



Department for Culture, Media and Sport
Architecture and Historic Environment Division

Advisory Committee on

Historic Wreck Sites

Annual Report 2009
(April 2009 - March 2010)

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Historic Wreck Sites.

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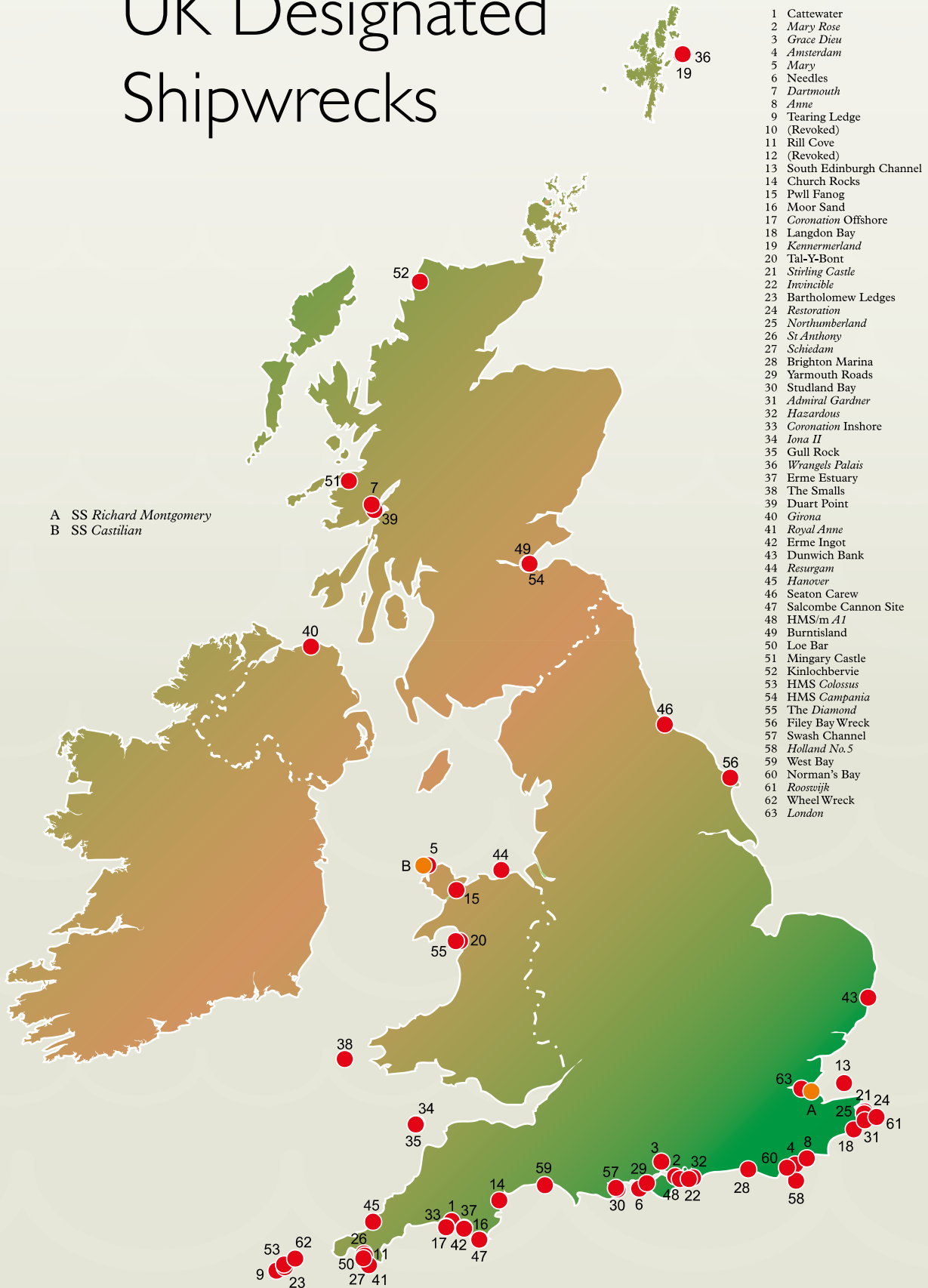
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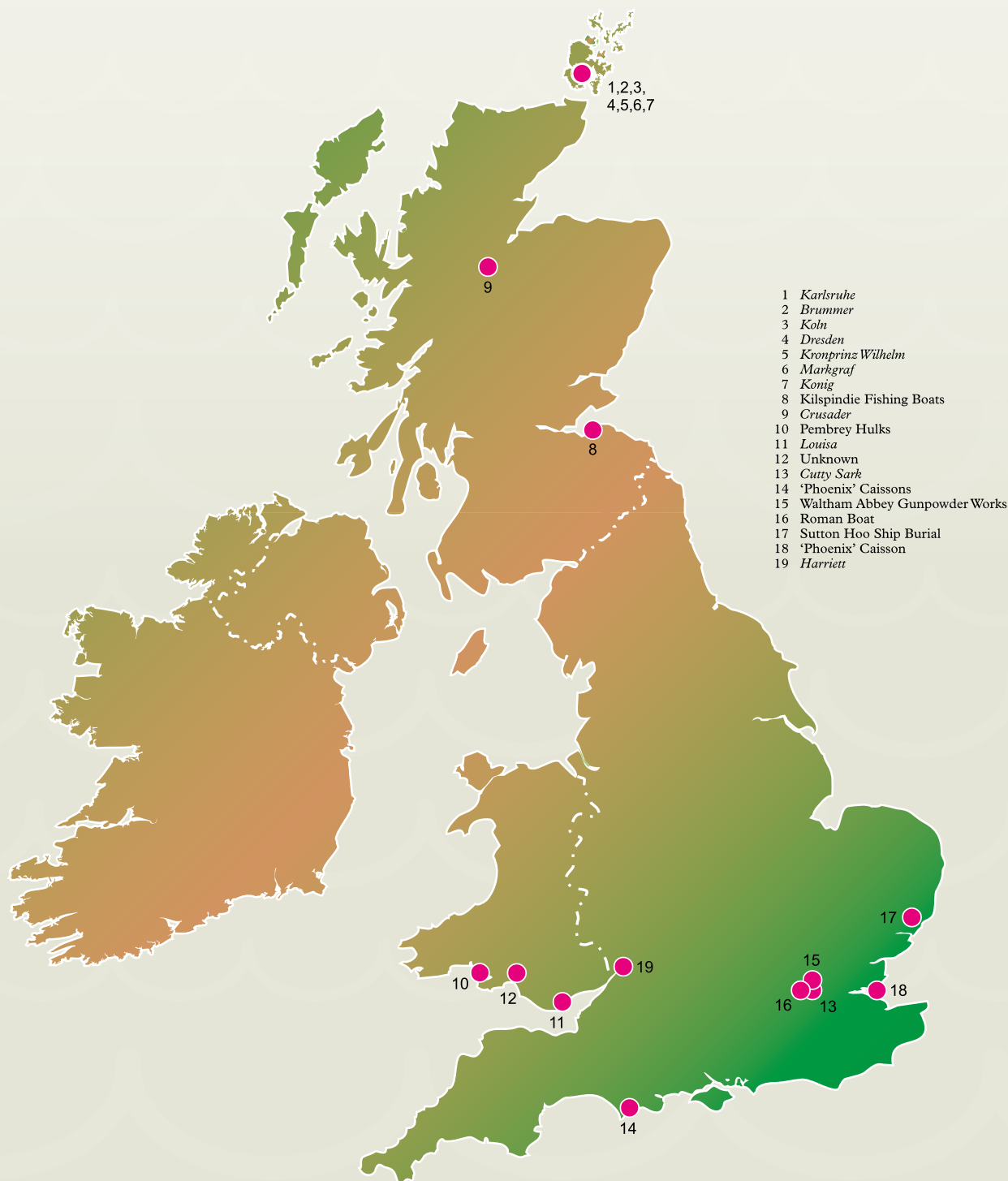
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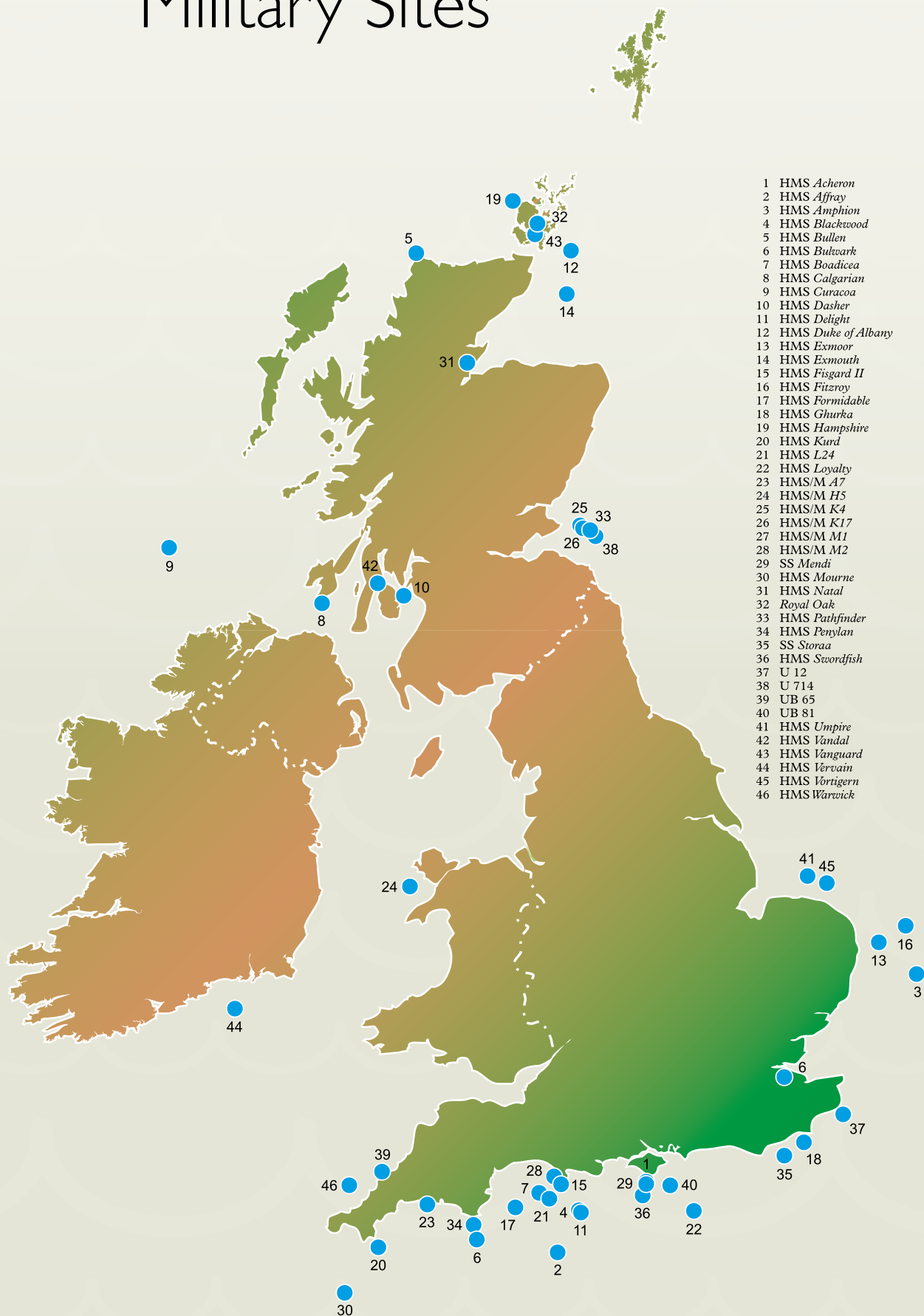
UK Designated Shipwrecks



Scheduled and Listed Wreck Sites



Military Sites



- 1 HMS *Acheron*
- 2 HMS *Affray*
- 3 HMS *Amphion*
- 4 HMS *Blackwood*
- 5 HMS *Bullen*
- 6 HMS *Bulwark*
- 7 HMS *Boadicea*
- 8 HMS *Calgarian*
- 9 HMS *Curacoa*
- 10 HMS *Dasher*
- 11 HMS *Delight*
- 12 HMS *Duke of Albany*
- 13 HMS *Exmoor*
- 14 HMS *Exmouth*
- 15 HMS *Fisgard II*
- 16 HMS *Fitzroy*
- 17 HMS *Formidable*
- 18 HMS *Ghurka*
- 19 HMS *Hampshire*
- 20 HMS *Kurd*
- 21 HMS *L24*
- 22 HMS *Loyalty*
- 23 HMS/M *A7*
- 24 HMS/M *H5*
- 25 HMS/M *K4*
- 26 HMS/M *K17*
- 27 HMS/M *M1*
- 28 HMS/M *M2*
- 29 SS *Mendi*
- 30 HMS *Mourne*
- 31 HMS *Natal*
- 32 *Royal Oak*
- 33 HMS *Pathfinder*
- 34 HMS *Penylan*
- 35 SS *Storaa*
- 36 HMS *Swordfish*
- 37 U 12
- 38 U 714
- 39 UB 65
- 40 UB 81
- 41 HMS *Umpire*
- 42 HMS *Vandal*
- 43 HMS *Vanguard*
- 44 HMS *Vervain*
- 45 HMS *Vortigern*
- 46 HMS *Warwick*

Foreword

**by Tom Hassall OBE,
Chairman of the Advisory Committee
on Historic Wreck Sites**



The Advisory Committee on Historic Wreck Sites (ACHWS) is a non-statutory Departmental Public Body. The Committee's function is to provide advice to the Department for Culture, Media and Sport (DCMS) and the devolved administrations of the United Kingdom on the protection of shipwreck sites which are of historical, archaeological or artistic interest and which lie in territorial waters. Protection is implemented by means of designation of such sites under the Protection of Wrecks Act 1973 (PWA), and on the licensing of activities on sites which have been designated. The Committee met, as usual, on three occasions in July and December 2009 and March 2010.


No new sites were designated or de-designated during the year. The protected area of the *Anne* was re-designated. Recommendations were made on the issue of 81 licences (England 66; Scotland, 6; Wales 8; NI, 1), plus one licence which covered several sites issued to the contractor for Archaeological Services in Support of The Protection of Wrecks Act (Wessex Archaeology) who aids the work of the Committee and the heritage agencies. The total number of licences issued was 26% up on the previous year. The following licences were issued (last year's figures in parenthesis): visitor licences, 32 (+12), survey licences, 29 (+1), surface recovery licences, 14 (+7) and excavation licences, 6 (-3).

Details of this year's activities on designated sites appear later in this report, together with the reports of progress made in underwater protection by the Heritage Agencies in each of the UK's constituent countries.


The Committee appreciates and values the role of licensees in the management of Designated Wrecks. The Committee is grateful for the time and effort contributed by licensees at their own expense. The Committee was pleased to note that the work of the South West Maritime Archaeology Group at Salcombe and Moor Sand was recognised by the award of the Open Prize in the English Heritage Awards for Presentation of Heritage Research in 2010.

The Committee would prefer to see a single licensee for a single site, but some sites still have more than one licensee, usually for historical reasons. Ideally every site would have one assigned licensee who could monitor the site and coordinate all diving activity on it. Many licensees have held their licences for many years, for instance John Bingeman has been licensee of HMS *Invincible* and announced his retirement during the year under review. The Committee would like to see younger divers coming forward and applying for licences. It therefore welcomed English Heritage's initiatives to encourage a new generation of licensees to become involved in being custodians of the UK's underwater heritage.

The Committee has been concerned about continued reports of unlicensed diving on Designated Wrecks. Whilst some of this activity appears unintentional some appears to be planned deliberately. An area of particular concern is the Goodwin Sands. The Committee therefore welcomed the production by English Heritage of a leaflet to publicise the existence of designated sites in this area and to encourage positive access to them. The Committee was also pleased to learn that Kent police have established a procedure for dealing with suspected illegal activity. This force is now monitoring the Goodwin Sands Designated Wrecks and liaising with the local Coastguard.




The Annual Meeting with Licensees which is held to receive reports on sites, to share experiences and to discuss concerns took place on board HMS *Belfast* on 6th February, 2010. The meeting was attended by 63 licensees, members of ACHWS, representatives and observers. The Committee is grateful to all those who gave the presentations which are printed later in this report. The Licensees meeting ended with a Question and Answer Session which focused on the ethics of the sale of artefacts from designated sites, membership of ACHWS, the wider provision of data gathered by the contractor for Archaeological Services in Support of The Protection of Wrecks Act and European cooperation.



