



Archaeology on the seabed – diversifying our engagement with historic shipwrecks

UNPATH WP 3.1 Scoping Study



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Summary

The study, part of UNPATH Work Package 3.1, was a regional pilot undertaken by Wessex Archaeology. The subject matter was historic shipwrecks in the Solent region, encompassing Portsmouth, Southampton, the Isle of Wight and surrounding territorial sea. By working with volunteer co-creators from local communities, it sought to identify new and exciting people-focused heritage narratives with contemporary resonance. Although the number of volunteers recruited was limited, the study identified a number of themes that could be used to diversify interest in archives such as Historic England research records in the future.

Acknowledgements

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Archaeology on the seabed – diversifying our engagement with historic shipwrecks

UNPATH WP3.1 Scoping Study

1 INTRODUCTION

1.1.1 The Study, part of UNPATH Work Package 3.1, is a regional pilot undertaken by Wessex Archaeology. The subject matter is the shipwrecks and ship losses in the Solent region, encompassing Portsmouth, Southampton, the Isle of Wight and surrounding territorial sea. By working with co-creating volunteer collaborators from local communities, it seeks to identify new and exciting people-focused heritage narratives with contemporary resonance.

2 AIM AND OBJECTIVES

2.1 Aim and objectives

2.1.1 The aim of the Study as expressed in the original project design was to address UNPATH and WP 3.1 aims and objectives by using existing and diverse data to identify new and exciting people-focused narratives with contemporary resonance. The Study was framed as a regional pilot study.

2.2 Study area

2.2.1 The regional study area is shown in **Figure 1**. It encompasses the Solent and the Isle of Wight and coastal sea to the west and east, out to the limits of UK Territorial Waters.

2.2.2 Due to initial difficulties experienced in recruiting volunteer co-creators, it was decided at a fairly early stage in the project to restrict the study area to the main area of the Solent and around the Isle of Wight. It was decided that effectively repeating the methodology for the much smaller study area around the protected wreck of the submarine *Holland V* would not be cost effective.

3 METHODOLOGY

3.1 Tasks and stages

3.1.1 The project was undertaken in two stages and five sub-stages as set out in **Table 1**. The design was a modified and developed form of the project design submitted prior to the commissioning of UNPATH.

Table 1 Task List

Stage	Sub-stage	Description	Tasks undertaken
1	1.1	Initial data collation	A limited data gathering exercise for the study area. Limited to Historic England Research records for shipwrecks and ship losses ('maritime' records). Liaison with WP1.



Stage	Sub-stage	Description	Tasks undertaken
	1.2	Preliminary thematic analysis and record enhancement	Analysis of the initial dataset to identify themes for discussion with co-creators. Identification of shipwrecks relevant to each theme. Enhancement of each record by additional online research. Collation of thematic datasets. Liaison with WP2 and other WP3.1 participants.
	1.3	Co-creation of narratives	Recruitment of volunteer co-creators. Selection of example shipwrecks by co-creators. Discussion of the narrative presented in the ES1.2 thematic datasets. Collation of co-creator comments on same.
2	2.1	Pilot study analysis	Further analysis of results from ES1.3.
	2.2	Reporting and dissemination	Preparation of short scoping study report, including: methodology, thematic analysis; results of discussions with co-creators; and discussion of results, including learning points and recommendations. Dissemination of results through UNPATH.

3.1.2 Theme and co-creator selection, shipwreck selection, and initial analysis has been undertaken by the Wessex Archaeology project officer. However, in order to achieve the aim of the study, the selection of shipwrecks to discuss and the content of that discussion has been led by the co-creators. Only one of the co-creators has had professional involvement in maritime heritage. Therefore some assistance has been given in terms of prompts, etc., when requested or otherwise required.

3.2 Data

3.2.1 Historic England Research Records were used as the base dataset (**Figure 1**). Thematically selected records were enhanced during Task 1.2 using additional online sources. The scope of the project was limited to online archives and other website sources of information.

3.2.2 The records were for a mixture of located and unlocated shipwrecks, the latter being recorded losses for which there are no confirmed wreck sites. Stage 1.2 research indicated that a few of the recorded losses were not total losses, for example ships that stranded but were then salvaged and returned to service. As these are nevertheless Research Records, they have been retained.

3.3 Approach to the selection of themes

3.3.1 The following themes were selected by the Wessex Archaeology project officer following an initial review of the Historic England Research Records dataset used. Choice of themes was highly subjective and based on the Project Officer’s perception of relevance to the communities from whom the volunteer co-creators were hoped to be drawn from. It was intended to discuss and therefore test the relevance of the themes during interviews with the co-creators:

- *South Asian connections*
- *Caribbean connections*
- *African connections*

- *Far and South East Asian connections*
- *South Sea and Australasia connections*
- *Environmental damage and risk*

3.3.2 The themes had an international scope and an obvious connection with ethnicity. This was felt to provide maximum scope for the creation of new narratives and provide feedback on existing narratives. It was also felt to align well with the community-based approach and with current interests in diversity within UK society. Reference was had to local government online descriptions of the ethnicity of the populations of Portsmouth and Southampton to provide context.

3.3.3 Co-creators were not sought from persons or communities identifying as White British. This was simply because most people involved in the creation of existing narratives are statistically likely to identify or be identifiable as White British. Themes selected were therefore based on an intention to recruit volunteers from different communities in the hope that new narratives and perspectives would emerge.

3.3.4 The ‘environmental damage and risk theme’ arises from current and growing concerns in the heritage and wider community about the pollution risks posed by shipwrecks.

3.3.5 Simple word searches were then used to identify relevant wrecks and losses. The words used were the subjective choice of the project officer, based on an existing knowledge of words likely to be used within the Research Records. This knowledge has been accumulated by using these and similar records regularly over a period of approximately 20 years.

3.3.6 **Figure 1** shows the location of the wrecks chosen for each theme within the study area. Some are losses for which a wreck site has not been precisely located or may no longer exist. Location in the study area has been the basis for selection but precise location has not been treated as a significant to the study, unless a co-creator has made it important.

3.4 Approach to the selection of volunteers

3.4.1 This was always intended to be a small pilot study. Recruitment of co-creators, all volunteers, therefore had to be carefully calibrated to the resources available. Large groups were assumed to be impractical (but see below), so the study focussed instead on individuals. A small group of no more than five were sought, preferably no more than one per theme.

3.4.2 To identify co-creators, an online search was undertaken based upon a Google-based online trawl of interest and community groups in the Solent region perceived to be of potential relevance to the theme.

3.4.3 For example, for the themes of *African and Caribbean connections*, the African Women’s Forum in Portsmouth was identified. This organisation was founded in 1995 and exists to foster and promote deeper understanding of the African community in Portsmouth. Initial contact with them established that they had an interest in African and Caribbean heritage in the UK, including maritime (they are involved with the commemorations of the loss of the troopship *Mendi* in 1917). Whilst they did not have a traditional interest in maritime archaeology or marine heritage, they were seeking ‘role model’ type heritage material for their secondary school education. They therefore appeared to meet the fundamental requirement of the study, that of having potential to offer a new perspective towards relevant

heritage narratives. A senior member of the forum was therefore recruited as a co-creator (Co-creator 1).

- 3.4.4 In the case of the *South Asian connections* theme, initial contact with community groups and organisations was not successful. The study therefore contacted Southampton City Council and received contact details for members of the South Asian community known to have an interest in heritage. That resulted in the recruitment of a male member of the British South Asian community who expressed a strong interest in approaching it from the perspective of historic family connections. Unfortunately contact was subsequently lost. However, a female member of that community with a professional interest in heritage was subsequently identified (Co-creator 2). In addition, a member of staff at the University of Portsmouth who is involved in WP3.1 put forward the Bangladeshi Women’s group he has been working with, Chat over Chai. A co-creation meeting has been held with a member of that group (Co-creator 3).
- 3.4.5 Recruitment of co-creators has proved to be significantly more difficult and time consuming than expected. There has therefore been a strong practical focus to recruitment. It has proved to be a question of who is willing rather than who should be selected and why. The study report will consider this issue.
- 3.4.6 At least one Co-creator interested in the *Environmental Damage and risk* theme is still to be interviewed, as of the date of this report. The findings of that interview will be added to an addendum or further version of this report.
- 3.4.7 The study is aware that its selection of volunteers has not aligned well with the groups identified by UNPATH as being of particular interest. However, the study was recruited to UNPATH at a more advanced stage of project design than others and it was decided that as the overall aim of the study aligned well with the objectives of UNPATH and with elements of WP3.1 and less well with the UNPATH groups, this could be tolerated. The significant difficulties encountered in recruiting co-creators was another factor

3.5 Sources

- 3.5.1 Due to the small scale of the study, all sources used have been online and free to access. This reflects common archaeological practice for commercial maritime archaeological work, for which archive visits are rarely funded. Online sources used for record enhancement during sub-stage 1.2 include those typically used for limited desk-based assessment of shipwrecks, together with web sources relevant to the above themes.

4 RESULTS - CO-CREATOR 1

4.1 General comments

- 4.1.1 The co-creator is a founder member of the African Women’s Forum in Portsmouth and former Lady Mayoress, nurse, teacher, businesswoman, university governor and community volunteer. She does not express an interest in shipwrecks or shipwreck archaeology per se. However, she is interested in the potential of the stories of people involved in the history of the ships to provide role models to support school educational activities promoting the history and contribution of black people in the UK. As a result of an initial conversation about the themes she would be interested in, the African Connections and Caribbean Connections spreadsheets were sent to her and an online meeting was arranged.

- 4.1.2 The co-creator felt that the spreadsheet and the HE records were written from a white person's perspective. What she didn't see were the names of Africans or people of the Caribbean. Their history and their roles/positions within the ship were therefore unclear to her. If they landed in Britain after the shipwreck, then she would like to know what happened to them.
- 4.1.3 The co-creator selected six shipwrecks from the spreadsheets. In addition it should be noted that the co-creator is already involved in commemorations of the loss of the troopship *Mendi* and regards the men of the South African Native Labour Corps as role models. The six wrecks and losses were discussed as follows.

4.2 **Serrana, lost 1918**

Monument Number: 1510075

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : Partial remains (bow section) of 1918 wreck of English cargo vessel which stranded on the Bridge of the Needles after being torpedoed en route from London to Barbados and the West Indies. At the time of loss she was laden with coal, general cargo, bricks, and railway components. Constructed of steel in 1905, she was powered by steam. The wreck site shows evidence of later attempts at dispersal, while the stern section is recorded at 1510075.

More information : Wreck Site and Archaeological Remains:

Method of Fix: EDM (1); swept by wire-drag

General depth: 11 metres (1); 9 metres

07-SEP-1976: Bows and hold of large steam vessel located. Height above seabed mostly 5-8 feet, but parts rising to 12 feet in general depths 30-35 feet. Thought to be WW1 wreck from condition and probably bows of SERRANA. Located by magnetometer and fixed by sextant.

04-OCT-1976: Bow of SERRANA reported in 50 39.37N 001 35.54W.

12-SEP-1978: Difficult rocky area for echosounder. Maximum height 15 feet - piece of girder which stands vertical near bows. Holds very silted and cargo appears to be bricks, railway lines and wagon wheels.

21-SEP-1987: Lies on rocky ledge and is extremely difficult to locate due to overfalls. Best examined at slack water running transit right side Needles lighthouse with peak of the Needles.

Cargo still present on the seabed includes bricks, railway tracks and wagon wheels. Some evidence of the 500 tons of coal and 300 tons of general cargo carried is still evident, with bricks, railway lines and cast iron wagon wheels still lying on the seabed.

A brass pulley block, copper bucket handle, wooden ring, a brass ring, a brass rocket head, fillercap and copper funnel recovered from either the SERRANA, IREX or VARVASSI. (Droit A/599) [From this description this may have been recovered from the stern section of the SERRANA, 1510075, and has accordingly been double-indexed.]

A 10" brass porthole, an 8" brass disc from the top of a steering pedestal, and a brass switch control probably from a steam winch, recovered from the bow section of the wreck of the SERRANA, on the Bridge Reef in 50 39.62N, 01 36.10W. (Droit 273/02)

A worn ship's bell marked "SERRANA, 1905, London"; 4 worn brass portholes; part of a ship's sextant; and a brass lever, recovered from this wreck, Needles Bridge, Isle of Wight. (Droit 197/04)

Charted without qualification as the SERRANA (BOW SECTION), notable debris, in



9m general depth. SERRANA (STERN PART) lies to the north-east. (1510075).
12-AUG-1999: Examined in 50 39.620N 01 36.166W (WGD) using DGPS. The wreck swept clear at 5.2m and foul at 5.4m. The least echosounder depth is 5.5m in a general depth of 9m. No scour.

1 x brass lever/handle marked 'BL 7.5 HOW 566 EOC 1917 BKC4'. The object is an ejector handle/lever from the 7.5" howitzer which the vessel was armed with. The object was recovered from the wreck of the SERRANA, located 1/4 mile NE of the Needles Lighthouse. The Droit does not say if the object was recovered from the bow section or the stern section of the vessel. The Droit has therefore been double indexed with the record for the stern section (see 1510075). (Droit 310/10)

The wreck of the SERRANA lies in two sections. The bow section on the Bridge Reef, in about 8m, has been much flattened, and not much stands up. Some cargo remains in her. The wreck lies on a chalk seabed. The wreck was positively identified by the recovery of the ship's bell. The bow section lies in 50 39.62N, 001 36.16W (WGS84).

Wreck Event and Documentary Evidence:

The SERRANA was en route from London to Barbados with general cargo on 22-JAN-1918 when she was torpedoed by UB-35 ten miles west of St. Catherine's Point. She was able to continue towards land and managed to reach the Needles Channel. She began to sink and grounded on the Needles Bridge where she broke her back. The stern section drifted away before sinking.

The SERRANA [sic] torpedoed 7 miles south of the Needles, en route London for Barbados with general cargo.

SERRANA torpedoed 10 miles W of St. Catherine's Point with the loss of five lives, but the captain was one of the survivors.

The SERRANA was torpedoed and sunk in the English Channel 10 miles W of St. Catherine's Point en route from London to Barbados with general cargo. Attacked by UB-35. 5 lives lost.

The SERRANA was torpedoed by the German submarine UB-35 (Oberleutnant Stoter) when some 7 miles south of the Needles; this armed merchant ship managed to remain afloat until she crossed the Needles Bridge when she went hard and fast aground, and broke her back. Her bow and stern sections broke apart, before slowly being flattened by successive gales and some explosive demolition . . .

SERRANA torpedoed without warning 10 miles W of St. Catherine's Point.

Torpedoed by UB-35 (Karl Stoeter) 10 miles west of St. Catherine's Point, en route from London to Barbados with general cargo. Five lives lost.

Torpedoed 10 miles west of St. Catherine's Point.

Built: 1905

Builder: J Readhead and Sons

Where Built: South Shields

Propulsion: Screw driven, triple expansion engines

NHP: 399 350

Top speed: 11 knots

Armament: 1 x 12 pdr gun, stern mounted (3)(7) 1 x 4" stern gun and 2 x 7.5" howitzers

Boilers: 2

Master: A G Maskell

Crew: 46

Crew Lost: 4

Passengers: 12

Passengers Lost: 1

Lives Lost: 5

Owner: Scrutton and Sons, London, England; Scrutton, Sons, and Co., London

Spreadsheet themes

- 4.2.1 Barbadian crew; British shipping company set up in West Indies trade; plantation crop cargoes

Spreadsheet summary

- 4.2.2 First World War loss. Merchant steamship built 1905 at South Shields, Tyneside for Scrutton & Sons (became Harrisons), official number 120609. Outbound from London for Barbados with general cargo including manufactured goods. Scruttons were engaged in the West India trade from 1808. Wreck in two sections. Seven fatalities, including five Barbadian crew, one of whom is buried in Longfleet. Ship carried sugar from Demerara. See also Mignometer.

Additional sources

- 4.2.3 See Appendix (section 11.2; Table 3).

Co-creator comments

- 4.2.4 The co-creator felt that the monument record did not pay sufficient attention to the five Barbadians who died when the ship was lost and noted that they were not even named. Although they are recorded by the Commonwealth War Graves Commission (CWGC), she would have liked to know more about them, particularly whether they had migrated temporarily or permanently to the UK because of their work as seamen and, as they were old enough to have had children, whether they have any surviving descendants. She noted from Maritime Archaeological Trust research that the home port of the ship was London and for this reason the seamen were less interesting to her because there was no obvious connection with the Portsmouth region and were therefore less relevant to her education work.

4.3 Assurance, lost 1753

Monument number: 1082105

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : Remains of 1753 wreck of British Fifth Rate ship of the line, which foundered after grounding on the Needles while en route from Jamaica to Portsmouth. HMS ASSURANCE was a wooden sailing vessel built in 1747. The remains are close to and partially interlinked with that of HMS POMONE, now a designated wreck site (1082105); part of the latter wreck site lies outside the designated area (767332). A number of other wrecks have either been recorded or located in the same area, for example the DREAM (805314), and the ANGLO-SAXON (899479), with material from a possible Roman wreck also found in this location (805319).

More information : This site is currently interpreted as that of the ASSURANCE and the POMONE. The interpretation of artefacts is, however, not a simple matter, with one other known wreck on the same site and the possibility of a fourth of Roman origin. There is good documentary evidence for this site to be that of the ASSURANCE and the POMONE, but still no definitive physical evidence that might finally identify the wrecks.

DESIGNATED WRECK SITE - ASSURANCE/POMONE

Summary: Wreck site of an 18th century and a 19th century warship, possibly the ASSURANCE, lost 1753, Fifth Rate Ship of the Line, and the POMONE, a 38-gun Fifth Rate, lost in 1811.

Designation History: Statutory Instrument: 11 April, 1974; 1974 No. 5; 1974/457

Protected area: Within 75m radius of position 50 39' 42"N, 01 35' 27"W

200 metres radius, with restrictions on an area within 75m radius, excluding any part of the area which lies above the high water mark of ordinary spring tides, centred on 50 39.70N 001 35.45W.

The 1998 re-designation split the ASSURANCE and POMONE, with the ASSURANCE at 50 39.70N 001 35.45W.

Visit by Government Diving Contractor:

*St Andrews University - Archaeological Diving Unit (ADU) April 1986 - April 2003
1987, 1994, 1998*

Wessex Archaeology 1st May 2003 -

Wreck Site and Archaeological Remains: The site area lies between Goose Rock and the westernmost Needle between rocky outcrops and gullies. No structural part of the wreck is known to survive. A number of cannon and other various items of ordnance together with many smaller artefacts lie on a seabed of silt and chalk bedrock. These are now thought to have come from the ASSURANCE and at least one other wreck, the POMONE. By 1982 a total of eight guns had been raised and conserved or are in storage awaiting conservation by the City of Portsmouth Museum Conservation Department. Three of these are thought to have come from the ASSURANCE. A number of Roman coins have also been discovered, suggesting the possibility that this is also the wreck site of a Roman vessel. Other finds include buckles, buttons, pins, bottles, parts of scientific and musical instruments and items of ship's fittings. [Information prior to receiving designation information correct as at June 2005].

The site lies on an exposed and heavily eroded wave-cut platform, in an average depth of 5 metres. Inspections of the site have revealed the erosion of artefacts and several cannon balls are now loosened in their scour pits within chalk gullies. Sediment in the vicinity is highly mobile and the level of sediment may change erratically.

The finds assemblages include a scatter of musket shot, copper alloy nails, concretions, iron cannon, blue glass fragments, a wooden broom handle, and iron shot. Approximately 36 3rd century Roman coins have also been raised from this site. Artefacts are in the care of the Isle of Wight County Archaeology Collection, while other finds from earlier excavations are stored in the City of Portsmouth Museum Conservation Department. A hoard of silver coins totalling £6 19s 4.5d, mostly Jamaican reales of various denominations, mainly 0.5, a and 2 reales, and consistent with those in use in the 1750s, were found, some of which were apparently "clipped". Commander John Bingeman and members of the Portsmouth Royal Naval Sub-Aqua Club identified 4 guns from Assurance to the north, three are over the drop off, in 1979 Number 13 had not yet been found. 'The 44 gun Assurance was a two decker built locally on the river Hamble by the Richard Heather Yard at Bursledon and launched in 1747. Over the years, the dive club recovered 8 guns. Three carronades and a 9 pounder from Assurance were taken to the City of Portsmouth Museums Conservation Laboratory in Old Portsmouth for conservation by Chris O'Shea. When the tampion was removed, the contents consisted of two wads, a solid 32lb shot, a third wad, and powder in a flannel bag. Examining the three carronades after conservation, the clearest marking was on Number 6 gun: "32 pounder, Clyde standing for the Clyde Iron

Company (a Clyde director was also a director of the Carron Company), 1803, No 1696". On the quoin pad of a second carronade was: "H & Co" standing for James Henschell & Company a gun founder at Wandsworth, London.' A cannon was located by Mr Derek Williams on the 14 June 1969. He became the first licensee when the site was designated in 1975, and transferred his licence to the Isle of Wight Archaeological Committee, a registered charity.

1978: Surveyed by Portsmouth Sub-Aqua Club, with three guns identified as being from the ASSURANCE. Three carronades and a 9 pounder from that ship were taken to the City of Portsmouth Museums Conservation Laboratory.

Visited by the Archaeological Diving Unit (ADU) 1987, 1994, 1998

2004: A topographical survey of the site was undertaken. A diver trail of the Needles and Alum Bay wrecks was launched by Hampshire and Wight Trust for Maritime Archaeology in 2005. It closed in 2007. Sponsored by English Heritage (now Historic England). Commander John Bingeman, Royal Navy Diver, and his team spent nine years excavating the site of HMS ASSURANCE/ POMONE, successfully recovering 3,471 artefacts, such as rigging blocks, gunlocks, military buttons and ship's chain pumps.

Wreck Event and Documentary Evidence: The ASSURANCE, a British Fifth Rate Ship of the Line was built in 1747 at the Richard Heather Yard, Bursledon and launched on the 26th September of that year. She displaced 823 tons and was 133 feet long.

'The ASSURANCE Man of War, Captain Scroope, from Jamaica, last from Lisbon, is ashore on the Shingles near the Isle of Wight, with seven feet water in her hold, and in danger of being lost. She is very rich.'

'Thursday April 26. Yesterday came advice that his Majesty's ship the ASSURANCE, from Jamaica, last from Lisbon, was ashore on the Needles, with seven feet water in her hold; and all her masts were cut away, and 'tis feared she will be lost. We hear that Governor Trelawny and his lady, from Jamaica, were on board, and happily got safe ashore.'

She carried a complement of 280 men. Her armament was 6, 9 and 18 pounder cannon. Under Captain Scrope she ran onto Goose Rock off the Needle Point on the 24th April 1753, where she perched for a couple of hours enabling the crew and passengers, including Governor Trelawny of Jamaica and his wife, to get ashore by boat.

823 tons.

Arriving off the Isle of Wight, bound for Spithead, Captain Scrope decided to take the western passage and proceed up the Solent. The pilot steered the ship very close to the Needles rocks, and when passing about a cable's length from them, struck a submerged rock, which pierced the hull, rapidly filling the ship with water. The captain, his crew and the passengers were all saved, together with the sum of nearly sixty thousand pounds in specie brought home in the ship; one bag only, containing nearly five hundred pounds, being lost: that was believed to have been stolen out of a boat. The pilot, David Patterson, was blamed, and in his defence pleaded that the ship had struck a rock which was uncharted. He called local Isle of Wight pilots to back his claim, which they did - but also said that they would not have taken the ship so close to the Needles, which rather negated his argument.

Patterson was sentenced to serve three months in the Marshalsea Prison.

