



Maritime
Archaeology
Sea Trust

PROTECTING OUR FUTURE

MAST

2013 NEWSLETTER



Bamburgh Castle Beach wreck

Terminus post quem is revealed as 1768

A wooden shipwreck that lies below Bamburgh Castle in Northumberland has just revealed some tantalising clues to its identity. MAST first visited the site in June 2013, a day after it reappeared through the sands – it had been fully submerged for over a decade.

Dendrochronology of samples, analysed by Dr Roderick Bale (University of Wales Trinity St David), provided a date after which the ship could have been built of 1768.

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Swash Channel Wreck

MAST and Bournemouth University raise the Swash Channel wreck rudder

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Contact MAST

For more details of any projects please visit www.thisismast.org or email mast@thisismast.org



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MOD legacy wrecks

MAST, in partnership with Bournemouth University, won an MOD contract to assess environmental risks of 3 legacy wrecks.

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MAST and Bournemouth University raise Swash Channel Wreck rudder



From left, Dave Parham of Bournemouth University, Ian Panter, York Archaeological Trust, and Ed Vaizey, Minister of State for Culture

MAST was closely involved with the excavation of the Swash Channel wreck rudder, 8.3 metres long and weighting over 3 tonnes.

Along with its impressive mustachioed head, it was recorded using a Faro Arm and laser scanner before being conserved, using the same process as the smaller carvings. It should be ready to view at Poole Museum in about two years time.

The Swash Channel wreck is a 17th century Dutch armed merchantman wrecked in the approaches to Poole harbour. Its excavation has been funded principally by English Heritage and Poole Harbour Commissioners.

The rudder joins four wooden carvings from the wreck and a canister containing shot, as seen on the BBC's *The One Show*, and brings the total number of carvings found to five.

Two of the carvings were found above the gunports in the bowcastle and are in good condition. Two others are of mermen and the fifth is the mustachioed rudder head. They all are early Baroque in style, which matches the early 17th century date of the site and those of the wreck of the *Vasa* in Stockholm. MAST is funding the conservation of three of the carvings.



From left the Swash rudder just after raising in Poole and in conservation tanks with minister Ed Vaizey at York Archaeological Trust

HMS Ramillies anchor?



MAST with the Neville Oldham Bigbury Bay Project find likely HMS Ramillies anchor

MAST in partnership with Neville Oldham's Bigbury Bay Project have found what is likely to be an anchor off HMS *Ramillies*, a 90-gun ship that sank in 1760 off Bolt Tail in South Devon.

The wrecking of the *Ramillies* on February 15, was the greatest disaster in Royal Naval history. A second rate, 90-gun ship, she carrying 734 men. The ship had had an unusual number of incarnations. She was launched in 1664 as the *Katherine*. In 1702 she was rebuilt and renamed the *Royal Katherine*, before finally in 1749 undergoing a new refit and named the *Ramillies*.

The discovery of the anchor in September is part of MAST's early shipwreck project, launched in 2012. There are very few shipwrecks that date to before 1800, less than 3% of England's known shipwreck sites are this old.

Of some sites such as the 16th century carrack, the *Mary Rose*, much is known, of others nothing except of their presence on the seabed.

The purpose of this project is to evaluate the presence of pre-1800 shipwrecks in key areas. This September a MAST team conducted a magnetometer and diver survey in the area off the South Hams, South Devon. The aim, currently, is to identify the extent of archaeological material, if any, and to make our research public.



Geometrix
G882
magnetometer
used in the
surveys

Bamburgh Castle Beach Wreck

Further analysis of the timber samples also indicated that this was a British ship - all timber originating from the east of England.

The wreck site that measures 22.5x5 metres appears to be lying on its starboard side with its stern against the beach. The remains include deck fittings, a mast, an octagonal windlass, and a pump. The survival and position of these and other features suggest that the buried structure could be mostly intact, offering an unparalleled opportunity to study such remains within the intertidal zone.

The starboard side appears to consist of the hull from just below the turn of the bilge, with the lower deck beams and the upper deck beams inside the ship's hull. The hull

construction appears to be of a carvel design using predominantly wooden treenails. The structure from amidships to the stern consists of eroded frames (possibly first futtocks). The measurements for the frames at the stern and amidships are therefore estimated from the exposed remains.

The width of the vessel suggests a beam of approximately 9 metres. A beam of this size could imply the presence of substantial remains under the current sand level depending on survival of the port side structure.

No small finds could be seen on the site. However there is a chance that some may survive within the

has only very marginally narrowed the search. National Monument Records show 24 wooden sailing vessels with suitable dates although none of these are charted wreck positions. The beach itself was at the time often used by relatively flat-bottomed cargo vessels to land their cargo.

