reduced the level of sand covering much of the wreck, exposing ship fixtures and fittings including gun carriage trucks to deterioration and decay.

NAS. and Portsmouth RN.SAC commemorate WW1 wreck



Divers from NAS and the Portsmouth Royal Navy Sub aqua Club made a joint commemorative dive on the remains of

HMS. *Aberlard*, a requisitioned trawler sunk in 1916 off Plymouth Breakwater.

Part of the NAS "*Lost Beneath the Waves 1914-18*" project, this is intended to encourage commemorative dives on WW1 wrecks worldwide until 2018, as close as possible to the anniversary of the ship sinking.

Second memorial bust of Alexander McKee unveiled on Hayling Island.



Credited as the diver who found the wreck of the *Mary Rose* in the Solent in 1971, Alexander McKee's work is now acknowledged in both the Portsmouth Dockyard's home of the wreck, and the area where he lived, Hayling Island.

A bronze bust of McKee was unveiled at the headquarters of the *Mary Rose* in April this year, the £6,500 required to create it being raised by donations from divers and supporters. Now a second bust has been installed in the public library at Hayling, Island, funded by Hampshire County Council, which was unveiled by McKee's daughter, Mrs Binky .Hallett.

Aircraft remains off the Lincolnshire coast identified as a flying boat.

Twenty-seven miles offshore from the coast of Lincolnshire, the remains of a crashed aircraft have finally been identified by divers from the Grimsby and Cleethorpes BS-AC.

Lying in 22m, in poor visibility, four Bristol Pegasus radial engines, complete with propellers narrowed the identification, and a transmitter-receiver radio, aircraft instruments and 0.303 live ammunition, suggested it was a Mk.1 Short Sunderland flying-boat, but when it was lost has yet to be established,

the RAF having no record of an aircraft being lost in that area.

Plymouth SHIPS Project concentrates on the submarine A-7



January 2014 was the 100th anniversary of the loss of HM. Submarine A-7 in Whitsand Bay,

Plymouth. Led by Peter Holt, Project Manager of the SHIPS Project, work started on the recording the condition of the wreck, which will be non-intrusive. The work will include a comprehensive geophysical survey, a photographic and recording survey of the hull and external fittings, as well as measuring hull plating thickness by NDT methods.

More information and photographs can be found at: www.promare.co.uk/a7project. or contact Peter at pete@promare.com

SHIPS Project almost certainly find the wreck of HMS. Amethyst, 1811.

Copper sheathing carrying the Broad Arrow mark of the government, cannon balls and timbers found in Plymouth Sound as part of a project funded by Promare, point to the resting place of this Royal Navy frigate in which 30 members of her crew died. See:



HMS Penelope, sister to Amethyst

http://www.promare.co.uk/ships/Wrecks/Wk_Amethyst.html for more details.

IMASS committee members win "Gold"

Neville Oldham & Steve Clarkson win BSAC Jubilee Trust Duke of Edinburgh Gold Medal for their "Bigbury Bay" project using divers from East Cheshire Reading and Totnes BSAC.



International shipwreck news

Award for *Costa Concordia* salvors



Houston based Titan Salvage has won a prestigious award, in recognition of its proactive approach towards protecting and

preserving the oceans. It received the 2014 Corporate Marine

Environment Protection Award at the NAMEPA's New York City conference on 29th October.

Earlier this year Titan announced the completion of the largest maritime salvage task in history when *Costa Concordia* – the cruise ship wrecked off the Italian island of Giglio in January 2012, was safely moored at the Port of Genoa Voltri, in Italy. The project which was carried out in partnership with Italy's Micoperi, required 48,000 engineering man hours, 1,200 workers, 22,000 dives totalling 30,000 hours (1,250 days)

Foreshore shipwreck to be re-buried



A 111-year old wooden shipwreck, the *Sunbeam*, that ran ashore at Rossbeigh Strand, Co. Kerry, Ireland, in 1903, is to be moved and reburied further back

from the tideline, from its front beach to the back beach area.

