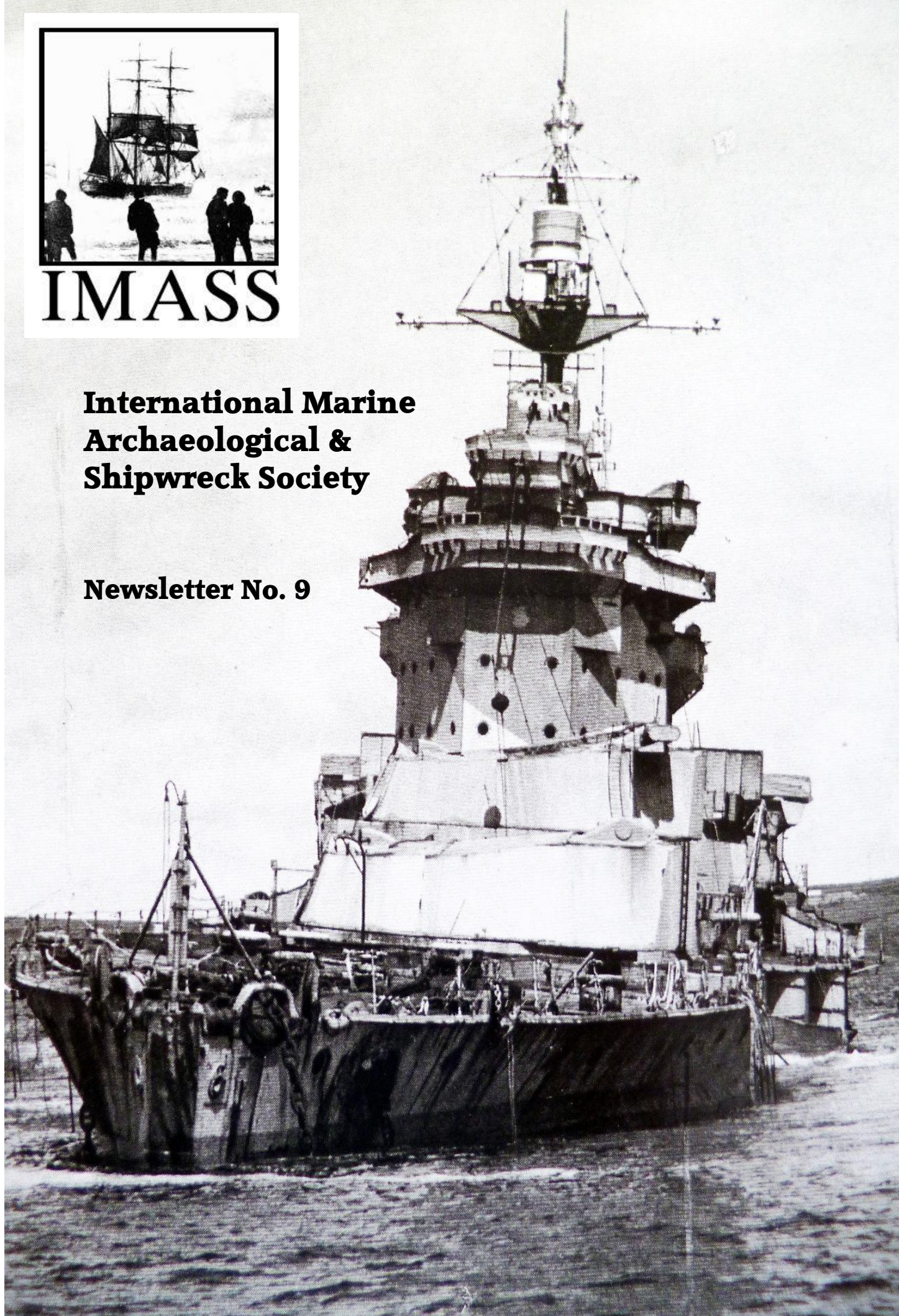




**IMASS**

**International Marine  
Archaeological &  
Shipwreck Society**

**Newsletter No. 9**





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On leaving the army, Neville started his own building company which specialised in older buildings and dry stone walling. He and Gill then moved to Hope Cove, Devon, where they ran a guest house, Neville realising his dream when he bought a dive charter boat using his huge amount of knowledge concerning shipwrecks in the area.

This led to Neville teaming up with divers from the Northampton BS-AC, who between them went on to make some spectacular underwater finds in the Erme Estuary, Moorsands, and offshore from Salcombe. It is said that the team turned down an offer of £1.2 million for the cache of gold coins and jewellery they found off Salcombe, which was later purchased by the British Museum. This find led to the team being featured in a BBC film, "White Slaves, Pirate Gold", "Digging for Britain with Alice Roberts" and "Ancient Britain with Neil Oliver". For over five years Neville and the team have been running projects sponsored by the BS-AC Jubilee Trust, and some of their work can be found on [www.marinearchaeology.org](http://www.marinearchaeology.org).