Please see MAST's website for the full reports. None of this would have been possible without the generous funding from the



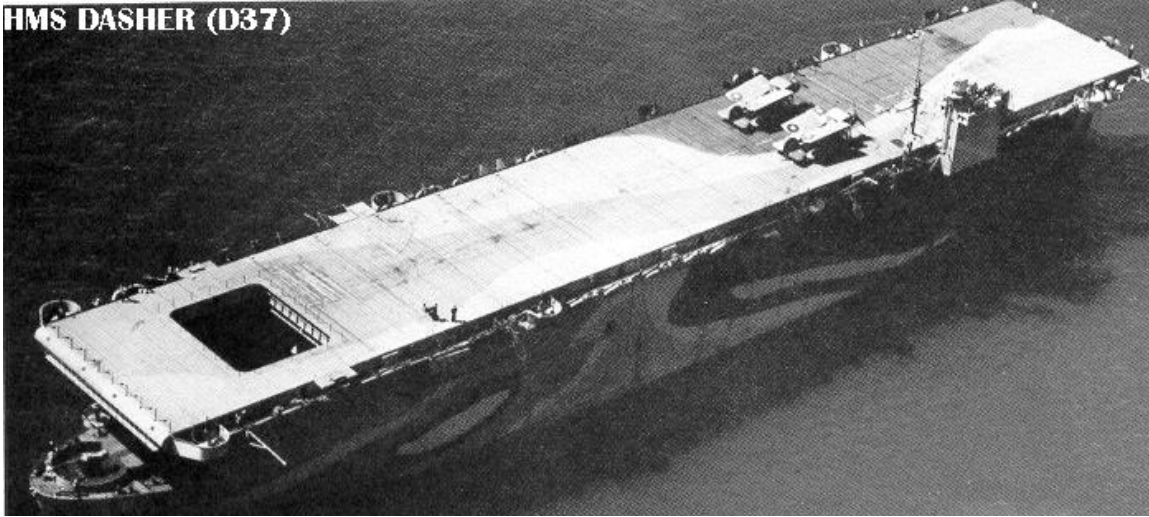
buried structure. Due to its position within the intertidal zone it is also likely that the wreck underwent some level of contemporary salvage as was and remains the norm in coastal communities. It is also possible that sections of the structure were

Northumberland Coast AONB Sustainable Development Fund, and the assistance of Dr Bale of University of Wales, Trinity Saint David, Tom Cousins and Grant Bettinson of Bournemouth University and Steve Brown, MAST PADI BAD Instructor and local historian.



MOD LEGACY WRECKS

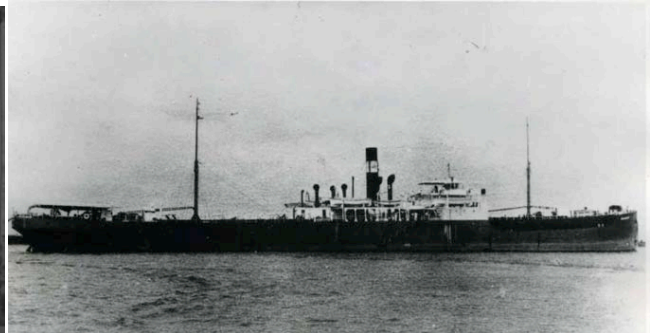
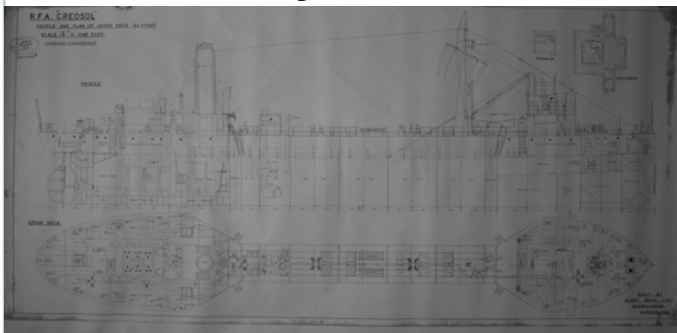
HMS DASHER (D37)



MAST, in partnership with Bournemouth University, won a Ministry of Defence (MoD) contract to assess the environmental and safety risks posed by the tankers RFA *Creosol* (1916), RFA *War Mehtar* (1919) and the escort carrier HMS *Dasher* (1942). This assessment includes research into the history of the wreck and its cargo/contents.

The ships fall into two broad groups, purpose-built tankers and an escort aircraft carrier converted from a merchant ship. The first two are relatively simple vessels and the third a much more complex vessel that is likely to be complicated by its conversion and change of use and reuse.

The MoD has a worldwide inventory of circa 1500 wrecked warships, submarines and auxiliaries mainly dating from World War I and II and is seeking a greater understanding of the circumstances in which these vessels were lost and their current condition in order to determine the risk they pose.