The wreck is a protected structure lying in a Special Conservation Area. Connie Kellcher, underwater archaeologist for the National Monuments Service in the Republic, confirmed that the remains of the vessel are to be reburied. Locals are adamant that the wreck should remain where it is, and should be allowed to remain visible.

The wreck of HMS *Resolution*, sunk in 1759, located near Le Croizic, south Brittany, France,



French divers have found the remains of the 74-gun, 3rd rate man o'war *Resolution* off the coast of Brittany.

Of 1,569-tons, 165ft long, built at Northam in 1758, she foundered on the "Four Shoal" during the battle 'les Cardinaux' in November 1759, in which the English Admiral Hawke faced his French counterpart de Conflans. The wreck was identified by its 100kg bronze bell which lay exposed on top of her timbers.

Croatian divers find German aircraft remains from WW2.



Divers from Croatia have located the remains of a German Junkers 88 Stuka dive-bomber in 18m of water

in the Adriatic. Its fuselage and main planes are intact, suggesting it was landed on the surface of the sea. However, its engine which was torn off, was found close at hand.

Divers from Finland in trouble for recovering artefacts from a protected wreck.

Four divers from Finland are the first in that country to be charged with removing artefacts from a Protected Wreck of the 1700's, which lies in 60m off Porvoo, in the southern part of the country.

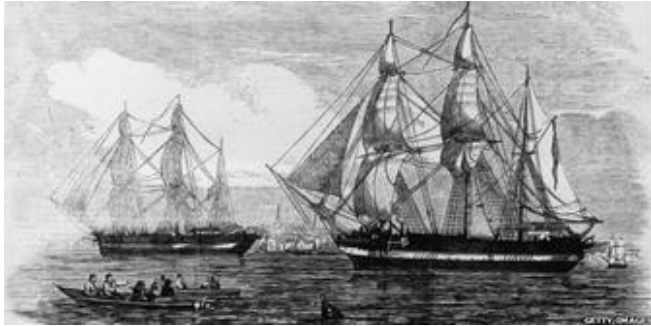
The wreck which lies in 40m and is thought to be 17-18th century has not been identified, although it is believed its bell was amongst items recovered.

US. Divers assist Italian archaeologists to excavate a 1000-year old wreck off Panarea, Sicily.

Florida's Global Underwater Exploring group are assisting Italian divers in an archaeological survey of a deep wreck site

found in 2010 which holds many amphora and other artefacts. The American divers are closely watched by Italian archaeologists who follow them inside a mini-sub, which also provides lighting for the divers.

Franklin Expedition wreck has now been identified as HMS. Erebus.



The search for the two ships lost in the ill-fated Franklin Expedition which was attempting to find a North West Passage in 1845-6 was successful earlier this year in finding one vessel, but positive identification of the wreck has only recently been made.

The wreck lies in 11m depth and stands 5m above the seabed, and was finally identified as the *Erebus* when photographs were compared with the original ship's plans held by the National Maritime Museum Greenwich.

Cameras lowered into hatches have shown remarkable pictures of the ship's galley, the living quarters of the crew and officers. A full exploration of the ship is planned for 2015, when it is hoped the stern quarters may well contain documentary evidence.

The *Erebus* started life as a Royal Navy bomb vessel of 14 guns, 378-tons, 106ft long, carrying 10 x 24pdr. carronades, 2 x 6pdr cannon and 2 x mortars. Built in Pembroke Dock in 1826, she was altered to a screw discovery ship in 1844, and was abandoned in an ice-field on 22.4.1848 in the Weddell Sea.

The search for Franklin's ship, HMS. *Terror* continues.

Wrecks of the ss. Bluefields and the German submarine U-576, that sank her, found off North Carolina, USA.

Lost for over 70 years, the remains of both vessels were found by the US. National Oceanic & Atmospheric Administration only 240 yards apart.