Two-decked 44-gun 5th rate of the 1745 Establishment, 133 x 109 x 38 x 16ft, 814 tons.

'London, April 28. Yesterday's letters from Cowes advise, that the captain and people of the ASSURANCE man of war, lately ran ashore at the Needles, are

saved, and the ship since bulged. Governor Trelawney and his lady were passengers, and got safe to shore at Yarmouth. It's added that all the money on board, amounting to near 60,000l, were [sic] saved, except two bags of dollars, to the value of about 480l sterling, which were in the boat, and supposed to be stolen.' 'London, May 15. On Thursday last a court-martial was held on board the TYGER man of war in Portsmouth Harbour to enquire into the loss of His Majesty's ship the ASSURANCE, bound for [sic] Jamaica, but last from Lisbon, which was lately stranded on the Needles. On Saturday they finished their examination, and the court proceeded to pass sentence on the master, under whose charge the ship was, as follows, viz. to be imprisoned three months in the Marshalsea; but was neither broke nor mulcted, it appearing on the evidence of a pilot, that the shoal was drove up by the violence of the sea about 3 months since.'

'London, May 24. Tuesday was held a Board of Admiralty... That day their lordships took into consideration the losses sustained by the poor seamen of the ASSURANCE man of war, lately lost on the Needles, and ordered to be paid their wages forthwith at Portsmouth, and 20s each man extraordinary, and gave them three months' liberty to visit their friends.'

A fifth rate vessel of 44 guns. She was en route from Jamaica when she stranded on Goose Rock off Needle point on 24-APR-1753. The remains of the DREAM lie entangled with the protected wreck ASSURANCE.

Hampshire and Wight Trust for Maritime Archaeology 10th Annual Public Lecture, delivered by Mr John Bingeman, 2001. On the 24th April 1753 Edward Trelawny, just retired after 16 years as Governor of Jamaica, was on his way home onboard the Assurance with his wife, when he spoken 'rather unwisely' to the Master, David Patterson. Charnock, an eighteenth century naval historian, reports the conversation:

"He asked a question, suggested by mere curiosity, what depth of water there were around it and how near the ship would pass to that part of the rock appearing above the water. Patterson answered, they should pass so close that the fly of the ensign might touch the rock."

The transcript of the Court Martial, held in the Public Records Office, Kew, states that the ASSURANCE struck an uncharted rock approximately half a mile off the Needles, and became a total loss. The ship's captain, Carr Scrope, was acquitted, but Patterson, responsible for the ship's navigation, was held responsible. His sentence was mitigated in view of the "obscurity of the rock", and spent 3 months in Marshalsea, the debtor's prison in London.

The Admiralty was sufficiently concerned to order a survey of the Needles Channel, which found no such rock. It was suggested that the Channel was "at least one mile and [a] half broad", and that the warship must have "struck first upon the Shoal".

Gosport, May 13. On Friday Morning the Court Martial was held on Mr. Patterson, Master of his Majesty's Ship Assurance; he cleared the Captain and other Officers by taking the Whole on himself; he acknowledged the Captain offered him a Pilot, but he thought there was no Occasion for one, and he said he took Charge of the Ship with great Chearfulness [sic], not doubting but he should have carried her safe through the Needles. Three Persons, who had been Pilots for the Isle of Wight, &c. many Years, were examined, who swore that they never knew there was a Rock where she was wreck'd; and one of them swore, that at the Time she struck there was a Counter-Tide set in very strong, which might have decieved any Person: On the Whole, after two Hours Deliberation, the Court sentenced him to be imprisoned in the Marshalsea three Months.'

Built: 1747

Builder: Richard Heather

Where Built: Bursledon

Armament: 44 guns: Gun deck 20 x 18pdr; upper deck 20 x 9pdr; quarter-deck 4 x 6pdr

Commanding Officer: Capt. Carr Scrope; Scroope

Master: David Patterson

Crew: Normal complement 280

Passengers: at least 2

Owner: Royal Navy

Spreadsheet themes

- 4.3.1 Governance of slave-based plantation economy; Caribbean resistance to slavery; Maroons; proto-Abolitionist views?

Spreadsheet summary

- 4.3.2 44-gun Royal Navy Fifth Rate (frigate) under the command of Captain Carr Scrope wrecked on the Needles because of a navigational error whilst sailing from Jamaica to Portsmouth via Lisbon. Built in 1747 at Bursledon by Richard Heather. The two passengers survived, including Edward and Catherine Trelawny. Edward Trelawny (1699-1754), an early Abolition sympathiser, was a Cornish aristocrat who fought for the British Army before becoming Governor of Jamaica from 1738 to 1752. Following his appointment he ended the difficult First Maroon War in 1739-40 by agreeing peace treaties with the Jamaican Maroons, communities of Africans who had freed themselves and were fighting a guerilla campaign against the British. One of the Maroon towns, Culoe Town, was renamed Trelawny Town in his honour when he left Jamaica. For a Governor of Jamaica he held unorthodox and controversial views, saying in his pamphlet *An Essay concerning Slavery* that "I cou'd wish with all my Heart, that Slavery was abolish'd entirely, and I hope in time it may be so." Trelawny believed that Jamaican planters already owned too many slaves and mismanaged and neglected them. However, he realised that abolishing slavery would ruin the Jamaican economy and his ambitions to become a Member of Parliament, so he only asked for abolition of the slave trade, not slavery, saying that if the importation of slaves was ended "Time will do the rest". However, it was not until the intervention of the Quakers in the 1780s that abolition gained traction. Trelawny, who owned 1,000 acres in Jamaica married Catherine Penney, the widow or sister of Robert Penny, Attorney General of Jamaica in 1752 and the owner of 1,000 acres there. She appears to have inherited a substantial fortune from her husband/brother, stated to be £30-40,000 Jamaican Pounds. The Trelawny's are reported to have been carrying 60,000 coins with them when the ship was wrecked. Edward Trelawny resigned his governorship because of ill health.

Additional sources

- 4.3.3 See Appendix (section 11.2; Table 3).

Co-creator comments

- 4.3.4 The co-creator felt that much of the interest of this shipwreck was in the passengers, in particular Edward Trelawny. She was very interested to learn that as Governor of Jamaica he had unusual views that had abolitionist characteristics and about his connection with the black resistance struggle of the Maroons. She felt that he was a potential candidate for an educational role model and that although he was not from the region, his connection with a local wreck did make him locally relevant.
- 4.3.5 She would have liked to know whether there were any Caribbean or African members of the crew or any enslaved persons travelling with Trelawny's family as servants, particularly if they are named in any contemporary sources. Again, she would have liked to know what became of any servants travelling with them.



4.3.6 Overall this is an interesting wreck and has potential to be useful for her educational work. From an African or Caribbean perspective, connections with British slavery are always going to be significant and are likely to outweigh purely archaeological interest. She would therefore like the monument record to focus more on the people involved and their wider significance.

4.4 **Eurydice, lost 1878**

Monument number: 899473

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : 1878 wreck of British training ship, converted from a Sixth Rate ship of the line, which capsized and foundered in a heavy snow squall, 2.75 miles ENE of Dunnose Head, on her return to Hampshire from a training voyage to Bermuda with heavy loss of life, commemorated in the contemporary poem by Gerard Manley Hopkins, 'The Loss of the EURYDICE'. The wreck was raised soon afterwards and broken up. Constructed of wood in 1843, she was a sailing vessel.

More information : Converted to a training ship in Whites shipyard, Cowes, and recommissioned in this role on 07-FEB-1877, the EURYDICE left Portsmouth on a training cruise of the W Indies in November 1877. On 24 March 1878 she was sighted cutting across Sandown Bay on her return from Bermuda. Between 3.40 and 3.45pm, two other vessels in the area, noticing a huge area of black cloud coming in from the north, put in under Culver Cliff and reefed their sails. The EURYDICE, all sail set and gunports open, appeared to take no action, and shore watchers saw her disappear into a heavy snow storm and squall.

Ten minutes later the squall passed, the wind dropped and the sun shone - on the topmast sails of the warship showing just above the surface. The EURYDICE had literally been blown flat on her starboard side, filled, and sunk. Of her 16 officers, 69 crew, 15 Royal Marines, 197 trainees and 35 passengers, 332 drowned, only two men survived.

The wreck was raised SEP-1878 and broken up.

'Portsmouth, Sunday [01-SEP]: The EURYDICE has at last been safely brought to the surface, the floating operations having been successfully accomplished, and the vessel was towed into Portsmouth exactly 23 weeks after her homeward voyage was brought to so abrupt and sad a termination...The hull of the EURYDICE presents a sadly different appearance from what it did on the day she foundered. The smart white hull, chequered with the black ports, has all disappeared, and in their [sic] place is a hull denuded of nearly all its paint, scratched and splintered in all directions, whilst numerous planks nailed onto the sides for the purpose of repairs are not calculated to add to her smartness. One more body was discovered on the lower deck, making altogether 130 recovered from the wreck. It is probable that a few more might be found in the lower part of the ship, but the remainder of the crew of 300-odd lie beneath the deep.'

'Portsmouth, Monday: Judgement in the EURYDICE court-martial was delivered today on board the DUKE OF WELLINGTON flagship at Portsmouth. The court found that no blame was attached to anyone, that the stability of the ship was not affected when she was altered in May 1877, and acquitted the two survivors...'

N.B. This incident was the subject of the poem 'The Loss of the Eurydice' by Gerard Manley Hopkins, written the same year.

Built: 1843

Where Built: HM Dockyard Portsmouth
Master: Marcus Hare
Owner: Royal Navy
Armament: 4 x 64pdr
Crew: 320
Crew Lost: 296
Passengers Lost: 22

Spreadsheet themes

- 4.4.1 Royal Navy presence in Bermuda colony; possible black crew members?

Spreadsheet summary

- 4.4.2 Built 1843 in Portsmouth as a Sixth Rate, became training ship. Lost in a squall en route for Portsmouth from Bermuda under Marcus Hare with heavy loss of life. Carrying 35 passengers (list online). Gerard Manley Hopkins wrote his poem 'Loss of the *Eurydice*' about it.

Additional sources

- 4.4.3 See Appendix (section 11.2; Table 3).

Co-creator comments

- 4.4.4 The co-creator selected this wreck because of the possibility that Bermudians might have been onboard. However, online sources have a complete list of the dead and no African or Black Caribbean names can be recognised. Crew and passengers appear to have been Royal Navy, with a large number of naval trainees being transported home. This is potentially an interesting story but not of specific interest to her.

4.5 HMS Mistletoe, lost 1816

Monument number: 1399232

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : 1816, British warship reportedly foundered off Dunose Point.

More information : Class: Shamrock

Crew: 50

Built: Bermuda

Builder: Hill

Armament: 10 x 9pdr

Ordered: FEB-1808

Keel Laid: 1808

Launched: 1809

Owner: Royal Navy

Captain: Wade Blake

Crew lost: All

Foundered with all hands off the Isle of Wight.

Reported sold 1816.

While under instructions from Beachy Head to the Isle of Wight she disappeared presumed foundered. She was last sighted by the brig ALGERINE, 12 miles south of Dunnose Point.

Not reported in "Lost Ships of the Royal Navy 1793 - 1900. by W.P. Gosset

Spreadsheet themes

- 4.5.1 Probably built by enslaved shipwrights.

Spreadsheet summary

- 4.5.2 150 ton Shamrock class schooner built in Bermuda by Robert Hill Snr (Hills) in 1808-9. Patrolling for privateers (?) under Captain Wade Blake between Beachy Head and the Isle of Wight when it foundered with no survivors. Design complement of 50. 10 x 9 pdr or 6 x 12 pdr carronade and 2 x 6 pdr. Hills and other Hamilton Parish Shipyards employed enslaved persons as shipwrights - at the same time that the *Mistletoe* was built, 50-year old Sam (caulker/carpenter) and 19-year old Tom (ditto) were employed.

Additional sources

- 4.5.3 See Appendix (section 11.2; Table 3).

Co-creator comments

- 4.5.4 This wreck was very interesting because although not described in the monument record, it had a probable connection with slavery. The co-creator noted that it was not the only wreck in the thematic links which further research had indicated had a connection with slavery not mentioned in the monument record. The potential connection with skilled shipwrights who were also enslaved persons revealed by the further research needed to be included in the monument record – these people should not be left out of history and could be used as role model examples showing that enslaved persons could be highly skilled. The connection with the Portsmouth region comes from the fact that the ship was Royal Navy and presumably treated Portsmouth as its home port.

4.6 Clarendon, lost 1836

Monument number: 899430

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : 1836 wreck of English West Indiaman, which stranded at Blackgang Chine en route from St. Kitts for London with rum, sugar, molasses, coconuts, peppers and cedar, as well as passengers. Constructed of wood in 1823, and later copper-bottomed, she was a sailing vessel. This wreck prompted the building of St. Catherine's Lighthouse, listed Grade II (designated asset UID on Unified Designation System 1209275

More information : Ship left St Kitts on 27-AUG-1836. Six of the passengers were of one family, Lt Shore of the 14th Regiment, his wife and 4 daughters aged 9 months to 18 years. After passing Scilly on 9th October, the weather became unsettled with gales. The ship was seen from ashore heading straight for the beach just before 6am, paying no heed to warning maroons fired by the coastguards. Stranded less than twice her length offshore, she remained in one piece less than 5 minutes. Beam on, she rolled her yardarms into the sand like spears, causing her masts to snap, after which she quite literally exploded, littering the beach with shattered timbers. Of the 28 persons aboard only three crew survived: James Harris, 2nd Mate and two seamen, William Byrne and John Thompson, who were saved by the prompt actions of John Wheeler of Blackgang, an ex-naval man who tied a rope around his waist and dashed into the surf, grabbing the seamen as they leapt into the boiling sea. Captain Walker and most of the drowned were buried at St. Andrews. (5)

Timbers from the wreck were used in building The Clarendon Hotel at Shanklin, as well as a number of houses in the Chale area. The Wight Mouse Hotel at Chale

changed its name to the Clarendon Hotel in honour of the dead. Following the wreck local demand resulted in the construction of a new lighthouse at St Catherine's Point. (6)

On 11-OCT-1836 the CLARENDON was returning from the West Indies when she was driven on shore. The vessel went to pieces. Three of the crew were rescued. Work to erect the St. Catherine's Lighthouse began the next year and was completed in 1840. TOTAL LOSS OF THE SHIP CLARENDON, AND MELANCHOLY LOSS OF LIFE. (From - A Correspondent.)

'Newport, Isle of Wight, Oct. 11

'The southern coast of this island is now the scene of a shipwreck more dreadful in its effects than any which have occurred on these shores for many years past. The ship CLARENDON, of London, 340 tons burthen, Samuel Walker, master, bound from St. Christopher to London, with a cargo of rum, sugar, and cocoa-nuts, was this morning, about half-past five, stranded at Black Gang Chine, and within an hour of her striking not two timbers remained together. The whole of her passengers and crew, 28 in number, have met a watery grave, and owing to the tremendous sea running at the time, a very small portion of the cargo is saved.

'The survivors are, James Harris, second mate; William Burney and John Thompson, seamen; the latter much bruised and injured. The accident is to be attributed to the very thick state of the weather during the whole of yesterday occasioning a mistake in the captain's reckoning.

'A list of the passengers is adjoined:-

'Lieut. Shore, 14th Regiment, wife and four daughters, bodies not found.

George Higginbottom, servant to the above, not found.

Walter Pemberton, Esq. of Nevis, not found.

Miss Pemberton, his daughter, found.

Miss Gourley, of Portsmouth, not found.

Mr. Shepherd, of Exeter, not found.

Five of the bodies of the crew have been cast ashore.' (8)

'THE CLARENDON WRECK.

'Additional particulars. The loss of the CLARENDON, West Indiaman, at Black Gang Chine, on Tuesday morning last, was occasioned by the tremendous gale, and the wind backing round to the south during the night, which rendered it quite impossible to keep the ship off shore. Every exertion was made by the officers and crew to carry sail, and gain an offing, but, the tremendous gale still blowing them directly on shore, rendered their efforts unavailing; and, just after daylight, the ship struck immediately under Black Gang Chine, and in five minutes was in a thousand pieces. James Hains, the second mate, saved himself by diving under the wreck of the mast and yards, and just reached the shore, where one of the natives caught hold of him, and dragged him on shore. The two other men were saved in a similar manner, assisted by the people on shore . . .

'On Wednesday afternoon a coroner's inquest was held on twenty of the bodies in Chale church, and a verdict of "Accidental Death" recorded . . . There can be no doubt that they died instantly the ship struck, from the bruises received with the shock, and that very few were drowned. . .

'Further account. - One of the survivors stated that they made all the lights coming up the Channel; that about twelve o'clock on Monday night they saw the Needles Light - (this must have been an error, as soon after four o'clock on Tuesday morning they became aware of their dangerous situation. It must, therefore, have been the Portland Lights they took for it.) The captain felt confident, till a few minutes before she struck, that he should be able to weather Rocken End, the eastern extremity of the bay; but the gale increased to a hurricane, at the same time chopping to the southward, and drove them with tremendous violence on the fatal beach. All the

men were at this time on the deck, the ladies in the companion. The captain now gave up all chance of saving the ship, and called to the men to save themselves and the ladies, himself taking a rope to lash Mrs. Shore to; but the next sea took the poop, with all the unfortunate beings who had sought refuge on it. Many were killed or wounded by the falling of the masts and rigging; others were drowned by being entangled in it.

'The three that were saved leaped overboard within a minute or two after the ship struck, and were carried on to the beach by the waves, and drawn up by a young man of the name of Wheeler, whose daring conduct is beyond all praise . . . the waves dashed over the ship, and far in on the beach, on which there is not a whole plank or spar to be found, though for miles covered with splinters and staves, and the mainmast is in three pieces. Seven puncheons have been got up on the beach, but only one is full; the others have more or less rum in them. There is a little cabin furniture, clothes, &c. There were no rocks where the ship struck, and about thirty feet water outside of her. Part of her keel, and some of her floor timbers, in a broken state, are on the beach; but the most of it is buried many feet deep in the shingles.'

'LOSS OF THE SHIP CLARENDON.

'The fearful anticipations consequent upon the late tempestuous weather, we regret to say, have been most lamentably realized by the loss of numerous vessels upon our own coasts . . . The most recent and afflicting in its details is the wreck of a fine West Indiaman, named the CLARENDON, commanded by Captain Walker, which left Basseterre-roads, St. Kitt's, on the 28th of last August, her cargo consisting of sugar, rum, cedar, and pimento. The crew, inclusive of the master and officers, consisted of 16 persons. Amongst the passengers were Lieutenant Shaw, an officer of the army (stationed some years in the West Indies), his lady, and four daughters; a gentleman named Pemberton, a planter, who was returning to Europe for the benefit of his health, and his daughter, 12 years of age, a Creole, coming to England for her education; the other passengers were a gentleman named Shepherd, whose connexions are resident at Exeter; and a Miss Gourlay, the daughter of an officer's widow living at Portsea.

'The CLARENDON, after a boisterous passage, made the Lizard Lights, on the coast of Cornwall, on the 6th inst. She endeavoured to get into Plymouth Sound, but, owing to strong north-west gales, was unable to reach it, and ultimately bore up for Portsmouth, being at the time close hauled, and going under a close-reefed foresail and a storm trysail. On the evening of the 10th the weather considerably increased in violence, and the utmost exertions were used either to reach the Motherbank or Spithead. During the night it blew a heavy gale of wind and was intensely dark. Between 4 and 5 o'clock in the morning the utmost consternation prevailed on board in consequence of land being discovered close on the larboard bow. The mainsail was endeavoured to be set for the purpose of obtaining an offing, but from the fury of the tempest that could not be accomplished. At this time the vessel was shipping immense quantities of water. Shortly before day light signals of distress were made, and the inhabitants on the coast, chiefly fishermen, repaired to the beach, but were unable to render any assistance from the impossibility of any boat existing in the sea that was running. The captain and crew in this critical situation were perfectly at a loss to know what coast they were driving on, owing to the night having been so remarkably hazy. Just at break of day the ill-fated vessel struck on the south side of the Isle of Wight, near Chale Bay, and immediately went to pieces, the sea making a complete breach over her.

'During the day, quantities of the wreck, as well as parts of the cargo, drifted ashore. The second mate, George Harris, and two seamen, named Burney and Thompson, were the only individuals who escaped, which they effected by lashing themselves

to some spars. They have, however, received considerable contusions, and Thompson is not expected to survive . . . '

A pistol and snuffer said to have come from the wreck of the CLARENDON, found along the south coast of the Isle of Wight.

Built: 1823

Where Built: Chepstow

Construction details: copper-bottomed in 1832

Master: Samuel Walker

Crew: 16; 17

Crew Lost: 14

Passengers: 11

Passengers Lost: 11

Owner: Manning, Henderson and Lethbury

Spreadsheet themes

- 4.6.1 Ship carrying the products of enslaved labour; association with owner of enslaved persons and Caribbean estates; colonial era trade with Caribbean; association with Nevis and St Kitts; person onboard who may have been the offspring of a relationship between and enslaved person and an estate owner.

Spreadsheet summary

- 4.6.2 West Indiaman stranded and lost at Blackgang Chine whilst en route London from St Kitts with rum, sugar, molasses, coconuts, peppers and cedar, together with passengers. Built 1823 in Chepstow. 308 tons, copper bottomed, owned by Fry & Co. and Taylor & Co., registered London. The ship sailed regularly between Nevis and London. Loss prompted the building of St Catherine's Lighthouse. Timbers reputedly reused for building of Clarendon Hotel at Shanklin. Three of the 28 onboard survived due to the heroism of a rescuer, John Wheeler - crew James Harris, William Byrne and John Thompson. Dead included; Lt Shore of the 14th Regiment, wife and four daughters and servant (George Higginbottom); Miss Gourley of Portsmouth, Mr Shepard of Exeter and Walter Pemberton of Nevis with his daughter (Ann or Mary), described as a 'Creole'. The Pembertons were prominent plantation owners on Nevis and the owners of many enslaved persons. Walter Maynard Pemberton, born 1788 in Nevis was the son of Joseph Herbert & Margaret Pemberton. He married Ann Prentis, daughter of Edward Higgins Snr in 1818. He was travelling to England to settle for the 'benefit of his health' and for his daughter's education. He was a slave owner and signatory of the Slave Register for Nevis in 1831. He was co-owner of the Hermitage and Hulburds Estates and owner of the Spring Hill and Tower Hill Estates, all on Nevis. Claims for compensation in 1836 amounted to 326 enslaved persons from his estates at Tower Hill and Spring Hill. His wife lived until 1855. Wreck is recorded by UKHO as DEAD (not found) but a pistol and snuffer have been reported to the RoW as coming from the wreck (Droit 221/02). Much of the wreck was reported as deeply buried in shingle shortly after the loss.

Additional sources

- 4.6.3 See Appendix (section 11.2; Table 3).

Co-creator comments

- 4.6.4 Although the trade and slavery connections between the UK and Nevis are interesting, the real interest in this record are the Pembertons, in particular Ann. She is described as a 12

year old 'Creole', or mixed race person. The co-creator would like to know much more about her.

4.7 Cuba, lost 1945

Monument number: 805091

Status: Wreck

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : REMAINS OF FRENCH LINER, 1945

More information : Method of Fix: EDM

Built: 1923

Builder: Swan Hunter and Wigham Richardson

Where Built: Newcastle-upon-Tyne

Propulsion: Twin screw driven steam turbine engines

HP: 10300

NHP: 20600

Boilers: 6

Top Speed: 15.5 knots

Owner: Cie Generale Transatlantique; Ministry of War Transport

Crew: 223

Crew Lost: 1

Passengers: 42

Source gives destination as Portsmouth while (other) sources state destination as Southampton.