In collaboration with Steve Clarkson, also a member of the IMASS Committee, they co-authored a book on their search for the wreck of the *San Pedro el Mayor*, a Spanish Armada hospital ship known to have sunk near Bolt Tail, copies of which can be bought on Amazon. In 2002 Neville and Gill suffered a devastating blow when their thatched house caught fire and burnt to the ground, taking with 90% of Neville's hard won research, notes, charts and library.

Neville will be best remembered for his open defence of amateur divers who are still making all the important underwater wreck finds. His hard work, enthusiasm, sense of humour and love of diving on shipwrecks will be sorely missed. I'm glad I knew you Neville.

## President's Remarks

This is the Society's 9<sup>th</sup> News Letter, and I trust you will find the contents varied and interesting. Steve Clarkson, our Assistant Editor, who makes sense of my scribbles and inserts photographs and generally tidies up the production before it is released, does a magnificent job and I extend not only my personal thanks to him, but those of the IMASS Committee as a whole. Thanks Steve. In 2015 we lost our Chairman as well as three other prominent associates who will be sadly missed. I refer to Margaret Rule, Martin Dean, Colin Carpenter, Gordon Ridley and Tom Clancy. You will find more details in the following pages.

In Feb 2016 the Society had another successful Conference, our 34<sup>th</sup>. Speakers covered topics include the wreck of the 17<sup>th</sup> century *London*; Tearing Ledge, on the Scillies; stories of Spanish treasure galleons; a West Indiaman lost in Devon; HMS. *Pathfinder*, the first Royal Navy warship lost in WW1; the wreck of HMS *Invincible* in the Solent, and the Shipwreck Project, all of which proved very interesting.

In addition we have interesting news accounts of a diver fined £35,000, ongoing shipwreck projects in the west country; new wreck discoveries in United Kingdom waters, and similar events worldwide. We are privileged to publish an account of the Cattewater Wreck, in Plymouth, and would appreciate similar contributions for our next edition of this News Letter.

*Richard Larn OBE, Editor*



### **Dr Margaret Rule**

Margaret died on 9 April aged 86, after a long period of degenerative illness.

She was the pioneer in the UK of the development of surveying, recording, excavating and conserving historic shipwrecks. She is of course best remembered for her work and involvement with the Tudor vessel *Mary Rose*, but only after a long and successful career as a land archaeologist. She studied chemistry at university, then converted to land archaeology, becoming the first curator of the Fishbourne Roman Palace having assisted Dr Barry Cunliffe with its excavation.

In 1965 Alexander McKee started a search for the *Mary Rose*, and recruited Margaret into his team as the archaeological adviser, despite the fact she did learn to dive until 1971. McKee, now very aware that having found the wreck and carried out limited excavation work, this was going to be an enormous project. Whilst the teams work had attracted not only the royal attention of Prince Charles, but that of many amateur and service divers, the *Mary Rose* Committee realised they needed expertise, funding and equipment if the wreck was to be raised. Not least was the question of where could the wreck be displayed?

The rest is history, and Margaret is credited as the prime mover in encouraging organisations to support the project, obtaining Lottery Grant Funding and other financial help.

For over 26 years she sat on the Advisory Committee for Historic Shipwrecks, strongly supporting amateur divers, and was instrumental in the creation of the ADU. In retirement she worked on projects in Guernsey, Malta and the Cape Verde islands. She will be much missed by colleagues and her many friends. As President of IMASS, I

attended Margaret's Commemorative funeral service in Portsmouth Cathedral on behalf of the Society, along with Alan Bax, one of our Vice Presidents, who had made a special trip from France to be there. A reception in the *Mary Rose* ship hall and museum took place the evening prior, at which a bronze bust of Margaret was unveiled, then placed next to one of Alexander McKee in the entrance hall.

### **Martin Dean**



Martin died in July aged 71 of bile-duct cancer which was first discovered in 2013. He started his archaeological career as the curator of

maritime archaeology at the National Maritime Museum, London. He then moved to the University of St Andrews where he became Director of the organisation's Archaeological Diving Unit (ADU). This was the UK government's funded organisation to provide commercial surveys of Protected Wrecks and heritage management services. He worked closely with Dr Colin Martin with the university's expanding maritime archaeological degree course training, at the same time looking at every protected wreck in UK waters.

Having developed a keen interest in the development of multi-beam sonar imaging, realising that this offered marine archaeology a new tool, he surveyed the war time wrecks in Scapa Flow, bringing the technology to the attention of archaeologists and amateurs alike. In 2004 Dean and others launches Advanced Underwater Surveys (ADUS), to develop the systems 3D wreck profile capabilities.

In 2008 Martin, Mark Lawrence and Chris Rowland turned the business into a limited company, Advanced Underwater Surveys Ltd, which became ADUS Deep Ocean Ltd. in 2013 when that group acquired a 50% share in the business.



Despite his illness, in 2014 he completed the tough 81-mile Etape Caledonia Charity cycle ride, in aid of Marie Curie Cancer Care.

He is survived by Judy, his wife, son Jonathan and grandson Lucas. Martin travelled all over the UK in his work, meeting diving groups and Licensees of every Protected Wreck site, offering advice and support to many. St Andrew's, colleagues and many thousands of divers will miss him.