Bluefields, a Nicaraguan registered freighter was part of a 19 ship convoy, KS-520 that left Norfolk, Virginia, for Key West, Florida, in July 1942. U-576 which had been off the east coast of America for some time had been damaged in an attack and was returning to Europe, when her skipper Kapitanleutnant Hans-Dieter Heinkicke sighted the merchantman through his periscope.

Despite being attacked and suffering eight depth-charges exploding close at hand, U-576 torpedoed and sank the *Bluefields*, as well as damaging two other vessels.

Under further attack from a US. Navy escort, the submarine was finally sunk with all 45 crew.

The wrecks were found during a search offshore for the 52 known wrecks within 40 miles of the North Carolina coast.



1,500-year-old basilica discovered in Lake Iznik, Turkey.

A church dating back to 500CE was unearthed during excavations in the depths of Lake Iznik, in the western province of Bursa, Turkey in January 2014. Professor Mustafa Sahin, of the Bursa University's Archaeological Department said, the first trace of the church was found only 20 metres from the beach. He predicts that the ruins are the remnants of St. Peters church.



Ancient city of Heracleion gives up its treasures in the Mediterranean.



An ancient city that is Atlantis in all but name, has been found near Alexandria and has now been identified as the lost city of Heracleion. Once a prosperous thriving city, it was engulfed by the sea

1,500 years ago, as recorded by the Greek writer Herodotus, a 5th century writer.

The French archaeologist Franck Goddio was searching for Napoleon's warships of the 1798 Battle of the Nile, when he and his team found a much more significant discovery. The French team have since been joined by members of the Oxford Centre for Maritime Archaeology and the Department of Antiquities of Egypt.

The site was found 12 years ago, but only now are the fabulous finds exposed to public view, having been raised from the bottom of Aboukir Bay, 20 miles NE of Alexandria.

Finds include colossal 16ft tall statues of the Egyptian goddess Isis, the god Hapi, and an unidentified pharaoh. There are also hundreds of statues of smaller Egyptian gods,

It is believed that the Amun-Gereb temple at Heracleion was the Egyptian equivalent of Westminster Abbey. Dozens of sarcophagi have been found, containing the bodies of mummified animals sacrificed to Amun-Gereb, the supreme god of the Egyptians. Many amulets and other religious charms and tokens have been unearthed. The discovery includes the remains of 64 ships, 700 anchors and silver coins, lead, bronze and stone measuring weights.

Amongst the finds are perfectly preserved 'steles', inscribed pillars, decorated with hieroglyphics which, like the Rosetta Stone in the British Museum, can now be 'read'.

The name of this sunken city was taken from the Greek hero, Heracles, aka Hercules, whose 12 labours, including the killing the Hydra to capturing Cerberus who guarded the gate of the Underworld, which had captivated the ancient world.



The Whydah pirate treasure on display at Galveston, USA.

The most valuable hoard of pirate treasure ever found is on display in Galveston in an exhibition entitled 'Real Pirates of the Caribbean', showcasing dozens of cannon, coins, muskets and other artefacts.

The *Whydah*, which sank off Cape Cod in 1717 whilst under the notorious pirate captain Black Sam Bellamy, was carrying tens of thousands of gold coins earned from selling slaves in the Caribbean. Forbes estimate the ship's 200,000 artefacts, which include African jewellery, muskets, gold belt buckles and 60 cannon, are worth at least \$100 million.

Barry Clifford, who found the wreck in 1982, just 115ft from the shore line, dug 30ft deep into the seabed where he found a gold coin dated 1684 concretioned to a cannon. Shortly after that the divers found the ship's bell marked, "*Whydah – 1716*", confirming identification. Clifford stated in an article published in the Houston Chronicle, that "It's the only pirate treasure in the world".

The find was not without its problems. The State of Massachusetts tried to force the finder to sell the treasure, claiming they owned a third, but a Supreme Court judge ruled in Clifford's favour, and he was allowed to keep all the artefacts.