1976 survey apparently gives the first reliable fix. Dimensions: length 165m, height 6.2m and 7.2m, scour 1.5m Orientation: 065/245degs Site is described in 1987 as "large area of steel plates, twisted girders and other wreckage". The 1988 survey confirms that she is well broken up but reports no scour.

She has been heavily salvaged removing both bronze propellers.

This is the largest wreck in the area. She was designed for the West Indies and Central American run. Her peacetime career came to an abrupt end after she left Martinique bound for Casablanca. She was intercepted by a British warship and thereafter sailed under the British flag as a troopship; she was managed for the Ministry of War by Cunard White Star. She was acting as a troopship heading home to Southampton from Le Havre with 223 troops and crew along with 29 gunners as part of convoy VWP 16 on 6th April 1945. Even though she had six destroyers as escorts she was hit by a single torpedo from U-1195 (Ernst Cordes) at 4.13. She slowly began to settle upright enabling all on board, except one man killed in the blast, to escape. She has been heavily salvaged over the years and was dispersed by the Royal Navy in 1959. The majority of the ship is well broken up but some parts still are 14m proud. It is a very large site and still recognisable despite piles of steel plate and girders, there is a 2m scour on her north east side. The wreckage lies north east to south west on a seabed of mud, shingle and sand which is deeply rippled. Visibility is usually poor from dumping on the spoil ground close by.

This two-funnelled liner had been built for the West Indies and Central America trade. She had been intercepted by a British warship after leaving Martinique on the 24-OCT-1940, she then sailed under UK flag. While bringing home 223 troops, 10 army staff and three signalmen from Le Havre to Southampton as part of the coastal convoy VWP-16, despite six destroyer escorts, the German submarine U-1195 (Kapitan Ernst Cordes) managed to hit the CUBA with one torpedo at 04.13am. She remained upright as she slowly filled and all on board were taken off before she

sank, the only casualty being one man killed in the explosion. Destroyer escorts immediately set upon U-1195 and sank her. Salvage work on the CUBA has been carried out over many years, her 2 x 10 ton bronze propellers being recovered and much of the other non-ferrous metals.

She was in the English Channel about 50 miles SSE of St. Catherines Point on the 6th April 1945 when she was torpedoed and sunk by a German submarine.

On April 6th, while lying on the bottom, U-1195 heard the approach of Convoy No VWP16 as it headed for Southampton. Kaptain Cordes made his approach at periscope depth, selected two vessels including the CUBA, fired two torpedoes, and attempted to escape.

An anchor recovered from this wreck, position 50 36.00N 000 58.35W.

A valve wheel and a porthole recovered from this wreck, position 50 36.00N 000 58.35W.

A lamp and a pump recovered from this wreck 4 miles S of the Nab Tower.

A porthole recovered from this wreck, position 50 36.00N 000 58.35W.

Spreadsheet themes

- 4.7.1 Migration and passengers during colonial era; Caribbean crew?

Spreadsheet summary

- 4.7.2 Second World War loss. French liner, built 1923 by Swan Hunter on Tyneside. Built for Compagnie Générale Transatlantique (French Line) and designed for Caribbean and Central American service. Captured by the British and registered Trinidad 1941, managed by Cunard. Serving as a troopship when torpedoed by U-1195 in 1945 whilst enroute for Southampton (or Portsmouth) from Le Havre. Very large wreck, heavily salvaged. Artefacts have been recovered.

Additional sources

- 4.7.3 See Appendix (section 11.2; Table 3).

Co-creator comments

- 4.7.4 The co-creator was interested to know more about Caribbean crew and passengers carried by this ship, particularly during its final voyage. One of the ship's greasers Jean Leroy died but we do not know anything about him and it is not known what his background was.

5 RESULTS - CO-CREATOR 2

5.1 General comments

- 5.1.1 Co-creator 2 has a British South Asian background and is originally from Bombay. She worked briefly as an archaeologist before moving to oral history and maritime heritage work for Southampton City Council for 20 years and continues to work with museums and other heritage organisations. She was closely involved in the Port Cities project. She has a general interest in maritime heritage and selected three wrecks to discuss, two from the South Asian connections theme and one from the Environmental damage and risk theme.

5.2 HMS Sphinx, lost 1846

Monument number: 895924

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : British Sloop, 1846

More information: HMS SPHINX, a Cherokee Class sloop of war, lost at Chale.

*Builder: Bombay Dockyard
Built: 1815
Armament: 10 Guns*

Spreadsheet themes

- 5.2.1 Indian shipbuilding; notable Parsi family; link with Bombay; British colonial history in India.

Spreadsheet summary

- 5.2.2 Lost at Chale. Built in Bombay Dockyard in 1815 as a 10-gun Cherokee-class brig-sloop ('sloop of war'). Sold in 1835 and became a Post Office Packet Service packet, sailing out of Falmouth. Built under the supervision of Master Shipwrights Framjee Maneckjee Wadia and Jamsetjee Bomanjee Wadia (portraits exist), under Master Builder Joseph Seaton of Deptford Dockyard. Wadia family (Parsi) were important Bombay shipbuilders.

Additional sources

- 5.2.3 See Appendix (section 11.1; Table 2).

Co-creator comments

- 5.2.4 The co-creator selected this loss because she is originally from Bombay and grew up in an area with a Parsi population. Her father worked for a Parsi-owned company and she therefore has an emotional connection to this record. She also did not know much about the shipbuilding businesses of the Parsis during the Raj before reading about this ship. Although the Parsi community remains small and she does not know any Parsi people in Southampton, they are successful and the Wadia family are now industrialists with a large textile company (the Tatas are also Parsi). The Parsis, who originally fled to India and settled on the west coast as refugees in the early medieval period, were able to develop and benefit from strong commercial connections with the British, rising to prominence during British rule. This ship is therefore a symbol of their rise and evokes the era of maritime trade between Britain and India, something that she thinks British Indians do not currently know a great deal about. It also speaks to her about the way that the British ruled by dealing with Indians as separate communities ('divide and rule').

5.3 Cassandra, lost 1871

Monument number: 896146

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : English barque, 1871

More information : Her last voyage...came ashore in Compton Bay, near Hanover Point, at half-past two in the morning of Monday 20-NOV-1871. Although the tide was on the ebb, the squally wind and a heavy ground swell were both set into the shore...When the [life]boat at last reached the dangerously rolling wreck, she was repeatedly slammed against the barque by the fierce ground swell...However, by 6.30 that morning about half of the CASSANDRA's crew had been got into the lifeboat and taken ashore, and barely an hour later the lifeboat was back again to the wreck to take off the captain and the rest of the crew. Wreck took place 500 yards from that of the HEPHZIBAH.

Master: Captain John Peters

Crew: 20

Passengers: 1

Owner: W Stewart Jones

Spreadsheet themes

- 5.3.1 Colonial trade with India; possible Indian/Lascar crew members; link with Madras (Chennai).

Spreadsheet summary

- 5.3.2 Liverpool registered iron barque, official number 58918, stranded in Compton Bay in 1871 during a voyage from Madras to London with a general cargo, although there is evidence that the vessel was not a total loss (records for the ship exist post-stranding). Captain John Peters. Survey reports and crew lists available for the ship.

Additional sources

- 5.3.3 See Appendix (section 11.1; Table 2).

Co-creator comments

- 5.3.4 This ship was of interest to the co-creator mainly because the voyage of the ship from Madras to Britain suggests that it served the Indian Ocean trades and there was therefore considerable potential South Asian seamen, or ‘lascars’, to have been onboard. However, the current record does not illuminate this, as it does not provide any information about the crew, other than the master’s name. Researching the crew is problematic because, although online searches indicate the crew lists for the ship survive in the National Archives or elsewhere, they are not online and there is therefore an effective ‘paywall’ to access. Making information available about those on board would make this record more interesting for British South Asians.
- 5.3.5 The local British South Asian community probably has low awareness of lascars. However, they are likely to be interested in them, both from maritime history and, potentially, family history perspectives. Second and third generation British South Asians tend to be more interested in their family origins than first generation, although researching family history in India in traditional ways tends to be more difficult due to the lack of records and the itinerant nature of seafaring. The co-creator felt that there is continuity of a traditional pattern of employment and transiting foreign seafarers in the Southampton region due to the presence of a large number of South Asian crew, onboard the numerous cruise ships that call at the city. These tend to come from traditional seafaring areas and communities, for example English speaking Christian Goans and Pakistanis from Karachi.
- 5.3.6 (Project officer’s note) ‘Lascars’ originates from the Persian word for army (‘lashka’) and was first used by the Portuguese to describe an Asian soldier or seaman (‘lascarim’). The British adopted the name for any seafarers recruited in the Indian Ocean region. Most came from South Asia, but the term was also used for seamen from East Africa, Southeast Asia and the Philippines. They were therefore culturally, ethnically, linguistically and religiously diverse. They generally had a good reputation as crew: racist attitudes meant that they were seen as being more compliant and they were significantly cheaper to employ than British or European crews. By 1918 approximately one in five British merchant seamen were lascars ([Lascars and British merchant shipping | Royal Museums Greenwich \(rmg.co.uk\)](https://www.rmg.co.uk/lascars)). However, the same racist attitudes meant that commanding a lascar crew was less prestigious than a British one. Lascars were also denied full rights to employment, and to settlement and benefits in Britain. To discourage settlement, the Lascar Act of 1832 (not repealed until 1963) meant that shipowners and masters discharging Lascars from a crew west of the Cape of Good Hope and hiring them for outbound voyages to Asia could face large fines, although the law was often flouted, leaving many lascars destitute on the streets of London and other port cities. Employment of lascars only declined after the Second World War, as British trade and power in the Indian Ocean declined.

- 5.3.7 The treatment in death of South Asian crew who have died during historic shipwrecks is likely to be of interest to British South Asians. This is likely to be particularly so for those who are buried locally. The graves of Muslim seafarers exist in port cities such as Southampton cemeteries ([Researching 'lascar' funerals – Mariners: Religion, Race and Empire in British Ports, 1801-1914 \(bristol.ac.uk\)](#)). In Southampton local researcher and writer Nazneen Ahmad Pathak, who is from a Bangladeshi family that moved to England in the 1960s and 1970s, has traced the graves of at least 10 Muslim seafarers from Bangladesh in Southampton Old cemetery (Pathak 2021). Islamic requirements require burial with 24 hours, which made transporting their bodies back home impractical. The associated newspaper reports were focussed on who the spectators were, rather than the dead.
- 5.3.8 Although the record indicates that there was only one passenger onboard, the co-creator thought that passengers are of interest generally for vessels travelling between South Asia and Britain. This is not just because of the information that they can potentially give about emigration and business, but also because South Asians were employed in little known, non-seafaring roles. For example, it was not unusual for 'ayahs' to be employed to look after children otherwise travelling on their own between Britain and India (ayahs were South Asian professional nannies, child-minders or nursemaids).
- 5.3.9 No information is presented in the record about the cargo being carried by the *Cassandra*, other than that it was a 'general' rather than bulk cargo. However, merchant ships travelling between Britain and South Asia potentially have an interesting historical and archaeological story to tell about trade and the commercial relationship between the Raj and India.

5.4 **British Tar, lost 1818**

Monument number: 898874

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : 1818 wreck of British craft which was wrecked near Lymington homeward-bound from Sierra Leone for London with passengers; a wooden sailing vessel.

More information : 'The BRITISH TAR, Pirie, from Sierra Leone to London, was totally lost on Thursday night, during a heavy gale between Lymington and Christchurch.'

'The BRITISH TAR, Pirie, from Sierra Leone, for London, was wrecked on the 5th instant, between Lymington and Christchurch, and all on board perished. There were four ladies passengers.'

NB: Source (..) gives place of loss as 'near Lymington' and follows source (..) in stating the date of loss as 29-JAN-1818. Source (..) appears to misinterpret the date of loss as being a week later, i.e. 05-FEB-1818.

Master: Pirie

Crew Lost: all

Passengers: 4

Passengers Lost: 4

Spreadsheet themes

- 5.4.1 Commercial whaling (*Environmental damage and risk*); Owned by slave traders; colonial trade; trade with plantation economies (*African connections*).

Spreadsheet summary

- 5.4.2 343-ton ship built in Shields on the Tyne as a whaling ship in 1792. After five whaling voyages to the Southern Oceans in 1792-1804, it sailed as a West Indiaman. Still owned by slave traders John and James Mangles, who were part of a group of owners whose ship the Rio Nova made two voyages from Cape Coast Castle, Anomabu Popo to Jamaica in 1792 and 1793, transporting 883 enslaved persons. In 1818 wrecked en route London from Sierra Leone under owner/master J. Pirie. He had owned the ship since 1810 and his voyages included London to Guadeloupe, London to Newcastle and London to Madeira. Fourteen including four women passengers lost. Large 4-foot long African lizard washed up next day.

Additional sources

- 5.4.3 See Appendix (section 11.1, Table 2; 11.5, Table 6).

Co-creator comments

- 5.4.4 This loss attracted the attention of the co-creator due to the personal interest she had developed in traditional whaling boats during the Port Cities project. However, she then saw that the ship was representative of a multitude of themes, including the slave trade and had a strong British connection which attracted her. However, the personal career connection was the dominant interest. She wondered whether there could be any family connection between the last owner/master John Pirie and William James Pirrie, Chairman of Harland & Wolff, who infamously said that ‘great ships’ were unsinkable a few months before the loss of his yard’s *Titanic*. The sinking of the *Titanic* had a huge impact on Southampton’s seafaring community and the story continues to hold fascination for the local people.

6 RESULTS - CO-CREATOR 3

6.1 General comments

- 6.1.1 Co-creator 3 is British South Asian and has a Bangladeshi Muslim background. She has lived in Portsmouth for many years. She is a member of the Chat over Chai group and was contacted initially through WP3.1 staff member Tarek Teeba of the University of Portsmouth.
- 6.1.2 The co-creator indicated that her group had a significant interest in maritime history. It was working with the National Museum of the Royal Navy (NMRN) to provide information about artefacts in their collection that might be of particular interest to the British South Asian community. The interests of the group therefore align very well with the objectives of the study, taking an artefact-based approach with the NMRN and a shipwreck based approach with WP3.1.
- 6.1.3 The co-creator feels that maritime history has the potential to surprise and be relevant in ways that British South Asian people would not necessarily expect. Artefacts in museums and events such as shipwrecks have the potential to act as the gateway to this. She felt that the stories of shipwrecks and their wider significance also had the potential to create greater interest in both archaeological sites and maritime museums.
- 6.1.4 This co-creator chose four records to discuss. Although the co-creator was offered the opportunity to discuss other themes, she expressed a desire to concentrate on the South Asian connections theme. The shipwrecks selected included one that had also attracted the attention of co-creator 2 and which was selected because it was linked with her group’s work with the NMRN.

6.2 HMS *Sphinx*, lost 1846

Monument number: 895924

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : British Sloop, 1846

More information: HMS SPHINX, a Cherokee Class sloop of war, lost at Chale.

Builder: Bombay Dockyard

Built: 1815

Armament: 10 Guns

Spreadsheet themes

- 6.2.1 Indian shipbuilding; notable Parsi family; link with Bombay; British colonial history in India.

Spreadsheet summary

- 6.2.2 Lost at Chale. Built in Bombay Dockyard in 1815 as a 10-gun Cherokee-class brig-sloop ('sloop of war'). Sold in 1835 and became a Post Office Packet Service packet, sailing out of Falmouth. Built under the supervision of Master Shipwrights Framjee Maneckjee Wadia and Jamsetjee Bomanjee Wadia (portraits exist, see <https://royalasiaticcollections.org/ras-01-007-01-008-jamsetjee-bomanjee-1756-1821-and-nourojee-jamsetjee-1774-1860-shipbuilders>), under Master Builder Joseph Seaton of Deptford Dockyard. Wadia family (Parsi) were important Bombay shipbuilders.

Additional sources

- 6.2.3 See Appendix (section 11.1; Table 2).

Co-creator comments

- 6.2.4 The co-creator selected the *Sphinx* for two reasons. Firstly, her grandmother was Parsi, so there was an immediate family association. Secondly, Chat over Chai had helped the NMRN understand the significance of another Royal Navy ship built by the Wadia family in Bombay, HMS *Trincomalee* ([The ship with two names | Tidal Teatime Exchange | Chat Over Chai Community Project \(youtube.com\)](#)). That ship became a training ship in Portsmouth. The contribution that Indian shipbuilders made to the Royal Navy, a total of about thirty ships, is important to the group and something that remained 'hidden history' and 'in the archive' for too long. The *Sphinx* demonstrates to the co-creator that local shipwreck heritage is also a part of this story. She feels that the brevity of the Historic England record suggests that HMS *Sphinx* is currently a missed opportunity. In the era of Black Lives Matter, the co-creator feels that it is time that missing narratives such as this took their place in the national record.
- 6.2.5 The fact that *Trincomalee* was built of teak is of significance, because it suggests that the *Sphinx* was also built of this traditional shipbuilding material. Chat over Chai feels that the stripping of forests for material that built the Royal Navy and the British and Indian merchant fleets is a shared experience that should be recognised.
- 6.2.6 The co-creator's group, based at the 'home' of the Royal Navy, sees the building of naval ships in Bombay as being an indication that the navy saw Indian shipbuilders as being skilled. It is seen as a mark of quality and, to some extent, respect.
- 6.2.7 The possible link between the shipyard, now an Indian Navy base and the US national anthem is intriguing. However, it is not particularly significant to the co-creator.

6.3 Henry Addington, lost 1798

Monument number: 1072751

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : 1798 wreck of English East Indiaman which stranded on Bembridge Ledge, en route from London via Portsmouth to the East Indies. Laden with naval stores and bale goods, she was a wooden sailing vessel, sheathed in copper, and had been built in 1796.

More information :

Wreck Event and Documentary Evidence:

Primary Sources:

'The HENRY ADDINGTON, -, from London to India, is on shore on Bambridge Ledge near Portsmouth; but is expected to be got off with considerable damage.'

'The HENRY, Addington, for India, is lost near Portsmouth.' 'Portsmouth, Dec. 9. We are concerned to state that the HENRY ADDINGTON, East Indiaman, and two West Indiamen, are on shore, the former on Bembridge Ledge...'

'Portsmouth, Dec. 10. The HENRY ADDINGTON East Indiaman cannot be got off, and it is feared that she has bulged, as a great quantity of water has flowed into her. Her mainmast and mizzenmast have been cut away.'

'Portsmouth, Dec. 11. The HENRY ADDINGTON is stranded and full of water. The crew were taken out of her this morning, and all attempts to get her off were rendered fruitless. Five of the crew were drowned in attempting to reach the shore on a raft, and yesterday a boy was killed by the fall of one of the blocks from the masthead.'

'Portsmouth, Dec. 11 [sic]. The HENRY ADDINGTON, East Indiaman, is entirely a wreck on Bembridge Ledge; bulged this morning at 5 o'clock. The dry goods are now floating on the shore, many boxes are already saved by the Revenue Officers, but the ship and most of the stores are irretrievably lost.'

'Portsmouth, Dec. 16...The HENRY ADDINGTON Indiaman is gone to pieces on Bembridge Ledge: there remains only her forecastle of her upper works standing. The cargo, consisting chiefly of guns, shot, shells and anchors, will be mostly saved, but will cost immense labour and expense to effect it.'

'17th Dec, The HENRY ADDINGTON, East Indiaman is totally lost on Bembridge Ledges, five of the crew were drowned in an attempt to reach the shore on a raft and yesterday a boy was killed by a fall of one of the blocks from a masthead.' [from a contemporary source repr. in this secondary source].

'On Saturday last the HENRY ADDINGTON outward bound Indiaman came on shore at Bembridge Ledges, Isle of Wight and has gone to pieces. She was laden with naval stores and had on board £242,000 in dollars, which was safely retrieved and landed with some of the naval stores.' [from a contemporary source repr. in this secondary source].

Secondary Sources:

Stranded in fog. Specie saved and a portion of her cargo. The ship left the Downs on 4th December 1798.

Date of loss given in source as 08-DEC-1798.

9 December, HENRY ADDINGTON, East Indiaman, and others. The East Indiaman HENRY ADDINGTON, from Portsmouth for India, struck on Bembridge Ledge off the Isle of Wight during a thick fog at high tide; then when the tide left her at 10am on the 10th, the vessel, which was laden chiefly with guns, shot, shells and anchors, soon bilged. Five of the crew were drowned trying to reach the shore on a raft, while a young boy was killed by the falling of one of the blocks from the head of the main mast. Although the main and mizzen masts were cut away, there was no hope of

saving the vessel, and by 16 December the only part of the ship that was left standing was the forepart of her upper works.

Some dry goods floated ashore and several large cases were saved by revenue officers of the Custom House, but most of the heavy cargo seemed then to be irretrievably lost.

[NB: A HENRY ADDINGTON with other East Indiamen `arrived at China 23rd October' [1801] in a report in LL.13-APR-1802. This could indicate the same vessel rebuilt, or a different vessel with the same name.]

The HENRY ADDINGTON is stated to have been in service 1795 to 1813; but on a related site reference is made to the loss of a HENRY ADDINGTON in 1798.

Wreck Site and Archaeological Remains:

To note that this site remains uncharted by UKHO as of May 2023.

Mr M Woodward has claimed "Salvor in Possession". (Droit T/0/94, T/3/94).

39 brass artefacts, 17 pistol/musket fittings, a copper ingot and 8 musket/pistol shot recovered from this wreck, off the Isle of Wight. (Droit A/4536).

20 cannonballs, 2000 lead musket balls, a small brass plate, a lead bar, 2 deadeyes with iron surrounds, the remains of a pewter plate and sextant along with a lead scupper pipe and stone cannon ball were amongst the items recovered from Atherton Ledges, Chale Bay. (Droit 009/03)

23 lead musket balls; 45 small bronze nails, 1.5" long; and a brass East India Company button, recovered from the HENRY ADDINGTON, Bembridge Ledges, Isle of Wight. (Droit 007/04)

A small brass thimble; a copper coin; a worn silver coin; 8 cannonballs, a broken pot top; 2 x 6" copper ingots; 6 bone knife handles; a brass caster wheel; a cloverleaf sheathblock centre; an oval silver button and half a musket butt plate recovered from this wreck, off Bembridge Ledge. (Droit 074/05)

A small bronze fitting; a small pewter knob; 7 copper bolts; 2 wooden sheave pulleys; a brass candlestick base; a small hexagonal silver coin; a copper coin; 2 pewter tankard handles; 6 brass musket parts; 1 pair of broken navigational dividers; 4 small brass buttons; 22 cannonballs; a section of a wooden ruler; and a pewter spoon recovered from this wreck, Bembridge Ledge. (Droit 075/05)

7 copper bolts/pins/nails; a lead seal; several pieces of copper sheathing; 3 copper clench bolt rings; 5 lead musket balls; a brass button; 4 cannonballs; 2 small copper bars, 6" long; 4 pieces of brass musket parts, recovered from the Bembridge Ledge HENRY ADDINGTON site. (Droit 207/05)

4 copper nails, 5", 7" and 11", part of hull fixings; 3 brass trigger guards; 2 brass buttons; 16 lead musket balls; a quantity of 1.5" brass nails used for copper sheathing; 5 small pieces of copper hull sheathing, recovered from the wreck of the HENRY ADDINGTON. (Droit 244/12)

Some small bronze nails; 47 lead musket balls; 8 worn brass musket parts; 5 brass furniture handles; some broken glass; some broken copper pins; and 3 x 8" copper nails/pins, recovered from the wreck of the HENRY ADDINGTON. (Droit 003/14)

Built: 1795; 1796

Builder: Wells

Where Built: Blackwall, River Thames

Master: Thomas Wakefield

Crew: 134

Crew Lost: 6; 14

Owner: English East India Co. (all sources)

Armament: 42 carriage guns plus swivels

Spreadsheet themes

6.3.1 East India Company; colonial trade between Britain and India and China; Bombay link.

Spreadsheet summary

- 6.3.2 Large 3-deck 1432 ton East India Company ship lost on Bembridge Ledges on second outbound voyage in December 1798, from London via the Downs (anchorage off Kent) to the East Indies (Bombay and then China). Carrying guns and naval stores, as well as bale goods. 614 killed (?). £29,222 of cargo lost (approx. £3 million today). Ship built in 1796 by John and William Wells in Deptford, London. They built many East India ships as well as RN vessels. Scattered wreck site discovered in 1980 and excavated, with finds recovered (may be in the collection of the Shipwreck Centre and Maritime Museum, IoW. Pay and other books relating to the first voyage in the British Library India Office Collection. Wreck believed to be buried. Two West India ships also lost in the fog.