### **Austin Colin Carpenter, FSA.**



Colin, as he liked to be known, died on 23<sup>rd</sup> June at his home, The Coach House, Ivybridge, Devon, aged 92. We

extend our sympathy to his wife Jenny.

Whilst Colin was neither a diver nor a attendee at our IMASS Conferences, he was very well known as the nation's authority on muzzle loading weapons, being frequently consulted by institutions and divers regarding cannon and other weapons.

Born in Bristol, as a boy he was more than fascinated by the many cannon guarding the approaches to the port, an interests that stayed with him all his life. When his family moved to Exmoor in 1937 he served an apprenticeship with the Dunster Castle Estate, then joined the Somerset Light Infantry, later transferring to the REME(Royal Electrical & Mechanical Engineers) who taught him metal work.

In 1953 he joined the Ancient Monuments Department of the Ministry of Works, and a Superintendent of Works for 32 years, looking after the armament in their many forts, castles and other establishments. For years he was in charge of the 'cannon-works' at Totnes, where dozens of replica gun carriages were made and iron cannon cast for fortifications all over the world. Following

retirement in 1984, he set up his own consultancy working for English Heritage, Historic Scotland and the Royal Armouries. He was a gifted metal worker, and made many replica weapons in his comprehensive workshop at home, including a copy of the banded cannon found in the Cattewater. He also had a priceless collection of hand guns, one being part of a matching pair of 16<sup>th</sup> century weapons, held by Her Majesty the Queen in Windsor Castle. He wrote the book "Cannon – the Conservation and reconstruction of Historic Artillery" .

### **Diver Magazine's new Consultant**

Following the death of Martin Dean, who for many years was the magazines archaeology consultant, Dave Parham of



Bournemouth University has been appointed in his place. Dave, who is a Principal Academic in Maritime Archaeology at the University, is a member of Historic England's Historic Wreck Panel, Archaeological Director of the Alderney Maritime Trust, a Trustee of MAST (Maritime Archaeological Sea Trust), and a diving member of SWMAG (South-West Maritime Archaeological Group).

He has directed many underwater projects ranging from Bronze Age to WW2, not only in the UK but also the Baltic, Mediterranean, Indian Ocean and Arabian Sea. He directed the excavation of the SWASH Channel Wreck and is licensee of the Moor Sands and Erme Estuary Protected Wreck sites.

## **Diver pleads guilty to theft of bronze cannon**



Following a long and complicated investigation by the MCA, Kent and Essex Police and Historic

England which commenced in 2011, Vincent Woolsgrove of Ramsgate, a professional diver, pleaded guilty at Southampton Crown Court in relation to three bronze cannon raised from the wreck of HMS *London* in the Thames Estuary in 2007.

Woolsgrove declared the raising of five bronze guns in 2007, two from the *London*, which was true, and three more Dutch 24-pounders cast in Amsterdam, which he claimed had come from a wreck off the North Foreland outside UK Territorial Waters. Having been awarded title to the three Dutch cannon, as the MCA was unable to prove at the time that they were Crown property, he sold them at auction for £50,000 to a private American buyer. In 2011, a search warrant was obtained for his house in Ramsgate where, in his garden, the MCA found a bronze 16<sup>th</sup> century Zeirikzee cannon in a desalination tank along with a considerable number of other wreck items which included copper, lead, ship's bells and glass.

When questioned, Woolsgrove admitted to having two more cannon unreported from an Armada wreck, stored at his girlfriend's house. The Dutch cannon said to have been found off the North Foreland were identified as being from the *London* by photographs on his computer. With the assistance of Charles Trollope and Frank Fox, it was established that the Dutch cannon had originally been on board the Dutch vessel *Groote Liefde* and the *St Mattheus*, which had been captured by the English in

1653, the guns transferred to the *London* as prize of war. In September, Woolsgrove was ordered by the Court to pay £35,000 in costs in addition to a prison sentence of two years. Asked if further prosecutions were possible, the MCA said that "ongoing investigations" remained.

## **Armada cannon found and raised**

It has long been known that there were bronze guns lying on the wreck site of the Spanish



Armada ship *Juliana*, which sank off Streedagh Strand, Co. Donegal on 25 September 1588, along with the *Santa Mariade Vision*, *La Lavia* and the *Duquesa Santa Ana*. A fourth Armada ship, the *Duquesa Santa Ana* was lost the following day nearby in Loughros Mor Bay, Rosbeg.

April storms stripped the sand from the wrecks and in June the Underwater Archaeological Unit of Ireland's National Monuments Service organised the raising of two guns. These complimented the three bronze cannon raised by a group of English divers in 1985, after which the sites became Protected Wrecks. All three ships were registered in Venice and carried some 200 soldiers each, in addition to around seventy crew, their tonnage ranging from 600 to 800, armament being from 16 guns to 32 in the case of the *Juliana*.