USS. Monitor laboratory has closed



The Virginia Museum that holds the famous gun turret from the sunken Civil War ironclad

warship, USS. *Monitor*, has closed the laboratory that houses this famous artefact because of a lack of federal funding. The Mariner's Museum in Newport News has been the government's designated repository for *Monitor* artefacts since 1987, which

includes the legendary ship's two massive guns, propeller and steam engine.

The private Museum, which charges a \$12 admission fee, says the federal government who own the items has failed to pay what the Museum considers is its fair share of the cost of conservation, which is estimated to be in the order of \$500,000 for 2013.

The *Monitor* sank in a storm off Cape Hatteras in 1862, drowning 16 of her 62-man crew. The wreck was located in 1972, and with US Navy assistance her propeller was taken off in 1998, and her 20-ton engine lifted in 2001. The following year her 120-ton gun turret was raised complete with its two guns and the skeletal remains of two seamen, who were later interred in the Arlington National Cemetery.

In 2007 NOAA opened the \$30 million USS. *Monitor* Centre as part of the Museum to display the artefacts.

The gun turret is currently submerged in a massive 90,000 gallon tank of fresh water and chemicals. Original Museum attendance was estimated at 100,000pa, but is only 60,000, and the 10 staff members have now been reduced to five still leaving an annual running cost of \$500,000.

Mel Fisher asks Court to drop gem stone treasure appeal.



Lawyers for Mel Fisher, the well-known American treasure hunter who exposed a million-dollar emerald treasure fraud, have asked the court to drop

earlier legislation now that the scam has been revealed.

The attorneys for Mel Fishers Company Motivation Inc. headed by his son Kim Fisher, filed an uncontested motion before the US. Court of Appeal as this four year saga nears resolution. The motion was against Judge King's 2013 ruling that the now deceased salvor Jay Miscovich, who

committed suicide last October, and his company JTR Enterprises, could keep all the emeralds he claimed to have found on the seabed off Key West in 2010.

The emeralds, which turned out to be low grade stones not worth the millions that JTR originally claimed, are now in the custody of the FBI, which is criminally investigating Miscovich's business partner, former US Navy sailor Steve Elchlepp. Jnr.

JTR's counsel conceded that the emeralds had been purchased and salted on the seabed, then 'found' by divers, creating a fraudulent treasure provenance to increase their value to investors and consumers.

Fisher now seeks to recover his legal costs from people associated with JTR.

Fragments of 'plane identified as the remains of Amelia Earharts aircraft.



A fragment of aircraft aluminium has identified to a high degree of certainty, the aircraft Amelia

Earhart was flying when she disappeared over the Pacific on 2 July 1937 whilst attempting to circumnavigate the globe around the equator.

Recovered in 1991 from Nikumaroro, an uninhabited atoll in the SW Pacific, part of the Republic of Kiribati, research now suggests this was part of her twin-engine Lockheed Electra. Members of TIGHAR (The International Group for Historic Aircraft Recovery) which has long been investigating the last fateful flight of Earhart 77 years ago, have found that the piece of aluminium sheet was a patch of metal installed on the aircraft to replace a navigational window during the 'planes 8 day stopover in Miami, the fourth stop of the venture.

A newspaper photo in a Miami Herald of the time shows the plane as it left for San Juan, Puerto Rico on 1 June 1937, a bright shiny patch of new metal where the window had been.

This was an emergency 'field-repair', a complex fingerprint of dimensions, material and rivet pattern as unique as Earhart's

Electra aircraft was. The patch, 19ins wide by 23ins. long, if correct in its identification would prove that Earhart and her navigator, Fred Noonan did not crash into the Pacific Ocean, but possibly ran out of fuel short of their target island of Howland. Instead, they appear to have made a forced landing on Nikumaroro's smooth, flat coral reef, the two becoming castaways who eventually died on the atoll, 350 miles SE of their target, Howland Island.

A photograph of an unexplained object protruding from the water on the atoll's western shoreline, taken three months after Earhart's disappearance, took a team of ten to the area where they uncovered a number of artefacts providing evidence of a castaway presence. Earhart sent radio distress calls for at least 5 nights before the Electra was probably washed into the ocean by tide and surf. TIGHAR believe the aircraft now lies at a depth of 600ft at the base of an underwater cliff offshore. It is intended to deploy an ROV to search the area in 2015.