Additional sources

- 6.3.3 See Appendix (section 11.1; Table 2).

Co-creator comments

- 6.3.4 The co-creator selected this shipwreck because of its association with the work that Chat over Chai did with the NMRN. The East India Company is definitely of interest because of the impact it had on South Asia and its peoples. Greater attention to the South Asian connection would definitely enhance this record and make this shipwreck more interesting and relevant to British South Asians. The interest generated within the group through its work on NMRN artefacts suggests that the interest of this shipwreck would almost certainly be enhanced by the existence of a collection of artefacts from the wreck in a local museum. The co-creator could see herself visiting the museum that they are held in.
- 6.3.5 The co-creator noted that there was very little information about the people carried by the ship or associated with it. If that information exists, it should be added to the record. If people of South Asian origin or with strong connections were involved, that would be of definite interest.

6.4 Carn Brae Castle, lost 1829

Monument number: 899419

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : English East Indiaman, 1829

More information : The ownership of this East Indiaman is uncertain, since she does not appear in any English East India Company fleet lists, and may have been either a private Indiaman, or specially chartered. Vessel driven ashore by a freak summer storm, on Brook Ledge, where her masts were cut away. The swell next morning prevented local fishing boats going to her rescue, but Coastguard Lieut. Dornford mustered some of his men and their cutter managed to reach the wreck, and took off the passengers, Company employees and families. The only casualty was the sailmaker, who was in a ship's boat launched to carry off a kedge anchor, which was swamped. The Company sent vessels to salvage as much of her cargo as possible before she went to pieces. The wreck was relocated in 1989 by R. Williams of Newport, Gwent, and many artefacts recovered, including copper ingots in 'plate' form. Vessel copper sheathed.

'Cowes 6th July: The CARN BRAE CASTLE, Barber, from London to Bengal, got on shore last night near Mottisay, the SW part of the Isle of Wight, with main and mizzen masts cut away, where she lies full of water, and it is feared will become a total wreck. The passengers are landed. The captain and crew remain aboard.'

'Yarmouth, Isle of Wight, 8th July: The CARN BREA CASTLE, which drove on shore

on Sunday evening near Mottison, had her foremast cut away yesterday, to ease her. One of the crew drowned on Monday.'
'Portsmouth 9th July: Part of the cargo and stores of the CARN BREA CASTLE have been brought up here yesterday and today. The ship is in the same situation.'
'Portsmouth 23 August: It blew a hard gale all yesterday and today, from SW by W and every appearance of a stormy night. The CARN BREA CASTLE broke up last night.'
Built: 1824
Where Built: River Thames
Master: Barber
Owner: Hudart and Co.
Armament: Armed, details unknown
3 copper ingots recovered from this wreck off the Isle of Wight (Droit A/4532)

Spreadsheet themes

- 6.4.1 Colonial trade between Britain and India; British migration to India; Calcutta (Kolkatta) & Bengal link.

Spreadsheet summary

- 6.4.2 Ship built 1824 at Blackwall, London and stranded and lost enroute Portsmouth to Calcutta, Bengal with passengers, bale goods and copper ingots after standing too close in to shore.. Sailmaker of unknown nationality died. Salvaged after loss and following rediscovery in 1989. Artefacts including a copper ingot in Shipwreck Centre and Maritime Museum, IoW. Ship was reputedly the first expressly built for the passenger trade between Britain and India not belonging to the EIC (built for Huddart Brothers), although it worked for them and was regarded as the finest ship of its day.

Additional sources

- 6.4.3 See Appendix (section 11.1; Table 2).

Co-creator comments

- 6.4.4 The co-creator selected the Carn Brae Castle because it was carrying passengers. However, the lack of information about passengers and the trade goods being carried was frustrating – in terms of interesting people like her, the record is another missed opportunity. If that information is available then it could be added.
- 6.4.5 The co-creator noted that copper was amongst the cargo but what that was likely to be used for was not explained. The co-creator was interested learning about how ingots were made and their shape, as well as the various uses that could be made of it in India, including for cladding the wooden bottoms of ships to preserve them and coinage. The co-creator wondered whether there was an interesting story there and whether there was more information about the cargo not included in the record. An association between passengers and cargo and that part of South Asia that has become Bangladesh would undoubtedly enhance significance of the record to the co-creator.
- 6.4.6 (Project Officer's note) The East India Company issued large amounts of copper coinage from its Indian mints, including coins issued in the style and names of the Mughal rulers that were more popular than European designs, and it possible that the copper was intended for the Calcutta mint, as the company experienced copper shortages in India (see, for example, [East India Company coins with brief history and Rulers \(chiefacoins.com\)](http://chiefacoins.com)). A new mint using fast British steam minting machinery was set up in Calcutta in the late 1820s, producing its first copper coins in 1830 [Calcutta Mint, Medal & Coin Makers, Kolkata, India](http://www.calcuttamint.com).

[1757-1952 \(museumsvictoria.com.au\)](http://1757-1952.museumsvictoria.com.au)). The ingots on the *Carn Brae* may have been intended for it and therefore reflect the growing control that the British had over the Indian economy.

6.5 Camberwell, lost 1917

Monument number: 1441281

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : Remains of 1917 wreck of British cargo vessel which foundered approximately 5.5 miles east of Ventnor after being mined. If the CAMBERWELL, she was en route from Middlesbrough and London for Colombo, Madras, and Calcutta with general cargo, including wine, olive oil, cement, fertilizer, coins, bank notes, and stationery. Constructed of steel, the CAMBERWELL was a steam driven vessel. There were two other wreck sites formerly identified as candidates for the remains of the CAMBERWELL, one still being unknown at 804610, the other now identified as the WAPELLO at 80463.

More information :

Wreck Site and Archaeological Remains:

Position given as 50 35.70N 001 03.67W, depth 30m.

This wreck is one of several WWI losses about 5.5 miles east of Ventnor. There has been much confusion over the identity of some of these vessels, but it now appears most likely that the wreck in this position is that of the CAMBERWELL.

The ship is well broken up amidships, heeling over to starboard, and orientated north-south, bows to the south. The bows and stern are fairly intact and the 4.7in gun is still in situ on the stern. Much of the cargo is visible among the wreckage; she was carrying a wide variety of goods, including wine, olive oil, cement and fertiliser. Indian 10-rupee notes and pre-paid postcards for the use of British troops stationed in India have been recovered.

2 lamp lenses, 2 medicine bottles, 2 bottles, 6 thermometers and 2 buckles, recovered from this wreck, position 50 35.486N 001 03.205W. (Droit A/3048)

6 bottles, 2 enema pumps, 7 buckles, 6 crochet hooks, 7 thermometers, a rubber stamp and a spoon recovered from this wreck, off Sussex. (Droit A/4068)

A lamp, a carbide holder, 4 x 10 rupee notes, and 24 Indian copper coins recovered from this wreck, Isle of Wight. (Droit A/4494)

'One of the recent interesting recoveries by divers from this wreck has been quantities of 10-rupee banknotes and HM Government prepaid and stamped postcards, destined for use by British troops in India.'

Two wine bottles, a porcelain jar, various postcards, and a black "goody bag" recovered from the debris field within the site of the CAMBERWELL. (Droit 073/06)

3 stoneware bottles, approximately 6" high; a stoneware bottle, approximately 5" high, and another approximately 4.5" high; a square glass bottle, approximately 6" high, containing red liquid, and a stick of orange sealing wax, recovered from the CAMBERWELL in position 50 35.70N 001 03.673W. (Droit 320/07)

23-JAN-1986: Large wreck, possibly a First World War casualty, located in 503524N, 010310W (OGB) using Decca, in a general depth of 32m. The wreck stands approximately 8m high at the stern and the bow with the centre section broken up.

10-DEC-1993: Identified as the CAMBERWELL.

03-DEC-2002: Wreck located in 5035.507N, 0103.189W (WGD) using DGPS.

Echosounder gives an apparent height of 4m. Least depth not obtained. Scour approximately 1m deep. Not investigated with side scan sonar. The wreck lies within an area not fully surveyed due to fishing gear.

Charted as CAMBERWELL by the UKHO in position 50 35.507N, 001 03.189W (WGS84).

Wreck Event and Documentary Evidence:

She had left Middlesbrough for London in May 1917, taking on 5000 tons of general for Colombo, Madras, and Calcutta. On 18 May she was warned that there were mines in the vicinity and that she should stand out further to sea. At approximately 7.15am there was an explosion, the CAMBERWELL having entered a minefield laid by UC-36. The hatch covers were blown off and a hole in her side let in so much water that she started to list to starboard. The survivors were picked up by patrol vessels after taking to the boats. Position of loss expressed as 6 miles SE x E of Dunnose Point.

'This armed merchantman struck a contact mine at 7.15am, laid by the German submarine UC-36, and sank quickly. A patrol vessel had previously warned the master that there were mines in the area, and had ordered him to "keep out a bit". Just half an hour later, a floating contact mine was sighted, then the ship struck a moored mine under her starboard bow, and assumed a heavy list to starboard. One of her lifeboats capsized in lowering, drowning 7 crew, the remainder getting away in one or two other boats. These were picked up by patrol vessels, and landed at Portsmouth.'

Mined 6 miles SE x E of Dunnose Head, en route Tees and London for Calcutta, general.

Mined 6 miles SE x E of Dunnose Head, with the loss of 7 lives.

Struck a mine and sunk in the English Channel 6 miles SE x S from Dunnose Head, in position 50 35N 001.03W, while en route from Tees and London to Calcutta with general cargo. Mine laid by UC-36. 7 lives lost.

Camberwell mined 6 miles SE x E of Dunnose Head with the loss of 7 lives. The master was among the survivors.

Built: 1903

Builder: J L Thompson & Sons

Where Built: Sunderland

Propulsion: 3 cylinder, triple-expansion engines)

Boilers: 3

HP: 409

Armament: 1 x 4.7in QF, stern-mounted

Master: Frederick Adamson; F L Adamson)

Crew: 65

Crew Lost: 7

Owner: Well Line Ltd. ship and cargo now owned by Offshore Marine Services, Bembridge

Previous owner: Tyzack & Branfoot Steam Shipping Co. Ltd. (1903-1903).

Spreadsheet themes

- 6.5.1 Colonial trade with India; Indian Merchant Service casualties, including connections with Bombay and Calcutta (Kolkatta); Indian participation in the First World War.

Spreadsheet summary

- 6.5.2 First World War loss. 4078 ton Well Line cargo vessel, official number 114655. Built 1903, Sunderland. Mined off IoW during voyage under Captain Adamson from Middlesbrough to Calcutta, calling at London, Colombo and Madras. General cargo, including bank notes. Seven Indian Merchant Service men lost, some of whom may have been Yemeni. Men from Bombay and Calcutta recorded by the CWGC. Wreck known and investigated as part of the

Forgotten Wrecks of the First World War project. Ten rupee bank notes recovered, together with postcards being sent to British troops serving in India. Extensive historical records for the ship, including online Lloyds survey reports and crew lists.

Additional sources

- 6.5.3 See Appendix (section 11.1; Table 2).

Co-creator comments

- 6.5.4 The co-creator considered the Indian Merchant Service crew who died significant and noted that they were not named in the record, even though that information is readily available on the CWGC website. She would like to no more about the South Asian crew onboard but noted that the CWGC record is very sparse, due to the general difficulty in researching the personal stories of South Asian seamen because of lack of records and sources, particularly online. She noted that there was an intermediary or translator onboard which indicated that at least some of the South Asian crew spoke little or no English (she also noted that the name of this person, Durga, sounds more like a female name).
- 6.5.5 The co-creator definitely felt that the cargo was of interest, given that at least part of it was headed for from the UK to Bengal. She noted that the record contained little information about the cargo, although recovered artefacts are listed. However, an archaeological report on the wreck available online contains a detailed list of cargo lost ([FW Site Report Camberwell.pdf \(forgottenwrecks.org\)](#)). The wealth of detail that this contains suggests that Board of Trade War Risk Records can provide a fascinating insight into trade between Britain and British India. The general cargo that the ship contained seems typical of that British-controlled trade, with a very wide range of manufactured goods being sent to India rather than being manufactured locally. They included paint, chemicals, drapery, bottles, toys, cotton prints, hardware, medicines, hosiery, steel, sponges, pencils, perfume, shoes, bank notes, motor parts and stationery. The co-creator felt that it would be interesting to compare this cargo with examples of cargoes going the other way, which she expected would be more heavily weighted to rule materials used by British manufacturers to make the goods that would then be sent back. She noted that the artefacts recovered included some of the insured cargo. Like the objects her group has been examining at the NMRN, she would be interested to see these and consider whether she could give a South Asian perspective on them. The shipwreck clearly has potential to illuminate British South Asian understanding of trade at the time of the Raj and the closeness of South Asia and the UK at the time.

7 RESULTS - CO-CREATOR 4

7.1 General comments

- 7.1.1 Co-creator 4 is White British and is a folk musician who has lived in Southampton since 1989. He has a general interest in the environment, wellbeing and heritage. He is not an environmental activist.
- 7.1.2 This co-creator chose three oil tanker records to discuss from the *Environmental damage and risk* theme. He also put forward a shipwreck site in the region that was not included in the thematic selections, the wreck of Henry V's 'great ship' warship *Grace Dieu* in the tidal River Hamble (List Entry 1000061).

7.2 Wapello, lost 1917

Monument number: 804631

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary: Remains of 1917 wreck of English tanker which foundered off the Isle of Wight after being torpedoed en route from Philadelphia to Thames Haven, having called at Falmouth for an escort for her cargo of benzine/petroleum. Constructed of steel, she was a steam-driven vessel. These remains were formerly thought to be those of the CAMBERWELL, lost very close by the same year, and now said to be located at SZ 67 NE.

Probably CAMBERWELL in position 50 31 57N 001 02 48W.

Least depth of 63 ft in general depth of 90ft. This is very probably the wreck charted as now (PA) in 50 32 30N 001 03 00W.

21-JAN-1964: Good A/S contact bearing 320 deg, max range 1500, classified WK, surrounding depth 16 fathoms, length 300ft. [HMS JAGUAR, 11.7.1963]

16-OCT-1973: Wreck lies on starboard side 30ft high approx 400ft long lying NE/SW (stern NE). Damage to bow and stern. Bridge superstructure missing. 6 hold[s], no cargo. Seabed gravel. Large iron propeller.

[Indexed in this source prior to 1987 as UNIDENTIFIED]

06-MAR-1987: Dived on in 1986. 1973 report confirmed. Wreck well defined, bows fairly intact with both anchors stowed. Hull split open amidships, probably by an explosion. This could be the wreck of the WAPELLO.

No.181: At 50 31.57N 001 02.48, depth 31m. This wreck is thought to be the CAMBERWELL, found by salvage divers in 1973. They reported her as large, lying on her starboard side, and ten metres proud of the seabed, but the same divers also reported her as being too large for the CAMBERWELL, and the WAPELLO is thought to be another candidate for this site.

No.182: At 50 31.53N 001 001 07W. Depth: 25m. This position is a mile from the site of the CAMBERWELL and it is believed by some that the CAMBERWELL site is really the WAPELLO.

The WAPELLO appears to have been identified at 50 31.92N 001 02.87W. This wreck lies on her starboard side with her stern to the NW, and her iron propeller is still in situ. She is split open amidships, thought to have been caused by the torpedo, and the wreck is still relatively intact.

She had called at Falmouth for an armed escort on her passage from Philadelphia for Thameshaven with benzine. She was torpedoed on her starboard side by UC-71 at 9pm on 15-JUN-1917. Two crew were lost in the explosion, the remainder being saved by the escorting vessels.

A 3" square floor tile has been recovered in position 50 31.85W 001 02.80W, attributed to the CAMBERWELL. (Droit A/075)

A pulley wheel recovered from a wreck thought to be the CAMBERWELL, position 50 31.47N 001 02.48W. (Droit A/3764)

A thermometer and a door handle recovered from this wreck, thought to be the CAMBERWELL, in position 50 31.57N 001 02.48W. (Droit A/3809)

There are two entries for this vessel in the Shipwreck Index of the British Isles, under Isle of Wight (BB) and Sussex (BC)

Ex. CLIO. Torpedoed and sunk without warning by the German submarine UC-71. Described as a "Fleet Tanker", she was employed in supplying Royal Navy ships with fuel oil.

A tanker, carrying petroleum in bulk, she was attacked while steaming at 9 knots under escort. The German submarine UC-71 fired a single torpedo at 8.45pm, which struck her aft on the starboard side. The vessel was abandoned immediately, two

men having been killed in the explosion, and the vessel sinking at 9.30pm. At no time was the enemy vessel sighted. The survivors were taken on board the escort vessel. The ship's wireless telegraph code books and confidential papers were sunk by the master.

WAPELLO torpedoed in position 50 30.30N 000 57W, en route Philadelphia for Thames Haven with benzine.

WAPELLO torpedoed and sunk in the English Channel 14 miles WSW of the Owers Lightvessel in position 50 30.N 000 57W, by German submarine UC-71. Two lives lost.

Torpedoed without warning with the loss of two lives, position given as 14 miles WSW of the Owers Lightvessel

NB: The Isle of Wight Maritime SMR Numbers appear to relate to different Hydrographic Office wrecks. IoW SMR Number 20042 relates to the Hydrographic Number 013501793, whilst 3026 appears to be linked to 013501781.

Built: 1912

Builder: Armstrong Whitworth & Co. Ltd.

Where Built: Newcastle-upon-Tyne

Propulsion: Screw driven, 4 cylinder quadruple-expansion engine

HP: 505

Boilers: 3

Master: D MacDonald

Crew: 46

Crew Lost: 2

Owner: Tank Storage Co. Ltd. (6); Tank Storage & Carriage Co. Ltd; Standard Transportation Co. Ltd., Hong Kong.

Spreadsheet themes

7.2.1 Oil tanker

Spreadsheet summary

7.2.2 120 m long steel oil tanker carrying benzine from Philadelphia to the Thames. Exploded after being torpedoed by UC-71. Two dead. Built by Armstrong's on the River Tyne in 1912. Upright, partially intact wreck.

Additional sources

7.2.3 See Appendix (section 11.5; Table 6).

Co-creator comments

7.2.4 See under *Conch* below.

7.3 Oriflamme, lost 1917

Monument number: 804897

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary: Remains of the 1917 wreck of a British tanker located approximately 1.26 nautical miles south of St Catherine's Point, Isle of Wight. She was mined by the German submarine UC 63 while en route from New York to Le Havre with a cargo of Benzine. Built of steel, she was a steam driven vessel.

More information : Wreck site and archaeological remains:

Method of Fix: HSA

General Depth: 33 metres

She now lies on her port side and is very broken.

01-JUL-1975 New wreck located assumed to be the same as reported in 1918. Lies NE/SW approx 40ft high in 100ft, scour to 120 ft. Large wreck about 400ft long and 50ft across, could be mistaken for a ridge of rock on echo sounder.

31-DEC-1975 Wreck is a tanker, possibly the ORIFLAMME. Wreck lies on her port side, bow NE. Highest point found by E/S lies close to the stern. Length by E/S approx 350ft. A rocky outcrop rising to a reduced depth of 20 metres lies about 350 metres 100 degs from the wreck. Almost certainly the ORIFLAMME.

08-SEP-2002: Examined in position 5033.237N, 0117.870W (WGD) using DGPS. The least echosounder depth is 26.5m in a general depth of 37m. No scour. Length 83m. Width 15m. Side scan sonar height 10m. The wreck is orientated 040/220 degrees. A strong magnetic anomaly. The hull is broken.

02-FEB-2007: The wreck has been identified by the recovery of the engine builder's plate.

07-JUN-2010: Located in 5033.237N, 0117.870W (WGD). The least multibeam depth is 27.4m. Length 95m. Width 20m. Height 10m.

Charted as 'ORIFLAMME' by the UKHO in position 50 33.237N, 001 17.870W (WGS84).

An oilbox and a porthole recovered from this wreck, south of the Isle of Wight. (Droit A/2833)

A small rectangular oil box, made of brass, and measuring 28cm x 12cm x 10cm. (Droit 164/11)

The wreck of the ORIFLAMME lies about a mile south of St Catherine's Point, lying on her starboard side, in 50 33.24N, 001 17.86W (WGS84). The seabed of rock around her has been scoured away, and the whole ship seems to have sunk down into it. Her gun pedestal lies just off the stern, but there is no sign of the barrel. Her boilers and engines are the highest part of the wreck, fitted aft. Around amidships, there is a spare propeller. Swimming down the slope, in about 46m, there is a donkey boiler which has rolled clear of the wreck. All around there are items from the ship, showing up green in the light of torches. The rock seabed is scoured clean, with no marine growth, testimony to the abrasive nature and strength of the tide. Diving should be avoided on spring tides: the tide can run in different directions and turns very quickly. Surface marker buoys, when deployed by divers, have been known to disappear horizontally. Oil continued to seep from the wreck well into the 1980's. The wreck is orientated 045/225, and stands 7m high in 40-46m, on a seabed of rock. The wreck was positively identified by the recovery of the engine builder's nameplate.

Wreck event and documentary evidence

Steel built steam tanker en route to Le Havre from New York with a cargo of benzine. On 25-NOV-1917 she hit a mine and caught fire. She was taken in tow until she sank a mile south of St. Catherine's Point. She now lies on her port side and is very broken.

This tanker struck a contact mine laid by the German submarine UC-63 in a position 9 miles south from the Nab light vessel at 5.45am. A distress rocket was fired to attract attention, but unfortunately it ignited benzine fuel vapour released by the mine's explosion and, anticipating that the whole ship would explode at any minute, the crew abandoned ship with the exception of one man who could not be found.

Tugs were used to tow the vessel into Sandown Bay, where the missing man was found on board unconscious. The tanker drifted ashore, then capsized and was finally sunk by Torpedo Boat Destroyer gunfire about one mile south of St Catherine's Point.

Built: 1899

Builder: Armstrong Whitworth and Co.

Where Built: Newcastle upon Tyne (3) Low Walker
Propulsion: Screw driven, 3 cylinder triple expansion engine
HP: 284
Boilers: 2
Machinery: Wallsend Slipway Company Ltd
Crew: 40
Passengers: 1
Owner: Desmarais Bros (3) Oriflamme Steam Ship Company (Lane & Macandrew)

Spreadsheet themes

7.3.1 Oil tanker

Spreadsheet summary

7.3.2 102 m long British oil tanker built in 1899 by Armstrong's in Newcastle. Mined whilst sailing from New York to Le Havre with a cargo of benzene. Partially intact wreck..