Read more at:

<http://archaeologynewsnetwork.blogspot.co.uk/>

## Mystery of gun recovered from the deep by trawler.

A Newlyn trawler was fishing eight miles west of Mount's Bay in February when its net picked up not only fish but a breech loading gun barrel some 12ft long. It was taken back to Newlyn and landed on the quay, where Harbour Master Rob Parsons, an ex Clearance Diver in the Royal Navy, was able to examine it. The gun had been made by the Elswick Ordnance Company based in Newcastle in 1891. The gun could have been issued to the Royal Navy, but equally to the Italian or American government. How the gun came to have been lost and its source remains a mystery.

## River Hamble historic ship remains discovered



The River Hamble, which already holds the burnt out remains of Henry V's great warship, the

*Grace Dieu*, lost around 1425 when struck by lightning whilst laid up in reserve in the river, has revealed the possible site of the *Holigost* (the Holy Ghost),

Entombed in deep mud, like the *Grace Dieu*, the *Holigost* was another of Henry V's fleet of warships, launched around 1420, being the third largest ship in England's navy, of some 750 tons with a crew of 200 and the fourth of about the same size. The Hamble at the time was the main naval anchorage, and several ships were laid up here on the mud flats, their remains having now lain undisturbed for almost 600 years.

Archival research and aerial photographs have given the maritime historian, Ian Friel, cause to believe he has pinpointed a 30m stretch of river bank which holds the remains of this ship. Historic England plan to carry out a detailed survey of the area using side-scan sonar, magnetometers and depth profiling equipment, in order to create a computerised image of the Target Friel has found. This project will be very important since Henry V was our first king to form an embryonic Royal Navy, 150 years earlier than the Elizabethan period.

## Rubber like blocks washed up on the north coast of Cornwall



There have been reports of blocks of a rubber-like material being washed up on beaches all along the Bristol and English Channel, even the north coast of France, but what are they, and where did they come from? Tracey Williams first reported them at Newquay some four years ago, since when there have been dozens of other finds reported in the Daily Mail and the Times newspapers.

The blocks, which are very hard and either black or tan in colour, carry the word Tjipetir, and are thought to be gutta-percha, not rubber. Tjipetir was an Indonesian rubber plantation in Java, which was in business in the late 19<sup>th</sup> and early 20<sup>th</sup> century. Gutta-percha is the gum from a tree found in Malaysia, used for golf balls, the noses of teddy bears,



picture frames, jewellery and other products.

With these blocks being washed ashore in England, Wales, the Shetlands, Channel Isles, Spain, France, the Netherlands, Germany, Norway, Sweden and Denmark. Where did they come from? Research now suggests they were part of the cargo carried by the Japanese SS *Miyazaki Maru*, torpedoed and sunk by the German U-88 on 31 May 1917, whilst on passage from Yokohama to London. She went down in deep water 150 miles (241km) west of the Isles of Scilly, and has been worked on by a salvage company in recent years. It is believed that the blocks of rubber like material which float, were released from one of the ships holds whilst the salvors were looking for more valuable cargo.

It appears that this flotsam may continue to circulate Atlantic currents for generations to come, until thrown ashore during gales. One west country fisherman said he had been using one of the blocks as a fish cutting board for over 20 years!

## **Wreck timbers found by 13 year old at Sutton-on-Sea, Lincolnshire**

Jordan Havell, who found the timbers sticking out of the foreshore, carried out his own research and found they were probably the remains of an ice-carrying barque named *Acorn*, which ran ashore at Sutton in 1901, whilst on passage from Norway to Grimsby with blocks of ice for the fishing trade. She seemingly struck a sandbank in The Wash in 1898, was refloated and sold for £105, but ended up ashore again three years later.

Jordan's school class have made a research project of the finds, and has awakened the imagination of several potential wreck hunters.

## **Sunken cargo ship found in the Pentland Firth**



The Cypriot registered cargo vessel *Cemfjord* carrying eight crew disappeared in January, and whilst a liferaft from the ship was found drifting in the Pentland Firth, there was no sign of the vessel. The upturned hull of the vessel was then seen by a passing ferry and a search was instigated.

The Northern Lighthouse Board's vessel *Pharos*, which carries side-scan sonar, was called in and found the ship upside down on the seabed. A spokesman for the German company Brise of Hamburg, which manages the *Cemfjord* on behalf of the owners, said they thought severe gales had caused the ship to capsize in the North Sea off Scotland, and that they were hoping she could be recovered. No distress call was made from the ship and none of her crew have been found.

## **Police diver's discovery of 42 years ago goes on sale at Bonham's**

A police diver searching part of the Thames at Old Windsor in 1973 for stolen goods made an accidental but remarkable find, which was part of a sword scabbard that had belonged to Admiral Lord Nelson. The 15cm long diamond set gold chape, which formed the lower end of a scabbard, was presented to Nelson by Sultan Selim III of the Turkish Empire to commemorate his victory over a French fleet at the Battle of the Nile in 1798.

Both sword and scabbard had been stolen from Nelson's home of Merton, in south west London. At the centre of the chape is a star and crescent, the pattern of the Ottoman Order of the Crescent conferred on Nelson in 1799, which he wore on his uniform.