Greek shipwreck discovered that sank over 2,000-years ago.



The Antikythera wreck was discovered by sponge divers back in 1900 when their craft was blown off course by a storm. At

the time they recovered an outstanding haul of historic treasures including bronze and marble statues, jewellery, furniture, glassware, and the complex, now famous, Antikythera mechanism. The standard helmet sponge divers were only forced to leave the 55m deep wreck when one diver died of the 'bends' and two more became paralysed.

Now a new team from the Woods Hole Oceanographic Institute have spent time working the site between 15 September and 7 October 2014. Their recoveries include multiple lead anchors, and a timber plank suggests the vessel was huge, possibly 50m long, the largest historic shipwreck found to date.

Other artefacts include a beautiful, intact table jug, an ornate table leg, and a 2m long bronze spear, too large and heavy to have been a weapon, therefore once part of a huge statue. It is known that in 1901 the site produced four giant marble horses, which may have been associated with a chariot and a spear wielding warrior.

17th century Dutch man o'war found off the coast of Tobago.



The wreck of the Dutch *Huis de Kreuningen*, lost in March 1677 during a battle against an invading French fleet

in the Southern Caribbean, has been found by divers from the University of Connecticut. Some 2,000 were killed during the battle, including 250 Dutch women and children, as well as 300 African slaves.

Teddy Tucker, America's 'Old Man of the Sea', dies aged 89.

An inveterate underwater explorer and



author, Teddy Tucker started his working life raising scrap metal from shipwrecks around Bermuda, at the same time finding many new treasure wrecks. His treasure diving exploits in the 1950's created his

international recognition as a pioneer in this field.

Amongst countless valuable artefacts he found was a fabulous gold bishop's pectoral cross studded with seven emeralds from the wreck of the Spanish *San Pedro*, lost in 1596. This was discovered in 25ft of water in 1955, and was valued *at the time* at \$250,000.

An ongoing mystery concerns its current whereabouts, since it was stolen in 1975 and substituted with a plaster replica that was not discovered until it was moved from the Bermuda Museum & Aquarium to be

displayed in the newly opened Bermuda Maritime Museum.

Vessel buried 20ft down under New Jersey beach could be historic.



Contractors hired by the State, who have spent four months building a steel hurricane protection wall

along the New Jersey coastline, dug into ships timbers with a drilling machine.

Diggers were used to remove the timbers which included an intact windlass, and the wreck is thought to 19th century. It may be a barge, or possibly the *Ayrshire*, a Scottish brig known to have gone down on a sandbar on 12 January 1850.

Italian divers find 2,000 year old shipwreck offshore.



A shipwreck thought to be a Mediterranean trading vessel that sailed between Rome and Carthage sometime between 218 and 210BC

has been found in 410ft of water.

A team of Florida based divers Global Underwater Explorers are now helping the Italian authorities who found the site in 2010 using an ROV.

Remarkable discovery on the building site of the Twin Towers in New York.



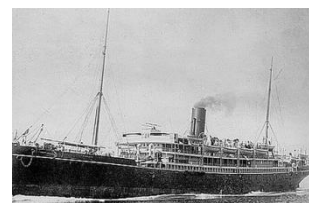
Construction on the site ceased when workers, who had just dug a pit 22ft below street level, part of an

underground car park complex, found the hull timbers of an old ship. Tree ring dating of the timbers put them at 1773, and it is possible this was once the site of a shipyard.

Excavation of the site by archaeologists had already revealed animal bones, ceramic

dishes, bottles, dozens of shoes when suddenly, they came across a 32ft section of a ship. A search to establish where the timber had been grown finally established that sections of the keel were hickory, a tree found only in eastern North America and eastern Asia. Its ring pattern closely matches those of known wood samples from the Philadelphia area, one of the most important shipbuilding areas at the time.