Additional sources

7.3.3 See Appendix (section 11.5; Table 6).

Co-creator comments

7.3.4 See under *Conch* below.

7.4 Conch, lost 1916

Monument number: 1147611

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary: 1916 wreck of English tanker which foundered 12 miles SW 0.5 mile west of Anvil Point after being torpedoed en route from Calcutta and Rangoon for the River Thames with benzine. Constructed of steel in 1909, she was a steam-driven vessel. Her remains have now been positively identified to the south in the English Channel, outside territorial waters, for which, therefore, there is no corresponding site record. Three other sites have in the past been attributed to the CONCH: 1469087 is now unidentified, while 904622 is now attributed to the NETLEY ABBEY, and 904581 to the HARTBURN.

More information : Position of loss stated as 12 miles S x W 0.25 W of Anvil Point, and date of loss expressed as 08-DEC-1916.

The CONCH was torpedoed without warning by an unseen submarine, later identified as UB-23, at 10.30pm. A column of burning oil was thrown over the bridge and probably killed all the deck officers at once, since the engine room telegraph remained unaltered. The Chief Engineer took charge and kept the engines at full speed to prevent the ship from being surrounded by burning oil. The engine room crew remained below until 00.30am when they managed to get on deck through the stoke hold, where they found the bridge completely burnt out and the poop and forward tanks on fire. All the lifeboats had been destroyed. Only one small boat remained, which was got out, the Chief Engineer and four Chinese getting into it. The 4th Engineer attempted to join them, but his hands were so burnt, he was unable to grasp the rope and drowned. The 2nd and 3rd Engineers, still on board, made a raft and jumped overboard, joined by others. The ship sank at 7am.

08-DEC-1916: Torpedoed and sunk 12 miles S x W 0.5 W from Anvil Point, 10 miles south of Poole, or position 50 23N 002 02W by UB-23, whilst on voyage from Calcutta and Rangoon to River Thames with benzine; 28 lost including master.

07-DEC-1916: CONCH, 5620 tons, torpedoed without warning 12 miles S x W 0.5 W from Anvil Point with the loss of 28 lives, including the master. Flagged as an armed vessel.

08-DEC-1916: CONCH, 5620 tons, sunk by submarine 29 miles south, 26 degrees east of Portland Bill.

08-DEC-1916: Tanker CONCH, 5620 tons, torpedoed and sunk by submarine 12 miles S x W 0.5 W of Anvil Point, with the loss of 28 lives, including the master. Dimensions 400 x 51.3 x 29.5 feet.

07-DEC-1916: Tanker CONCH, 5620 tons, torpedoed by submarine 12 miles S x W ? W of Anvil Point. Built for Anglo-Saxon Petroleum Co. Ltd., London.

Main owner Anglo-Saxon/Shell.

The CONCH has been positively identified as a site in the English Channel, outside territorial waters, in position 50 08.387N 002 35.792W, UKHO No.59618.

Built: 1909

Builder: Swan Hunter and Wigham Richardson Ltd.

Where Built: Newcastle-upon-Tyne; Wallsend

Propulsion: Screw-driven, 3-cylinder triple-expansion engine; triple-expansion engines

HP: 448

Boilers: 3

Armament: 1 x 12pdr. 12cwt, stern-mounted

Official Number: 125764

Master: T G Scott

Crew: 56

Crew Lost: 28

Owner: Anglo-Saxon Petroleum Co. Ltd.; Anglo-Saxon/Shell

Spreadsheet themes

- 7.4.1 Oil tanker

Spreadsheet summary

- 7.4.2 First World War loss. Anglo-Saxon Petroleum Company Ltd (subsequently Shell) tanker (official number 125764), built 1909 at Swan Hunters on Tyneside. Torpedoed by UB-23 in 1916 enroute for the River Thames from Calcutta and Rangoon with a cargo of Burmese petroleum spirits. 28 fatalities, many Chinese sailors from Hong Kong amongst the crew. Many historic records of the ship, including the registry document at TNA and crew lists (CLIP). Partially intact wreck (2009 report?). Outside ETW.

Additional sources

- 7.4.3 See Appendix (section 11.5; Table 6).

Co-creator comments

- 7.4.4 The Co-creator noted that no information was given about what had happened to the petroleum cargo being carried by all three tankers. He wanted to know whether anything was known and whether there was any potential for some of the cargo to be left in the wrecks. He wanted to know whether any left was likely to be a hazard.
- 7.4.5 He felt that all three wrecks lacked contextual information about their loss. He wondered whether this was available elsewhere on the Historic England website. This lack of contextual information made it harder to understand the importance of these wrecks and their relevance to him.

- 7.4.6 Co-creator 4 was interested in the Chinese crew and would like to know more about them. He felt that contextual information about why they were present and whether it was unusual for Chinese sailors to be onboard ships like the *Conch* was lacking. More information about the crew of these ships generally would be good: at present there was too much ‘technical stuff’ and not enough ‘sociology’ in the research records.

7.5 **Grace Dieu, lost 1439**

List Entry Number: 1000061

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description (List Entry)

Summary of Site

The Grace Dieu comprises the remains of an English carrack which was burnt in the River Hamble, Hampshire in 1439 after being struck by lightning. Built in 1418 for Henry V as a large clinker-built ship, part of the crew mutinied on its one known voyage, and the vessel never went to sea again, being laid up in Southampton Water for several years. The Grace Dieu was then towed upstream to its final mud berth on the River Hamble. Following the lightning strike of 1439 it was then partially broken up for salvage in the same location.

The restricted area also includes the remains of at least one other vessel; of particular interest are the possible remains of the Holigost, re-built in 1413-14 from a captured Spanish carrack, the Santa Clara. A contemporary of the Grace Dieu, the Holigost is documented as having decayed at Bursledon over the years 1437-47, having seen naval service with the English fleet.

Reason for Designation

The wreck site known as the Grace Dieu is designated as a Protected Wreck Site for the following principal reasons:

Period: the site represents a well-documented naval vessel from the reign of Henry V, one of the largest clinker-built vessels ever constructed, and evidence of the transition to vessels of the carrack type in northern Europe at this time;

Rarity: sites of medieval shipwrecks are rare, and those capable of identification in the documentary record remain unusual among medieval vessels so far discovered;

Documentation: the vessel's build, use, and loss are all extensively documented from primary sources, as are the results of archaeological excavations demonstrating subsequent interventions on the site;

Potential: the vessel has the potential to inform on the development of northern European shipbuilding at a time of transition in the early 15th century, and consequently of the development and evolution of medieval warships.

The wreck site thought to represent the remains of the Holigost is included within the extended radius of the Protected Wreck Site of the Grace Dieu for the following principal reasons:

Period: the site represents the remains of a vessel thought to be the Holigost, a medieval vessel contemporary with the Grace Dieu;

Rarity: the sites of medieval shipwrecks are rare, and a second medieval wreck site in close proximity to another is unique;

Group value: the site has potential to be contemporary with the Grace Dieu, forming a unique assemblage of medieval vessels lost in a similar context;

Potential: this site has the potential to inform on the evolution of the medieval warship, including the nearby wreck of the Grace Dieu, and together with the Grace Dieu, on the development of the medieval mud docks at Bursledon.

Statutory Instruments

1974/56, 2016/685

History

At 1400 tons the *Grace Dieu* was the largest of Henry V's 'great ships', and one of the largest clinker-built vessels ever constructed. Work began on the ship in 1416, and in 1418 it was launched in Southampton. The one documented voyage of the *Grace Dieu* resulted in mutiny; in 1420 the vessel formed part of a force gathered at Southampton under the command of the Earl of Devonshire for sea-keeping patrol, and during that voyage a number of crewmen mutinied, forcing the master to put in at St. Helen's on the Isle of Wight. The *Grace Dieu* was then moored at Hamble but not neglected; it had a permanent crew of eight mariners until it was towed up the River Hamble to Bursledon and laid up in a dock. On the 7th of January 1439 it was struck by lightning and caught fire. Almost immediately after this date the process of salvage began; a gang of ten labourers set about recovering materials (especially metal fittings and fixtures) from the vessel, including the burned half of the mast that was sold with a 'certain amount of old wood' (1447-52 account of Richard Clivedon, Keeper of the King's Ships).

In a directory from 1859 the first reference is made to 'some timbers . . . still to be seen at very low water'. This is believed to refer to the site now known as the remains of the *Grace Dieu*. In 1875, a Mr F Crawshay removed some timbers from the inside of the wreck as part of his investigations, before his operations were stopped by the Board of Trade. His findings included details of a wreck 130ft long, 40ft wide and 12ft deep, with planking in three thicknesses, joints caulked with moss and fern leaves, visible saw marks on many timbers, timbers fastened together with 1.5 inch thick treenails and edges of boards fastened with iron nails. No other wreck in or near the site was noted at that time. Further excavations are recorded in 1899. The site was re-investigated in 1933 and tentatively identified as the site of the *Grace Dieu* at that time, an identification confirmed by the work of the National Maritime Museum in 1980-85. In 2004, a visit by Time Team television archaeologists with a team from Southampton University excavated part of the *Grace Dieu*.

Visible on an aerial photograph, an outline of a smaller vessel survives to the south-west of the *Grace Dieu*. Strong documentary evidence survives to indicate that this outline is the wreck of the *Holigost*, a contemporary of the *Grace Dieu* that was partially broken up at Bursledon over the period 1437-47. The history of Henry V's other 'great ships' is well-documented, particularly in the case of the *Holigost*, which was rebuilt as a 'great ship' out of a captured Spanish carrack, the *Santa Clara* in 1413-14. The *Holigost* joined the English fleet in November 1415 and took part in some of Henry V's subsequent naval campaigns at Harfleur and Bay of the Seine, after which, like the other 'great ships', it was laid up in or near Southampton. Its decay at Bursledon is well-documented over the years 1437-47, and accounts of the vessel being 'sunk in the sea and this way broken' survive from the period 1447-52.

Details

Designation History: Designation Order: No 685, 2016 Made: 27 June 2016 Laid before Parliament: 30th June 2016 Coming into force: 21st July 2016 Protected area: 85 metres within 50 53.545N 01 17.322W

No part of the restricted area lies above the high-water mark of ordinary spring tides.

Grace Dieu: only the bottom part of the hull, a metre or so above the keel, now survives. The majority of the timbers, lying in the inter-tidal zone, are protected by silts; only 0.10 to 0.15m of framing projects above the present river bed. Structural features of the wreck include a keel of nearly 40m length, a keelson, 0.55m sided and 0.16m moulded with a simple mast-step, futtock timbers scarfed to the floor timbers, ceiling planking, stringers and crossbeams with protruding heads. In past years the natural protection has increased as soft mobile silts have extended towards the mainstream channel. The exposed timbers are in a firm and stable condition. Timbers closest to the east edge of the river are exposed for up to one

hour on very low spring tides. Those at the other end of the vessel, the presumed stern, are permanently below low water mark, while those timbers lying in-between are uncovered for between one minute and one hour. Underwater conditions on the site are not conducive to efficient survey and recording by divers.

Holigost: a 'ship-shape' outline was first recorded to the south-west of the Grace Dieu in an aerial photograph of the Royal Commission on the Historical Monuments of England in 1979, with part of the site seen to be below the low water mark. It was subsequently proposed, on the grounds of its location in the same context and of its documentary history, as the possible remains of the Grace Dieu's contemporary, the Holigost. Rectification of the 1979 aerial photograph in 2015 suggests an extent of 10m by 6m. Probing below the mud in 1982 suggested that there were solid remains 6ft below the surface, and chirp survey in 2001 suggested an extent of at least 7m by 5m with potential for at least the lower part of the hull to survive in the mud. The site has not subsequently been exposed.

Spreadsheet themes

7.5.1 N/A

Spreadsheet summary

7.5.2 N/A

Additional sources

7.5.3 N/A

Co-creator comments

7.5.4 The Co-creator's attention had previously drawn to this wreck by a friend. Having noted that it only made one voyage and was then neglected, he had drawn parallels between it and prestigious modern projects that disappointed, including the Royal Navy's current aircraft carriers. This inspired him to compose a folk song that drew on the famous French saying created by Jean-Baptiste Alphonse Karr, "plus ça change, plus c'est la même chose" (the more things change, the more they stay the same).

8 RESULTS - CO-CREATOR 5

8.1 General comments

8.1.1 Co-creator 5 is White British. She is an environmental campaigner and voluntary co-ordinator for both Greenpeace and Friends of the Earth in Southampton. She has a general interest in maritime heritage and has visited the Mary Rose Museum three times over the years..

8.2 Oriflamme, lost 1917

Monument number: 804897

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary: Remains of the 1917 wreck of a British tanker located approximately 1.26 nautical miles south of St Catherine's Point, Isle of Wight. She was mined by the German submarine UC 63 while en route from New York to Le Havre with a cargo of Benzine. Built of steel, she was a steam driven vessel.

More information : Wreck site and archaeological remains:

Method of Fix: HSA

General Depth: 33 metres

She now lies on her port side and is very broken.

01-JUL-1975 New wreck located assumed to be the same as reported in 1918. Lies NE/SW approx 40ft high in 100ft, scour to 120 ft. Large wreck about 400ft long and 50ft across, could be mistaken for a ridge of rock on echo sounder.

31-DEC-1975 Wreck is a tanker, possibly the ORIFLAMME. Wreck lies on her port side, bow NE. Highest point found by E/S lies close to the stern. Length by E/S approx 350ft. A rocky outcrop rising to a reduced depth of 20 metres lies about 350 metres 100 degs from the wreck. Almost certainly the ORIFLAMME.

08-SEP-2002: Examined in position 5033.237N, 0117.870W (WGD) using DGPS. The least echosounder depth is 26.5m in a general depth of 37m. No scour. Length 83m. Width 15m. Side scan sonar height 10m. The wreck is orientated 040/220 degrees. A strong magnetic anomaly. The hull is broken.

02-FEB-2007: The wreck has been identified by the recovery of the engine builder's plate.

07-JUN-2010: Located in 5033.237N, 0117.870W (WGD). The least multibeam depth is 27.4m. Length 95m. Width 20m. Height 10m.

Charted as 'ORIFLAMME' by the UKHO in position 50 33.237N, 001 17.870W (WGS84).

An oilbox and a porthole recovered from this wreck, south of the Isle of Wight. (Droit A/2833)

A small rectangular oil box, made of brass, and measuring 28cm x 12cm x 10cm. (Droit 164/11)

The wreck of the ORIFLAMME lies about a mile south of St Catherine's Point, lying on her starboard side, in 50 33.24N, 001 17.86W (WGS84). The seabed of rock around her has been scoured away, and the whole ship seems to have sunk down into it. Her gun pedestal lies just off the stern, but there is no sign of the barrel. Her boilers and engines are the highest part of the wreck, fitted aft. Around amidships, there is a spare propeller. Swimming down the slope, in about 46m, there is a donkey boiler which has rolled clear of the wreck. All around there are items from the ship, showing up green in the light of torches. The rock seabed is scoured clean, with no marine growth, testimony to the abrasive nature and strength of the tide. Diving should be avoided on spring tides: the tide can run in different directions and turns very quickly. Surface marker buoys, when deployed by divers, have been known to disappear horizontally. Oil continued to seep from the wreck well into the 1980's. The wreck is orientated 045/225, and stands 7m high in 40-46m, on a seabed of rock. The wreck was positively identified by the recovery of the engine builder's nameplate.

Wreck event and documentary evidence

Steel built steam tanker en route to Le Havre from New York with a cargo of benzine. On 25-NOV-1917 she hit a mine and caught fire. She was taken in tow until she sank a mile south of St. Catherine's Point. She now lies on her port side and is very broken.

This tanker struck a contact mine laid by the German submarine UC-63 in a position 9 miles south from the Nab light vessel at 5.45am. A distress rocket was fired to attract attention, but unfortunately it ignited benzine fuel vapour released by the mine's explosion and, anticipating that the whole ship would explode at any minute, the crew abandoned ship with the exception of one man who could not be found.

Tugs were used to tow the vessel into Sandown Bay, where the missing man was found on board unconscious. The tanker drifted ashore, then capsized and was finally sunk by Torpedo Boat Destroyer gunfire about one mile south of St Catherine's Point.

Built: 1899

Builder: Armstrong Whitworth and Co.

Where Built: Newcastle upon Tyne (3) Low Walker
Propulsion: Screw driven, 3 cylinder triple expansion engine
HP: 284
Boilers: 2
Machinery: Wallsend Slipway Company Ltd
Crew: 40
Passengers: 1
Owner: Desmarais Bros (3) Oriflamme Steam Ship Company (Lane & Macandrew)

Spreadsheet themes

8.2.1 Oil tanker

Spreadsheet summary

8.2.2 102 m long British oil tanker built in 1899 by Armstrong's in Newcastle. Mined whilst sailing from New York to Le Havre with a cargo of benzene. Partially intact wreck..

Additional sources

8.2.3 See Appendix (section 11.5; Table 6).

Co-creator comments

8.2.4 Pollution risks from the oil industry are of concern to the Co-creator. Historical examples are therefore of interest to her. The Co-creator would have liked to know more about any legacy risks arising from this wreck or the other oil tankers identified by the study. She noted the statement in the research record that 'Oil continued to seep from the wreck well into the 1980's' and wondered how much of the cargo had been left after the loss of the ship, when the leak had started and whether anything was known about the effect of the leaking oil on the surrounding environment. She wondered whether any further oil was left in the wreck that had not leaked yet.

8.3 British Tar, lost 1818

Monument number: 898874

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : 1818 wreck of British craft which was wrecked near Lymington homeward-bound from Sierra Leone for London with passengers; a wooden sailing vessel.

More information : 'The BRITISH TAR, Pirie, from Sierra Leone to London, was totally lost on Thursday night, during a heavy gale between Lymington and Christchurch.'

'The BRITISH TAR, Pirie, from Sierra Leone, for London, was wrecked on the 5th instant, between Lymington and Christchurch, and all on board perished. There were four ladies passengers.'

NB: Source (..) gives place of loss as 'near Lymington' and follows source (..) in stating the date of loss as 29-JAN-1818. Source (..) appears to misinterpret the date of loss as being a week later, i.e. 05-FEB-1818.

Master: Pirie

Crew Lost: all

Passengers: 4

Passengers Lost: 4

Spreadsheet themes

- 8.3.1 Commercial whaling (*Environmental damage and risk*); Owned by slave traders; colonial trade; trade with plantation economies (*African connections*).

Spreadsheet summary

- 8.3.2 343-ton ship built in Shields on the Tyne as a whaling ship in 1792. After five whaling voyages to the Southern Oceans in 1792-1804, it sailed as a West Indiaman. Still owned by slave traders John and James Mangles, who were part of a group of owners whose ship the Rio Nova made two voyages from Cape Coast Castle, Anomabu Popo to Jamaica in 1792 and 1793, transporting 883 enslaved persons. In 1818 wrecked en route London from Sierra Leone under owner/master J. Pirie. He had owned the ship since 1810 and his voyages included London to Guadeloupe, London to Newcastle and London to Madeira. Fourteen including four women passengers lost. Large 4-foot long African lizard washed up next day.

Additional sources

- 8.3.3 See Appendix (section 11.5; Table 6).

Co-creator comments

- 8.3.4 Greenpeace campaigns against whaling. The fact that this ship was built as a whaler and undertook five whaling voyages therefore makes it relevant and interesting to her. She noted that the research record currently makes no reference to whaling and would not therefore have attracted her attention and interest without the additional research carried out by the study.

8.4 Rosina, lost 1912

Monument number: 899021

Heritage Gateway: [Heritage Gateway - Results](#)

Heritage Gateway description

Summary : 1912 wreck of English hopper barge which foundered near Fawley Beacon following a collision while under tow back to Southampton following mud dredging activity. Constructed of iron in 1904, she was a dumb barge, that is, lacking propulsion of her own.

More information : This iron hopper/dredging dumb barge was under tow back to Southampton, when she was in collision with the SS ELLA of Southampton, as a result of which she foundered.

Built: 1904

Crew: 3

Crew Lost: 3

Spreadsheet themes

- 8.4.1 Dredging.

Spreadsheet summary

- 8.4.2 1904 built hopper barge used for mud dredging. Lost whilst being towed back to Southampton. Collision with SS Ella, a Southampton-Channel Islands mail and passenger steamer. Two crew lost.

Additional sources

- 8.4.3 See Appendix (section 11.5; Table 6).

Co-creator comments

- 8.4.4 The Co-creator chose this because of the reference to dredging in the region, as she has been involved in a campaign opposing the development of a local container terminal. She would have liked to have known more about what and where the vessel had been ‘mud dredging’, a term not explained in the research record. More information about the context may have made this vessel more relevant to her.

9 CONCLUSIONS AND DISCUSSION

- 9.1.1 Ethnicity and national identity were clearly important drivers of interest and theme and wreck selection for Co-creators 1-3. All three were given the opportunity to select from a range of themes but only one co-creator selected a shipwreck outside their chosen theme. All three chose a theme that was related to their own identity and background.
- 9.1.2 Co-creators 1-3 focused on people and people stories associated with the shipwrecks they selected. These were clearly more important to them than the ships or the story of their losses.
- 9.1.3 Co-creator 1 had a very clear interest in the potential of the wrecks to provide black role models for young people in the Portsmouth area. Discussion with her has identified a number of potential role models. These include the two named enslaved shipwrights possibly associated with the early 18th century sloop HMS *Mistletoe*. The likely building of this ship by skilled enslaved men in the Bermudian shipyards used by the Royal Navy is not currently recorded in the associated Historic England research record and is a clear demonstration of the potential of even limited thematic research to increase the diversity of interest and therefore relevance of these records. Co-creator 1 was also interested in one of the passengers onboard the 18th century loss of HMS *Assurance*, returning Governor of Jamaica, Edward Trelawny. The Historic England research record for this wreck provides detailed information on the story of the loss and the wreck’s subsequent investigation, but only passing mention of Trelawny, a white Cornishman. He was an unusual character who clearly had views that though probably complicated also appear to have been proto-abolitionist.
- 9.1.4 Co-creator 1 felt that research records do not currently pay enough attention to the presence of black people on the vessels. For example, she wanted to know more about the *Serrana*’s Barbadian crew honoured by CWGC and noted that they were not named in the Historic England record available through Heritage Gateway. It is notable that her interest was very regional. She was interested in the extent that these men might have been effectively resident in the UK when not signed on ship. However, she had a clear preference for Portsmouth-based role models. This can be difficult to achieve through regional shipwreck inventories based in the English Channel, because so many of the ships lost will have been passing rather than heading to the region concerned. Co-creator 1 was also intrigued by the description of the young passenger onboard the *Clarendon* who was described as being mixed race. Again, the co-creator wanted to know more about this person and what became of her. The shipwreck to her was simply an event that potentially brought an interesting person to her attention.
- 9.1.5 Co-creator 2 selected wrecks partly due to personal connections. She selected HMS *Sphinx* because it was built in the city she originally comes from, Bombay, and because it was built by shipbuilders from an important community there, the Parsis. Her selection of the *British Tar* was initially based on professional work she had previously undertaken in connection with the history of whaling. Co-creator 3 also selected HMS *Sphinx* because of a personal connection, her grandmother being Parsi.