Following recovery, having been listed as treasure trove, it was sold at Christie's in 1981. At the sale in 2015 a pre-sale estimate value of £50-70,000 was put on the artefact, but its reserve price was not reached and the item was withdrawn.

## Cocaine brought to UK inside a ship's rudder found in Scotland



Two Dutchmen were jailed in Scotland after being found attempting to transfer 108 kg of cocaine, worth some £16 million, using an underwater scooter to bring the drugs ashore at Hunterston, near Largs, Ayrshire. The drugs had been hidden in the hollow rudder space of the *Cape Maria*, moored in the Firth of Clyde.

Links with the vessel *Indian Friendship*, from which 148 kg of cocaine had previously been found in Rotterdam were established. Ten days before the *Cape Maria* raid, the two Dutchmen had visited Cleethorpes where the other vessel was moored.

Henri VanDoesburg, 68, and Arnold Van Milt, 49, were found guilty of attempting to import Class A drugs and received sentences of 20 and 16 years in prison respectively.

## New underwater attraction at quarry



A 4inch gun turret complete, from a de-commissioned former British

warship has been sunk at Cromhall Quarry in 16m of water, as an additional diving attraction.

## New WW2 wreck found in Scapa Flow



Found by Hazel Weaver, who operates the live-aboard boat *Valkyrie* in the Orkney islands in

2014, it was not until this summer that she decided to investigate a charted wreck off the north side of Flotta island which no one appears to have investigated. The team found a large barge surrounded by boom-nets and buoys in 25m depth.

One barge was found lying on top of another, with three others in the area. They measured some 90ft long with a 10ft beam and between 4-5ft depth. Kevin Heath identified the barges as Anti-Torpedo Close Protection Pontoons(ATCPPS), which were designed and produced following the loss of HM battleships *Prince of Wales* and *Repulse* in December 1941 to aerial launched torpedoes. These pontoons were first deployed in Scapa Flow in March 1942, placed end to end along the length of a warship. However, their anti-torpedo nets and equipment were so cumbersome and difficult to handle they were replaced in 1943 by Landing Craft(Tanks).

It is likely that the five pontoons sank at their moorings, to be forgotten about following the end of the war.



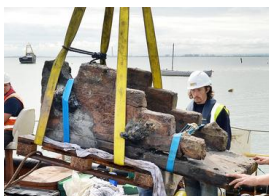
## ***Mary Rose* Museum receives a well deserved accolade**



The new *Mary Rose* ship hall and museum in Portsmouth Dockyard, received a special commendation in the recent European Museum of the Year Awards, held in Glasgow in May. It is the only British Museum to have gained such recognition in the awards 38 year old history. Award judges praised the museum's "beautifully designed building" and its "valuable educational and inclusive outreach programmes".

They concluded by saying that "its contents represent a leader in the world of maritime archaeology and a laboratory for the rescue of organic material from underwater sites". The Museum re-opened in 2013, after moving from a smaller site elsewhere in the dockyard. Some 19,000 artefacts from the wreck have been conserved, a task that was exceptionally demanding.

## **350 year old Royal Navy gun carriage raised in the Thames**



A historically important wooden gun carriage has been raised from the wreck of HMS *London*, which lies in

the Thames Estuary off Southend pier. The carriage weighs about a ton, and complete with an axle and two wheels was brought up from 20m depth. The items were landed at Leigh-on-Sea and

immediately transported to the York Archaeological Trust. One of the pulley blocks associated with the gun carriage even had its original 350 years old rope attached. John Dillon, Project Manager of Cotswold Archaeology said, "While the hull of the ship will remain on the seabed for the foreseeable future, the recovery and display of vulnerable artefacts such as this will aid our understanding of life on board a warship 350 years ago".

The wreck which lies in two parts, blew up in March 1665 after a fire in a powder store during a passage from Chatham to the Hope, Gravesend.

## **The bell of HMS *Hood* raised**



Funded by Microsoft co-founder Paul Allen, a survey of the battleship *Hood* was carried out using ROV's operated by the British based Blue Water Recoveries, headed by David Mearns. Raised from 2,800m in the North Atlantic, the bell was reported to be in good condition, and after suitable and necessary conservation lasting at least a year, it will be displayed at the National Museum of the Royal Navy in Portsmouth Dockyard.

The bell was sighted in a previous survey in 2012, the wreck having been found by Blue Water Recoveries in 2001, but due to bad weather it was considered unsafe to raise it at the time.

The *Hood* was lost in 1941 whilst engaged with Germany's *Bismarck*. She blew up after a shell from the enemy ship penetrated her main magazine, causing the death of all but three men out of her crew of 1,418.

## World War 1 Wrecks Project



“Lost beneath the Waves 1914-18” is the title of a new NAS Project, in which divers are asked to commemorate the loss of lives at sea from all nations

During WW1. Members from Nautical Archaeology SAC and Portsmouth (East) Royal Navy SAC, they concentrated initially on the area east of the Isle of Wight. Here they spent three days and 30 hours underwater looking at four merchant ships, a Royal Navy destroyer and a German submarine. The ships were the *Camswan*, *Kurland*, *Cumberland* and *Luis*, all lost between 1942 and 1944. The destroyer, HMS *Velox* was lost in 1915 and UB-21 in 1920 (whilst under tow).