Poole Iron Age logboat project

Innovative recording techniques allow vessel to be digitally recorded for the first time



The Poole logboat is one of the largest prehistoric water craft to survive in the UK. Scientific dating by the radio carbon method has provided it with a date of BC 295 ± 50 (RC), dating it to the Iron Age. Because of its size and poor sea-keeping abilities

(most likely inherently unstable because of its shallow draught) it would appear to have been specifically designed for use in Poole Harbour. Hence it is also a key local and international artefact. Whilst there has been considerable amounts of research on the vessel since its discovery in 1964, most has been on an *ad hoc* basis and has never reached the public domain.

MAST recently conducted a Faro3D laser scan of the vessel and the hydrostatic analysis alongside the environmental, historical and archaeological story will be the subject of a forthcoming monograph.

MAST is grateful to the Gosling Foundation for helping this project to happen. More funds are urgently sought to complete the project.

Royal Navy Loss List



As part of a team undertaking the 2001 UNESCO Convention Impact Review for the UK, MAST has recently both funded and undertaken a major assessment of the international spread of UK sovereign wrecks.

To develop this database as a research tool, MAST would be interested in learning of any Royal Navy wrecks that have been subject to archaeological investigation and of any publications that have resulted from research from these investigations.

The aim of the Impact Review project is to produce an objective evidential assessment of the impacts of the ratification of the Convention for the UK.

This assessment, which has been called the Royal Navy Loss List, shows that there are over 4,747 Royal Naval wrecks scattered across the oceans of the world, covering the period between 1600 and 1945.

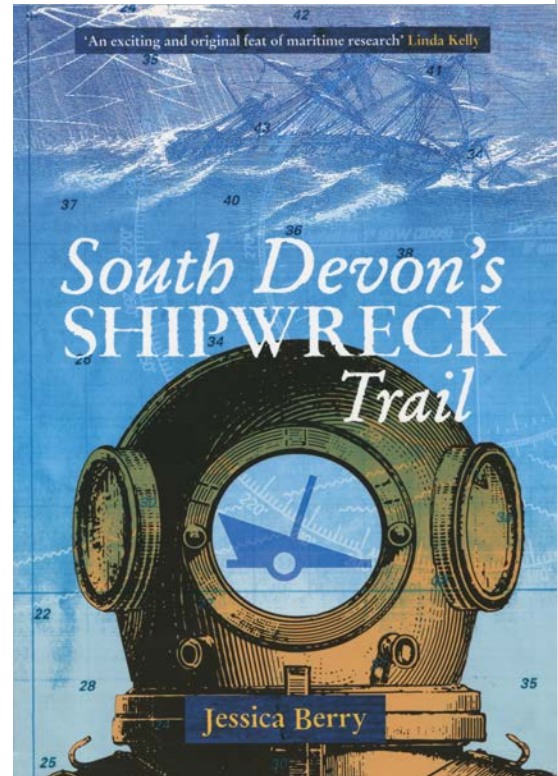
Other members of the team include archaeologist John Gribble, Bob Yorke of the Joint Nautical Archaeology Policy Committee (JNAPC), Dave Parham, senior lecturer at Bournemouth University, Mike Williams, maritime lawyer and research fellow at Plymouth University, Virginia Dellino-Musgrave of Hampshire and Wight Trust for Maritime Archaeology (HWTMA), Anthony Firth of Fjordr and Simon Davidson of Wessex Archaeology.

South Devon's Shipwreck Trail, By Jessica Berry

There is always a good story in a shipwreck. The tales from survivors, or frequently from those who tried to rescue them, are often astonishing in the accounts of bravery and self-sacrifice they reveal. Britain's long maritime past can be traced through the shipwrecks off our coasts. The South Devon coast has a rich maritime past, which archaeologists have been able to link to the Bronze Age. Some of the oldest shipwrecks in Northern Europe lie off this coast and there is evidence of a seaborne prehistoric trade in metals and a later trade with Byzantium. Ships in the area helped transport troops to Brittany at the beginning of the Hundred Years War, four ships were sent to fight the Spanish Armada of 1588, and during the Second World War the area served as a staging post for the Normandy Landings.

The CEO of MAST has just published a new book. It's out on Kindle next year and is available in good bookshops and Amazon or direct from the publishers, Amberley.

This guide, with original illustrations, is essential reading for coastal walkers and kayakers with an interest in good stories to accompany them. Rather than a blank canvas as they look out to sea,



readers will be able to relive these gripping stories, seeing the shipwrecks in their mind's eye.

Want to be a BAD Diver?



Become a Basic Archaeological Diver, a two-day PADI Distinctive Specialty course - a no frills, no fuss introduction to the basics of archaeology underwater with simple recording techniques using little more than a camera and tape measures. The introduction to the basics will also include a lecture on the laws governing divers and underwater archaeology in the UK. Students will hear exciting talks from well known figures in the underwater archaeology world (please contact us for details).