- 9.1.6 Co-creators 2 and 3 both felt that the story of ‘Lascaar’ seamen and members of the Indian Merchant Service was a powerful narrative that was not yet fully recognised within national records. Both felt that some of the research records they selected, for example the *Serrana*, represented missed opportunities to tell the stories of Indian Ocean seamen and Co-creator 2 highlighted the fact that those onboard making a living at sea and who were from South Asia were not necessarily part of the crew. Both acknowledged the difficulties of researching South Asians due to the comparative lack of accessible family records.
- 9.1.7 Co-creator 2 has an interest in other terrestrial monuments associated with South Asian/Lascaar seamen. She drew the project officer’s attention to the Southampton Sailors’ Home, now a Salvation Army Hostel. This provided shelter for nearly two million sailors in transit between its opening in 1908 and closure in 1969 and is surely therefore one of the most important maritime heritage buildings in Southampton. She also pointed out the ‘sailor town’ nature of the residential street Canal Walk near the docks. The study was limited to shipwreck monuments and this is arguably a weakness. Future studies of this nature should integrate both shipwreck and terrestrial monument records.
- 9.1.8 Wrecks illustrative of trade or other aspects of the historic relationship between the UK or region and countries or locations relevant to the co-creator were important to both Co-creators 2 and 3. Both felt that although awareness of historic trade between Britain and South Asia and of the seamen and others who facilitated this was not very strong amongst the British South Asian community, wrecks such as the *Carn Brae Castle*, *Camberwell*, and *Henry Addington* could provide entry points to surprisingly interesting narratives. Shipwrecks could be approached as ‘entry points’ in the same way that artefacts from NMRN had acted as entry points for her group Chat over Chai to discuss the South Asian significance of those artefacts. Co-creator 3 felt that the discussion made her more inclined to visit museums with artefacts from the wrecks discussed.
- 9.1.9 Given their preoccupation with people, Co-creators 1-3 were disappointed that information about people connected with shipwrecks tends to be behind ‘pay walls’. These manifest themselves either as being archives that are either expensive to access because they have to be physically visited in order to obtain relevant information from them, or because there are charges associated with obtaining information from them online. For example, it is not difficult to establish whether a crew list is available, but it is rare to find a crew list online because most have not been digitised and made available there. Future studies of this kind would need to look beyond these pay walls and carry out both conventional archive research into crews, as well as genealogical research into both crews and passengers.
- 9.1.10 Co-creators 4 and 5 were clearly interested in understanding historic wrecks in terms of their impact upon the environment and marine ecology. Co-creator 5 was interested in drawing parallels between historic wrecks and contemporary environmental campaigns that she is involved in through Greenpeace and Friends of the Earth. Both of these Co-creators felt that the research records could include more information concerning environmental narratives.
- 9.1.11 Other points to note:
- Location within the region was important to the co-creators but position within region did not appear to be.
 - Religion was not a stated interest

- Overall, the research records could provide more information about what the co-creators were interested in and better signposting about external sources.

- 9.1.12 By comparing the *Grace Dieu* and the Royal Navy's current aircraft carriers, Co-creator 5 has drawn an intriguing and unexpected parallel in song between grandiose and somewhat troubled projects past and present. This was an insight he had before he became aware of the study, which begs the question about how many other interesting narratives connecting historic shipwrecks and contemporary narratives already exist independently of studies such as this.
- 9.1.13 Co-creator 3 provided references for other creative approaches to the narratives that historic wrecks can provide, this time related to stories of Asian sailors (<https://www.penguin.co.uk/articles/childrens-article/the-story-behind-city-of-stolen-magic-nazneen-ahmed-pathak>; <https://www.hindustantimes.com/lifestyle/art-culture/city-of-stolen-magic-a-tale-of-colonialism-and-adventure-for-children-in-south-asia-101692972973221.html>). Although the current study did not specifically include creative responses, well-resourced future studies of this kind may benefit from that approach. As the writer Nazneen Ahmad Pathak said, 'As a poet and novelist I write into the gaps and silences left by official records and archives' (Pathak 2021).
- 9.1.14 Despite a limited number of co-creators, the study appears to have demonstrated that working with volunteer members of local communities is capable of generating new and diverse narratives that have contemporary relevance. The study has also shown that bringing traditional archives together with accessible online sources is an important part of this process. It has also demonstrated, as curators already know, the ability of volunteers to provide unexpected, surprising and therefore valuable insights into historic shipwrecks in UK waters. It is therefore recommended that the approach should be developed further.

10 SELECT PUBLISHED BIBLIOGRAPHY

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- Pathak, N. A. 2021. 'Routes and Roots' in Kusher, T., *Southampton's Migrant Past and Present*, University of Southampton, Southampton



11 APPENDIX

11.1 South Asian connections

Table 2 ES1.2 results – South Asian connections

Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Colonial trade between Britain and India; British migration to India; Calcutta (Kolkatta) & Bengal link	Bengal	899419		<i>Carn Brae Castle</i>	1829	Ship built 1824 at Blackwall, London and stranded and lost enroute Portsmouth to Calcutta, Bengal with passengers, bale goods and copper ingots after standing too close in to shore. Sailmaker of unknown nationality died. Salvaged after loss and following rediscovery in 1989. Artefacts including a copper ingot in Shipwreck Centre and Maritime Museum, IoW. Ship was reputedly the first expressly built for the passenger trade between Britain and India not belonging to the EIC (built for Huddart Brothers), although it worked for them and was regarded as the finest ship of its day.	Heritage Gateway - Results	Maritime Archaeology Trust (MAT) blog – https://museum.maritimearchaeologytrust.org/2022/10/28/the-carn-brea-castle/ ; Ship – http://www.historic-shipping.co.uk/robwigram/cbcastle%2024.html
East India Company; colonial trade between Britain and	Bombay (Mumbai)	1072751		<i>Henry Addington</i>	1798	Large 3-deck 1432 ton East India Company ship lost on Bembridge Ledges on second outbound voyage in December 1798, from London via the Downs (anchorage off Kent) to	Heritage Gateway - Results	John Wells - https://threedecks.org/index.php?display_type=show_crewman&id=23419 ;



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
India and China; Bombay (Mumbai) link						the East Indies (Bombay and then China). Carrying guns and naval stores, as well as bale goods. 614 killed (?). £29,222 of cargo lost (approx. £3 million today). Ship built in 1796 by John and William Wells in Deptford, London. They built many East India ships as well as RN vessels. Scattered wreck site discovered in 1980 and excavated, with finds recovered (may be in the collection of the Shipwreck Centre and Maritime Museum, IoW). Pay and other books relating to the first voyage in the British Library India Office Collection. Believed to be buried. Two West India ships also lost in the fog.		John & William Wells - http://russiadock.blogspot.com/2013/11/shi-pbuilding-at-barnards-wharf-site.html ; Henry Addington - https://en.wikipedia.org/wiki/Henry_Addington_(1796_EIC_ship) & https://searcharchives.bl.uk/primo-explore/fulldisplay?vid=IAMS_VU2&docid=IAMS045-001115134&context=L ; Wreck - https://wrecksite.eu/wreck.aspx?139160
Colonial trade between Britain and India; Bombay (Mumbai) link	Bombay (Mumbai)	1176571		<i>Spring</i>	1827	Broke up after becoming stranded near Pagham Harbour en route from London from Bombay on return voyage. Carrying about 500 bales of cotton, 400 bags of pepper, ginger, and coculus indicus (medicinal plant). Possibly ship number 688 in Lloyds Register of Shipping 1826.	Heritage Gateway - Results	



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Indian shipbuilding; notable Parsi family; link with Bombay (Mumbai); British colonial history in India.	Bombay (Mumbai)	895924		HMS <i>Sphinx</i>	1846	Lost at Chale. Built in Bombay Dockyard in 1815 as a 10-gun Cherokee-class brig-sloop ('sloop of war'). Sold in 1835 and became a Post Office Packet Service packet, sailing out of Falmouth. Built under the supervision of Master Shipwrights Framjee Maneckjee Wadia and Jamsetjee Bomanjee Wadia (portraits exist), under Master Builder Joseph Seaton of Deptford Dockyard. Wadia family (Parsi) were important Bombay shipbuilders.	Heritage Gateway - Results	<p>Shipwright portraits - https://royalasiaticcollections.org/ras-01-007-01-008-jamsetjee-bomanjee-1756-1821-and-nourojee-jamsetjee-1774-1860-shipbuilders/</p> <p>Wadia family of shipbuilders - https://archive.org/details/in.ernet.dli.2015.57463/page/n27/mode/2up & https://en.wikipedia.org/wiki/Wadia_family</p> <p>Bombay Dockyard - https://en.wikipedia.org/wiki/Bombay_Dockyard_(Royal_Navy)</p> <p>Falmouth Packet Service - https://archive.ph/20121216120133/http://www.xjt60.dial.pipex.com/;</p> <p>Link to famous song - https://www.rediff.com/news/report/obama-visit-mumbais-link-to-star-spangled-banner/20101106.htm</p>
Colonial trade with India; Indian Merchant Service casualties, including connections	Madras (Chennai)	1441281		SS <i>Camberwell</i>	1917	First World War loss. 4078 ton Well Line cargo vessel, official number 114655. Built 1903, Sunderland. Mined off IoW during voyage under Captain Adamson from Middlesborough to Calcutta, calling at London, Colombo and Madras. General cargo, including bank notes.	Heritage Gateway - Results	<p>Bombay Memorial - https://www.cwgc.org/find-records/find-war-dead/search-results/?Surname=&Forename=&Initials=&ServiceNum=&Regiment=&Unit=S.S.+%27Camberwell%27&CountryCommemorateDln=null&Cemetery=&Rank=&SecondaryRegiment=&SecondaryUnit=&AgeOfDeath=0&DateDeathFromDay=1&DateDeathFrom</p>



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
with Bombay (Mumbai) and Calcutta (Kolkatta); Indian participation in FWW						Seven Indian Merchant Service men lost, some of whom may have been Yemeni. Men from Bombay (Mumbai) and Calcutta (Kolkatta) recorded by the CWGC. Wreck known and investigated as part of the Forgotten Wrecks of the First World War project. Ten rupee bank notes recovered, together with postcards being sent to British troops serving in India. Extensive historical records for the ship, including online Lloyds survey reports and crew lists.		Month=January&DateDeathFromYear=&DateDeathToDay=1&DateDeathToMonth=January&DateDeathToYear=&DateOfDeath=&Honours=null&AdditionalInfo=file:///E:/Unpath/SS%20Camberwell_1441281/First%20World%20War%20cemetery%20at%20BOMBAY%201914-1918%20MEMORIAL,%20MUMBAI%20-%20view%20casualties%20-%20A%20Street%20Near%20You.html Crew lists - https://www.crewlist.org.uk/data/archivecrewlists/114655 Forgotten Wrecks project - https://map.forgottenwrecks.org/ EU Wrecksite
Colonial trade with India; possible Indian/Lascar crew members; link with Madras (Chennai)	Madras (Chennai)	896146		<i>Cassandra</i>	1871	Liverpool registered iron barque, official number 58918, stranded in Compton Bay in 1871 during a voyage from Madras (Chennai) to London with a general cargo, although there is evidence that the vessel was not a total loss (records for the ship exist post-stranding). Captain John Peters. Survey reports and crew lists available for the ship.	Heritage Gateway - Results	Crew lists - https://www.crewlist.org.uk/data/vesselsnum?officialnumber=58918&submit=search;



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
See above	Calcutta (Kolkatta)	1441281		SS <i>Camberwell</i>		See above		See above
First World War loss; Chinese seafarers in British service; colonial trade with South Asia; association with Calcutta (Kolkatta), Rangoon (Yangon) and British Hong Kong	Calcutta (Kolkatta); Rangoon (Yangon)	1147611		<i>Conch</i>	1916	First World War loss. Anglo-Saxon Petroleum Company Ltd (subsequently Shell) tanker (official number 125764), built 1909 at Swan Hunters on Tyneside. Torpedoed by UB-23 in 1916 enroute for the River Thames from Calcutta and Rangoon with a cargo of Burmese petroleum spirits. 28 fatalities, many Chinese sailors from Hong Kong amongst the crew. Many historic records of the ship, including the registry document at TNA and crew lists (CLIP). Partially intact wreck (2009 report?). Outside ETW.	Heritage Gateway - Results	List of casualties - file:///E:/Unpath/Conch_1147611/List%20of%20casualties.html ; Forgotten Wrecks Project - https://map.forgottenwrecks.org/# ; Crew List Index Project – https://www.crewlist.org.uk/data/vesselsnu m?officialnumber=125764&submit=search Chinese sailors generally – https://maritimearchaeologytrust.org/wp-content/uploads/2020/05/BME_booklet_v2 .pdf
Colonial trade with India (German connection); South Asian or Chinese crew members?; Calcutta	Calcutta (Kolkatta)	896120		<i>Alcester</i>	1897	Iron sailing ship, official number 87907, built 1883 in Greenock by Russell & Co for Haws, Lawson & Co. of Liverpool (Captain was A Haws). Lost 1897 enroute from Calcutta to Hamburg with a cargo of jute from Bengal, which was and is an important producer. Surviving surveyor, registry and crew list documents. Photograph of the wreck	Heritage Gateway - Results	Board of Trade inquiry report – https://plimsoll.southampton.gov.uk/SOTON_Documents/Plimsoll/17100.pdf CLIP - https://www.crewlist.org.uk/data/vesselsnu m?officialnumber=87907&submit=search ; Survey reports - https://hec.lrfoundation.org.uk/archive-library/ships/alcester-1883-



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
(Kolkatta) connection; British exploitation of Bengal jute production						exists (MAT blog). Artefacts from the wreck at Shipwreck Centre and Maritime Museum, IoW		15301/search/everywhere:alcester-17554/page/1; Jute trade - https://en.wikipedia.org/wiki/Jute_trade#:~:text=Jute%20has%20been%20grown%20in,handloom%20jute%20in%20the%201880s ; file:///C:/Users/Graham_S/Downloads/Watt-Library-Ship-Newspaper-Index-sc.pdf ; https://www.clydeships.co.uk/view.php?ref=19808 ; MAT blog - https://museum.maritimearchaeologytrust.org/2022/02/07/sv-alcester-and-its-cargo-of-jute/
Not listed because vessel not a total loss	Calcutta (Kolkatta)	1240721		SS <i>Manora</i>	1878	Iron cargo vessel built in Dumbarton in 1878, official number 78595, recorded as lost in 1878 en route Calcutta from London. However, vessel still in Mercantile Navy List of 1880 and therefore probably not a total loss in 1878.	Heritage Gateway - Results	Crew List Index Project
British Empire trade; Calcutta (Kolkatta)	Calcutta (Kolkatta); New Zealand	904616		<i>Aparima</i>	1917	5.704-ton British cargo and passenger liner built in 1902 by William Denny's in Dumbarton and owned at the time of loss by the Union Steamship Company of New Zealand (Union NZ), once the largest	Heritage Gateway - Results	Aparima - https://maritimearchaeologytrust.org/wp-content/uploads/2020/05/BME_booklet_v2.pdf ; file:///D:/Unpath/Aparima_904616/Wreck%20Tour%20162_%20The%20Aparima.html ;



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
connection; Lascars						shipping line in the southern hemisphere ('The Southern Octopus'). Requisitioned during the war as a troop transport. En route for Barry in ballast from London under master J G S Doorley when torpedoed by UB 40. Well known avocational dive wreck with numerous droited finds. Union NZ was once NZ's largest private employer, with 75 ships in 1914. Bought by P&O in the same year that the ship was lost. Very important in trade and passengers between Australia and NZ. Before the war the Aparima sailed on the New Zealand - Calcutta route with a mixed Indian/NZ crew. It became the company's cadet training ship in 1912. 56 of 111 crew lost, including 17 of 30 NZ cadets, 24 NZ, 29 Indian, 2 British and 1 Chinese. Indians and Chinese referred to as 'natives' and 'orientals'. Ship carried 5 Indian 'coal boys' and a 'pantry boy'.		<p>file:///D:/Unpath/Aparima_904616/C10187984.htm Union NZ file:///D:/Unpath/Aparima_904616/The%20Union%20Steam%20Ship%20Company.htm#Z.W9QWXPP0uU; file:///D:/Unpath/Aparima_904616/Union%20Line%20of%20New%20Zealand.html;</p> <p>Casualties - https://www.nzwargraves.org.nz/content/sinking-ss-aparima ;</p> <p>CWGC casualty list - https://www.cwgc.org/find-records/find-war-dead/search-results/?Surname=&Forename=&Initials=&ServiceNum=&Regiment=&Unit=Aparima&CountryCommemoratedIn=null&Cemetery=&Rank=&SecondaryRegiment=&SecondaryUnit=&AgeOfDeath=0&DateDeathFromDay=1&DateDeathFromMonth=January&DateDeathFromYear=&DateDeathToDay=1&DateDeathToMonth=January&DateDeathToYear=&DateOfDeath=&Honours=null&AdditionalInfo=&Size=100&Page=1</p>
See above	India	1441281		SS <i>Camberwell</i>		See above		



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Colonial trade with India; British troops in India; association with Karachi (now Pakistan); fire at sea	Karachi	898892		<i>Eastern Monarch</i>	1859	Fully rigged ship built in Dundee in 1856, burnt and lost at Spithead in 1859 (due to the carelessness of the captain's steward) whilst transporting 352 invalid troops and their families plus general cargo (linseed oil, saltpeter, ivory and bones) from Karachi to London. Eight (?) passengers and crew lost. Salvage records at TNA. Soldiers traceable.	Heritage Gateway - Results	<p>Painting of the event - https://artuk.org/discover/artworks/burning-of-the-troopship-eastern-monarch-at-spithead-june-1859-174553 ;</p> <p>Newspaper - https://trove.nla.gov.au/newspaper/article/3257344 & http://www.old-merseytimes.co.uk/EasternMonarch.html ;</p> <p>Trial of steward - https://www.dailyecho.co.uk/news/23191842.manslaughter-charge-eight-lives-lost-explosion/ ;</p> <p>Traceable soldier example - https://enrolledpensionerforcewa.org.au/epf-profiles/m/milton-stephen-70th-regiment/</p>
Colonial trade with India; South Asian/Chinese crew?	India; Bangladesh	896147		<i>Dacca</i>	1872	British India Steam Navigation Company merchant steamship (became part of P&O), official number 58355, built in Glasgow in 1867, lost enroute River Clyde for India. Uncertainty about date and place of loss, as records for the ship go up to 1876 (Lloyds Register). Significant British shipping company associated with colonial India.	Heritage Gateway - Results	<p>Survey reports - https://hec.lrfoundation.org.uk/archive-library/ships/dacca-1867/search/everywhere:dacca/page/1 ;</p> <p>Crew lists - https://mha.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=58355 ;</p> <p>Shipping line - https://www.theshipslist.com/ships/lines/bi/sn.shtml</p>



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Not listed because vessel not a total loss	India	902662		<i>Princess Charlotte</i>	1796	Refloated after stranding at Selsey Bill.	Heritage Gateway - Results	
Colonial trade with India; South Asian/Chinese crew?	India	898896		<i>Chevy Chase</i>	1865	677 ton Iron sailing barque, official number 47598, built in Liverpool in 1851. Lost on the Shingles between the IoW and Swanage in 1865, outbound from Liverpool to India with a cargo of coal. Discrepancies in records - Lloyds Register indicates vessel built in 1863 and the same vessel appears in the Merchant Navy List in 1880. Possible misidentification. All 11 crew lost.	Heritage Gateway - Results	Survey reports - https://hec.lfoundation.org.uk/archive-library/ships/chevy-chase-1863/search/everwhere:chevy-chase/page/1 CLIP https://www.crewlist.org.uk/data/vesselsalpa?shipsearch=Chevy+Chase&SearchType=Exact&submit=search ; Crew lists - https://mha.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=47598
See above	Karachi	898892		<i>Eastern Monarch</i>		See above		
	Ceylon (Sri Lanka)	None						
See above	Columbo (Sri Lanka)	1441281		SS <i>Camberwell</i>		See above		
Colonial trade with India; South Asian/Chinese crew?	Rangoon	1160729		<i>Magellan</i>	1883	Swedish sailing barque, built 1871, stranded and lost in 1883 in the Needles Channel whilst carrying a rice cargo from Rangoon to Cowes. Crew saved by lifeboat.	Heritage Gateway - Results	



Sub-themes	Search term used	HE No.	Mon.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Colonial trade between Britain and India; British migration to India; Calcutta (Kolkatta) & Bengal link	Bengal	899419		<i>Carn Brae Castle</i>	1829	Ship built 1824 at Blackwall, London and stranded and lost enroute Portsmouth to Calcutta, Bengal with passengers, bale goods and copper ingots after standing too close in to shore. Sailmaker of unknown nationality died. Salvaged after loss and following rediscovery in 1989. Artefacts including a copper ingot in Shipwreck Centre and Maritime Museum, IoW. Ship was reputedly the first expressly built for the passenger trade between Britain and India not belonging to the EIC (built for Huddart Brothers), although it worked for them and was regarded as the finest ship of its day.	Heritage Gateway - Results	MAT blog - https://museum.maritimearchaeologytrust.org/2022/10/28/the-carn-brea-castle/ ; Ship - http://www.historic-shipping.co.uk/robwigram/cbcastle%2024.html



11.2 Caribbean connections

Table 3 ES1.2 results -- Caribbean connections

Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Migration and passengers during colonial era; Caribbean crew?	West Indies	805091	<i>Cuba</i>	1945	Second World War loss. French liner, built 1923 by Swan Hunter on Tyneside. Built for Compagnie Générale Transatlantique (French Line) and designed for Caribbean and Central American service. Captured by the British and registered Trinidad 1941, managed by Cunard. Serving as a troopship when torpedoed by U-1195 in 1945 whilst enroute for Southampton (or Portsmouth) from Le Havre. Very large wreck, heavily salvaged. Artefacts have been recovered.	Heritage Gateway - Results	YouTube video - <a 487="" 507="" 833="" 851"="" data-label="Page-Footer" href="https://www.google.co.uk/search?q=liner+cuba+1945&sca_esv=561621006&source=hp&ei=u5fwZO-FB-G1hbIP8M6m2Aw&iflsig=AD69kcEAAAAAZPCly_4v9oEdzqKLeIbtvD6a3fOgnKx&ved=0ahUKEwivz-u5goeBAxXhWkEAHXcCcsQ4dUDCBA&oq=liner+cuba+1945&gs_lp=Egdn3Mtd2l6lg9saW5lciBjdWJhIDE5NDUyBRAhGKABSLQ1UABYyCRwAHqAkAEAmAGnAaABrQmqAQQxMy4yuAEMyAEA-AEBwglREC4YgwEYxwEYsQMY0QMYgATCAgsQLhiDARixAxiABMICCxAAGIAEGLDGI MBwglLEC4YgAQYsQMYgwHCAggQABiABBixA8ICERAUgIAEGLEDGIMBGMcBGNEDwglLEC4YigUYsQMYgwHCAgUQLhiABMICCB AUgIAEGLEDwglLEAAyI gUYsQMYgwHCAgUQABiABMICFxAuGIMBGK8BGMcBGLLEDGIAEGJgFGJkFwglHEC4YgAQYCsICCAuGIAEGMcBKG8BwglHEAAyYgAQYCsICCAAGBYHhgKwglIEAAyFhgeGA_CAgSQA BgWGB4Y8QQYCsICBhAAGBYHsICBRAAGKIE&scien t=gws-wiz#fpstate=ive&vld=cid:7f386477,vid:2WwZUS_k51M;</td> </tr> </tbody> </table> </div> <div data-bbox="> <p>56</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
							<p>Wrecksite.eu - https://wrecksite.eu/wreck.aspx?283380 ;</p> <p>Registry - https://discovery.nationalarchives.gov.uk/details/r/C13335011</p> <p>Crew agreements - https://discovery.nationalarchives.gov.uk/results/r?name=Search&_cr1=BT%20381/3720&_aq=171463 (1945, 1943-44 also available); wartime passenger lists available, e.g. TNA BT 26/1195/99.</p>
Barbadian crew; British shipping company set up in West Indies trade; plantation crop cargoes	West Indies	1510075	<i>Serrana</i>	1918	First World War loss. Merchant steamship built 1905 at South Shields, Tyneside for Scrutton & Sons (became Harrisons), official number 120609. Outbound from London for Barbados with general cargo including manufactured goods. Scruttons were engaged in the West India trade from 1808. Wreck in two sections. Seven fatalities, including five Barbadian crew, one of whom is buried in Longfleet. Ship carried sugar from Demerara. See also <i>Mignometter</i> .	Heritage Gateway - Results & https://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=33b05752-6b7b-4e85-a256-cd086343e57c&res	<p>Barbadian fatalities - https://www.cwgc.org/find-records/find-war-dead/search-results/?Surname=&Forename=&Initials=&ServiceNum=&Regiment=&WarSelect=1&Unit=%27Serrana%27&CountryCommemoratedIn=null&Cemetery=&Rank=&SecondaryRegiment=&SecondaryUnit=&AgeOfDeath=0&DateDeathFromDay=1&DateDeathFromMonth=January&DateDeathFromYear=&DateDeathToDay=1&DateDeathToMonth=January&DateDeathToYear=&DateOfDeath=&Honours=null&AdditionalInfo=</p> <p>CLIP - https://crewlist.org.uk/data/vesselsnum/120609</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
						ourceID=19191	<p>Crewlists - https://mha.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=120609 & https://crewlist.org.uk/data/archivecrewlists/120609</p> <p>House flag - https://www.rmg.co.uk/collections/objects/rmgc-object-976</p> <p>Cargo - https://map.forgottenwrecks.org/uploads/documents/Serrana.pdf</p> <p>Site report - https://map.forgottenwrecks.org/uploads/documents/FW_Site%20report_Serrana.pdf</p>
Slavery; Ship carrying the products of enslaved labour; colonial era Caribbean trade	West Indies	895852	?	1759	Large Dutch merchant ship en route from West Indies with rum and sugar. Carrying plantation products, probably from Suriname, Curacao or St Eustatius. May have been engaged in Triangular Trade. Lost on 'Swingwell Ledge'. May be possible to identify the ship using the SlaveVoyages database.	Heritage Gateway - Results	SlaveVoyages database: https://www.slavevoyages.org/voyage/database
Slavery; Ship carrying the products of enslaved	West Indies	898846	<i>Bailies</i>	1797	Lost near entrance to Langstone Harbour en route from London to Santo Domingo in the West Indies under Master Symes. No crew lost.	Heritage Gateway - Results	George Baillie - https://www.ucl.ac.uk/lbs/person/view/1277571002