ACHWS were disappointed that Parliamentary time was again not forthcoming for the introduction of the proposed Heritage Protection Bill which was published in April 2008. However DCMS have made a number of changes to the administration of the designation and licensing system, in line with the aims of the bill to make the system simpler and more streamlined. These changes to the administration of the PWA with reference to England came into effect on 2 November 2009. The principal change is that where a licence is subsequently approved by DCMS, English Heritage will issue the licence on behalf of the Secretary of State. For applications to vary an existing licence, the current arrangements will remain in place, although amended licenses will also be issued by English Heritage on behalf of the Secretary of State.

In providing expert and sound advice to the Secretary of State ACHWS is dependent on the expertise of its members who give freely of their time. The names, biographies and terms of office of the Committee's current members are given later in this report. I am grateful to them both for the wise counsel and the support that they have offered during this year. Two new members were appointed: Ian Panter, Head of Conservation Department, York Archaeological Trust and Dave Parham, Senior Lecturer in Archaeology, Bournemouth University.



I would also like to thank the officials of both DCMS and English Heritage (EH) who have serviced and supported the Committee's activities during 2009-10, particularly: Elizabeth Ager, Ingrid Samuel, Mark Greenwood and John Tallantyre, the Historic Environment Division of DCMS; Sarah Baylis and Reider Payne (ACHWS Committee Secretary), Ian Oxley (ACHWS Committee Co-ordinator and Head of Maritime Archaeology), Dr Edward Impey (Director of Research and Standards), Dr Adrian Olivier (Strategy Director), Alison Hamer (Maritime Archaeologist), Monika Lowerre (Maritime Archaeology Support Officer), Mark Dunkley (Maritime Designation Adviser), Ceri Pemberton (Legal Department), Kathryn Lanning and Martin Harrison (Commission Secretariat) of EH. The Committee also benefits from the attendance and advice of staff from the other heritage agencies: Philip Robertson (Senior Inspector of Marine Archaeology) of Historic Scotland, Sian Rees (Inspector of Ancient Monuments) and Polly Groom of CADW, and Rhonda Robinson of the Northern Ireland Environment and Heritage Service. Guidance was also provided by Alison Kentuck, the Receiver of Wreck, of the Maritime and Coastguard Agency; Peter MacDonald and Amanda McKelvie (Ministry of Defence); Iain Mills of the Crown Estate. Dr Antony Firth (Head of Coastal and Marine Projects) and Steve Webster (Project Manager of Coastal and Marine Projects), Wessex Archaeology also attend the meetings. Robert Yorke attends as an observer representing the Joint Nautical Archaeology Policy Committee.

Information on the ACHWS and the PWA, including an interactive map of designated sites, is available on the EH Maritime Team's website. This site also provides Guidance Notes for Divers and Archaeologists operating in English waters, as well as online licence application forms, the timetable for applications and contributions from licensees. At the time of writing, these pages can be accessed at www.english-heritage.org.uk/maritime. Similar information is available for Scotland at www.historic-scotland.gov.uk/index/wrecksites.htm.

CASE STUDY

The Swash Channel

by **Dave Parham and Paola Palma**

The Swash Channel Wreck is that of an early 17th-century armed merchant ship. The site lies in 7-9m of water on a sand and shingle seabed on the edge of Hook Sand in the Swash Channel, located in the approaches to Poole Harbour, Dorset. The site was designated as a Designated Wreck under the Protection of Wrecks Act 1973 in October 2004. It was first discovered in March 1990 when the Dutch dredger *Scaldis* hit an obstruction whilst undertaking maintenance dredging in the Swash Channel. The dredge brought substantial timbers and a single iron cannon to the surface.

During work in support of a capital dredge operation by Poole Harbour Commissioners in the winter of 2005/06, the site was re-discovered and designated. With the site protected from further dredging there was an urgent need to establish the character of sediment movement and biological attack. Bournemouth University (BU) undertook the monitoring of the level of physical and biological degradation of the site as part of a taught unit on the University's BSc Marine Archaeology programme.

Bournemouth's work has shown that the site was considerably more extensive than first thought and scientific monitoring has shown strong evidence of physical, chemical and biological degradation of the archaeological material. *Lyrodus pedicellatus*, a rapidly destructive, warm water shipworm is present on the site and attached to freshly exposed timber. Increases in UK sea temperatures due to global warming have allowed this species, which is a native of southern waters, to thrive here.

Because of the clear evidence of rapid degradation in 2007, English Heritage commissioned and part-funded a trial using the Swash site as a case study for establishing the most cost effective method of *in situ* stabilisation. BU had originally agreed to record structure and associated archaeology as it was exposed by erosion, however this proved problematic. The rate of erosion was such that exposure of the ship's structure was proceeding faster than it could be recorded and an unquantifiable amount of material was being lost between site visits. Piecemeal recording of the site in this way also made structured



The wreck lying in the Swash Channel.

recording impossible and hence interpretation difficult. Against this background of a partly recorded site and insufficient time in which to record it, English Heritage part-funded a complete photographic resurvey of the entire site during 2008. This allowed, for the first time, a complete understanding of the sites full extent.

Since the Swash Channel Wreck was first recorded in 2005, reducing sediment levels across the site have led to an increased area of it becoming visible. Significant archaeological deposits have become exposed, increasing the area exposed in 2005 by in excess of 500%. It has been estimated that sediment loss across the site since 2006 has been in the order of c300 cubic metres or c500 tons.

The site consists of a spread of archaeological material covering approx 40m x 50m. This consists primarily of the remains of a heavily framed carvel constructed wooden ship of c40m (based on the current understanding of the overall length from the visible remains and the ships rudder), with associated debris spreading up to 30m to the northwest of the site. The articulated structure consists of two distinct elements which lie on slightly different orientations. One of these is currently interpreted as being the port bow surviving longitudinally from immediately behind the stem to midships and vertically from a point close to, but probably not adjacent to the keel to the top of the forecastle, including the main deck knees. The other area of structure is currently interpreted as being the lower stern surviving longitudinally from the stern post forward to the aft amidships, vertically on the starboard side from the keel to less than 1m above the keel and on the port side from keel to 3m above the keel. Rare survivals include;

The Forecastle

This consists of the majority of the port side of the forecastle, up to and including the top rail, this also includes the remains of the ships galley and circular gunports. This structure is lying with its outer side facedown on the seabed (and therefore protected) with what was the inside of the structure lying face up on the seabed.

The Rudder

The ships rudder survives to its entire length on site and has a carved human face at its head. The rudder is 8.4m long and has 6 pintles. The only parallel of a rudder with a carving at its head that has been discovered to date is that of the rudder of the Swedish warship *Vasa* which has a carving attached to the rudderhead. At c10m in length this is somewhat longer than that of the Swash Channel Wreck but is superficially similar in form.

Carvings

Two carvings are known to exist on the site, one at the head of the rudder and the other on the outside of the forecastle. One further carving (of a "merman") has been raised and is currently in conservation at York Archaeological Trust. All are early Baroque in style, which matches the early 17th-century date of the site. The rudderhead carving is that of a male head. The merman carving was found loose within the wreck, but mortises in its back would suggest that it originated from the ships upperworks and may have been attached to the upper rail. The forecastle carving can only be viewed from the rear but is similar in size and form to the merman.

Dendrochronological samples recovered from the site match the German/Dutch Chronology and suggest an early 17th-century date. To date only a relatively small amount of archaeological material has been recovered from the site. However, all of the datable material suggests an early to mid 17th-century date, c1630. The best parallels for the material culture exist from the site of the *Batavia*, a Dutch East Indiaman built in

Amsterdam in 1628 and lost 4th June 1629 on Beacon Island, Western Australia. The best parallels for the carvings, rudder and gun carriage come from the *Vasa*, a major Swedish warship built from 1626 to 1628 in Stockholm



Carving of a human face on the ship's rudder.

and lost on her maiden voyage on 10th August 1628 just outside Stockholm Harbour.

The rudder has been observed to have been clad below the waterline in a light timber sheathing and recent erosion around the hull has revealed areas of the outer hull are covered in a similar way. A sample taken from the outer hull indicates an outer sheathing of relatively thin timber (the degraded state of the timber does not allow its original dimensions to be established) with a mat of tarred hair between the sheathing and the outer hull. The timber sheathing is secured by iron nails. It is thought that the nature of the Swash Channel Wreck is that of a large, armed merchant vessel, possibly of Dutch origin adapted for voyages to the tropics. The high status (indicated by the presence of ships carvings) but mercantile nature of the site suggests that the ship was being operated by a very large mercantile organisation with a need to present itself, through its ships, as a high status entity.

The future of the site has now been ensured as English Heritage have agreed to fund a major rescue excavation which will commence in the summer of 2010. This will allow this important heritage asset to be more fully understood and recorded for the future. To date the project wouldn't have been possible without the help and support of Bournemouth University students, Poole Harbour Commissioners, English Heritage, Dorset Workboats, Jenkins Marine and Poole Museum.



Carving of a "merman", currently in conservation at York Archaeological Trust.

CASE STUDY

Archiving the Historic Shipwreck Site of HMS *Invincible*

by Brandon Mason

Ensuring long-term public access to the archaeological archive of a nationally important heritage asset.

The vulnerability of the archive of one of the most important shipwreck excavations on the wreck of HMS *Invincible* led the Hampshire and Wight Trust for Maritime Archaeology (HWTMA) to apply for Heritage Lottery Fund assistance, ensuring its survival whilst simultaneously greatly increasing the potential for public access to such a rich resource.

The archive represents a single body of documentation not publicly available for any other UK shipwreck excavation, and this year-long project has resulted in the development of a web-based site viewer that is freely available, requiring only a simple web-browser to access it. This is a powerful medium for public engagement, intended to increase the perceived value of submerged heritage in the UK and elsewhere, and further it has the potential to grow and develop as future projects enable additional development of the platform.

***Invincible* History & Significance**

HMS *Invincible* was to herald a revolutionary advancement in the design and development of the 18th-century warship. Built by the French at Rochefort in 1741 and launched in 1744, *L'Invincible* was one of three new vessels that emerged from a school of naval architecture that employed a scientific, as opposed to a commonly conservative, basis for their design. At a time when colonial expansion was at the fore, the ability to protect convoys travelling to far flung interests with fast and manoeuvrable all-purpose naval warships gave the French a sudden tactical advantage.

With 74 guns arrayed over two decks, and a weight of shot that could outmatch all but the largest though more lumbering three-deckers, this great new potential was not lost on the British who first encountered *L'Invincible*



Screenshot from the *Invincible* site-viewer and online archive.



L'Invincible holds the rear guard, Cape Finisterre, 1747 – Painting by John R. Terry (1983) with kind permission of the Invincible (1758) Committee.

off Cuba in 1745. Here the French warship was able to fend off three British attackers of similar size though of an entirely inferior class.

Bad weather kept *L'Invincible* from escorting other similar convoys until early 1747 when a French fleet embarked for the East Indies. This time the British, under the command of Vice-Admiral Anson, were well prepared and intercepted the French convoy off Cape Finisterre, north-west Spain. As the convoy fled, *L'Invincible* held the rear-guard and was engaged by every British warship in turn as they hauled down the escaping merchantmen. Despite this, *L'Invincible* was the last of the French vessels to strike its colours, doing so as Anson finally brought the guns to bear in his flagship, the second-rate *Prince George*.

Using his influence with the Admiralty, Anson was able to keep *Invincible* in service in the British fleet, and more than £26,000 was awarded in prize money. This was roughly twice the cost of building a contemporary third rate warship according to the 1741 Establishments, and is a reflection of the fact that, in Anson's view, the cost to the British Navy of losing such a radical design template would be immeasurable.

Great Advances

Experimentation would be the watch-word for this ship, not only in the fundamental design, but also in the technologies invested in it. These included iron knees and some of the earliest use of copper sheathing yet known

(at least three years earlier than that described in official sources), as well as lesser firsts; the first iron hearth to ever replace the centuries old brick built galley; rudder position indicators; flint lock firing mechanisms fitted to the great guns. Many of these were being tested years or even decades before becoming standard issue in the Royal Navy.

Though serving as flagship to three Admirals, HMS *Invincible* saw little direct action. However, the sailing qualities of the ship were widely celebrated and were put to the test most extremely during the first British attempt at taking the French fort of Louisbourg in Nova Scotia. When the fleet was all but scattered by a fierce hurricane, *Invincible* rode out the violent seas and was able to limp back to Portsmouth under jury rig.

Following several refits and upgrades the ship and the entire fleet were reassembled for a second attempt in February 1758 off Portsmouth. However, a series of calamitous events led to the ship running aground on the Dean Sand (now known as Horsetail). In worsening weather the crew battled for three full days in atrocious conditions, but when forty men took one of the cutters and made for Portsmouth the order was finally given to abandon ship. *Invincible* soon rolled over on its beam ends, swamped by breaking seas. No lives were lost and the ensuing Courts Martial absolved all those involved of blame, citing the dramatic development of the Dean Sand as the primary cause.

Over the next seven months the ship was heavily salvaged, with most of the guns being recovered as well as the remaining masts and spars. However the bow section that was worked deeply into the sand bank has been shown to contain an abundance of artefactual material, representing stores and equipment that it was probably impossible to reach at the time, but creating an unparalleled archaeological resource from the mid 18th-century Navy. It is likely that within months of the wrecking, the hull had worked deeper into the sand bank and was soon forgotten entirely.

Lasting Influence

Invincible's legacy lay in its influence on the design of British warships over the following decades. Sir Thomas Slade, designer of Nelson's *Victory*, developed the Dublin class based on the lines of *Invincible* that became the model for multi-purpose warships in the late 18th and early 19th centuries. At the time of the Battle of Trafalgar, 1805, there were more than 80 such third-rate 74 gun warships in the British fleet, and more than half the ships present at the famous battle were of this type. This success of the 74-gun warship that was derived from the lines of HMS *Invincible* would earn them the fitting epithet, 'Backbone of the Navy'.

A Developing Discipline

The 1979 - 1991 project was a notable excavation in the development trajectory of maritime archaeology

as a discipline. No other single UK shipwreck has been excavated over such an extended period by a single team. In addition to the technological importance of the vessel, the ship has historical significance, being present at the first Battle of Cape Finisterre, and also local importance being a Portsmouth based warship, lost and remaining beneath the waters of the eastern Solent.

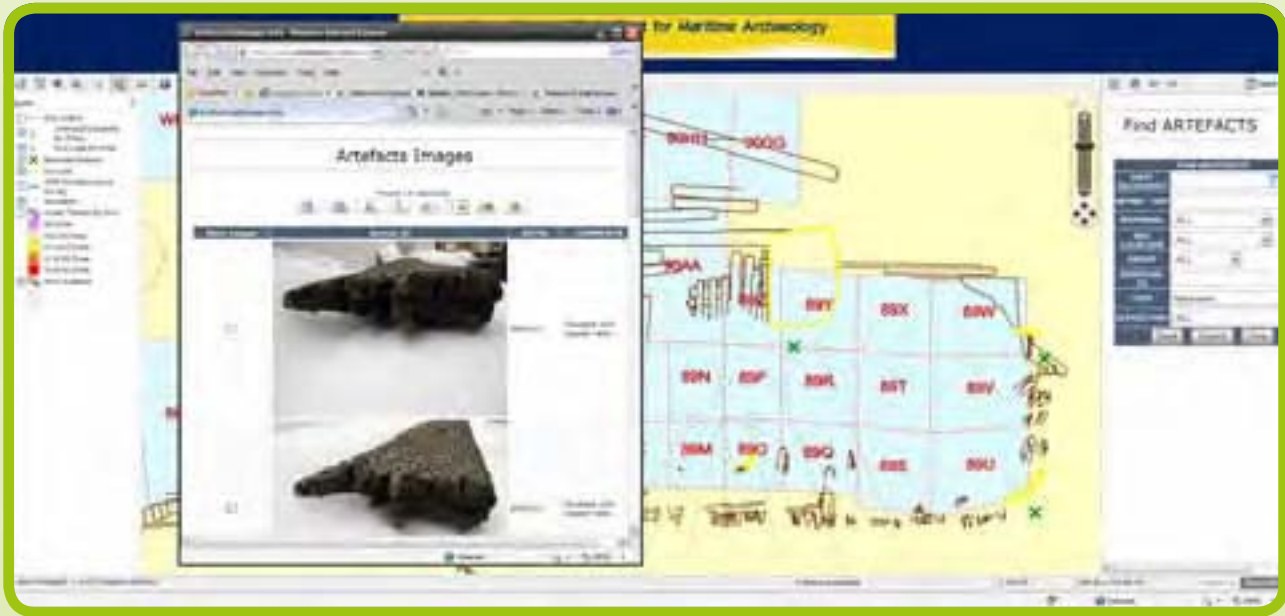
Experimental Presentation

The first draft of the *Invincible* site viewer is now available on the HWTMA website (<http://www.hwtma.org.uk/digital-archive/>). This is a developing area, but already enables visitors to search the entire database and image archive from within a map view, thus displaying artefacts in the context in which they were excavated. Features arriving soon will be slideshows within the map of underwater work and artefacts recovered from each trench, and also interactive teaching resources for various Key Stages utilising the online database and introducing maritime archaeology and web-GIS at classroom level.