The project was supported by a grant from the BS-AC Jubilee Trust, and a submission is being made to the annual Duke of Edinburgh’s Prize.

## Deep Irish Sea wrecks investigated



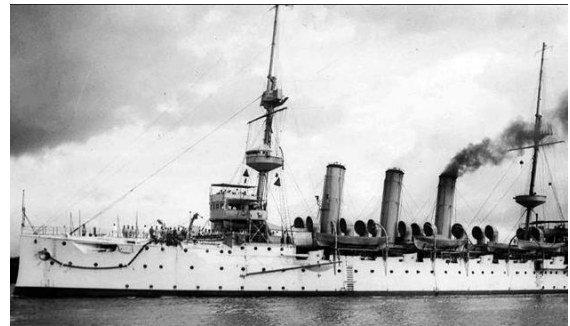
A research team led by Dr Ruth Plets of Ulster University School of

environmental Studies, has captured detailed multi-beam sonar images of three WW1 wrecks in the Irish Sea, using the vessel *Celtic Voyager*.

These were the SS *Chirripo*, sunk in 1917 off Blackhead, the SS *Polwell*, lost

in 1918 off Lambay Island, and the Royal Mail SS *Leinster*, sunk off Howth Head, near Dublin in 1918. Some of the wrecks are too deep to be dived on, and have not been seen for 100 years.

## Two arrested over cruiser finds



Two men were arrested in October in connection with the illegal holding of artefacts taken from a WW1 Royal Navy cruiser wreck in the Dover Strait. The artefacts came from HMS *Hermes*, sunk in 1914, and the men involved are a 56-year old from Winchelsea, and a 55-year old man from Teynham, Kent. Investigations involved the Sussex Police Force, the MCA, MMO, Receiver of Wreck, Historic England and French authorities. Finds from the wrecks were seized but further details have yet to be released.

*Hermes* was built as a light cruiser in 1898, converted to an aircraft ferry in WW1 and used as a depot ship. Torpedoed by a German submarine she lies upside down in 30m depth, and with 44 of the crew killed, she is a war grave.



## Kent wreckers found guilty



Two more men from Kent have been charged and found guilty of not declaring wreck finds. David Knight, 52, and Edward Huzzey, 55, both from Sandgate in Kent, admitted 19 offences at Southampton Magistrates Court in mid-May. The items they recovered ranged from crockery and glassware to historic cannon. An MCA representative said they had used explosives, cutting equipment and heavy lifting air bags. Two of their finds included bronze cannon from a 200 year old English East Indiaman, and bronze propellers from the German submarines U-8, UC-64 and UB-40. They also raised historic tin ingots and large quantities of crockery. Police enquiries show that six other bronze cannon were recovered, but are still missing. These may have been stored elsewhere or even sold overseas or on the black-market in the UK.

## Submarine A-1 gets diver trail



An underwater diver trail has been opened around the submarine HMS A-1, which lies in the Solent off the Isle of Wight. This is the fourth trail opened on a

Protected Wreck, the other being HMS *Colossus*, in the Isles of Scilly, HMS *Coronation*, sunk off Penlee Point, Plymouth and the Norman's Bay wreck, near Bexhill, Sussex. A fifth trail is being created around the paddle steamer *Iona II*, sunk off Lundy Island.

The A-1 had a chequered history, having sunk nine years after her launch, in 1904 she collided with a merchant ship and sank with all hands.

Following recovery she was used for training purposes until sunk in 1911 in 12m depth.

## Bell of the SS *Caroline*, 1878 found



Bill Woolford and his team of divers have made many interesting finds in the North Sea over the years, but count the wreck of the SS *Caroline* as one of their best. Lying off Flamborough Head, the steamship lies upright, her stern gun collapsed on the seabed surrounded by shell cases. Prior to finding the ship's bell which confirmed its identity, the team names it the 'Camp Coffee wreck', since there were square glass bottles around her bow bearing that famous beverage brand name.

A second dive on the wreck by Bill found him in the bow area again, where he found the ship's bell wedged under the windlass. The bell bore the name of the vessel and its date of build, 1878, and research showed that the *Caroline* had sunk on 25 August following collision with the SS *Merida*.

The bell now hangs in TheShip Inn, at Dunswell, Beverley, near Hull, where it is on loan to the landlord, whose wife happens to be named –Caroline!

## **Sunderland flying-boats discovered**



Scottish divers have located the remains of two WW2 flying boats off Oban, in the Western Isles of Scotland. The two aircraft were a Consolidated Catalina and a Short Sunderland, both originally based at RAF Oban in WW2.