Divers find steamship wreck off Taiwan containing treasure.



A steamship wreck found off Tungyin Island, part of modern day Taiwan, could be the 7,382-ton ss. *Sobraon*, sunk in

April 1901, carrying treasure looted at the Battle of Peking.

On passage to London from Shanghai via Hong Kong, she struck rocks off this remote island during the night and sank. The 201 passengers and crew reached shore in the lifeboats. In an area where there are fierce tides and poor visibility, the island is a heavily fortified outpost, 25 miles from the coast of China, so that recreational diving has been restricted for decades.

The wreck was found by Lin Cheng-yang, of the Taiwan Ocean Security Conserve Association.

Divers recover earliest known bottled mineral water in the Baltic.



Described as "in good condition and still corked", a 12inch bottle was found during a search of a wreck in 40ft of water in the Bay of Gdansk, not far from the coast of Poland. Produced between 1806 and 1830, the brown stone-ware bottle carries the name 'Selters', a German luxury mineral water brand popular with the rich in the 19th century.

Tomasz Bedarz, an underwater archaeologist working on the wreck said: "We haven't uncorked it so we don't know what

200 year old mineral water tastes like". The bottle has been sent to a laboratory for content analysis to establish whether or not it has been contaminated.

Doubt cast over date of wreck found off Haiti, thought to be the Santa Maria, Christopher Columbus's ship



On 14 May this year, Bill Clifford, an American underwater explorer, said he had identified the wreck of the

Santa Maria, one of the three ships Christopher Columbus led on his first crossing of the Atlantic. She is supposed to have sunk on 25th December 1492, after drifting onto a reef off the north coast of Haiti the previous day.

According to the UN's cultural body, UNESCO, experts now say that the evidence points to the vessel found as dating from a much later period.

Bonaparte's cannon found by Russian dive team off Alexandria.

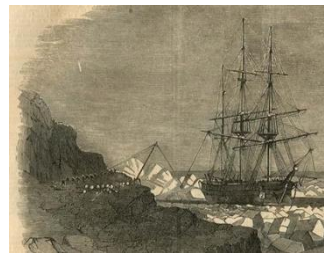


Russian divers excavating a site in the Mediterranean off Alexandria, have found a collection of

sunken French artillery on the northern side of Pharos Island, near the city's eastern harbour and Qaitbay Castle.

The finds include a collection of guns, pistols and cannon that were on board the French ship *Le Patriot*, part of Napoleon Bonaparte's fleet during the French expedition to Egypt in 1798, said Egypt's Minister of Antiquities and Heritage, Mamdouh El-Damaty.

Canadian Military explore the wreck of HMS Breadalbane in the Arctic.



In 1853 the three masted *Breadalbane* which was searching for Franklin's lost expedition, sank after becoming trapped in ice near Beechey Island, Nunavut. The

wreck was discovered in 1980 lying upright in 330ft of water, remaining difficult to explore. Clearance Divers from the Royal Canadian Navy Fleet Diving Team have now used an ROV to film the wreck. Six days of diving was devoted to the project, producing an incredible amount of data.

Odyssey Marine Exploration recover 2,800 bars of silver worth £38 million from the ss. Gairsoppa.



In a remarkable salvage feat carried out at a depth of 3 miles, 300 miles out into the Atlantic off the west coast of Ireland, Odyssey raised 2,792 bars of silver worth £38,272,000, some of which was delivered to the Royal Mint to be made into coins.

Gairsoppa sailed from Calcutta in December 1940 carrying emergency supplies from India, which included a consignment of silver to boost the war effort since the Royal

Mint was running short. After being torpedoed she attempted to reach Galway but sank within 20 minutes, the only survivor being 2nd Officer Richard Ayres who spent 13 days in a lifeboat, his 31 crewmates having all died.

The salvage vessel cost £100,000 a day to hire, and there were two seasons of 180 days! It took the ROV three and half hours just to reach the seabed. Odyssey kept 80% of the recovered silver, the Royal Mint 20%. The coins minted from the silver as collectors pieces sold for £30 each

Wreck of German UC-42 off Cork harbour in 25m to be protected.