Additionally, the entire archive will be accessible in a raw format for rebuilding in any database software through the Archaeology Data Service (<http://ads.ahds.ac.uk/>). This work is ongoing and when completed will be announced on the HWTMA web-site, so check back soon for further news on all of these developments and more at www.hwtma.org.uk.



Diver recording some of the abundant material on *Invincible* (Photo: C. Dobbs, 1988, for the *Invincible* (1758) Committee).



The site viewer provides a visual interface to the entire Invincible database.



A cartridge case cover with the crest of George II is just one of the many artefacts found on the wreck site.

CASE STUDY

Recovery and Research of the Northumberland's Chain Pump

by Daniel Pascoe

The remains of the Designated Wreck *Northumberland* lie off the South East coast of Kent between Dover and Ramsgate on the Goodwin Sands. These sands are famously known as “the great ship swallower”.

The Ship

The *Northumberland* was a Third Rate Man of War armed with 70 guns. She was one of thirty great ships of Samuel Pepys's shipbuilding programme of 1677. She was constructed away from the principal shipbuilding centre on the Thames at Baylie's yard in Bristol. Baylie was a successful merchant shipbuilder who also had experience of building warships such as the Third Rate *Edgar* in 1668 and the Fourth Rate *Oxford* in 1674. The *Northumberland* was launched and began her service in 1679. During her service the *Northumberland* fought successfully at the famous Battle of Barfleur – La Hogue in 1692; the Trafalgar of the Restoration Navy. In 1702 the ship was re-fitted at Chatham dockyard but within a year of her re-fit she was lost with all hands on the Goodwin Sands in the Great Storm of November 1703.

The *Northumberland* is an extremely important ship built during a significant period in naval history. She was part of a rapid shipbuilding programme, the largest and most ambitious of its time. It took place because the existing fleet was battle damaged, in a state of disrepair and soon



The *Northumberland*. A modern painting by Richard Endors.

to become obsolete. There was a need to build new ships and quickly as we were falling behind the other maritime powers of Holland and France.

Pepys and King Charles II created standardisation in the construction and design of the ships in their fixtures and fittings and their armament. This occurred to create a permanent and professional Navy that could protect all the maritime needs of the nation. However, this does not mean these ships are identical as shipwrights were given a degree of latitude and artistic license. What one finds therefore on the seabed does not necessarily fit with what is found on original plans.

The Site

It is a complex site that is constantly changing with the shifting sands. Not only is there a high concentration of cannon scattered all over the site but there is exposed coherent ships structure and fragile organic material. The site is approximately 60m long by 30m wide with the bow pointing towards the south east. It is situated at present in an area of slight sand deposition rather than erosion. However, the site has its own micro environment. Towards the bow of the wreck a large concretion, possibly the remains of the shot locker, rises 3m high and 4m wide. The height of the concretion has deflected the flow of the current causing scouring to the starboard side of the wreck. This scouring has exposed a 7m long section of the ships lower hull consisting of floor timbers, first futtocks, inner and outer planking and the keel.

Forward of the concretion one of the ship's cables is found neatly coiled, possibly situated on top of the orlop deck, suggesting there could be intact areas of the ship from this deck and below. Outside the starboard side of the wreck the bottom end of one of *Northumberland's* chain pumps was discovered lying partially exposed and covered in netting. When the significance of the pump was realised it was recovered under a Surface Recovery licence. Recovery was necessary as the exposed surface of the pump tube was riddled with gribble and toredo holes and had it been left on the seabed this artefact would not have survived. Since recovery it has been recorded in its pre-conservation state.

The Chain Pump

There would have been two chain pumps on board located just behind the main mast. The bottom end of the pumps would have been in the well either side of the keelson. The construction of the pump consisted of a pump tube normally made from elm. This ran vertically up from the well, through the hold and orlop deck, and out onto the lower gun deck. A chain on a continuous loop with leather valves located every few feet would pass up through the tube drawing water from the bilges. This water would then be discharged out into the dales on the lower gun deck.

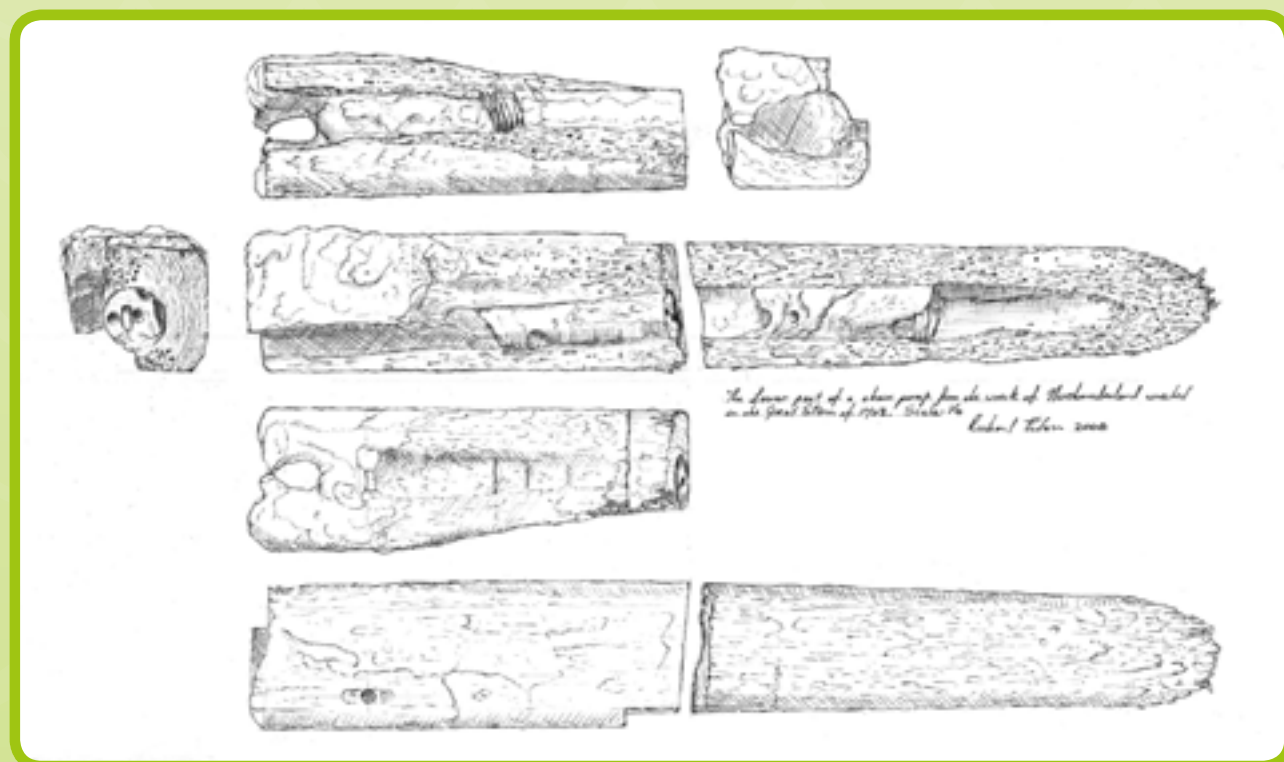
At present the pump is at English Heritage's conservation facilities at Fort Cumberland where it is awaiting x-raying and conservation. A proposal is currently with English Heritage to enable further research and long term conservation.

This is not an ordinary chain pump; this was a pump that was used in absolute desperation. The *Northumberland* was caught in the most ferocious storm in recorded history to hit our shores. For many hours the men onboard would have struggled to keep the ship afloat. These ships used to leak in calm weather; during the storm, water would have been bursting through the seams of the ship and pouring down the hatches as the ship was being battered on the sands. The men manning the pumps would have been pumping to save their lives and the lives of their shipmates. Even in the ship's death throws they still would have manned the pumps until the moment the ship went down. This is what brings this artefact to life. What

makes it significant is that this is the only physical evidence we have of a pump from this period. Later examples, such as those manufactured by Cole and Bentinck, can be found onboard HMS *Victory*. Pumps of that type became standard in the 1770's, until then the Navy board continually trialled and experimented with different pumps. There are contemporary documents listing parts but no plans or drawings exist which means the archaeological evidence is all we have for their existence. Therefore the x-ray of the pump is essential as it will show how the pump was constructed and identify the individual component parts of the chain and valve which are at the moment concealed by concretion.

The Future

For all that are interested in maritime archaeology, it is indeed fortunate that there are many examples of the Restoration Navy wrecked on easily accessible areas within our shores. Such examples are the Designated Wrecks of the *Northumberland*, *Stirling Castle*, *Restoration*, *Anne* and the *Coronation*. There is therefore a wonderful opportunity to study the remains of these ships and learn so much about shipboard society, culture and technological developments. If these wrecks remain untouched they will continue to deteriorate and eventually disappear. The wrecks of the Goodwin Sands can not realistically be preserved in-situ. Information of enormous importance to our cultural and maritime history will be lost unless such vulnerable wreck sites are developed through excavation and recovery in an archaeologically responsible manner.



The *Northumberland* pump. Drawing by Richard Endors.

CASE STUDY

Colossus Stores Ship? No! A Warship Being Lost?

by **Todd Stevens**

In modern times HMS *Colossus* is often misrepresented as “a stores ship” and as being “cannibalised” by other warships of the fleet in 1798. However, after some simple research I have found plenty of evidence to the contrary.

Colossus actually had a reputation as one of the best and fleetest warships in the Georgian Navy. During her short life of just 11 years service, *Colossus* covered numerous duties; occasionally serving as a convoy escort. However, her main job was on station with what was known as “the Blockading inshore squadron”, a duty she performed well off Toulon, Malta and Cadiz. The Naval Chronicle states that “Only the fastest ships in the fleet are chosen for such a duty”. The Times newspaper also wrote in 1797 “Colossus was one of the finest 74’s in the service, and a prime sailor”.

After the Battle off the Island of Groix in 1795 Admiral Bridport stated “I made the signal for four of the best sailing ships to chase down the French; Sans Parel, Orion, Russell and *Colossus*”. Are these the type of descriptions given to a mere stores ship? Furthermore, during her time *Colossus* had no less than three Admirals; Admiral Pole, Admiral Christian and if only briefly-Admiral Cornwallis. It is interesting to note that Admirals never raised their pennants on stores ships and well documented that they chose the ships in which they served, often opting for the biggest, grandest, or fastest ships in the service.

After the action in Aboukir Bay, as the British fleet limped back to the Bay of Naples to repair, *Colossus* chased down and successfully captured a French warship that had escaped from the battle. It is about this time that *Colossus* is said to have been cannibalised. However, on her return, all she gave up was three spare weapons and one spare anchor. Whilst the fleet was repairing at Naples we find *Colossus* was actually back with the Inshore Squadron and did not return to Naples until the end of September 1798 to find the fleet already repaired, “Every assistance has been given to the Vanguard, the Culloden and Alexander so that these ships will be fit again to sea in a few days.

Yesterday His Majesty’s ship Colossus, Captain Murray, with four victuallers from Gibraltar came to anchor in this port”.

Before news broke that the *Colossus* had been wrecked on her return trip to England, a packet ship called the *Adolphus* stated the ship as being in the River Tagus with other ships of war; and that the vessels “Dolphin and Gorgon Stores ships” were also there. Interestingly, *Colossus* was correctly included in the list of twelve warships and not among the stores ships list.

Furthermore, one need only look back towards the ships original design for further evidence of her real past. When *Colossus* was built it was by way of plans taken from a captured French prize, a then well known fast, effective, French battleship with an impressive and formidable reputation. This ship was called the *Courageux* and British shipbuilders improved on the original overall French design. They also replaced the 24lb upper deck guns carried with smaller lighter 18lb weapons and a similar act occurred with the quarter deck gun. This all went to make the *Colossus* the much lighter, faster, and more impressive sailor we see described in the references presented here.

HMS *Colossus* is now one of our nation’s most significant shipwrecks. However, it must now be considered that she certainly had a much more colourful history than that of a weighty, slow lumbering stores ship, or even that she had ever been cannibalised.

The stern of this wreck is deteriorating at an alarming rate, resulting in a fine and tangible history becoming lost forever. Whilst the efforts of English Heritage in performing stabilisation trials of the sea bed are admirable, I feel the money could have been better spent. Over the years numerous experts have visited this site and put the dropping sediment levels down to natural occurrences. I feel there is an alternative explanation. Directly down tide of the wreck a massive removal of tens of thousands of tons of beach material for building work on the Isles of



The remains of Colossus on the seabed are impressive as seen with these wooden timbers.

Scilly took place between 1999 and 2001. I was present over this period to witness this. As further evidence that nearby excavation work was to blame for sea bed material loss, it must be noted that all removal of material from the beaches of Scilly was banned in 2001 and the loss then all but stopped.

Given the above, surely it makes more sense to spend money on actually replacing seabed material rather than on monitoring its progressive loss. The area of this site is small and being at seabed level, therefore relatively easy to protect. All that is needed is to physically dump an estimated ten tons of new material over the wreck site, thus giving it immediate protection. Even if over the passage of time this material is lost the archaeology would have survived in a far better condition than it has done under the stabilisation trials currently employed and cost considerably less money. The only drawback is that we may have to periodically replace the material until the seabed stops moving.

To learn more about this wreck please visit www.hmscolossus.co.uk or contact me about a film on DVD produced by Robin Burrows.



One of many artefacts found on site with the broad arrow of the Royal Navy.

CASE STUDY

Neptune Wrecks: Solving a D Day Mystery

by Alison Mayor, Southsea Sub-Aqua Club

Foreword – Mark Dunkley

As the National Heritage Act 2002 redefined an ‘ancient monument’ to include any site comprising the remains of any vehicle, vessel or aircraft, we have the ability to consider such sites for protection (under the Ancient Monuments and Archaeological Areas Act 1979) in the English territorial sea.

The World War II vehicle assemblage and armoured Landing Craft investigated and recorded by Southsea Sub-Aqua Club has allowed us to re-consider scheduling sites in the marine area, particularly where remains are robust enough not to restrict access while recognising their national importance.

As the information needed to make scheduling decisions for offshore sites is different to that required for designation decisions under the Protection of Wrecks Act 1973, we’ve developed a project to assist Southsea Sub-Aqua Club to collate their extensive research archive as well as record seabed positions and extent of the remains in order to develop an understanding of the site’s importance and to devise appropriate protection responses.

This work is planned to begin during summer 2010 and we look forward to working closely with Alison and her colleagues on this exciting initiative.

Operation Neptune

In early June 1944 the ports, estuaries and rivers along the South Coast were preparing for Operation NEPTUNE, the maritime phase of Operation OVERLORD – The invasion of Normandy by sea and the liberation of France. The invasion fleet of almost 7,000 ships, vessels and craft set sail on the evening of 5th June under cover of darkness and in heavy seas. D Day began on the morning of 6th June 1944.

The Tanks and Bulldozers wrecks

The Tanks and Bulldozers wrecks were recorded by the UKHO in 1974 and have been regularly visited by divers. Dive Sussex also mentions that 2 tanks, 2 bulldozers and a field gun lie jumbled in a shallow scour at a depth of 20m. The absence of a shipwreck led to local belief that they had slipped from a section of Mulberry Harbour ‘Whale’ bridge. The Tanks and Bulldozers site is very self contained, about 25m x 30m, and extremely rich in the number of items we found. After our survey we confirmed with the Tank Museum’s historian David Fletcher that the vehicles are British Centaur ‘CS’ IV tanks and Armoured D7 Bulldozers. Both types of vehicle are very rare.

So what made the Centaurs such a valuable find?

Adapted from Cromwell tanks, Centaurs were fitted with a large 95mm Howitzer gun to fire high explosive ammunition. Only 80 Centaurs were to be used in combat and these were given to a specially created Royal Marines regiment, the RM Armoured Support Group, specifically for Operation OVERLORD. These Marines were to be in the first wave of the assault, at H Hour on D Day, and used naval gunnery techniques to train Centaur guns at enemy positions. On landing, they would make their way inland at the front of the invading forces. Only 28 Centaurs made it inland on D Day. Two Centaurs survive today and both are war memorials in Normandy.

At the dive site the first Centaur is almost completely inverted and much of the track has fallen off. The second tank is in better condition and lies more on its side with the gun and turret clearly visible. The D7 Bulldozers, (Hobart’s Funnies), are also rare. Only one other of these bulldozers remains today and is in the hands of a private collector. The Bulldozer’s strong ramming arms, 3 ton blade



Sleeping Centaurs – D Day tanks at rest on the sea bed (Photo: Martin Davies).