Firm identities have not yet been possible since five or six Catalina's and two or three Sunderland's are known to have been lost in the area. The aircraft wrecks lie in 32m for the American Catalina, and 24m for the Sunderland. It has yet to be established whether or not the aircraft constitute War Graves

## **A monster off the British coast: Rusting hulk of World War One German U-boat emerges after almost a century**



Its hull astonishingly intact, a First World War German U-boat lies embedded in remote mudflats up an English creek. While more than 40 of the deadly submarines met their fate in our waters during the conflict, this is the only one that can be seen. The wreckage of the others lies hidden deep beneath the sea. The existence of this one has long been known,

but its eerie presence has gained fresh interest after tidal changes and the recent storms made it more visible.

Read more at [www.mailonline/news](http://www.mailonline/news)

## **Whitstable diver Alan Nichols feared police treasure probe before taking own life in West Blean Nature Reserve**

A diver found dead in woodland after a three-week manhunt feared being implicated in the illegal sale of hidden treasures found on a shipwreck. Father-of-three Alan Nichols helped discover a haul of historic cannon, which were later sold at auction to an American buyer for more than £50,000.

An inquest held at Canterbury Magistrates' Court was told how the 47-year-old was found hanged in the West Blean Nature Reserve on July 1.

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



## Shifting sand dunes reveal large Bronze Age settlement



Archaeologists made the discovery at Tresness in Sanday while on a walk in poor weather on Monday. The remains of 14 houses and stone tools, including knives, have been described as "one of the biggest complexes of Bronze Age settlement in the Scottish Isles".

The finds on the beach could be more than 4,000 years old. Archaeologists believe the houses were buried by sand dunes in the second millennium BC - but have recently been exposed by the actions of weather and the sea. Prof Jane Downes and Christopher Gee, of the University of the Highlands and Islands, Prof Colin Richards, of the University of Manchester and Dr Vicki Cummings, of University of Central Lancashire, made the discovery. They were on a sea shore walk to visit a known archaeological site when they spotted the remains of the houses and stone tools.



The Ships Project team at Buckingham Palace to receive a British Sub-Aqua Jubilee Trust award from the Duke of Edinburgh for the A7 Project we completed last year, the study of HM Submarine A7 lost off Plymouth in 1914.

Project report available  
<http://www.oxbowbooks.com/oxbow/hm-submarine-a7-an-archaeological-assessment.html>

## WWII shipwreck packed bombs that could destroy a Kent



This incredible image shows the wreck of a World War Two ship laden with more than 1000 tonnes of explosives sitting at the bottom of the sea just off the Kent coast - and could detonate at any moment. The SS Richard Montgomery sank in 1944 while carrying munitions, mostly aircraft bombs, with a total explosive content of 1,400 tonnes. The bombs include dozens of 'high explosive Blockbuster bombs' and around 2,000 cases of cluster bombs, along with hundreds of 'normal bombs' weighing up to 1,000lbs each. The Liberty ship was bound for France when it sank in 50ft of water in the Thames Estuary off Sheerness in Kent.

Read more at: <http://www.mirror.co.uk/news/uk-news>

## ***International news***

### **Massive Ancient Greek city discovered submerged in Aegean Sea**



An ancient Greek city has been discovered sunken beneath the Aegean Sea.

The settlement dates back around 4,500 years (2,500 BC) and was the size of around 10 football fields, covering an area of 12 acres. Archaeologists from the Ephorate of Underwater Antiquities, University of Geneva and the Swiss School of Archaeology found the fortified Bronze Age settlement in Khilada Bay, in the Argolic Gulf. They found at least three huge horseshoe-shaped foundations attached to the wall line – which they say was possibly part of towers

used to defend the settlement.

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

### **Swedish Kings Flagship found**



Fig. 1. Gun carriages salvaged from Gribshunden on display at Blekinge Museum (photo by Mattias Mattsson, adopted from Svensson 2015).

Combat Archaeology – Gribshunden: Significance and Preliminary Investigations Within the sheltered waters of Ronne by archipelago near the island of Stora Ekön, south eastern Sweden, lies the remains of a rather disjointed but well-preserved wooden wreck. The wreck, previously known as the Stora Ekö or Ekö wreck, was already discovered by local sport divers in the 1970s. However, it was only in 2001, when strange artefacts had been uncovered on the site, that archaeologists were made aware of its location (Einarsson 2008). A wooden sample was promptly taken from one of the

timbers, revealing that the ship had been constructed of oak wood felled in the winter of AD 1482-83.

### **144-year-old Arctic shipwreck discovered; climate change to thank???**



Archaeologists have discovered parts of two 19th-century whaling ships in the Arctic, thanks to sonar technology, intrepid divers and ... climate change?

With less ice in the Arctic as a result of climate change, archaeologists now have more access to potential shipwreck sites than ever before,"

according to a news release from the National Oceanic and Atmospheric Administration. The NOAA team discovered the hulls of two whaling ships in the Chukchi Sea about 144 years after they and 31 others sank off the northern coast of Alaska.

They are believed to be the remains of ships that were trapped by ice in September of 1871. After getting stuck, the ships slowly deteriorated, leaving more than 1,200 whalers stranded

Read more at CNN - [www. http://edition.cnn.com/2016/01/07/us/arctic-shipwreck-discovered/](http://edition.cnn.com/2016/01/07/us/arctic-shipwreck-discovered/)

## **Dig Reveals 18th-Century Shipwreck.**



Although it has yet to be built, a hotel in Alexandria, Virginia already has its first guest: the historic remains of an 18th-century ship. Approximately one-third of the ship's hull, which officials say is "sturdily built and well-preserved" was unearthed from the future site of the Indigo Hotel earlier this week.