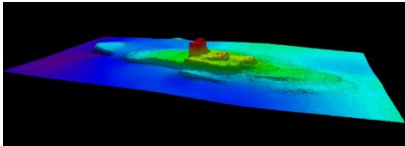


Sunk in 1917 after one of the mines it was laying detonated under the submarine, UC-42 is not an

official war grave, despite 27 of her crew being killed in the accident off Roches Pt.

The Irish Government is now to declare the wreck a war grave to prevent further looting.

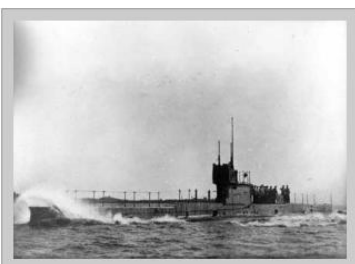
1888 shipwreck rediscovered under the Golden Gate bridge, California.



The ship ss *City of Chester* which sank in 1888 with the

loss of 16 passengers, has been relocated using sonar, sitting upright in deep mud. Lost following collision with a ship carrying Chinese immigrants, the wreck was recently found in 200ft of water.

Push to find Australia's first submarine-the AE-1 lost 1914.



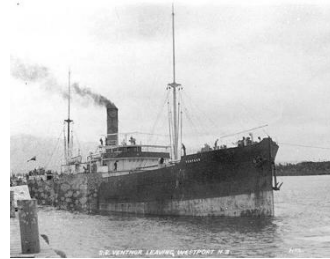
On 14 September 1914 the Australian Navy submarine AE-1 exchanged radio messages with the destroyer HMAS.

Parramatta, then disappeared, never to be seen or heard of again.

The navy searched for three whole days off the Duke of York Island, near New Britain, where the submarine had last been seen, but to no avail. She and her 3 officers and 32 crew had simply vanished.

In September 2014 RAN mine-hunters commenced a search for the wreck near Mioko Island, and believe they may have found it off the coast of Papua New Guinea.

The Chinese community wants a shipwreck off New Zealand with the remains of Chinese gold miners to be respected.



The Chinese community in New Zealand wants the wreck of a ship carrying the remains of 499 Chinese gold miners to be respected, and has

moved to protect it.

SS Ventnor sank off Hokianga Harbour in Northland in 1902. It had been chartered by a Dunedin-based Chinese businessman to transport the exhumed remains of Chinese men who had died in New Zealand so they could be reburied at home.

On Wednesday a group that had been searching for the missing ship confirmed the wreck, which was found last year, was the Ventnor.

There has been speculation the wreck might become a tourism attraction.

Concern over looting and fears that operators were removing items from the wreck prompted the Chinese community to have the site placed under legal protection, New Zealand Chinese Association immediate past president Virginia Chong said on Saturday.

[read more at nzcity](http://www.nzcity.com)

First images of historic San Francisco shipwreck, SS City of Rio de Janeiro revealed



On Feb. 22, 1901, in a dense morning fog, the SS City of Rio de Janeiro struck jagged rocks

near the Golden Gate Bridge and sank almost immediately, killing 128 of the 210 passengers and crew aboard the ship.

Read more at [Heritage daily](http://www.heritage-daily.com)

Graf Spee's eagle rises from deep



Divers have salvaged a 2m (6ft) bronze imperial eagle from the German World War II battleship Graf Spee that was scuttled in the River Plate.

Three divers had to loosen 145 bolts securing the 300kg (661lb) eagle to the stern of the craft in the muddy waters off Uruguay's capital, Montevideo.

"The eagle is really impressive... it's all virtually intact," said team leader Hector Bado.

The ship was scuttled in December 1939 to stop it falling into enemy hands.

Mr Bado told Associated Press news agency the eagle had a wingspan of 2.8m (9ft) and a special barge with a crane was needed to raise it from the river.

[Read more at BBC news](#)