Big Cats – Caterpillar D7 Armoured Bulldozer (Photo: Martin Davies).

and a powerful winch were to clear the beaches defences and debris of craft/vehicles. They could create roadways to aid the Allied forces progress inland. On the seabed the first bulldozer is in good condition lying behind the first tank with its huge blade standing almost 3m high. The second bulldozer has sadly lost its blade which lies just in front on the sea bed. The site is littered with over 50 high explosive 95mm shells and a perimeter search revealed a number of 303 rifle bullets. A large Kedge anchor was discovered tucked behind the turret of the second Tank. Its position meant that it was likely to be part of the same incident. There were also the remains of a vehicle and 2 propellers and what may be a gun barrel but no gun carriage.

WW2 War Diaries

Armed with the primary information about the Royal Marines use of Centaurs, I viewed the formerly Top Secret WW2 war diaries for the RM Armoured Support Group (RMASG) and Royal Naval War diaries for Operation NEPTUNE. The RMASG's war diaries covered all the short history of this specialist unit. The files recorded the meticulous preparations for OVERLORD and the part played by the RMASG in battle for Normandy, followed by details of their return home and the Regiment being disbanded in autumn 1944. A D Day 'After Action' report noted that 'Q Troop – Right Section' of the 2nd RMASG had 'lost 2 Centaurs at sea'. The NEPTUNE loading tables confirmed that Q troop and their 2 Centaurs, with 2 D7

Armoured Bulldozers, plus a '4x4 Car' were loaded on LCT(A)2428 together with Canadian troops. They were headed for JUNO Beach as part of 'J Force' – the Canadian lead assault.

Landing Craft Tank (Armoured) (or LCT (A)) were adapted for the role that the Centaurs were to play in the first wave of the invasion. Converted with ramps to allow Centaurs to fire their guns over the bow and fitted with extra armour these modifications seriously affected the stability of an LCT(A). The NEPTUNE war diaries confirmed LCT(A)2428 turned back with engine trouble and later capsized. In a hand written account, a young crew member from LCT(A)2428, interviewed after the loss of the LCT(A), reported that 2428 had broken down and was taken under tow. The tow failed and the LCT(A) capsized spilling her cargo, troops and crew into the sea. The vessel continued to float until finally sunk by gunfire. Thankfully all aboard were rescued.

Landing Craft Tank (Armoured)2428

LCT(A)s were substantial craft with 3 engines and 2 anti-aircraft guns. They could carry up to 5 tanks and had a crew of 13. We identified a wreck site 3 miles east of the Tanks & Bulldozers. Known locally as the 'Patch' landing Craft it had again been regularly dived. We conducted a survey of the wreck site in August 2009 to confirm whether it was 2428. The wreck is well dispersed, but we found many reasons to believe that it is the wreck of



Big Guns – Centaurs' 95mm guns are silent (Photo: Martin Davies).

LCT(A)2428. The strongest connection was the presence of the same 95mm HE shells found at the Tanks and Bulldozers site and used by Centaurs. The propeller is the same size/shape as the 2 propellers found at the Tanks site. The 3 engines lay alongside each other just as they would have in the LCT(A). There are two 20mm Anti-Air craft guns, one is missing its barrel. The really big surprise was finding a large bomb. We contacted the Royal Navy Bomb Disposal team to find out more about it. They believed it was a 500lb British aerial bomb from WW2. The RN diving team were sympathetic to our work and our desire to keep the wreck from being destroyed by disposing of the bomb in situ. They carefully lifted the bomb and moved it 3 miles away where it was safely destroyed.

Neptune Wrecks – the Future?

What might the future bring for these unique dive sites? We have adopted the wrecks under the NAS 'Adopt A Wreck' scheme, and will continue to dive, monitor and research them. As for lifting the tanks, whilst the physical lifting is perhaps not a technical issue, the cost of conservation would almost certainly be prohibitive. There is the additional problem that the tanks are likely to have ammunition inside.

English Heritage has recognised the historic importance of these wrecks and Mark Dunkley (EH) has begun a project to use the wrecks as a test case for designation under 'Scheduled Monuments' legislation. Designation

would be a significant achievement and testament to what individuals and dive clubs, supported by others, can achieve. Many people have relatives that served in WW2 and having spoken to veterans, their efforts should not be forgotten as the WW2 generation slips away. This is a way of remembering them for future generations.

Outreach

A huge bi-product of our work has been the interaction with the public and other organisations. The media picked up on the story and it is clear that there is significant public interest in WW2 history and also what we as divers are privileged to see. It is important to share information about what we find. One highlight was putting on a display at the D Day Museum as part of the 65th anniversary commemorations, and also to visit the newly re-established RMASG to share with them a small piece of their WW2 history.

With the help and support of others we investigated these sites, and by relating what we found with documentary evidence we discovered the truth of this small but traumatic event on the morning of D Day on this side of the English Channel.

To find out more visit the club web site www.southseasubaqua.org.uk or email secretary@southseasubaqua.org.uk – alternatively please write to Southsea Sub-Aqua Club, Fort Widley, Portsdown Hill Road, Portsmouth PO6 3LS.

CASE STUDY

Wessex Archaeology Geophysics

by Paul Baggaley

In 2008 Wessex Archaeology (WA) was commissioned by English Heritage (EH) to acquire new, high resolution geophysical data over a number of Designated Wreck Sites in the Goodwin Sands area, off Ramsgate, Kent and the Eastbourne area, Sussex. The results were to be used to provide baseline geophysical surveys over the wreck sites and their environs, which could then be used to aid further investigations by the PWA team or the licensees. In addition to the designated sites a number of new sites were surveyed at the suggestion of Bob Peacock.

Survey methodology

High resolution sidescan sonar and magnetometer surveys were conducted between the 9th September and 1st October 2008.

The sidescan sonar data were acquired with a Klein 3900 towfish system operated at 900kHz frequency to provide high resolution images. The magnetometer data were acquired with a Marine Magnetics Explorer magnetometer. This system has an Overhauser sensor which provides no heading error, a sensor sensitivity of 0.02nT, an absolute accuracy of 0.2nT and a resolution of 0.001nT. The system was operated at its maximum sample rate of 4Hz for this project.

The surveys were conducted at 20m line spacing, which combined with a 30m range setting for the sidescan sonar provided seafloor coverage of 250%. This level of ensonification enhances the probability for the detection of objects and Sites lying on the seabed, and allows for more accurate positioning of objects identified on the sidescan sonar data.

The Northumberland

The *Northumberland* was a third rate 70 gun warship built in 1679 and which now lies approximately 9.5km southeast of Ramsgate in-between the Kellett Gut and Gull Stream regions of the Goodwin Sands. The sidescan sonar data show that the wreck is situated in an area of



Sidescan image of the Northumberland.

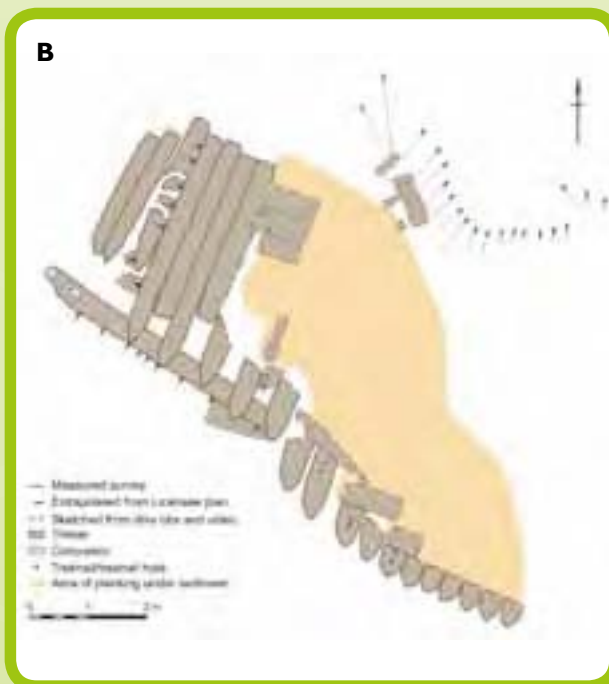
sandwaves orientated northwest – southeast with a scour mark extending to the northeast of the site (A). The wreck site consists of one main site measuring approximately 45m x 29m orientated northwest – southeast and with a magnetic anomaly of 452nT. There are areas of debris extending away from the main site to the west. Further debris within the survey area is concentrated towards the northwest of the wreck and there are several smaller anomalies ranging from 13nT to 87nT which could not be associated with material identified from the sidescan sonar data.

The site was dived by WA in 2008 as part of the PWA contract, just a week after the geophysical survey had been conducted, and before the full geophysical interpretation



was available. However, part of the site was recorded by divers during this session and has been interpreted in conjunction with the sidescan sonar data and shows the high level of correlation achieved between the diver survey and the sidescan sonar data in recording the number of timbers in this part of the wreck site (B).

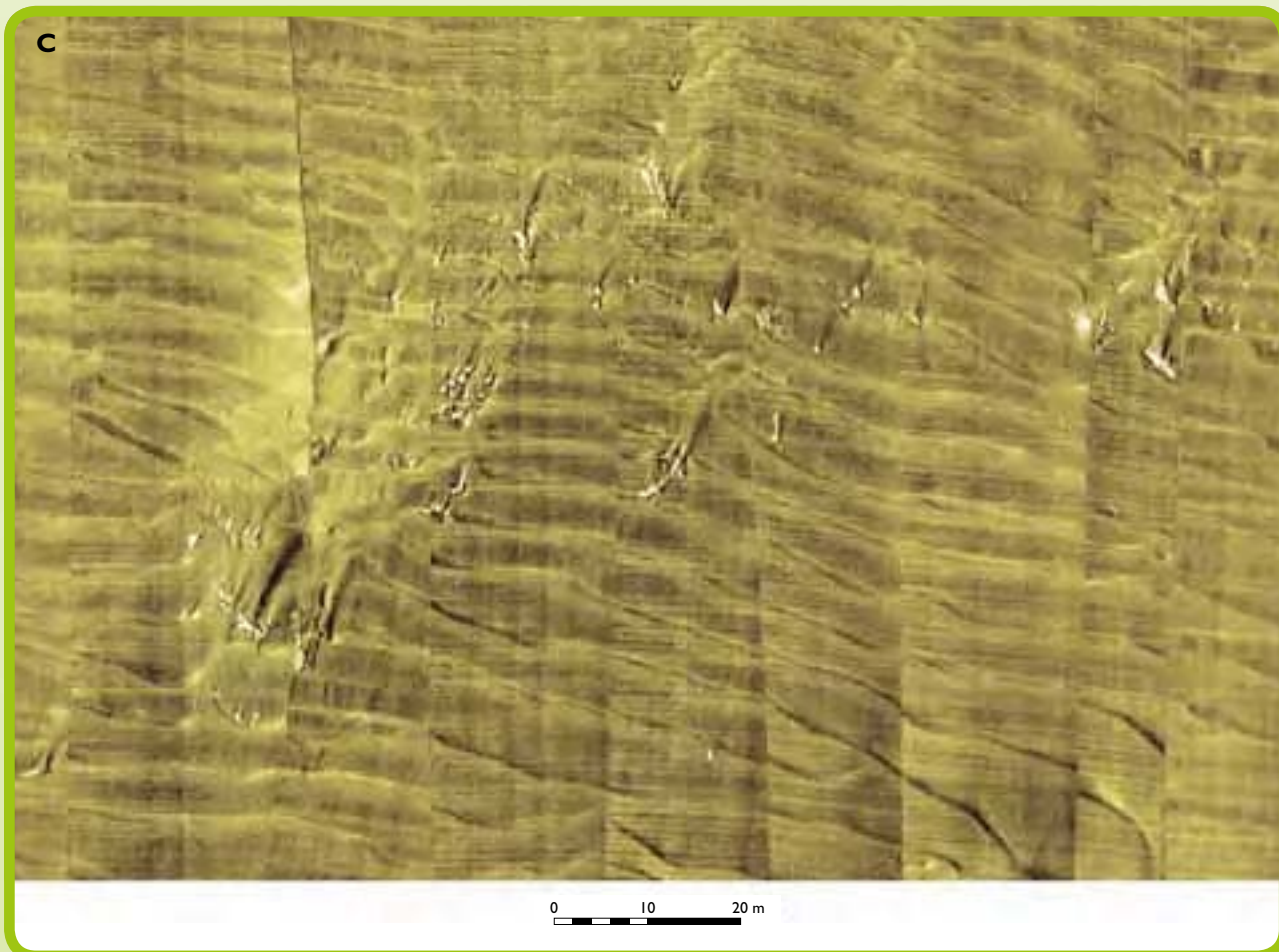
Some of the features identified on the site from the sidescan sonar data had already been buried by mobile sediments in the short time between the geophysical and diver surveys, giving an indication of how dynamic the sediments in the Goodwin Sands are.



A plan of the Northumberland site.

Rooswijk

The *Rooswijk* was built in 1737 as a retourschip, a VOC company vessel designed specifically for repeat trading missions between Holland and Asia. It was lost in 1739 after being overwhelmed by weather. The site lies approximately 12.5km southeast of Ramsgate at the eastern end of the Kellett Gut region of the Goodwin Sands. The site was dived by WA in 2007 under the PWA contract but the full extent of the site could not be established by diver survey although it was thought to be comprised of two main areas of wreckage, together with a possible debris field between them and an area of wreck material to the north. The sidescan sonar data has significantly improved our understanding of this site (C) by showing that there is a significant amount of material present from west to east across the survey area, amongst sandwaves which are predominantly oriented east-west. Scour marks around some of the material are oriented northwards giving an indication of the current flow.



Sidescan image of the Rooswijk site.

The magnetic data over the site has identified a number of anomalies with a similar distribution to the sidescan sonar data, with magnetic anomalies ranging from 6nT to 580 nT. The largest sections of wreck material measured approximately 10m x 5m and lie in close proximity to each other at the western end of the site. This area has only a relatively small magnetic anomaly associated with them of 19nT. Approximately 10m to the north of this area is a second, smaller group of wreck structure that has no associated magnetic anomaly. The other main group of wreck material at the eastern end of the site is composed of slightly smaller pieces of material up to approximately 7m x 6m. This group of material is also the position of the largest magnetic anomaly on the site of 580nT.

In-between the areas of wreckage at the west and east ends of the site there are numerous other anomalies which make up a large debris field covering an area of approximately 100m x 50m. Features of note within the debris field are an isolated anchor and another small group of wreck structure. Away from the debris field more anomalies were observed throughout the survey area, predominantly lying to the north of the wreck site, with at least five magnetic anomalies for which there was

no corresponding material on the sidescan sonar data, indicating the presence of further buried material.