Read more at [www.news.discovery.com](http://www.news.discovery.com)

## **Multibillion Dollar Shipwreck Found Off Colombia**



Colombia has found what may be the holy grail of treasure shipwrecks — an 18th century Spanish galleon that went down off the country's coast with a treasure of gold, coins and precious stones now valued between \$4 billion and \$17 billion.

The multibillion-dollar ship, called the San Jose, has been at a centre of a decades-long search that also involved foreign legal battles.

"Without room for any doubt, we have found, 307 years after it sank, the San Jose galleon," Colombian President Juan Manuel Santos announced at a press conference on Saturday. Read more at:

<http://news.discovery.com/history/archaeology/treasure-laden-shipwreck-found-off-colombia-151206.htm>



## Sunken haul of Roman fish sauce found off Italy



Archaeologists have discovered an ancient Roman vessel laden with 3000 jars of delicious Roman fish sauce – or garum – on the seabed off the coast of Italy. The find was presented on Thursday by archaeologists, who spent almost two years searching for the 25-meter wreck in the deep blue waters five miles off the coast of Alassio, in the northeastern Liguria region.

"It's an exceptional find that dates to the first or second century AD," Dr. Simon Luca Trigona, who led the team, told The Local.

"It's one of just five 'deep sea' Roman vessels ever to be found in the Mediterranean and the first one to be found off the coast of Liguria. We know it was carrying a large cargo of garum when it sank."

The presence of an ancient vessel on the seabed was signalled to archaeologists in 2012, when local fisherman dredged up fragments of some clay jars that had been part of the vessel's payload 2000 years ago.

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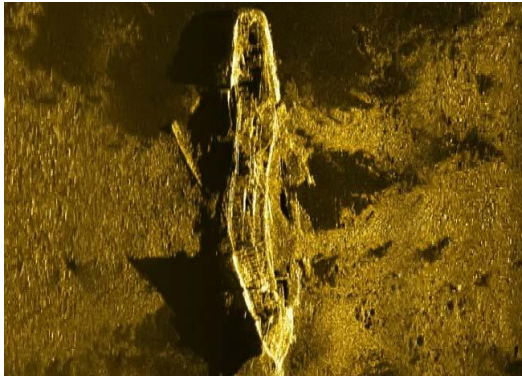
## New technologies and tools to map and protect underwater treasures



Our seas and oceans are home to a tremendous amount of archaeological sites and artefacts. These invaluable witnesses to history are often difficult to locate, and even then experts are still faced with the question of whether to conserve them in situ or bring them to the surface. The SASMAP project has developed tools and technologies that will help solve both conundrums.

See more at: [http://cordis.europa.eu/news/rcn/124859\\_en.html](http://cordis.europa.eu/news/rcn/124859_en.html)

## MH370 Search Finds New Shipwreck, But No Plane



**Sydney, Australia:** The hunt for missing Malaysia Airlines Flight MH370 has uncovered a shipwreck deep underwater, officials said Wednesday, the second such discovery since the search began almost two years ago.

An Australian-led team continues to scour the southern Indian Ocean seabed in hope of finding the final resting place of MH370, which vanished on March 8, 2014 en route from Kuala Lumpur to Beijing with 239 people on board.

Read more at:

<http://www.ndtv.com/world-news/mh370-search-finds-new-shipwreck-but-no-plane-1265253>

## Maritime Archaeological Conference (Bournemouth University)

**Sat, Mar 19 at 09:00, Poole, Dorset**

Maritime Archaeology Conference 2016

By: Bournemouth University Maritime Archaeology Group

Kicking off the new year with some exciting news - the second annual maritime archaeology conference hosted by Bournemouth University scheduled for March! This year's theme is the East India Company, one of the largest commercial companies of its time.

This conference will feature talks and displays from a wide range of specialists in the maritime history and archaeology of the Company, as well as displays of artefacts from the wrecks of various East Indiamen.

Speakers will include:

Jean Sutton, a maritime historian specialising in the EIC;  
Ruth Brown, former curator in the Royal Armouries;  
Richard Keen, a Diver with over 50 years' experience;  
John Bevan, founding chairman of the The Historical Diving Society;  
David Carter and Ed Cummings of the Lunar Society;  
Mark Redknap, head of Collections & Research at the Amgueddfa Cymru – National Museum Wales  
John Gribble, South African Heritage Resources Agency;  
Simon Stephens from the National Maritime Museum;  
Nick Ball from the National Maritime Museum;  
Mike Pitts, one of the world's leading underwater cameramen.

Attending the conference will also count towards a Nautical Archaeology Society Part II certificate.

Best of all, it's completely free but please make sure you register your attendance using the Eventbrite link below :

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<https://www.eventbrite.co.uk/e/maritime-archaeology-conference-2016-tickets-20101719785>