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
labour; colonial era Caribbean trade; association with a notable enslaver					Ship and master not traced in the Slave Voyages database and may not have been engaged in carrying enslaved persons. Ship appears in Lloyd's Register 1796 as 300 ton ship 'Baillie' under W. Sims, owned by Baillie & Co. (probably George Baillie & Co., owned by the large scale merchant and slave factor in St Vincent in the 1780s and 1790s, George Baillie of Scotland).		
Ship carrying the products of enslaved labour; colonial era Caribbean trade	West Indies	895782	<i>Mignonette</i>	1876	London registered barque, official number 54600, 283 tons, built Jersey 1865 by F C Clarke for the West Indies trade on Scrutton & Sons (see <i>Serrano</i>). Bound for London. Crew saved by lifeboat. Carrying sugar, rum and coconuts. Crew lists may contain details of Caribbean sailors.	Heritage Gateway - Results	Lloyd's Register 1875 - https://archive.org/details/HECROS1875/mode/2up Crew lists 1866-76 - https://mha.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=54600 https://crewlist.org.uk/data/archivecrewlists/54600 ;
Ship carrying the products of enslaved labour; colonial era	West Indies	899466	<i>Hermose Habanero</i>	1874	Spanish brig, lost 1874. Broke up after stranding. All crew saved by lifeboat. Carrying sugar, rum and hardwood from the West Indies to London.	Heritage Gateway - Results	Full text of "The Shipwrecked Mariner.A Quarterly Maritime Magazine VOL.XXII 1875" (archive.org)



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Caribbean trade							
Ship carrying the products of enslaved labour; colonial era Caribbean trade	West Indies	1481703	<i>Dudley</i>	1705	Boston cargo vessel lost carrying rum (presumably) from the West Indies.	Heritage Gateway - Results	
Ship carrying the products of enslaved labour; colonial era Caribbean trade	West Indies	898856	<i>Hunter</i>	1800	Merchant ship lost in a gale enroute to New Providence in the Bahamas from Glasgow.	Heritage Gateway - Results	
Ship carrying the products of enslaved labour; colonial era Caribbean trade	West Indies	1339015	<i>Thames</i>	1802	British 'West Indiaman' capsized and lost in a sudden gale, homeward bound (probably London) from the West Indies. All crew lost. Uncertainty concerning the ship's identity - no ship listed in LR in 1802 as a ship appears to be missing from Lloyd's Register (LR) in 1803 - possible misidentification by reporting newspapers.	Heritage Gateway - Results	LR 1802 - https://archive.org/details/HECROSS1802/page/n451/mode/2up LR 1803 - https://archive.org/details/HECROSSU1803/page/n449/mode/2up LR 1804 - https://archive.org/details/HECROSS1804/page/n499/mode/2up



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Ship carrying the products of enslaved labour; association with owner of enslaved persons and Caribbean estates; colonial era trade with Caribbean; association with Nevis and St Kitts; person onboard who may have been the offspring of a relationship between and enslaved person and an estate owner.	West Indies	899430	<i>Clarendon</i>	1836	West Indiaman stranded and lost at Blackgang Chine whilst en route London from St Kitts with rum, sugar, molasses, coconuts, peppers and cedar, together with passengers. Built 1823 in Chepstow. 308 tons, copper bottomed, owned by Fry & Co. and Taylor & Co., registered London. The ship sailed regularly between Nevis and London. Loss prompted the building of St Catherine's Lighthouse. Timbers reputedly reused for building of Clarendon Hotel at Shanklin. Three of the 28 onboard survived due to the heroism of a rescuer, John Wheeler - crew James Harris, William Byrne and John Thompson. Dead included; Lt Shore of the 14th Regiment, wife and four daughters and servant (George Higginbottom); Miss Gourley of Portsmouth, Mr Shepard of Exeter and Walter Pemberton of Nevis with his daughter (Ann or Mary), described as a 'Creole'. The Pembertons were prominent plantation owners on Nevis and the owners of many enslaved persons. Walter Maynard Pemberton, born	Heritage Gateway - Results	<p>Walter Maynard Pemberton - https://www.ucl.ac.uk/lbs/person/view/25198</p> <p>Survey reports - https://hec.lrfoundation.org.uk/archive-library/ships/clarendon-1823/search/everywhere:clarendon/page/1</p> <p>LR - https://archive.org/details/hecross1835_202002/page/n141/mode/2up</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					1788 in Nevis was the son of Joseph Herbert & Margaret Pemberton. He married Ann Prentis, daughter of Edward Higgins Snr in 1818. He was travelling to England to settle for the 'benefit of his health' and for his daughter's education. He was a slave owner and signatory of the Slave Register for Nevis in 1831. He was co-owner of the Hermitage and Hulburds Estates and owner of the Spring Hill and Tower Hill Estates, all on Nevis. Claims for compensation in 1836 amounted to 326 enslaved persons from his estates at Tower Hill and Spring Hill. His wife lived until 1855. Wreck is recorded by UKHO as DEAD (not found) but a pistol and snuffer have been reported to the RoW as coming from the wreck (Droit 221/02). Much of the wreck was reported as deeply buried in shingle shortly after the loss.		
Ship carrying the products of enslaved labour; colonial	West Indies	1158755	Howe	1780	The Howe appears to have been an armed ship hired by the RN (requires further research to ID). It was escorting a convoy from Jamaica and part of the cargo and passengers of	Heritage Gateway - Results	LR - https://archive.org/details/HECROS1780/page/n117/mode/2up Muir in Jamaica - https://www.ucl.ac.uk/lbs/search/



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
trade; possibly owned by a major slave owning family, originally from Scotland					the leaking Leviathan appears to have been transferred to it during the voyage (cotton, rum, sugar and logwood). Contemporary correspondence suggests that the ship went ashore on the south coast of the Isle of Wight but was expected to be got off. LR for 1780 (269) records a 400 ton ship owned by Muir & Co that does not appear in the 1781 LR. Therefore a possible connection with the slave owning Muir family in Jamaica requires further investigation.		
Colonial era trade; Dutch involvement in trade in goods produced by enslaved persons	West Indies	1616063	<i>Fame</i>	1631	May be the Swash Channel Protected Wreck (1408546). <i>Fame</i> was a Dutch merchant ship lost off Poole, Dorset in 1631 enroute for the West Indies from Hoorn. Wreck subsequently looted.	Heritage Gateway - Results	
Colonial era Caribbean trade; connection with North	Jamaica	895711	<i>Ganymedes</i>	1895	425 ton Norwegian sailing barque, built 1869 in Risør, Lloyds Register . Lost carrying cargo of logwood and leather from Jamaica to Goole. Crew saved by lifeboat. Owned by Prebensons - a shipping line	Heritage Gateway - Results	LR <u>1894</u> - https://archive.org/details/HECROS1894S/page/n283/mode/2up Shipping <u>line</u> - http://www.norwayheritage.com/p_shiplist.asp?co=jwpre



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Atlantic emigrants					associated with 19C Norwegian Transatlantic emigration.		
See above		1158755	<i>Howe</i>	1789	See above	-	
Ship carrying the products of enslaved labour; colonial trade; colonial Jamaica	Jamaica	1164812	<i>Lively</i>	1775	Lost enroute for London from Jamaica with a cargo. Captain Hall/Haile and First Mate lost.	Heritage Gateway - Results	
Ship carrying the products of enslaved labour; colonial trade.	Jamaica	1174920	<i>Royal Edward</i>	1809	351 ton merchant ship under Captain Muirhead lost en route from Jamaica for London. Built Quebec, Canada, owned by Wildman. No cargo information.	Heritage Gateway - Results	LR 1809 - https://archive.org/details/HECROSU1809/page/n397/mode/2up
Ship carrying the products of enslaved labour; colonial Jamaica	Jamaica	899283	<i>Conway</i>	1773	Went ashore on the Needles bound for Jamaica from London under Captain Hodgson. Several Captain Hodgson's recorded as slave ship captains in the late 1760s.	Heritage Gateway - Results	
?	Jamaica	895382	?	1746	Dutch cargo vessel. Sources uncertain as to involvement of Jamaica and cargo recorded as	Heritage Gateway - Results	



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					Spanish wool, so Caribbean connection unlikely.		
Colonial trade; possible connection with the transport of enslaved persons; colonial Jamaica	Jamaica	898830	<i>Favourite</i>	1795	Stranded whilst en route from (Fowey?) to Jamaica under Captain Lander. Possible connection with Edward Lander or George Lander, captains of ships carrying slaves to Havana from Charleston and St Thomas respectively?	Heritage Gateway - Results	Lander - https://www.slavevoyages.org/american/database
Ship carrying the products of enslaved labour; colonial trade; possible connection with slave owner; colonial Jamaica	Jamaica	895296	<i>Melville Watson</i>	1827	305 ton merchant ship built 1824 in London stranded and went to pieces enroute from Jamaica to London under Captain Purdy with a cargo of rum, sugar and pimento. Owned by 'Oldfield' (connection with Phillip Oldfield who was compensated for loss of slaves in British Guiana in 1835?)	Heritage Gateway - Results	LR 1827 - https://archive.org/details/HECROSU1827/page/n415/mode/2up Oldfield - https://www.ucl.ac.uk/lbs/claim/view/8527
Ship carrying the products of enslaved labour;	Jamaica	1176837	<i>Mercury</i>	1762	Merchant ship under Captain Elliott bound for London from Jamaica. Elliott could be Robert Elliott, captain and owner of two American ships	Heritage Gateway - Results	Elliott - https://www.slavevoyages.org/voyage/database



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
colonial trade; possibly lost on third leg of the Triangular Trade; colonial Jamaica					that made three slaving voyages in 1759, 1763 & 1764. A vessel of the same name recorded as having been wrecked after disembarkation of slaves in November 1761, but captain of that vessel recorded as Henry Knowles (Slave Voyage database Voyage ID 17492).		
Ship carrying the products of enslaved labour; colonial trade	Jamaica	1072747	<i>Loyal Macs</i>	1746	Merchant ship under Captain Ashwell, lost carrying rum and sugar from Jamaica via Plymouth	Heritage Gateway - Results	
Colonial trade with slave-based plantation economy	Jamaica	1368555	?	1735	Merchant ship under Captain Warren lost whilst bound for Jamaica with bale goods. Goods saved.	Heritage Gateway - Results	
Governance of slave-based plantation economy; Caribbean resistance to slavery; Maroons;	Jamaica	1082105	HMS <i>Assurance</i>	1753	44-gun Royal Navy Fifth Rate (frigate) under the command of Captain Carr Scrope wrecked on the Needles because of a navigational error whilst sailing from Jamaica to Portsmouth via Lisbon. Built in 1747 at Bursledon by Richard Heather. The two passengers survived, including Edward and Catherine	Heritage Gateway - Results	Assurance - https://unpath.maritimearchaeologytrust.org/ https://aparcelofribbons.co.uk/tag/hms-assurance/ https://citizan.org.uk/interactive-coastal-map/6424/



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
proto-Abolitionist views?					<p>Trelawny. Edward Trelawny (1699-1754), an early Abolition sympathiser, was a Cornish aristocrat who fought for the British Army before becoming Governor of Jamaica from 1738 to 1752. Following his appointment he ended the difficult First Maroon War in 1739-40 by agreeing peace treaties with the Jamaican Maroons, communities of Africans who had freed themselves and were fighting a guerilla campaign against the British. One of the Maroon towns, Culoe Town, was renamed Trelawny Town in his honour when he left Jamaica. For a Governor of Jamaica he held unorthodox and controversial views, saying in his pamphlet <i>An Essay concerning Slavery</i> that "I cou'd wish with all my Heart, that Slavery was abolish'd entirely, and I hope in time it may be so." Trelawny believed that Jamaican planters already owned too many slaves and mismanaged and neglected them. However, he realised that abolishing slavery would ruin the Jamaican economy and his ambitions to become a</p>		<p>Edward & Catherine Trelawny - file:///D:/Unpath/Assurance_1082105/TRELAWNY,%20Edward%20(1699-1754),%20of%20Hengar,%20Cornw.%20%20History%20of%20Parliament%20Online.html</p> <p>https://www.ucl.ac.uk/lbs/person/view/2146658053</p> <p>https://en.wikipedia.org/wiki/Edward_Trelawny_(colonial_administrator)</p> <p>https://www.britannica.com/biography/Edward-Trelawny</p> <p>Captain Scrope - file:///D:/Unpath/Assurance_1082105/Carr%20Scrope%20(c.1719-1762).html</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					Member of Parliament, so he only asked for abolition of the slave trade, not slavery, saying that if the importation of slaves was ended "Time will do the rest". However, it was not until the intervention of the Quakers in the 1780s that abolition gained traction. Trelawny, who owned 1,000 acres in Jamaica married Catherine Penney, the widow or sister of Robert Penny, Attorney General of Jamaica in 1752 and the owner of 1,000 acres there. She appears to have inherited a substantial fortune from her husband/brother, stated to be £30-40,000 Jamaican Pounds. The Trelawny's are reported to have been carrying 60,000 coins with them when the ship was wrecked. Edward Trelawny resigned his governorship because of ill health.		
		805282	<i>Serrana</i>	1918	See above		
Colonial trade with economy reliant on slavery;	Barbados	895939	<i>Three Sisters</i>	1799	West Indiaman en route Barbados from London under Master Goodwin. Carrying bale goods including Irish cotton; calico; doulas canvas; soldiers' uniform coats and shirts;	Heritage Gateway - Results	LR 1799 - https://archive.org/details/HECROS1798/page/n309/mode/2up



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
possible slave trade captain.					cotton stockings; gounspie checks; Hollands shoes etc. Three drowned. 330 ton ship with sheathing. Is the master David Goodwin, recorded as carrying nine male slaves from New Providence to Havanna on the goletta Surprise in 1792?		Slave Voyage Database - https://www.slavevoyages.org/american/database
Probably no Barbados/West Indies connection other than the name; colonial trader	Barbados	1176175	<i>Barbadoes</i>	1860	278 ton Bristol registered merchant ship, official number 2737, built as a barque in Grimsby for F W Green and stranded under master Gilbert Anderson on a voyage from Grimsby to Barbados? Other report saying bound Australia which seems more likely - probably built for the wool trade. Got off and returned to service as subsequently lost in 1861 on the Australian wool run. Hull's links to the Caribbean are very strong. Planters from Hull and the surrounding region were among the earliest colonists settling Barbados in the first half of the seventeenth century; an early Governor of the Island emanated from the Ryedale; Lincolnshire planter, Thomas Thistlewood, had a friend who came from Hull; and trade from the British	Heritage Gateway - Results	TNA - 1860 crew agreement https://discovery.nationalarchives.gov.uk/results/r?name=Search&cr1=BT%2099/71&aq=27327 CLIP - https://crewlist.org.uk/data/vesselsalpha?shipsearch=Barbadoes&SearchType=Exact&submit=search LR - https://archive.org/details/HECROS1860/page/n197/mode/2up Survey report - https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-hul393-0363-r-barbadoes-1860 F W Green - https://en.wikipedia.org/wiki/Green_Shipbuilders



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					West Indies arrived at the port of Hull from numerous islands including modern day Barbados, Jamaica, Belize, Haiti and St Kitts. Greens was a prominent shipbuilder in Bristol in the 19th century and owned ships in the West and East Indies trades.		
Colonial trade with slave-based plantation economy	St Kitts	1157955	<i>Samuel</i>	1753	Irish merchant ship from Cork, stranded under Killikelly whilst en route London from St Kitts with cargo of cotton, ebony and sugar. Killykelly may have commanded the brig Swallow in 1734 and the Eleanor bound Cork from Monserrat in 1748.	Heritage Gateway - Results	MHA - Killykelly - K - 097 - General.pdf (mun.ca)
		899430	<i>Clarendon</i>	1836	See above		
Colonial trade with slave-based plantation economy; possible slave ship captain.	St Kitts	895938	<i>Samuel</i>	1755	140 ton American merchant ship (snow), blown ashore under Jon Elias (of?) Ireland en route London from Charlestown via St Kitts with 246 casks of 'sugar and 'trifling merchandise', including 2 tons of lignum vitae. Possible connection with John Ireland, captain of the sloop Polly that transported slaves from Charleston to Mosquito Shore in 1766?	Heritage Gateway - Results	Intra-American Slave Trade - Database (slavevoyages.org) (Voyage 107126)



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Colonial trade with slave-based plantation economy; possible slave ship.	St Kitts	898819	<i>Douglas</i>	1781	Stranded under master Crombie whilst en route from St Kitts. Ship appears in Lloyds Register 1781 & 1782, but not in 1783. Built Philadelphia, owned by captain - 'D Crombie & co'. Ship called 'Douglass' under Peter Bryson carried 30 slaves from St Kitts to Hampton in 1771, but that ship is recorded as being built in Virginia.	Heritage Gateway - Results	LR 1781 - https://archive.org/details/HECROS1781 Slave Voyage Database voyage 104525 https://www.slavevoyages.org/american/database
Slave ship; Triangular Trade voyage; slave owner connection; slave trade captain.	Bermuda	1339775	<i>Venus</i>	1804	128 ton Bermudan brig sheathed with copper under master John Bicknell foundered en route Guinea from London. Three men lost. Engaged in the first leg of the triangular slave trade. Ship appears in Lloyds Register. Owned by Bowers (Slave Voyage Database) or Mackay (LR). Dorothy Mackay was compensated for the freeing of two slaves in 1836. Bicknells (related?) received compensation for slaves freed from two estates in Jamaica. James Bicknell undertook slaving voyages in 1802-4 as a captain and was a resident slave owner in Jamaica. Ship built by enslaved shipwrights (see 1399232).	Heritage Gateway - Results	Slave voyage database number 83929 - https://www.slavevoyages.org/voyage/database Slave claim - https://www.ucl.ac.uk/lbs/claim/view/3992 & https://www.ucl.ac.uk/lbs/person/view/18726 LR - https://archive.org/details/HECROSS1804/page/n527/mode/2up



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Probably built by enslaved shipwrights.	Bermuda	1399232	HMS <i>Mistletoe</i>	1816	150 ton Shamrock class schooner built in Bermuda by Robert Hill Snr (Hills) in 1808-9. Patrolling for privateers (?) under Captain Wade Blake between Beachy Head and the Isle of Wight when it foundered with no survivors. Design complement of 50. 10 x 9 pdr or 6 x 12pdr carronade and 2 x 6 pdr. Hills and other Hamilton Parish Shipyards employed enslaved persons as shipwrights - at the same time that the Mistletoe was built, 50-year old Sam (caulker/carpenter) and 19-year old Tom (ditto) were employed.	Heritage Gateway - Results	Service history - https://sites.rootsweb.com/~pbtyc/18-1900/M/03060a.html & https://en.wikipedia.org/wiki/HMS_Mistletoe_(1809) Hills' enslaved shipwrights - Jarvis 1995 p41-2 & 2002b p589-593 I
Royal Navy presence in Bermuda colony; possible black crew members?	Bermuda	899473	(HMS) <i>Eurydice</i>	1878	Built 1843 in Portsmouth as a Sixth Rate, became training ship. Lost in a squall en route for Portsmouth from Bermuda under Marcus Hare with heavy loss of life. Carrying 35 passengers (list online). Gerard Manley Hopkins wrote his poem 'Loss of the Eurydice' about it.	Heritage Gateway - Results	MAT blog - HMS Eurydice - The Shipwreck Centre & Maritime Museum (maritimearchaeologytrust.org) ; contemporary account - https://www.google.co.uk/books/edition/The_Last_Four_Days_of_the_Eurydice/2Eg6AQAIAAJ?hl=en&gbpv=1&pg=PA1&printsec=frontcover
Convict ship; forced labour.	Bermuda	1505845	<i>Cedarine</i>	1862	Convict ship used to transport convicts for labour in Bermuda. 308 ton barque, built by Joseph	Heritage Gateway - Results	Barque <i>Cedarine</i> not in Lloyds Register and not traced as a convict ship - o maiden voyage from



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					<p>Outerbridge and Thomas Davis at their Shelly Bay yard in Bermuda. Maiden voyage under Master Thomas Melville. Returning 191 convicts plus 6 women, 18 children, the families of surgeons Beck, King and Roberts, an overseer named Young and 3 warders. A William Young arrived in 1856 in charge of convicts on <i>Sir G F Seymour</i> and was paid travel expenses. He may have left the same year on the <i>Canada</i>. An Assistant Overseer W Young was in Bermuda in 1861 and later that year accompanied convicts back to the UK on the <i>Danubia</i>. He reported arrival of the <i>Danubio</i> from Bermuda with 255 convicts and requested return passage and railway fare. Name in a list of 18 officers whose services could be dispensed with in September 1861. William Young dismissed in late 1861 because of reductions being made in the Convict Department. Between 1823 and 1863 more than 9000 convicts were transported to Bermuda to build the Royal Naval Dockyards at Ireland Island.</p>		<p>Bermuda (https://www.islandeye.co.uk/history/shipwrecks/cedarine.html); https://www.shipsnostalgia.com/media/cedrene.233097/.</p> <p>TNA ref to Young - CO 37/159, CO 37/177/22, CO 37/179/12, CO 37/178/55, CO 37/181, CO 37/182/1;</p> <p>Transportation to Bermuda - http://www.oliverfamilyhistory.co.uk/v4/stories/solomon-and-joshua-bermuda-transportation.htm#:~:text=Between%201823%20and%201863%20more.larger%20work%20force%20was%20required</p> <p>https://hakluytsociety.wordpress.com/2019/11/29/cosmopolitan-convicts-19th-century-convicts-in-bermuda-and-gibraltar/</p> <p>https://bermudalegal.wordpress.com/2016/08/22/bermudas-convict-hulks-1823-1863/</p> <p>Reuse of wreck timber - https://historicengland.org.uk/listing/the-list/list-entry/1292718</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					Construction began in 1809 and required convicts because there were not enough slaves on Bermuda. Convicts were housed on prison hulks and the work was considered to be particularly arduous. However, it was not uncommon for convicts to settle in Bermuda (including with the black population) and even become warders. At least nine decommissioned Royal Navy ships were used as prison hulks. Handcuffs reputed to be from the ship were droited in 2002 (beach finds?).		