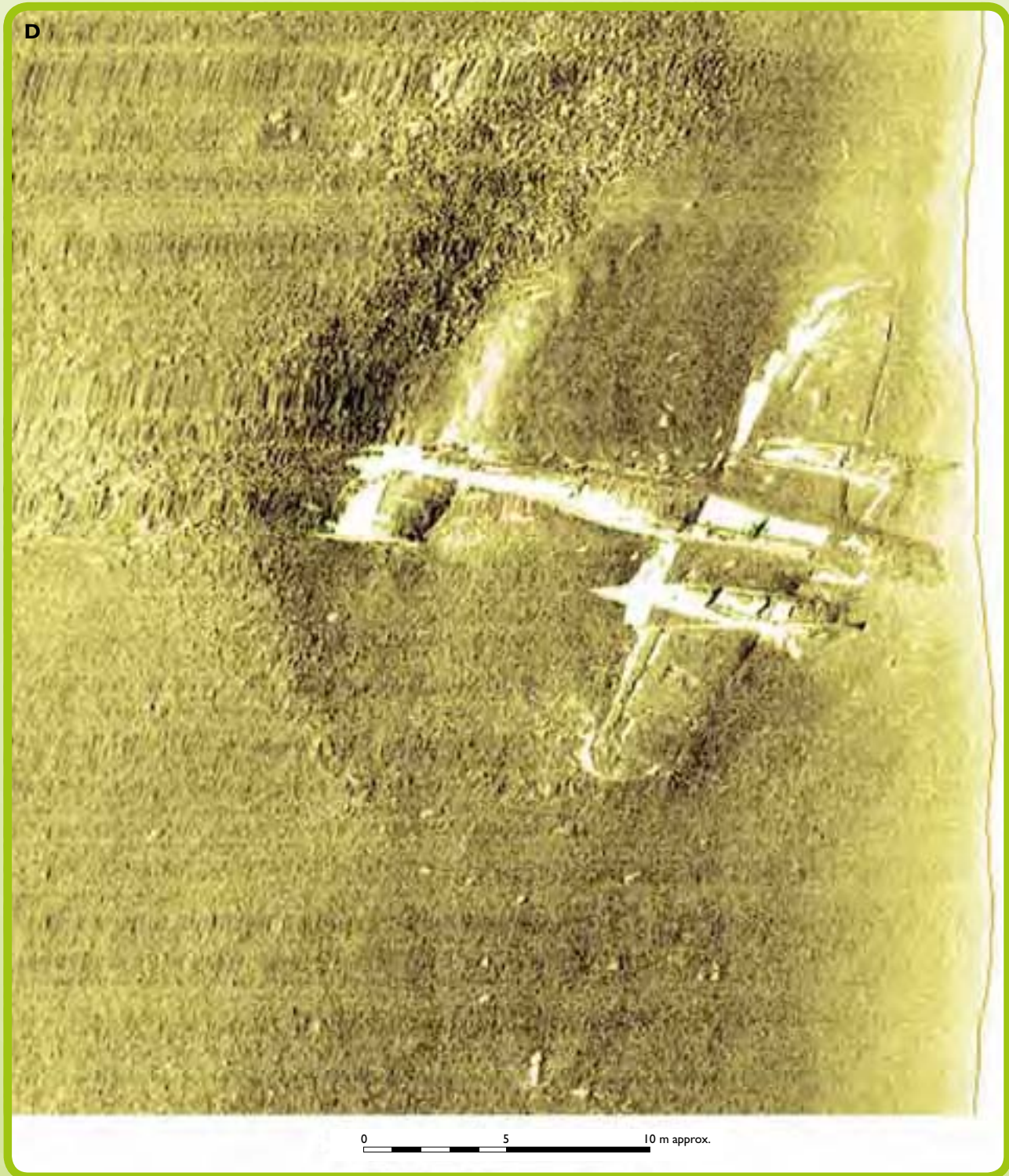
Dornier

Two aircraft sites were surveyed in the Goodwin Sands, the second of which is thought to be a Dornier D17 bomber. The high resolution sidescan sonar image allows some diagnostic characteristics of the plane to be identified, such as the join between the wings and the fuselage, which helps to confirm the identification of the aircraft type (D).

This site appears to be in remarkably good condition with the aircraft lying upside down with the landing gear and propellers all visible. The bomb door hatches appear to be open or lost and there may be some damage to the tail section of the aircraft.

Summary

The images and interpretations generated by this project show how far geophysical technologies have developed in recent years. The sidescan sonar images in particular show how much detail it is now possible to acquire



Sidescan image of the Dornier D17.

over complex wreck sites, which can then be used by archaeologists to speed up their recording of a site. This high resolution sidescan sonar data is providing more qualitative information about the sites than has ever been achieved before by geophysical survey, with the ability to identify individual timbers which goes beyond the limits of even the best multibeam surveys.

Further work comparing the sidescan sonar images with the results of diver survey to produce more detailed site plans may be possible but was beyond the scope of this project. The full survey report is with English Heritage along with GIS shapefiles providing the survey metadata and interpretations.

The 2009 Dive Season

Developments during 2009

ENGLAND

Yet again, the past year has been quite poor for diving but the work that has gone on has been fantastic with many new exciting discoveries.

Licenses

There are currently 46 designated sites in English waters; there have been no new designations since last year. I am pleased to report that in 2010 87% of sites now have a licensee. This represents licenses being issued on four additional sites. There have been other positive trends in the number of licenses issued. Since 2007 there has been an increase of 31% in the number of licenses issued at the start of each season and a 20% increase in licenses issued during the season. This increase is due to many factors, not least access schemes such as the *Colossus* dive trail.

HMS *Colossus* Dive Trail

In May 2009 a dive trail was added to the wreck of HMS *Colossus*. The project was managed by Kevin Camidge and funded by English Heritage. The trail uses buoyed stations and an underwater guide book to guide divers between the observation stations, explaining the exposed remains and detailing brief background information on the wreck. The dive trail has been a huge success in terms of number visiting and we are very pleased about the positive feedback we have received from divers who have visited under the scheme. It is hoped that we will see more schemes like this in coming years.

Heritage at Risk

The Designated Wreck Sites at Risk programme is part of the wider English Heritage, Heritage at Risk initiative which aims to reduce the types and degree of risk to England's Designated Wrecks. Since 2008 there has been an 18% percentage decrease in the number of sites at high risk and a 22% decrease in the sites at medium risk. This positive trend has been achieved through ongoing management of the sites, the work done by Licensees and their teams, and encouraging developments such as new licensees for sites. English Heritage is committed to securing a year-on-year reduction in the number of Designated Wrecks at risk and this summer we will be publishing the updated 2010 register.

Signage

English Heritage constantly reviews signage provision for Designated Wreck Sites. Current provision varies dramatically and some signs show a very different approach. We have now started to remove out of date or damaged signs and replacing them with up to date replacements. The first site to benefit will be *Hazardous* with the sign due to be installed in 2010. The new sign will tell the story of the site to local visitors and also raise the profile of



all sites designated under the Protection of Wrecks Act 1973. Signs are also planned for a number of other places in 2010 including on St Mary's in the Scillies as part of a wider English Heritage project and at Langdon Bay in a joint project with the National Trust.

Engaging Communities

As divers we are lucky enough to explore maritime archaeology below the waves but for the vast majority of the population it is out of sight and out of mind. To address this English Heritage have been looking at new ways to engage the public and make maritime archaeology more accessible. In order to achieve this aim the Maritime Archaeology Team has attended a number of events in 2008/2009 including the flagship event for Kent Coastal Week held in Ramsgate. The stand was the only heritage element to an event dominated by marine biology; other attendees included Natural England and Sea Search. The display focused on the Designated Wrecks located in the area of the Goodwin Sands. The response from the public was excellent and divers and non-divers alike were interested in the sites. English Heritage conservator Angela Karsten also attended to give advice on waterlogged finds. Items from the *Stirling Castle* and *St Anthony* were on display. English Heritage will be at Kent Coastal Week 2010 and plan to attend a number of other similar events.

English Heritage Funding for Protected Wreck Projects

English Heritage have continued to support a number of projects that relate to Designated Wreck Sites through the Historic Environment Enabling Fund. Teignmouth Museum have had a grant to enable the conservation of the material from Church Rocks site to allow it to go on display when the refurbished museum reopens. The Hampshire and Wight Trust archiving project for the *Stirling Castle* continues as do many other projects reported on in previous ACHWS Annual Reports. The Swash Channel Wreck and Bournemouth University have received a large grant for a rescue excavation on the site during 2010.

Thank you

During my first year in post, I have been keen to meet as many Licensees and their teams as possible and I would like to thank you all for your help and support over the last year. In return I have been listening to suggestions from Licensees about how English Heritage can work to assist you. One of the first people I met when I started visiting the sites was long term licensee Stuart Bacon. He asked English Heritage to see if we could help him in his campaign to return the cannon raised from the Dunwich Bank site back to the local area. The cannon had been on display at the Royal Armouries at Fort Nelson since 2001 and Stuart represented the local communities' wish to have the cannon on display close to where it was found. English Heritage were delighted when the cannon went on show at Dunwich Museum in December after discussions with Dunwich Museum and the Royal Armouries. The new exhibit was met with a lot of positive local press and featured both in local papers and on the BBC news!

Alison Hamer, English Heritage

NORTHERN IRELAND

A single licence was issued during 2009 to recover surface material from *La Girona*, the only Designated Wreck Site in Northern Ireland. Fewer dives were carried out than in previous years, but the site was found to remain in similar condition, and no new artefacts were recovered.

Rhonda Robinson, Northern Ireland Environment Agency

SCOTLAND

Visitor licences were again in operation on five of Scotland's eight Designated Wreck Sites in 2009. It was a particularly busy year at the Duart Point Designated Wreck Site, with 133 visitors during the year and visits in July coinciding with a two week NAS archaeology field school on nearby sites in the Sound of Mull. Visits have also been made to the wreck of HMS *Campania*, Firth of Forth, during windows of favourable weather.

Philip Robertson, Historic Scotland

WALES

Royal Yacht *Mary*, Pwll Fanog and Tal-Y-Bont (Bronze Bell)

The licensee for the *Mary* and Pwll Fanog held licences to survey the sites and there were two separate licensees for Tal-y-Bont; one holding a licence to visit the wreck and the other to monitor and safeguard artefacts that were highly vulnerable and undertake educational visits. No diving was possible due to adverse weather conditions.

Resurgam

There were two separate licensees; one holding a licence to visit the wreck and the other to monitor and safeguard artefacts that were highly vulnerable and undertake educational visits. Diving was severely restricted due to adverse weather conditions and limited to a single 20 minute dive whereby the licensee was able to replace four protective anodes with funding provided by Cadw. No educational visits were undertaken and no artefacts were removed from the site.

The Diamond

There were two separate licensees; one holding a licence to survey the wreck and the other to monitor and safeguard artefacts that were highly vulnerable and undertake educational visits. While diving was severely restricted due to adverse weather conditions one licensee reported that the collapse of iron features continued to be apparent and took underwater video footage to record the condition of the site.

Matthew Coward, Cadw, National Assembly for Wales

The Contract for Archeological Services in Support of The Protection of Wrecks Act 1973

When considering an application for designation, the appropriate Secretary of State, the heritage bodies of the Devolved Administrations and the ACHWS are assisted by a team of contract diving archaeologists. The Archaeological Contractor is the heritage agencies and ACHWS's main source of technical information about designated and non-designated sites. Its reports contain information about the current condition of sites, threats, advice about publicity, conclusions and recommendations. The contract is administered by English Heritage and the objectives of the Archaeological Contractors are to:

- Provide advice relating to the designation of sites under the Protection of Wrecks Act;
- Undertake fieldwork to facilitate the management and understanding of sites under the Protection of Wrecks Act or being considered for designation;
- Provide advice about the management of Protected Wreck Sites;
- Liaise between the Heritage Agencies and Licensees;
- Provide advice, assistance or training to Licensees to achieve a high standard of survey, monitoring and post-excavation work, and to;
- Maintain records of interventions and analysis, and dissemination of information about the portfolio of Protected Wrecks to increase the public understanding and appreciation of maritime archaeology.

Wessex Archaeology was awarded the Archaeological Contract from April 2003. The contract was renewed in April 2008. The Wessex Archaeology team assessed the following sites during 2009 through a mix of geophysics, diver survey and desk based assessment.:

IN ENGLAND

Stirling Castle (diver survey); *Northumberland* (diver survey, including dendrochronological sampling); *HMS London* (diver survey); Possible site of the *Royal James* (diver survey), *Dunwich Bank* (diver condition assessment); *Swash Channel Wreck* (Diver condition survey, dendrochronological sampling and site stabilisation).

IN WALES

High resolution geophysical survey on selected wrecks identified during the 2008-09 desk-based assessment of the maritime archaeology of the slate and coal industries.

IN SCOTLAND

Desk-based study of the maritime archaeology of Shetland.

IN NORTHERN IRELAND

No assessment work.

Archaeological reports produced as a result of each of these visits have been sent to the appropriate licensee and others who contributed information. Copies have also been deposited in the appropriate national archive and are available upon request from the appropriate heritage agency.

Work Undertaken During the 2009-10 Season

IN ENGLAND

As with 2008-09, the weather during the summer meant that it was a disappointing season. However, the variety of task types, ranging from boat-based survey to fully desk-based work, and the re-scheduling of the geophysical survey meant that it was still possible to achieve some good results. This was supported by the East of England Designated Wrecks Project: an ultra high resolution geophysical survey undertaken by Wessex Archaeology (WA) under a separate commission from English Heritage (EH).

Stirling Castle: The work on the *Stirling Castle* involved a diver condition assessment. The geophysical survey indicated that the site may be subject to some degree of sediment accumulation, and this was confirmed by the divers. However, in spite of this the general trend is still towards the erosion and decay of the exposed elements of the wreck.

Northumberland: The intention was to conduct an intensive dendrochronological sampling exercise on the *Northumberland*. The aim was to provide information concerning timber usage and the history of the vessel, including the re-build of 1702. However, in the event raised sand levels and the dense covering of mussels meant that this was not possible.

HMS London: The assessment of the *London* represented the first visit to the site as part of the Contract, all previous diving having been undertaken as part of the Port of London Authority (PLA) work in advance of the London Gateway dredge. The work comprised an initial site assessment supported by desk-based research aimed at the production of an assessment of the work required on the site.

The site consists of two separate designated areas, one historically known as the 'London' site and the other as the 'King'. The 'London' site was not dived in 2009; however a dendro date consistent with the *London* was obtained from this site by the PLA. Further work will be required in order to determine which section of the wreck lies at this location.

The 'King' site is not associated with any known loss of that name. The geophysical survey suggests that the site has two linked but distinct elements. To the north there is a mound of material that has not yet been properly assessed. A bronze cannon has been seen in this area and a mid-17th-century matchlock musket butt has been recovered along with other ship-related finds; both during work conducted by the PLA. To the south there is an area of timbers that include knees, deck beams and outer hull timbers. The general size of the timbers is consistent with a large warship; however in 2009 WA divers found that the structure was partially fastened with copper bolts – a construction method that is not used until at least 100 years after the *London* sank.

Further work is planned for 2010 in order to resolve the outstanding issues with this site and to advance the recording of the wreck.

The possible site of the *Royal James*: A site currently under investigation by George Spence that was believed to be a candidate for the wreck of the *Royal George* was subject to an undesignated site assessment. The *Royal George* was the 102-gun, 1st rate flagship of Admiral Edward Montagu that sank in 1672. Diving and geophysical survey, coupled with an assessment of recovered artefacts did not provide sufficient evidence to suggest the presence of a wreck, and certainly not a 1st rate warship.

Dunwich Bank: As a result of the absence of evidence on the '*Royal James*' site, attention was switched to the nearby Dunwich Bank wreck. A diver survey confirmed the impression provided by the geophysical survey: that sediment levels had risen and most artefacts were covered. However, the presence of, for this site superb, in-water visibility of up to two metres meant that some artefact identification was possible. This included the discovery of a c. 19th-century shoe.

The small contained nature of the site, the presence of modern finds and the absence of any obvious buried timber in the parametric sonar data all indicate that further investigation is required in order to understand the nature and date of the archaeology on this site.

IN WALES

Welsh Geophysical Survey: Persistent bad weather during the survey window meant that this work was deferred and is now being undertaken at the start of April along with the 2010-11 work. The overall survey will comprise ultra high resolution sidescan and gradiometer survey on a range of slate and coal wrecks identified as part of the desk-based studies into the Welsh coal and slate industries; surveys of three designated wrecks (the '*Diamond*', Tal-y-Bont and Pwll Fanog); and area survey of Sarn Badrig (St Patricks Causeway) and survey of an area within the Menai Strait.

IN SCOTLAND

The Maritime Archaeology of Shetland: Due to the efforts of local enthusiasts over a number of years, Shetland contains one of the best researched wreck assemblages in the British Isles. A desk-based study is attempting to draw past research together in order to present a coherent assessment of the wreck assemblage as a whole. This work, which is on-going, has involved the integration of information from seven different databases, documentary archives, secondary sources, past research projects and local divers. Planned work for 2010 involves backing up the desk-based assessment with geophysical and diver survey.

Steve Webster, Wessex Archaeology

ACHWS

2010-2011 Timetables

2010-2011 ACHWS Meetings

The Committee will be meeting on

- Wednesday, 7 July 2010;
- Tuesday, 7 December 2010

The next Annual Licensee Meeting will be held in February 2011. The exact date and location will be announced on the English Heritage Maritime Archaeology website and through the Licensees bulletin.

Licence Applications and Report Deadlines for 2010

Licence applications for all types of licences need to be submitted to the relevant heritage agency at least **one month before the ACHWS meeting** at which the applicant wishes them to be considered. This means licence applications for the **7 December 2010** meeting must be with the relevant heritage agency by **7 November 2010**.

It is worth noting that application forms for English sites are available for download, along with 'Guidance for Divers and Archaeologists' on Designated Wreck Sites, from the English Heritage website (www.english-heritage.org.uk/maritime). It is recommended that you discuss any application with the relevant heritage agency prior to applying, so that issues of duplicate proposed projects, archaeological advice and appropriate project designs can be resolved in good time.

All licensee reports (for survey, surface recovery and excavation licences, as well as some visitor licences issued for site monitoring) are due on **30 October 2010**. Guidance on reporting is also included in the *Guidance for Divers and Archaeologists* document.

Archaeological Contractor Assessment Programme for 2010 Dive Season

During 2010, the Archaeological Contractor, Wessex Archaeology, will be undertaking the following assessments:

Site	Location	Task
Swash Channel	England	Diving in support of Bournemouth University excavations on the site
HMS <i>London</i>	England	Various work on site including dendrochronological sampling
Goodwin Sands	England	Undesignated site assessments on various new sites located during the East of England geophysical survey
All	England	Data transfer to licencees
All	England	Initial archive assessment of PWA contract
TBC	Northern Ireland	Desk-based research or geophysical survey
Various	Scotland	Geophysical survey of selected sites in the Shetlands
Various	Wales	Diving on various sites identified during 2009 work

The Contractor team can be contacted through the relevant heritage agency or through Wessex Archaeology's offices in Salisbury (see back page for contact details).

Review of Sites and Licences

A major part of the ACHWS's work is in advising the Secretary of State and Devolved Ministers on issuing and renewing licences for Designated Wreck Sites. As explained on the English Heritage website, four categories of licence are issued for visitors, survey, the recovery of surface artefacts and excavation work.

At the end of March 2010 there were 61 sites designated in UK waters. A list of these sites, which includes two further sites whose designation has been revoked (the darker boxes), is given below. These licences, listed below, were all issued between 1 April 2009 and 31 March 2010 and include new licences issued only. Should further details be required regarding these licences, the heritage agency for the relevant wreck site should be contacted.

2009 Summer/2010 Spring Dive Season

More details on all wreck sites can be found at www.english-heritage.org.uk/interactivewreckmap

<p>Cattewater (Site No. 1)</p> <p>Location: Plymouth, Devon</p> <p>Year sunk: 1530</p> <p>Designated: 05.09.1973</p>	 <p>Licensee: Martin Read - <i>School of Earth, Ocean and Environmental Sciences and the Marine Institute of the University of Plymouth</i></p> <p>Licence type: Survey; Excavation</p> <p>Contact details: mread@plym.ac .uk</p>	<p>The site is believed to be the wreck of an early 16th-century merchantman. This year the site is part of an ongoing initiative by the University of Plymouth to continue to gather data, carried out mostly by students undertaking dissertations. In 2008 a geophysical survey was carried out by the University of Plymouth using a sub-bottom profiler. In 2009 divers investigated anomalies previously discovered by geophysical survey.</p>
<p>Mary Rose (Site No. 2)</p> <p>Location: Solent, Hampshire</p> <p>Year sunk: 1545</p> <p>Designated: 05.02.1974</p>	 <p>Licensee: Christopher Dobbs</p> <p>Licence type: Excavation</p> <p>Contact details: cdobbs@maryrose.org www.maryrose.org</p>	<p>Henry VIII's warship the <i>Mary Rose</i> sank in 1545 whilst engaging a French invasion fleet. The <i>Mary Rose</i> Trust continue to monitor the site and are waiting to deploy a replacement data logger on site to enable continued monitoring of environmental conditions after the previous one was damaged.</p> <p>No diving was possible in 2009-10 due to bad weather.</p>
<p>Grace Dieu (Site No. 3)</p> <p>Location: Hamble River, Hampshire</p> <p>Year sunk: 1439</p> <p>Designated: 05.02.1974</p>	 <p>Licensee: Mark James</p> <p>Licence type: Visitor</p> <p>Contact details: mark_e_james@hotmail.com</p>	<p>The <i>Grace Dieu</i> was the largest of Henry V's 'great ships', she was struck by lightning in 1439 in a mud-berth on the River Hamble.</p>
<p>Amsterdam (Site No. 4)</p> <p>Location: Hastings, East Sussex</p> <p>Year sunk: 1749</p> <p>Designated: 05.02.1974</p>	 <p>Licensee: Chris Vastenhou</p> <p>Licence type: Visitor</p>	<p>The <i>Amsterdam</i>, a Dutch East Indiaman built in 1748, ran aground near Hastings after her crew mutinied. In 2009 a survey was undertaken by the Licensee and team to continue monitoring the site and the sand levels.</p>

Royal Yacht Mary
(Site No. 5)

Location:
Skerries, off Anglesey,
Gwynedd

Year sunk:
1675

Designated:
12.01.1974



Licensee:
Douglas McElvogue
Licence type:
Survey

The *Mary*, presented to Charles II in 1660 as a gift from the Dutch Government, sank in 1675 while on naval duties on voyage from Dublin to Chester. She was a 100 ton vessel of typical Dutch design carrying eight bronze guns.

Needles Assurance/HMS Pomone
(Site No. 6)

Location:
Needles, Isle of Wight

Year sunk:
1738 / 1811

Designated:
11.04.1974



Licensee:
Garry Momber
Licence type:
Surface recovery
Contact details:
info@hwtma.org.uk
023 8059 3290
www.hwtma.org.uk

The site contains what is thought to be the remains of two wrecks: The *Assurance*, a 44-gun fifth rate frigate, lost in 1753, and *HMS Pomone*, a 38-gun fifth rate lost in 1811. In 2009 an English Heritage funded visit to the site revealed the site is relatively stable. Previously unrecorded iron knees in the Needles Channel were noted.

HMS Dartmouth
(Site No. 7)

Location:
Sound of Mull, Argyll & Bute

Year sunk:
1690

Designated (Re-designated):
11.04.1974 (25.06.1992)



Licensees:
Mark and Annabel Lawrence
Licence type:
Visitor
Contact details:
dive@lochlinedivecentre.co.uk
07812 020334

Dartmouth was a fifth-rate frigate built in Portsmouth in 1655. In 1690 she was involved in a punitive campaign against Jacobite sympathisers on the West Coast of Scotland. On 9 October 1690, the *Dartmouth* was driven from her anchorage in Scallastle Bay and blown clear across the Sound of Mull to be wrecked upon the rocks of Eilean Rubha an Ridire. See <http://www.historic-scotland.gov.uk/dartmouthdescription.pdf>

Anne
(Site No. 8)

Location:
Rye Bay, East Sussex

Year sunk:
1690

Designated (Re-designated):
20.06.1974 (25.09.2009)



Licensee:
Richard Endors
Licence type:
Survey

The *Anne* was third rate 70-gun ship-of-the-line, built at Chatham Dockyard and launched in 1678. She was one of 20 third-rates built on the order of Samuel Pepys as part of a construction program to regenerate the English Navy. As a result of the English Heritage 2008 geophysical survey of the site, the *Anne* was redesignated on 25 September 2009. The radius increased from 75m to 100m to accommodate the wreck scatter around the site and the designated area was changed to WGS84 50°53.45'N 0°41.76E.

Tearing Ledge
(Site No. 9)

Location:
Tearing Ledge, Isles of Scilly

Year sunk:
?1707

Designated:
13.03.1975



Licensees:
David McBride,
Timothy Allsop
Licence types:
Survey (DM); Visitor (TA)
Contact details:
Tim.Allsop@ukgateway.net
01720 422848
www.scillydiving.com

The Tearing Ledge site may be the remains of one of a number of ships belonging to Sir Cloudisley Shovell's fleet which struck the Western Rocks, Isle of Scilly, on 22-23 October 1707. The wreck is most likely to be that of the *Eagle*, a 70-gun third-rate, but the possibility that it is the *Romney*, a 50-gun fifth-rate, or indeed parts of both, cannot be ruled out.

No work other than limited visits took place on site in 2009-10 due to poor weather.

HMS Colossus
(Site No. 10)

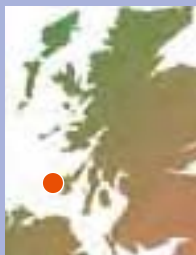


Location:
Isles of Scilly

Year sunk:
1798

Designated:
12.05.1975 (Revoked 1984)



Revoked 1984

<p>Rill Cove (Site No. 11)</p> <p>Location: Lizard, Cornwall</p> <p>Year sunk: ?1616</p> <p>Designated: 15.03.1976</p>		<p>No licence issued in 2009/10</p>	<p>The site was found in 1969, by divers investigating a modern wreck near Kynance Cove who observed iron cannon and other wreck material on the seabed. The name of the vessel is not known but a tentative date for the site has been given as 1616.</p> <p>No new work took place on the site in 2008-09.</p>
<p>Rhinn of Islay Wreck (Site No. 12)</p> <p>Location: Isle of Islay, Argyle & Bute</p> <p>Year sunk: 18th-19th century</p> <p>Designated: 01.06.1976 (Revoked 17.07.1984)</p>		<p>Revoked 1984</p>	
<p>South Edinburgh Channel (Site No. 13)</p> <p>Location: Thames Estuary, Kent</p> <p>Year sunk: Late 18th century</p> <p>Designated: 27.05.1977</p>		<p>No licence issued in 2009/10</p>	<p>In 1976 the Port of London Authority (PLA) discovered the remains of a large wreck during survey prior to dredging of the South Edinburgh Channel. PLA divers identified the site as that of a large wooden ship, and subsequent investigations into the wreck concluded that it was probably late 18th century.</p>
<p>Church Rocks (Site No. 14)</p> <p>Location: Teignmouth, Devon</p> <p>Year sunk: 16th century</p> <p>Designated: 12.08.1977</p>		<p>Licensee: Simon Burton</p> <p>Licence types: Survey</p> <p>Contact details: c/o Alec Collyer aleccolly@aol.com 01626 873603</p>	<p>The site was first located in 1975. The armament of the vessel is of Venetian provenance, and the assemblage suggests the wreck is an armed merchantman, probably a galley. 16th-century Italian trading galleys of similar size and layout are known to have traded in the area.</p>
<p>Pwll Fanog (Site No. 15)</p> <p>Location: Menai Strait, Gwynedd</p> <p>Year sunk: Medieval</p> <p>Designated (Re-designated): 14.02.1978 (19.01.1979)</p>		<p>Licensee: Douglas McElvogue</p> <p>Licence types: Survey</p>	<p>This site was located in July 1976 during a marine biological survey in the Menai Straits. A cargo of closely stacked late medieval roof slates was observed within a clinker-built hull of a small, late medieval trading vessel. Part of the keel, recovered in 1978, was analysed by an Accelerated Mass Spectrometer at Oxford University with a view to providing an accurate date.</p>
<p>Moor Sands (Site No. 16)</p> <p>Location: Salcombe, Devon</p> <p>Year sunk: Middle Bronze Age</p> <p>Designated: 08.03.1978</p>		<p>Licensee: Neville Oldham</p> <p>Licence types: Surface Recovery</p> <p>Contact details: nevilleoldham@btinternet.com 01803 770232</p>	<p>This site consists of a scatter of eight Bronze Age implements, discovered between 1977 and 1982.</p> <p>In 2009-10 the licensee and his team continued work on the site and discovered large quantities of Bronze Age ingots.</p>

Coronation (Offshore)

(Site No. 17)

Location:

Penlee Point, Cornwall

Year sunk:

1691

Designated:

31.03.1978



Licensees:

Ginge Crook, Mark Pearce,
Brian Neave

Licence types:

Survey (GC); Visitor (MR, BN)

Contact details:

gingecrook@hotmail.com
markpearce@talktalk.net
info@adventuresindiving.co.uk

The *Coronation*, a 90-gun second rate ship-of-the-line was built in 1685 at Portsmouth. The *Coronation* Offshore site lies in a rocky area with infilling sand, at an average depth of 13m. Although no coherent structure has been found, 17 cannon and various small pieces of wreck have been observed on site.

In 2009-10 work has continued to update the site plan.

Langdon Bay

(Site No. 18)

Location:

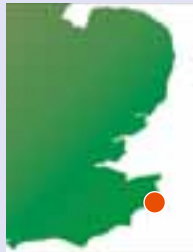
Dover, Kent

Year sunk:

Middle Bronze Age

Designated:

26.05.1978



Licensee:

Ted Westhead

Licence type:

Survey

In 1974 members of the Dover sub-aqua club found bronze objects just outside Dover Harbour. These were identified as types of tools, weapons, and ornaments, made in France during the Middle Bronze Age and rarely found in Britain.

Kennemerland

(Site No. 19)

Location:

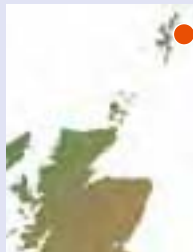
Out Skerries, Shetland

Year sunk:

1664

Designated:

01.06.1978



No licence issued in 2009/10

The wreck of *Kennemerland*, is an armed merchant vessel belonging to the Dutch East India Company. *Kennemerland* left Texel (Holland), outward-bound to Batavia in the East Indies. Her cargo included a consignment of treasure and mercury, clay pipes, tobacco-boxes, golf clubs and jewel goods (for private trade), and brick/ingot ballast. The site was subject to survey and excavation during the period 1971-87. See <http://www.historic-scotland.gov.uk/kennemerlandsitedescription.pdf>

The Bronze Bell Wreck (Tal-Y-Bont)

(Site No. 20)

Location:

Cardigan Bay, Gwynedd

Year sunk:

1709

Designated (Re-designated):

12.01.1979 (28.09.1989)



Licensees:

Mike Bowyer, Douglas
McElvogue

Licence types:

Surface Recovery (MB),
Visitor (DMcE)

Contact details:

mbowyer@talybont.gov.uk

Found by divers in the summer of 1978, this was an armed ship possibly from the late 17th century which sank carrying large blocks of Italian marble. The wreck is also known as the '**Bronze Bell Wreck**' as a bell with '1677' inscribed, was found on the site. Christian motifs and inscription on the bell may indicate an ecclesiastical origin. 10 different nationalities of coinage were recovered, the oldest of which dates to 1702.

Stirling Castle

(Site No. 21)

Location:

Goodwin Sands, Kent

Year sunk:

1703

Designated:

06.06.1980



Licensee:

Robert Peacock

Licence types:

Surface Recovery

Contact details:

tusk2@talktalk.net
01304 360965
www.seadive.co.uk

The *Stirling Castle*, a 70-gun warship built in 1678 at Deptford, was one of 20 third-rates constructed on the order of Samuel Pepys as part of a programme to regenerate the English Navy. Monitoring of the site by the licensee and his team has continued in 2009-10. English Heritage have funded the Hampshire and Wight Trust for Maritime Archaeology to undertake an archive assessment of artefacts of the site.

Invincible

(Site No. 22)

Location:

East Solent, Hampshire

Year sunk:

1758

Designated:

30.09.1980



Licensee:

John Bingeman

Licence type:

Survey

Contact details:

john@bingeman.co.uk

Built for the French navy in 1744 the ship was captured by Admiral Anson at Cap Finistère, in 1747. Study of the vessel's design gave rise to the very successful 74-gun frigate class of the Royal Navy, and as such she has a very important place in its history. The site was visited by HWTMA in 2009 as part of an English Heritage funded project. In 2010 John Bingeman completed a publication on his work on the site. HWTMA have completed an HLF funded project to digitally record the site archive.

Bartholomew Ledges
(Site No. 23)
Location:
St Mary's Sound, Isles of Scilly
Year sunk:
?1597
Designated:
03.10.1980



Licenses:
Timothy Allsop, Richard Larn
Licence types:
Visitor (TA); Survey (RL)
Contact details:
Tim.Allsop@ukgateway.net
www.scillydiving.com
richardlarn@tiscali.co.uk
www.shipwrecks.uk.com

The wreck is of a late 16th-century armed ship carrying medieval bronze bell fragments and lead ingots of Spanish type. It is possible that the vessel was the *San Bartolome* lost in 1597, but there is no positive archaeological evidence to confirm this. Six coins dating from 1474 to 1555 provide an approximate age of the site.

A limited number of monitoring visits were undertaken in 2009-10.

Restoration
(Site No. 24)
Location:
Goodwin Sands, Kent
Year sunk:
1703
Designated (Re-designated):
07.07.1981 (08.12.1989)



Licenses:
Robert Peacock
Licence type:
Survey
Contact details:
tusker2@talktalk.net
01304 360965
www.seadive.co.uk

The *Restoration* was a third rate British man of war, with a crew of 386. Built as part of the 'Thirty Great Ships' programme, she sank on the Goodwin Sands during the Great Storm in 1703, alongside the *Northumberland* and the *Stirling Castle*. Monitoring of the site by the licensee and his team has continued in 2009-10.

Northumberland
(Site No. 25)
Location:
Goodwin Sands, Kent
Year sunk:
1703
Designated (Re-designated):
07.07.1981 (08.12.1989)



Licenses:
Robert Peacock
Licence types:
Surface Recovery; Survey
Contact details:
tusker2@talktalk.net
01304 360965
www.seadive.co.uk

The *Northumberland*, a 70-gun third rate, was lost in the Great Storm of 1703 along with the *Stirling Castle*, *Restoration* and the *Mary*. The ship was the first third rate to be built under the Thirty Ships programme, and was launched in 1679. Monitoring of the site by the licensee and his team has continued in 2009-10.

St Anthony
(Site No. 26)
Location:
Mounts Bay, Cornwall
Year sunk:
1527
Designated:
15.02.1982



Licenses:
David Roberts
Licence type:
Visitor
Contact details:
mail@kennackdiving.co.uk
07816 903260
www.kennackdiving.co.uk

The *St. Anthony* was a Portuguese carrack which foundered in 1527 during a passage from Lisbon to Antwerp, carrying a mixed cargo which included copper and silver ingots. Monitoring of the site by the licensee and his team has continued in 2009-10.

Schiedam
(Site No. 27)
Location:
Gunwalloe Cove, Cornwall
Year sunk:
1684
Designated:
15.02.1982



Licenses:
David Roberts
Licence type:
Visitor
Contact details:
mail@kennackdiving.co.uk
07816 903260
www.kennackdiving.co.uk

The wreck, discovered in 1971, is the remains of a Dutch fluyt of around 400 tons which sank in 1684. In 2008 a timber discovered on the beach believed to be from the *Schiedam* was investigated and reported on by Wessex Archaeology.

Monitoring of the site by a new licensee and his team commenced in 2009-10.

Brighton Marina
(Site No. 28)
Location:
Brighton, East Sussex
Year sunk:
16th century
Designated:
18.10.1983



No licence issued in 2009/10

The wreck is that of an unidentified armed vessel, probably dating to the 16th century.

No new work took place on the site in 2009-10.

Yarmouth Roads
(Site No. 29)
Location:
Yarmouth, Isle of Wight
Year sunk:
?1567
Designated (Re-designated):
11.04.1984 (01.02.1985)



Licensee:
Julie Satchell
Licence types:
Survey
Contact details:
julie.satchell@hwtma.org.uk
www.hwtma.org.uk
023 8023 7300

The wreck appears to be a late 16th-century or early 17th-century merchant carrack, probably Spanish and possibly the *Santa Lucia* lost in 1567.

In 2009 an English Heritage funded visit to the site revealed the site is relatively stable although sand bags which cover the site are starting to degrade in sections.

Studland Bay
(Site No. 30)

Location:
Poole, Dorset
Year sunk:
c1520
Designated:
27.11.1984



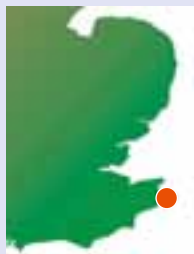
Licensee:
Mike Markey
Licence type:
Visitor

The site represents the best example of a Late Medieval merchantman in the UK. An approximate date of 1520, based on ceramic evidence and hull typology, has been provisionally assigned to the wreck.

Monitoring of the site by the licensee and his team has continued in 2009-10.

Admiral Gardner
(Site No. 31)

Location:
Goodwin Sands, Kent
Year sunk:
1809
Designated (Re-designated):
03.06.1985 (03.01.1990)



Licensee:
Ted Westhead
Licence type:
Survey

Admiral Gardner was an English East Indiaman. In January 1809, she sailed from Blackwall on passage to Madras, she was caught in the Downs by a violent gale, and wrecked on the Goodwin Sands.

The site is currently covered in sand although monitoring continues by the licensee and his team.

Hazardous
(Site No. 32)

Location:
Bracklesham Bay,
West Sussex
Year sunk:
1706
Designated:
22.09.1986



Licensee:
Iain Grant
Licence types:
Surface Recovery
Contact details:
iaingrant308@tiscali.co.uk
www.hazardousproject.info
023 80237300

Le Hazardoux was built in 1698 in France. In 1703 the ship was captured by the English and refitted as a fourth rate ship-of-the-line with 54 guns. The ship was re-commissioned as *Hazardous* in 1704 and was lost two years later after returning from escorting a convoy from Chesapeake Bay, Virginia to England. Monitoring of the site by the licensee and his team has continued in 2009-10. However, planned excavations were postponed until 2010 due to bad weather in 2008 and 2009.

Coronation (Inshore)
(Site No. 33)

Location:
Penlee Point, Cornwall
Year sunk:
1691
Designated:
03.01.1989



Licenses:
Ginge Crook, Mark Pearce,
Brian Neave
Licence types:
Survey (GC); Visitor (MP, BN)
Contact details:
gingecrook@hotmail.com
markpearce@talktalk.net
info@adventuresindiving.co.uk

The *Coronation* Inshore site lies close to Penlee point in approximately 5m of water, with a coarse rocky bottom with some sand infilling and kelp. The finds observed include over 60 cannon, numerous cannon balls, and large bronze pulley wheels, all marked with the Royal Navy's broad arrow.

In 2009-10, work has continued to update the site plan.

Iona II
(Site No. 34)

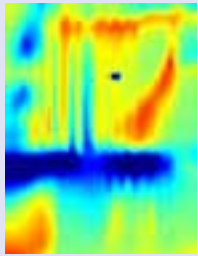


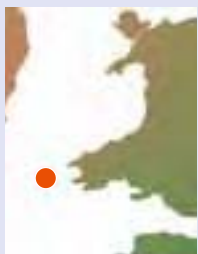


Location:
Lundy, Devon
Year sunk:
1864
Designated:
03.01.1990







Licenses:
Derek Green, Nicola Saunders,
Andrew Bengoy, Margaret Ashton
Licence type:
Visitor
Contact details:
dgreen@lundyisland.co.uk
www.lundyisland.co.uk

The *Iona II* was built in 1863 at Govan as a fast ferry for the Clyde. She was soon acquired by Charles Hopkins Boster of Richmond, Virginia, allegedly to run guns and supplies for the Confederate Forces in the American Civil War. She sank in 1864 on her first trans-Atlantic voyage amidst rumours about her cargo. Contemporary accounts describe intensive salvage operations.

Monitoring of the site by the licensees has continued in 2009-10.

<p>Gull Rock (Site No. 35)</p> <p>Location: Lundy, Devon</p> <p>Year sunk: ?15th-16th century</p> <p>Designated: 14.03.1990</p>		<p>Licenses: Andrew Bengey, Margaret Ashton</p> <p>Licence type: Visitor</p>	<p>This unidentified wreck consists of a scatter of 15th-16th century objects including two wrought iron breech blocks, a wrought iron gun and a quantity of stone shot.</p>
<p>Wrangels Palais (Site No. 36)</p> <p>Location: Out Skerries, Shetland</p> <p>Year sunk: 1687</p> <p>Designated (Re-designated): 18.08.1990 (10.01.91)</p>		<p>No licence issued in 2009/10</p>	<p>The <i>Wrangels Palais</i> was originally built as a merchantman and bought for the Swedish Navy in 1669, then captured by the Danes in 1677. <i>Wrangels Palais</i> ran aground in dense fog on 23 July 1687, while protecting merchant vessels on route to Iceland from Turkish privateers operating in the North Sea. Archaeological investigations of the site took place between 1993-6. See http://www.historic-scotland.gov.uk/wrangelsitedescription.pdf</p>
<p>Erme Estuary (Site No. 37)</p> <p>Location: Bigbury Bay, Devon</p> <p>Year sunk: Various</p> <p>Designated: 03.05.1991</p>		<p>Licenses: Neville Oldham</p> <p>Licence type: Survey</p> <p>Contact details: noldham@btinternet.com 01803 770232</p>	<p>This designated site contains material ranging from the 16th to 18th centuries, and may be an assemblage derived from more than one wreck.</p> <p>Monitoring of the site by the licensee and his team has continued in 2009-10.</p>
<p>The Smalls (Site No. 38)</p> <p>Location: Smalls Reef, Pembrokeshire</p> <p>Year sunk: 1100</p> <p>Designated (Re-designated): 05.12.1991 (09.10.1995)</p>		<p>No licence issued in 2009/10</p>	<p>The Smalls reef is a navigational hazard off the Pembrokeshire coast recorded in the oldest sailing directions and it lay on a sea route between Dublin and Denmark in the Viking era. In 1991, divers from Milton Keynes SAC recovered an isolated and elaborate Viking sword guard from the reef at a depth of 15m. Nothing else has been found on the site since.</p>
<p>Duart Point (Site No. 39)</p> <p>Location: Sound of Mull, Argyll & Bute</p> <p>Year sunk: 1653</p> <p>Designated: 15.05.1992</p>		<p>Licenses: Mark and Annabel Lawrence</p> <p>Licence type: Visitor</p> <p>Contact details: dive@lochalinivedivecentre.co.uk 07812 020334</p>	<p>The remains of a small warship, probably the <i>Swan</i>, part of a six-strong Commonwealth flotilla sent by Cromwell to capture Duart Castle and subdue the Maclean of Duart, a supporter of the Royalist cause. The Duart Point wreck has been the subject of detailed survey, rescue excavation and site stabilisation work during the period 1991-2003. See http://www.historic-scotland.gov.uk/duartpointsitedescription.pdf</p>
<p>La Girona (Site No. 40)</p> <p>Location: Lacada Point, Co Antrim</p> <p>Year sunk: 1588</p> <p>Designated: 22.04.1993</p>		<p>Licenses: Frank Madden</p> <p>Licence type: Surface Recovery</p> <p>Contact details: Fmadden555@btconnect.com 07968 471720</p>	<p>The first Armada shipwreck in Northern Ireland identified and excavated in modern times was that of <i>La Girona</i>, one of four galleasses that had sailed in Don Hugo de Moncada's Neapolitan Squadron.</p>

<p>Royal Anne Galley (Site No. 41)</p> <p>Location: Lizard, Cornwall</p> <p>Year sunk: 1721</p> <p>Designated: 11.11.1993</p>		<p>Licensee: Kevin Camidge</p> <p>Licence type: Excavation</p> <p>Contact details: secretary@cismas.org.uk 01736 365429 www.cismas.org.uk</p>	<p>The <i>Royal Anne</i>, built at Woolwich and launched in 1709, was a fifth rate galley, and the last oared fighting ship built for the Royal Navy. She was carrying Lord Belhaven, the new Governor of Barbados, to the West Indies in 1721, but bad weather forced her to return to port in Falmouth and she was wrecked on the Stag Rocks.</p> <p>An English Heritage funded marine environmental assessment took place in 2009.</p>
<p>Erme Ingot (Site No. 42)</p> <p>Location: Bigbury Bay, Devon</p> <p>Year sunk: Not known</p> <p>Designated: 26.11.1993</p>		<p>Licensee: Neville Oldham</p> <p>Licence type: Survey</p> <p>Contact details: noldham@btinternet.com 01803 770232</p>	<p>The site consists of a scatter of rare tin ingots of varying size. The date range of the ingots is extensive, and may extend as far back as the Bronze Age.</p> <p>Monitoring of the site by the licensee and his team has continued in 2009-10.</p>
<p>Dunwich Bank (Site No. 43)</p> <p>Location: Southwold, Suffolk</p> <p>Year sunk: 16th century</p> <p>Designated: 14.07.1994</p>		<p>Licensee: Stuart Bacon</p> <p>Licence type: Survey</p>	<p>The site was located in October 1993 by Southwold fisherman, Stephen King, who brought up ship timbers and concreted shot, in his trawl.</p> <p>Monitoring of the site by the licensee and his team has continued in 2009-10. The cannon raised from the site has gone on display in Dunwich Museum.</p>
<p>Resurgam (Site No. 44)</p> <p>Location: Denbighshire, North Wales</p> <p>Year sunk: 1880</p> <p>Designated: 04.07.1996</p>		<p>Licensee: Mike Bowyer</p> <p>Licence type: Surface Recovery</p>	<p><i>Resurgam</i> is the worlds first mechanically (steam) propelled submarine. She was an experimental craft designed by a Manchester curate, and built in Birkenhead in 1879. Having successfully completed trials, she was lost in 1880 in bad weather whilst en route, under tow, to Portsmouth for evaluation by the Admiralty. Although partially damaged, the hull of the submarine remains intact.</p>
<p>Hanover (Site No. 45)</p> <p>Location: Hanover Cove, Cornwall</p> <p>Year sunk: 1763</p> <p>Designated: 19.07.1997</p>		<p>Licensee: Mark James</p> <p>Licence type: Visitor</p> <p>Contact details: mark_e_james@hotmail.com</p>	<p>The <i>Hanover</i>, a 100ft two-masted brigantine built in 1757, was en route from Lisbon, Portugal to Falmouth, Cornwall when she became wrecked in a small bay on the North Cornish coast.</p>
<p>Seaton Carew (Site No. 46)</p> <p>Location: Seaton Carew, Teesside</p> <p>Year sunk: ?19th century</p> <p>Designated: 08.08.1997</p>		<p>Licensee: Robin Daniels</p> <p>Licence type: Survey</p> <p>Contact details: teesarchaeology@hartlepool.gov.uk 01429 523455 www.teesarchaeology.com</p>	<p>The wreck is a rare example of a once common type of trading vessel dating to the middle of the 19th century. The surviving hull comprises 91 starboard and 71 port frames. The keelson has steps for two masts suggesting she was a brig.</p> <p>Monitoring of the site by the licensee and his team has continued in 2009-10.</p>

Salcombe Cannon
(Site No. 47)

Location:
West Prawle, Devon

Year sunk:
c1640

Designated:
24.10.1997



Licensee:
Mick Palmer
Licence type:
Surface Recovery

The site was first described in 1992 as a cannon site with nothing else visible. When divers returned to the site in 1995, seabed levels had changed exposing a rich assemblage of gold artefacts. Earrings, pendants, tiny gold ingots, and over 400 gold coins were recovered. In 2004, a Bronze Age assemblage of swords, rapiers, palstave axe heads, an adze, and a gold bracelet was recovered from the designated site. The artefacts may be associated with the nearby Moor Sands Bronze Age site. Monitoring has continued in 2009-10 (see Moor Sands [Site 16]).

HMS/m A1
(Site No. 48)

Location:
Bracklesham Bay,
West Sussex

Year sunk:
1911

Designated:
26.11.1998



Licensee:
Martin Davies
Licence type:
Survey
Contact details:
martin@amberleyphotographic.
co.uk

Built by Vickers in 1903, the submarine is the first British designed and built submarine used by the Royal Navy.

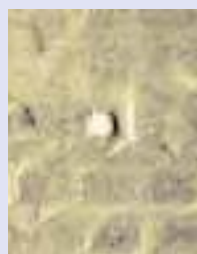
Monitoring of the site by the licensee and his team has continued in 2009-10. Reports of potting and fishing activity are currently being investigated.

Burntisland
(Site No. 49)

Location:
Firth of Forth, Fife

Year sunk:
1633

Designated:
22.02.1999



Licensee:
Ian Archibald
Licence type:
Visitor

This wreck, which was designated in February 1999, is possibly that of the *Blessing* which sank during a sudden squall on 10 July 1633 whilst carrying part of the baggage train of Charles I who was returning from his coronation tour of Scotland. See <http://www.historic-scotland.gov.uk/blessingsitedescription.pdf>

Loe Bar
(Site No. 50)

Location:
Mounts Bay, Cornwall

Year sunk:
17th century

Designated:
14.06.1999



Licensee:
David Roberts
Licence type:
Visitor
Contact details:
mail@kennackdiving.co.uk
07816 903260
www.kennackdiving.co.uk

The site is potentially the wreckage of the *President* an English East Indiaman, on a homeward voyage, lost in 1684. Cannon found on the site suggest the wreck is of a 17th century date.

Monitoring of the site by a new licensee and his team commenced in 2009-10.

Mingary Castle
(Site No. 51)

Location:
Sound of Mull, Argyll & Bute

Year sunk:
17th century

Designated:
19.08.2000



Licensees:
Mark and Annabel Lawrence
Licence type:
Visitor
Contact details:
dive@lochalinivedivecentre.co.uk
07812 020334

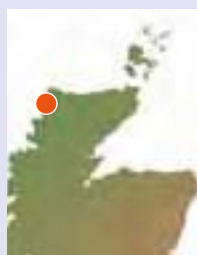
The wreck site which lies directly offshore from Mingary Castle, Ardnamurchan, comprises four cannon lying at the foot of a gently shelving reef, plus a fifth cannon further up slope. A number of smaller artefacts have also been discovered. See <http://www.historic-scotland.gov.uk/mingarysitedescription.pdf>

Kinlochbervie
(Site No. 52)

Location:
Sutherland

Year sunk:
?16th century

Designated:
29.06.2001



No licence issued in 2009/10

The remains of a wreck of a merchant vessel, probably from the Iberian peninsula. A diverse collection of ceramics including decorative Italian 'maiolica' has been dated by art historians and suggests that the wreck occurred during the 1590s or perhaps even after 1600. Large iron artefacts include cast iron guns and four anchors. The wreck was investigated from 2000-2003 and a wide range of artefacts recovered and recorded. See <http://www.historic-scotland.gov.uk/kinlochberviesitedescription.pdf>

HMS Colossus

(Site No. 53)

Location:
Isles of Scilly

Year sunk:
1798

Designated:
04.07.2001



Licenses:
Timothy Allsop, Kevin Camidge,
Todd Stevens

Licence types:
Survey (KC, TS); Visitor (TA)

Contact details:
Tim.Allsop@ukgateway.net
secretary@cismas.org.uk
scillydiver@googlemail.com

HMS *Colossus* was a 74-gun third rate ship-of-the-line built at Gravesend, and launched in 1787. After anchoring in the Isles of Scilly, in St Mary's Road, she was wrecked against rocks in a gale between 10 and 12 December 1798. Since designation, there has been an EH-funded site stabilisation trial on how to manage the site for the future.

An English Heritage funded dive trail was installed in 2009. A project to monitor loose artefacts on the seabed is planned for 2010.

HMS Campania

(Site No. 54)

Location:
Firth of Forth, Fife

Year sunk:
1918

Designated:
01.12.2001



Licenses:
Mark Blyth,
George Penn

Licence type:
Visitor

This wreck is believed to be that of HMS *Campania* which was originally built as a Cunard liner, and was launched in the Clyde in 1892. Her significance lies in her conversion in 1915 as a Fleet Air Arm carrier. The first successful flight from an aircraft carrier with a permanent flight deck was made from the *Campania* on 5 May 1915. See <http://www.historic-scotland.gov.uk/campaniasitedescription.pdf>

The Diamond

(Site No. 55)

Location:
Cardigan Bay, Wales

Year sunk:
19th century

Designated:
02.04.2002



Licenses:
Mike Bowyer, Ian Cundy

Licence types:
Survey (MB);
Surface Recovery (IC)

Contact details:
diving@madu.freereserve.co.uk
01684 574774

This site was designated in 2002, and was originally thought to be the wreck of the *Diamond*, a three masted square rigger, built in New York in August 1823, which sunk in Cardigan Bay on 2nd January 1825. Subsequent research, and work on the site, has put this theory into doubt, and the true identification of the wreck remains to be determined.

Filey Bay Wreck

(Site No. 56)

Location:
Filey Bay, Yorkshire

Year sunk:
1797

Designated:
18.07.2002



Licensee:
John Adams

Licence type:
Survey

Contact details:
info@furu.org.uk
www.furu.org.uk

It is believed the wreck might be the remains of the *Bonhomme Richard*, a former French East Indiaman. The ship was abandoned on fire during the Battle of Flamborough Head in 1779.

Monitoring of the site by the licensee and his team has continued in 2009-10.

Swash Channel

(Site No. 57)

Location:
Poole, Dorset

Year sunk:
17th century

Designated:
09.12.2004



Licensee:
Andy Ramsbottom
c/o Dave Parham

Licence type:
Excavation

Contact details:
DParham@bournemouth.ac.uk

The wreck site has been initially interpreted as representing the remains of an armed merchantman, dated c100 years after the nearby Studland Bay wreck (Site No 30).

Work has continued by Bournemouth University in 2009-10 to survey the site. A large scale rescue excavation is planned for 2010.

Holland No. 5

(Site No. 58)

Location:
Off Beachy Head, East Sussex

Year sunk:
1912

Designated:
04.01.2005



Licenses:
Mark Beattie-Edwards,
Paul Stratford, Jamie Smith

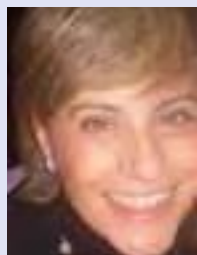
Licence types:
Survey (MB-E); Visitor (PS, JS)

Contact details:
mark@
nauticalarchaeologysociety.org

The *Holland No.5* submarine was launched in May 1902. *No.5* foundered on 8 August 1912 whilst under tow to the breakers yard.

Monitoring of the site by the licensee and his team has continued in 2009-10.

West Bay
(Site No. 59)
Location:
West Bay, Dorset
Year sunk:
17th-18th century
Designated:
20.07.2005



Licensee:
Paola Palma
Licence type:
Survey
Contact details:
pp40@hotmail.co.uk
07990 624960

The site consists of a low mound of heavily concreted iron bars containing a heavily concreted iron gun as well as a possible seventeenth-century muzzle-loading bronze gun of European or Eastern origin.

Work has continued by Bournemouth University in 2009-10 to monitor the site.

Norman's Bay
(Site No. 60)
Location:
Pevensey Bay, East Sussex
Year sunk:
17th-18th century
Designated:
14.06.2006



Licensees:
Paul Stratford,
Mark Beattie-Edwards
Licence types:
Survey (PS); Visitor (MB-E)
Contact details:
mark@
nauticalarchaeologysociety.org
023 9281 8419

This wooden wreck consists of a cluster of at least 45 iron guns, other artefacts and timber hull structure at a maximum depth of 14m. The initial interpretation of the site is that it may be the wreck of the *Resolution*, a 70-gun Third Rate that sank during the Great Storm of 1703. However, limited documentary research indicates that there are at least three other recorded losses within the Bay that might relate to the remains seen.

Rooswijk
(Site No. 61)
Location:
Goodwin Sands, Kent
Year sunk:
1739
Designated:
09.02.2007



Licensee:
Ken Welling
Licence type:
Surface Recovery

The *Rooswijk* is a vessel of the Dutch East Company (VOC) built in 1737 which stranded on the Goodwin Sands in 1739 while *en route* from the Texel to the East Indies. The site was found after several years of documentary research and following a magnetometer survey on the site.

Monitoring of the site by the licensee and his team has continued in 2009-10.

Wheel Wreck
(Site No. 62)
Location:
Little Ganinick, Isles of Scilly
Year sunk:
Late 19th century
Designated:
05.04.2007



Licensee:
Todd Stevens
Licence type:
Survey
Contact details:
scillydiver@googlemail.com
01720 423361
www.hmscolossus.co.uk

This discrete cargo mound consists of components of mining equipment; the majority of which appear to have been intended for use as pumping equipment. Following discussions with several mining historians, it is thought that the cargo represents a consignment from a Cornish foundry and is likely to date from 1850 onwards. No ship structure has been identified.

Monitoring of the site by the licensee and his team has continued in 2009-10.

London
(Site No. 63)
Location:
Thames estuary
Year sunk:
1665
Designated:
23.10.2008



No licence issued in 2009/10

The *London* was a Second Rate built in Chatham in 1654. The *London* blew-up on passage from Chatham in March 1665.

A PWA contract visit is scheduled for 2010.

ACHWS Membership

ACHWS membership is balanced to reflect the wide variety of interests involved in the area of underwater archaeology. A list of the membership is given below (the dates given indicate the year of appointment and length of term):

The Committee Membership in 2009-2010

Chair		
Tom Hassall, OBE.....	2002	2010
Committee Co-ordinator		
Ian Oxley, English Heritage	2002	
Committee Clerk		
Dr Reider Payne, English Heritage	2010	
Members		
Mrs Elizabeth Blackburn QC.....	2004	2012
Dr David Caldwell.....	2006	2010
Prof Michael Collins.....	2006	2010
Dr Ian Friel.....	2009	2013
Mr Nicolas Hall.....	2006	2010
Ms Jane Maddocks.....	2009	2013
Dr Colin Martin.....	2004	2012
Mr Duncan O'Donnell.....	2005	2013
Mr Ian Panter (new).....	2009	2013
Mr Dave Parham (new).....	2009	2013
Ms Suzanne Pleydell.....	2004	2012

Brief biographical details on ACHWS members are given on the following pages.

Appointments to the ACHWS are renewable and are made by the Secretary of State for Culture, Media and Sport, in consultation with English Heritage, Cadw: Welsh Historic Monuments, Historic Scotland and the Environment and Heritage Service of Northern Ireland. Candidates for vacancies are identified from a number of sources, including leading bodies in the field of underwater archaeology, DCMS' own Public Appointments Database, and suggestions from the ACHWS itself. Any individual can put his or her name forward to be added to the Sponsored Bodies Database.

Nomination forms can be obtained from DCMS at the address given on page 48. DCMS and its equivalent bodies in the Devolved Administrations are committed to ensuring that a wide range of people and organisations are involved in the consultation process, and that appointments are made in accordance with the recommendations of the Committee on Standards in Public Life.

Membership Biographies

Mr Tom Hassall OBE, Chair **Reappointed 2006 for four years**



Tom is an Emeritus Fellow of St Cross College, Oxford. He has been an archaeological consultant in private practice since 1999. He was the Secretary and Chief Executive of the former Royal Commission on the Historical Monuments of England, 1986-1999; the founding director of the Oxford Archaeological Unit (now known as Oxford Archaeology), 1973-1985. He is a member of the Department for Culture, Media and Sport's Heritage Protection Review Steering Committee. He was Chairman of the Standing Conference of Archaeological Unit Managers, 1980-1983; and President of the Council for British Archaeology, 1983-1986, and ICOMOS-UK 1998-2002.

Mrs Elizabeth Blackburn QC **Reappointed 2008 for four years**



Elizabeth has been in practice as a specialist advocate and adviser at the Commercial and Admiralty Bar since 1980, and took silk in 1998. Her range of work covers shipping and the international carriage of goods; international trade and associated finance; surety, guarantee and performance bonds, marine insurance, P & I Club issues, marine pollution; collision, salvage and towage disputes; damage to marine engines and marine/off shore installations, fatal maritime accidents, maritime limitation of liability, maritime International Law and Treaty Obligations; conflict of laws and jurisdictional disputes. She is recommended as a Shipping Silk in the Legal 500, and is a Member of the Executive Committee of the British Maritime Law Association. In addition, she is a Fellow of the Society for Advanced Legal Studies.

Dr David Caldwell **Appointed 2006 for four years**



David currently runs the Department of Scotland & Europe for the National Museums of Scotland. The department has 20 staff, and is responsible for the national Scottish collections from AD 1100 to the present day (2005 to date). Before this, David held various posts with the National Museum of Antiquities of Scotland including Assistant Keeper in charge of Medieval Collections, and then Curator of Scottish medieval Collections for the National Museums of Scotland, before becoming Deputy Keeper of History and Applied Art (1983 to 2005). He is an experienced curator and archaeologist with expertise in dealing with medieval and post-medieval artefacts.

Professor Michael Collins **Appointed 2006 for four years**

Michael is a Professor of Oceanography (Sediment Dynamics) at the School of Ocean and Earth Science of the University of Southampton, where he also chairs the Honorary Fellows Accreditation Panel. Over 30 years experience in the sediment dynamics of fluvial, estuarine, coastal, and open sea environments. Has published extensively on sediment dynamics, and served on ship-based research expeditions. A member of the International Oceanographic Commission, the UK National Contact at the European Association of Marine Sciences and Techniques, and Advisor to the Junta Nacional de Investigação Científica e Tecnológica (Portugal).

Dr Ian Friel **Appointed 2009 for four years**



Dr Friel is a freelance historian, writer and museums consultant. Prior to this, he pursued a career with museums, serving at the National Maritime Museum, the Mary Rose Trust, Littlehampton Museum, and Chichester District Museum (1977 to 2007). He has published widely on maritime history, including the books *The Good Ship – Ships, Shipbuilding and Technology in England 1200-1520* [1995] and *The British Museum Maritime History of Britain and Ireland c.400 – 2001* [2003]. Dr Friel is a fellow of the Society of Antiquaries of London (FSA).

Mr Nicholas Hall **Appointed 2006 for four years**



Nicholas is Keeper of Artillery at the Royal Armouries, Fort Nelson (1988 to date). Prior to this he worked for local museums in Hampshire and supervised the restoration of Fort Nelson when acquired by the County Council (1978 to 1988). He is a student of arms & armour with special interests in artillery and fortification. He has studied Tudor gunnery and conducted various trials some of which have appeared on television. Publications include 16th and 19th century artillery research papers. He is a Fellow of the Society of Antiquaries and a founder member of the Palmerston Fort Society.

Ms Jane Maddocks
Appointed 2009 for four years



Jane has been a diver since 1971 and is currently studying for a Master's degree in Maritime Archaeology at the University of Southampton. She is the BSAC representative on the Joint Nautical Archaeology Policy Committee and is one of the founding members of the *Respect our Wrecks* group. She has an extensive recreational diving background, including avocational work on many underwater sites. She is also on the British Sub-Aqua Club's National Diving Committee as their Wrecks and Underwater Cultural Heritage Advisor.

Dr Colin Martin
Reappointed 2008 for four years



Colin is a historical archaeologist specialising in post-medieval shipwrecks. Directed underwater excavations in Scotland and Ireland since 1968. Lectured at St Andrews University 1973-2002 (currently honorary Reader in Maritime Archaeology). Vice-President, Nautical Archaeology Society (President, 1987-1998). Advisory Editor, International Journal of Nautical Archaeology, Director, Morvern Maritime Centre (1998 - present). Executive Director, Scottish Coastal Archaeology and the Problem of Erosion (SCAPE), Trust (2001 - present). Consultant, Armanda Shipwreck Museum, Londonderry (2002 - present). Member, PWA 73 Diving Team Consulting Group (Wessex Archaeology) (2004 - present).

Mr Duncan O'Donnell
Appointed 2005 for four years



Duncan is currently a Barrister Tenant in the Chambers of Michael Hubbard QC, where his practice covers serious criminal offences, including organised crime including drug offences and fraud (1995 to date). Prior to his legal pupillages, he worked at Bonham Fine Art auctioneers where he started as Assistant Cataloguer in its Collectors' Department, dealing with Antiquities and Tribal Art, and then became the specialist in Militaria (1988 to 1993). He is a scuba diver and has recently undertaken the Scuba Diving Programme at PADI (the Professional Association of Diving Instructors).

Mr Ian Panter
Appointed 2009 for four years



Ian graduated in 1980 with an Honours degree in archaeological conservation and materials science from the Institute of Archaeology, University of London. Following employment with the Mary Rose Trust and then Portsmouth City Museum & Art Gallery, Ian moved north to take up an EH funded conservation contract based at York Archaeological Trust. During this time he helped set up the York Archaeological Wood Centre before leaving in 2000 to take up the post of Regional Science Advisor for English Heritage. In 2006 he returned to the York Archaeological Trust to head the conservation department following the retirement of Jim Spriggs. The conservation department continues to undertake commercial work for a wide range of clients, and actively undertakes the conservation of archaeological materials from marine environments. Projects include the conservation of the wrought iron gun from the Studland Bay wreck, artefacts from the Church Rocks wreck and the wooden "merman" from the Swash wreck.

Mr Dave Parham
Appointed 2009 for four years



A diver since 1980 Dave is an archaeologist specialising in shipwrecks, he is currently a Senior Lecturer in Marine Archaeology at Bournemouth University and is nominated archaeologist to the Swash Channel, Salcombe, Moor Sands, Erme Estuary and Erme Ingot Designated Wreck Sites. He is also involved with the West Bay, Langdon Bay, Studland Bay, South Edinburgh Channel, Hanover and Brighton Marina sites.

Ms Suzanne Pleydell
Appointed 2008 for four years



Suzanne has been a sport diver since 1986. She is a Group Manager in Education & Instructor Development at Professional Association of Diving Instructors (PADI) from 1994 to date. Suzanne is Director and Vice-Chair of Project Aware (UK), an environmental charity concerned with the conservation of the underwater environment, including underwater cultural heritage. She is a member of the Joint Nautical Archaeology Policy Committee and member of the Training and Education Advisory Board of the Nautical Archaeology Society. Suzanne is also one of the founding members of the Respect Our Wrecks Group and possesses an MSc in Geology from the University of Alberta.

Information Sources

Secretary, Advisory Committee on Historic Wreck Sites

Commission Secretariat
English Heritage
1 Waterhouse Square
138-142 Holborn
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EC1 2ST
T: 020 7973 3002
F: 020 7973 3001
E: ian.oxley@english-heritage.org.uk
W: www.english-heritage.org.uk

Heritage Protection Branch, Culture Team, Department for Culture, Media and Sport

2-4 Cockspur Street
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SW1Y 5DH
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E: enquiries@culture.gsi.gov.uk
W: www.culture.gov.uk/what_we_do/historic_environment/3334.aspx

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W: www.english-heritage.org.uk/maritime

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F: 01443 336001
E: cadw@wales.gsi.gov.uk
W: www.cadw.wales.gov.uk

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E: hs.inspectorate@scotland.gsi.gov.uk
W: www.historic-scotland.gov.uk

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T: 02890 235000
F: 02890 543111
W: www.doeni.gov.uk

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Spring Place
105 Commercial Road
Southampton
SO15 1EG
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Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS)

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