11.3 African connections

Table 4 ES1.2 results – African connections

Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Guinea - frequent destination for first leg of the Triangular Trade; Slave ship; Triangular Trade voyage; slave owner connection; slave trade captain.	Africa/n	1339775	<i>Venus</i>	1804	128 ton Bermudan brig sheathed with copper under master John Bicknell foundered en route Guinea from London. Three men lost. Engaged in the first leg of the triangular slave trade. Ship appears in Lloyds Register. Owned by Bowers (Slave Voyage Database) or Mackay (LR). Dorothy Mackay was compensated for the freeing of two slaves in 1836. Bicknells (related?) received compensation for slaves freed from two estates in Jamaica. James Bicknell undertook slaving voyages in 1802-4 as a captain and was a resident slave owner in Jamaica. Ship built by enslaved shipwrights (see 1399232). See also under Caribbean connections (Bermuda).	Heritage Gateway - Results	Slave voyage database number 83929 - https://www.slavevoyages.org/voyage/database Slave claim - https://www.ucl.ac.uk/lbs/claim/view/3992 & https://www.ucl.ac.uk/lbs/person/view/18726 LR - https://archive.org/details/HECROSS1804/page/n527/mode/2up
Dutch Triangular Trade; slave	Slave	1228512	Unidentified	1697	400-ton, 24-gun Dutch ship from Vlissingen, reported to have been homeward bound from Surinam with indigo, gold dust, 700 hogsheads of	Heritage Gateway - Results	<i>Goude Poort</i> - Slave Voyage Database 10155 (https://www.slavevoyages.org/voyage/database).



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
ship; North Congo					sugar and ivory. The latter may indicate that the ship called first at an African port and therefore may have been a slave ship. It is suggested that it is the <i>Brigdamme</i> of Vlissingen, a 'frigate' of the West-Indische Compagnie, which sailed from North Congo to Suriname, with 514 enslaved persons. However, this ship was captured by the French after landing them so is an unlikely identification. The Vlissingen ship <i>Goude Poort</i> purchased people in Ardra in Southern Benin before landing them in Suriname. However the Slave Voyage Database records the ship as subsequently reaching Vlissingen in 1698. The only other Vlissingen ships in the database at the relevant date, the <i>Margarita</i> and the <i>Goude Brakhond</i> are recorded as reaching their home ports.		Brigdamme - Slave Voyage Database 10064. Margarita - Slave Voyage Database 11868. Goude Brakhond - Slave Voyage Database 10152.
Colonial trade with West Africa; see also <i>Mendi</i>	Africa/n	1397761	SS <i>Faith</i>	1855	General cargo ship, built of iron by Lairds on the Mersey in 1852 for the West Africa trade by the African Steamship Company (subsequently Elder Dempster). Steam ship, sail assisted. In 1853-54 made several	Heritage Gateway - Results	Not in Lloyd's Register or CLIP; TNA - BT 98/4226; Faith, including list of voyages - http://www.historic-shipping.co.uk/african/faith.html



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					voyages carrying passengers and cargo to West and South Africa (inc. Goree, Bathurst, Sierra Leone, Monrovia in Liberia, Cape Coast, Accra, Whydam, Badagry, Lagos, Fernando Po, Cameroon, Old Calabar, Bonny, via the Canary Islands). Requisitioned in 1854 as a Crimean troopship then sold to Turkey. Foundered on its delivery voyage London to Istanbul whilst carrying general cargo. Scheduled wreck. Artefacts have been salvaged and are in an IoW museum.		<p>Diving project - https://www.bsac.com/document/ss-faith-project-report/</p> <p>African Steamship Company - http://www.historic-shipping.co.uk/african/africanindex.html, http://www.historic-shipping.co.uk/african/The%20Company.html and https://en.wikipedia.org/wiki/African_Steamship_Company</p>
Colonial era trade with Egypt; black crewman	Egypt	896156	<i>Ellen Horsfall</i>	1862	294-ton English barque (official number 28448) built in Sunderland in 1860 and lost in 1862 when it drove ashore at Cowleaze Chineen route from Alexandria in Egypt for London with a cargo of beans. Crew and Captain Mabey's wife and child saved. Built and owned initially by John Thomas Alcock, who was a Sunderland shipbuilder. Black crewman able to reach shore using a rescue device, the Nares Life Kite, climb cliff and fetch rescuers.	Heritage Gateway - Results	<p>Lloyds Register 1862 - https://archive.org/details/lloydsregisters75/unkngoog/page/n155/mode/2up</p> <p>Ship - http://www.searlecanada.org/sunderland/sunderland082.html#ellenhorsfall</p> <p>Wreck - http://www.searlecanada.org/sunderland/images15/1862wreckspage5.jpg</p> <p>Nares Life Kite - http://www.searlecanada.org/sunderland/images19/lieutenantnareskite.jpg</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
							<p>Crew lists - https://discovery.nationalarchives.gov.uk/results/r?name=Search&_cr1=BT%2099/127&_aq=28448</p> <p>Alcock - http://www.searlecanada.org/sunderland/images17/PottsStudyBillSwiftOct172016.pdf</p>
Colonial era trade with Egypt	Egypt	895943	<i>Victor Emmanuel</i>	1861	620-ton iron barque (official number 15684) built and registered in London in 1856 by John Joyce & Co, shipbuilders and owners (became Galgate Co. Ltd, Liverpool). Built as a steamship but converted to sail in 1858. En route Alexandria for London with a general cargo of beans, barley, wool and flax when driven ashore. 15 lost, including the master, Charles Box.	Heritage Gateway - Results	<p>Lloyd's Register - https://archive.org/details/HECROS1860/page/n599/mode/2up</p> <p>Survey report - https://hec.lrfoundation.org.uk/archive-library/ships/victor-emanuel-1856-16663/search/everywhere:victor-emanuel/page/1</p> <p>Crew lists at TNA - https://www.crewlist.org.uk/data/archivecrewlists/15684</p> <p>British in Egypt - https://www.whipplelib.hps.cam.ac.uk/special/exhibitions-and-displays/conflicting-chronologies/britain-egypt https://wavelroom.com/2021/07/16/britain-suez-canal-strategy-1854-1882/ https://academicworks.cuny.edu/cgi/viewcontent.cgi?article=1141&context=gc_etds https://study.com/academy/lesson/egypt-under-european-rule-summary-</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
							timeline.html https://victorianweb.org/history/empire/egypt/index.html House Flag https://www.crwflags.com/fotw/flags/gb-hf-ga.html#galgate
		895805	<i>Roumelian</i>	1932	Not a total loss - refloated.	Heritage Gateway - Results	
Role of black South Africans in the First World War; inequality of treatment in life and death; African crewmen; direct link with Anti-Apartheid struggle; shared UK-Africa heritage	South Africa/n	1554675	<i>Mendi</i>	1917	Troopship carrying men of the South African Native Labour Corps to the Western Front from South Africa in 1917, lost as a result of a collision. Many casualties. The loss of the ship subsequently became a focus of protests against white minority rule in South Africa and is now commemorated by the South African Government nationally and internationally. The ship was owned by Elder Dempster of Liverpool and traded between colonial West African ports and Liverpool.	Heritage Gateway - Results	https://www.iwm.org.uk/history/why-the-sinking-of-the-ss-mendi-is-remembered-around-the-world https://www.cwgc.org/our-work/blog/remembering-the-sinking-of-the-ss-mendi-105-years-on/ Historic England https://historicengland.org.uk/research/current/discover-and-understand/military/first-world-war-home-front/sea/ssmendi/ ; https://historicengland.org.uk/sitesearch?searchType=site&search=Mendi ; Wreck of the SS Mendi Our Work Wessex Archaeology; https://www.wessexarch.co.uk/resources/ss-mendi-teachers-pack ; https://www.wessexarch.co.uk/news/fate-ss-mendi ; https://www.wessexarch.co.uk/news/ss-mendi-dancing-death-drill ; https://www.wessexarch.co.uk/news/south



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
							<p>-african-ww1-sacrifice-be-honoured-through-mendi-project: Hansard – https://blogs.wessexarch.co.uk/ttbw/works/hops/a-forgotten-story-the-ss-mendi/;</p> <p>https://hansard.parliament.uk/Commons/2017-02-21/debates/5B26734F-5FD1-47D7-B2E3-EE9E2B1BF523/SSMendi</p> <p>Book – https://global.oup.com/academic/product/we-die-like-brothers-9781848023697?cc=us&lang=en&</p> <p>https://www.bbc.co.uk/news/uk-england-sussex-39021119</p> <p>Poetry – https://ssmendiproject.wordpress.com/</p> <p>https://www.tandfonline.com/doi/abs/10.1080/03057070.2019.1613587</p> <p>https://maritimearchaeologytrust.org/wp-content/uploads/2020/05/War-Graves-of-the-Sea-Booklet_FINAL-SMALL.pdf</p> <p>https://www.gov.za/about-government/mendi-decoration-bravery-0</p> <p>Lloyd's Register – https://archive.org/details/1913-st-combined/page/n711/mode/2up</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
							<p>Crew - https://www.crewlist.org.uk/data/archivecrewlists/120875</p> <p>TNA - https://discovery.nationalarchives.gov.uk/results/r?_dss=range&sd=1900&ed=1920&_q=SS+Mendi</p> <p>https://en.wikipedia.org/wiki/SS_Mendi</p> <p>https://museum.maritimearchaeologytrust.org/2022/11/09/ss-mendi/</p> <p>https://www.sahistory.org.za/dated-event/ss-mendi-sinks-english-channel-way-france</p> <p>http://www.delvillewood.com/sinking2.htm</p>
Colonial era trade with the Levant and North Africa?	Algeria	805629	<i>Algerian</i>	1916	Requisitioned 3837-ton Ellerman Line steel steamship (official number 105833) which foundered whilst being towed to Southampton after hitting a mine. Built 1896 in Sunderland as SS Flintshire III, it became the <i>Algerian</i> when acquired by Ellerman & Papayanni (part of the Ellerman group) for the Levant trade in 1913. Built in 1896 by the Sunderland Shipbuilding Company for Jenkins & Co of London (Shire	https://www.heritagegateway.org.uk/Gateway/ResultsSingle.aspx?uid=c4d25059-541d-455b-8542-a68d5b8d	<p>Lloyd's Register - https://archive.org/details/HECROS1913ST/page/n365/mode/2up</p> <p>Crew lists https://www.crewlist.org.uk/data/vesselsnum/105833</p> <p>Forgotten Wrecks of the First World War - https://map.forgottenwrecks.org/ and https://map.forgottenwrecks.org/uploads/documents/Algerian.pdf</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					Line), the company was acquired by the Royal Mail Steam Packet Company before being sold to Ellermans. Ellermans dominated trade with the Mediterranean and Near East and Ellermans Papayanni ran liner services from Liverpool to the Mediterranean ports and Spain and, in 1916, between Manchester, Marseilles and Italy. Shire Line sailed mostly to India and the Far East on the 1872-1910 London - Suez - Colombo - Singapore - Hong Kong - Nagasaki - Yokohama - Kobe route, before being bought by the Royal Mail Steam Packet Co, which operated to the West Indies and Central & South America, and from 1906-09 on the London - Mediterranean ports - Colombo - Australia route.	3fea&resourcelD=19191	Ship photo - https://www.wrecksite.eu/imgBrowser.aspx?5650 & http://www.searlecana.org/sunderland/images9/flintshire1.jpg Ellermans - https://en.wikipedia.org/wiki/Ellerman_Lines ; Royal Mail Steam Packet Co - https://en.wikipedia.org/wiki/Royal_Mail_Steam_Packet_Company ; Shire Line - https://www.theshipsl.com/ships/lines/shire.shtml
Late colonial era trade with North Africa	Algeria	1521915	<i>Varvassi</i>	1947	3875-ton Greek steamship, built in Newcastle in 1915 and owned by Mrs J Chandris. Carrying oranges, wine and ore. Bound for Southampton (300 tons of tangerines) and Boulogne (ore). Drifted onto the	Heritage Gateway - Results	SS Varvassi - Wikipedia ; https://www.wrecksite.eu/wreck.aspx?78803



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					Needles. Modern navigational hazard.		
Slave ship; Guinea connection; named persons associated with enslavement, including slave ship and plantation owners	Guinea	902591	<i>Royal George</i>	1757	Not 100% clear if a total loss. 26-gun 600-ton English merchant ship which stranded on Chichester Flats under master John Pickett en route for Guinea from London. In the Slave Voyage Database, 13 voyages were commanded by a Hohn Pickett between 1738 and 1764 but not known if same person. Pickett and the ship received Letters of Marque against France on 5 May 1757: Commander: John Pickett. Ship: Royal George. Burden: 600 tons. Crew: 60. Owners: Abraham and Jacob Franco of London, merchants. Lieutenant: Charles Walker. Gunner: Benjamin Roper. Boatswain: Jacob Delhow. Carpenter: William Hone. Surgeon: James Houstoun. Cook: Thomas Mingo. (TNA HCA 26/7/122). Ship was waiting in the Downs bound for Guinea on 26 May. Jacob Franco, brother of Abraham,	Heritage Gateway - Results	TNA ADM7/89; LList, 27 May 1757; LList, 7 June 1757; Slave Voyage Database 77679 - https://www.slavevoyages.org/voyage/database Naming of slave ships - https://journals.sagepub.com/doi/10.1177/08438714221079551 Letters of Marque - https://discovery.nationalarchives.gov.uk/details/r/C9773065 Franco brothers - https://www.wikitree.com/wiki/Franco-212 http://www.barrow-lousada.org/PDFdocs/(A%20Review%20of%20the%20Jewish%20Colonists%20in%20Barbados%20by%20Wilfred%20S%20E2%80%A6).pdf (possible Barbadian connection); see also https://muse.jhu.edu/article/17716/summary



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					was born about 1720 in Livorno, Tuscany, Italy. He died in London and was a member of the Jewish community. Involvement in no other slave voyages has been identified. However, a source says that he had domestic black slaves. They may have been part of an extended family that were wealthy Barbados plantation owners, Abraham being in charge of the London counting house.		
Very early reference to named black person in the UK; use of highly skilled non-enslaved Africans in Europe	Guinea	1621067	<i>St Mary & St Edward (?)</i>	1546 ?	Foundered at anchor 2 miles off Southampton after catching fire. Cargo of tin and lead bound for Italy. Vessel owned or carrying goods for Italian merchants. Guinea connection through salvage diver Jacques Frances, who had also been lead diver for the recovery of Mary Rose guns. 'Guinea' may be Mauretania. Jacques Frances is a very early example of a named black African in the UK for whom we have records.	Heritage Gateway - Results	Jacques Francis - https://en.wikipedia.org/wiki/Jacques_Francis also https://www.oxforddnb.com/display/10.1093/odnb/9780198614128.001.0001/odnb-9780198614128-e-112798?rskey=bzkKuF&result=1 and https://thinkafrica.net/jacques-francis/
Association with white minority rule	South Africa	1522042	<i>Harry Sharman</i>	1970	1927 165-ton Dutch-built tug, official number 1153842. 1928-38 owned by the South African Railways and	Heritage Gateway - Results	



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
in South Africa					Harbours Administration, when it was renamed <i>Lady Elizabeth</i> and transferred to the South African flag. Subsequently sold back for commercial service in the UK, although it was requisitioned and served at Portsmouth 1939-45.		
Ship of a French company that owned slaves and plantations; connection with Mauritian slavery and colonial history; slave ship captain	Mauritius	1233981	<i>Le Modeste</i>	1748	600-ton French East India Company ship under master Francois Thiercelin with 95 crew sailing in convoy from La Rochelle with supplies including beef, wine, flour, tar, iron, salt, cables and powder, captured in 1747 during the First Battle of Cape Finisterre by a squadron commanded by Admiral Anson and taken into Portsmouth where it later burnt and sank. The French East India Company (Compagnie française pour le commerce des Indes orientales) was a joint-stock company founded in France on 1 September 1664 to compete with the English and Dutch trading companies in the East Indies. It founded a port at Mauritius (formerly Île-de-France). Lost its French monopoly of the Far East	Heritage Gateway - Results	Slave Voyage database voyages 30487 & 30562 - https://www.slavevoyages.org/past/enslavers TNA HCA 32/133/17 - https://discovery.nationalarchives.gov.uk/details/r/C14513496 French EIC - https://en.wikipedia.org/wiki/French_East_India_Company , https://www.portail-esclavage-reunion.fr/en/documentaires/plantation-society/historical-context-2/historical-context/ https://www.portail-esclavage-reunion.fr/en/documentaires/the-slave-trade/the-slave-trade-in-the-indian-ocean/ https://journals.openedition.org/angles/820 https://archive-yaleglobal.yale.edu/content/early-globalization-and-slave-trade



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					trade in 1790 and ceased to exist in 1794. The company owned enslaved persons, over 600 on Mauritius, and forced some to work on their ships and in the late 18th century 80% of the island's population were enslaved persons with African roots (the Mauritius Government has set up a Truth & Justice Commission to investigate slavery since colonisation in the 17th century. Francois Thiercelin was a slave ship captain who had commanded the <i>Affriquain</i> on a triangular trade voyage from Nantes in 1743, to Little Popo in Togo to Martinique and on the <i>Deux Pucelles</i> to Martinique via the Bight of Benin, carrying a total of 641 slaves.		https://participedia.net/case/8417 https://en.wikipedia.org/wiki/History_of_Mauritius#:~:text=During%20the%20late%2018th%20century,of%20Mah%C3%A9%20de%20La%20Bourdonnais
Colonial era trader with Crown Colony in West Africa; connection with city founded by freed	Sierra Leone	159692	<i>Eliza Pigeon</i>	1836	British brig that foundered whilst carrying government stores from London to Sierra Leone, which was a Crown Colony, British West Africa. RN squadron based at Freetown to intercept slave ships. Colony of Black Loyalists (people of African descent who sided with the Loyalist/British during the American Revolutionary	Heritage Gateway - Results	Sierra Leone - https://en.wikipedia.org/wiki/History_of_Sierra_Leone



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
enslaved persons including self-freed Maroons from Jamaica and colonial hub; connection with British efforts to stop the slave trade post-Abolition					War), supplemented by Afro-Caribbean soldiers and Africans liberated by the RN. These became collectively known as Creoles.		
Owned by slave traders; colonial trade; trade with plantation economies	Slave; whale	898874	<i>British Tar</i>	1818	343-ton ship built in Shields on the Tyne as a whaling ship in 1792. After five whaling voyages to the Southern Oceans in 1792-1804, it sailed as a West Indiaman. Still owned by slave traders John and James Mangles, who were part of a group of owners whose ship the Rio Nova made two voyages from Cape Coast Castle, Anomabu Popo to Jamaica in 1792 and 1793, transporting 883 enslaved persons. In 1818 wrecked en route London from Sierra Leone under owner/master J. Pirie. He had owned	Heritage Gateway - Results	Lloyd's Register 1818 - https://archive.org/details/HECROSS1818/page/n105/mode/2up Whaling history - https://whalinghistory.org/bv/voyages/ https://en.wikipedia.org/wiki/British_Tar_(1792_ship); Lloyd's List - https://babel.hathitrust.org/cgi/pt?id=uc1.c2735028&seq=261 Slave Voyages database 83337 & 83336 - https://www.slavevoyages.org/past/enslavers; Whaling crew lists - https://whalinghistory.org/?s=BS0129



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					the ship since 1810 and his voyages included London to Guadeloupe, London to Newcastle and London to Madeira. Fourteen including four women passengers lost. Large 4-foot long African lizard washed up next day.		



11.4 South Sea and Australasian connections

Table 5 ES1.2 results – South Sea and Australasian connections

Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Southern ocean commercial whaling	South Seas	1174612	<i>Mary</i>	1804	318-ton ship sheathed with copper, built in Harwich (England or Massachusetts?), possibly 1803, and owned by a Mr Holland, Was this a whaler? Lloyd's List says 'The MARY, Folger, from the South Seas, is on shore near Selsea (Portsmouth).' The Folders were prominent Nantucket whaler ship captains and owners and Henry Folger of Nantucket was master of a whale ship which departed from Liverpool for the Southern Oceans in 1802, reported later to be in Madagascar and returned April 1804. Could this be the same ship?	Heritage Gateway - Results	Lloyd's List (1 May 1804) - https://babel.hathitrust.org/cgi/pt?id=mdp.39015005721504&seq=279&q1=Mary+1804 in 1803 & 1804 Lloyd's Register, but not 1802 - https://archive.org/details/HECROSU1803/page/n325/mode/2up Henry Folger - https://whalinghistory.org/?s=BS0576
Colonial trade and emigration; settlement of New Zealand by Europeans	New Zealand	899448	<i>Cashmere</i>	1856	Sunderland-built sailing barque. Appears to have traded with New Zealand and carried passengers(?). Recorded as having not been a total loss and towed into Yarmouth (Isle of Wight Observer. No. 217. Ryde. 25 October 1856). Subsequently	Heritage Gateway - Results	Lloyd's Register - https://archive.org/details/HECROS1856/page/n213/mode/2up New Zealand passenger lists - https://freepages.rootsweb.com/~shipstonz/genealogy/PassLists/cashmere1857.html and http://search.freefind.com/find.html?id=571



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					appears to have resumed New Zealand service.		99625&pid=r&mode=ALL&n=0&charset=UTF-8&bcd=%C3%B7&query=Cashmere & https://freepages.rootsweb.com/~shipstonz/genealogy/Auckland%201835%20to%201862.html
Colonial trade and emigration; trade between Australia and New Zealand; colonial trade domination in Southern Hemisphere; trade with British Empire; links between Australia and New Zealand and British India.	New Zealand	904616	<i>Aparima</i>	1917	5.704-ton British cargo and passenger liner built in 1902 by William Denny's in Dumbarton and owned at the time of loss by the Union Steamship Company of New Zealand (Union NZ), once the largest shipping line in the southern hemisphere ('The Southern Octopus'). Requisitioned during the war as a troop transport. En route for Barry in ballast from London under master J G S Doorley when torpedoed by UB 40. Well known avocational dive wreck with numerous droited finds. Union NZ was once NZ's largest private employer, with 75 ships in 1914. Bought by P&O in the same year that the ship was lost. Very important in trade and passengers between Australia and NZ. Before the war the Aparima sailed on the New Zealand - Calcutta route with a mixed	Heritage Gateway - Results	<p>Aparima - https://maritimearchaeologytrust.org/wp-content/uploads/2020/05/BME_booklet_v2.pdf file:///D:/Unpath/Aparima_904616/Wreck%20Tour%20162_%20The%20Aparima.html file:///D:/Unpath/Aparima_904616/C10187984.htm</p> <p>Union NZ - file:///D:/Unpath/Aparima_904616/The%20Union%20Steam%20Ship%20Company.html#.ZW9QWXPP0uU file:///D:/Unpath/Aparima_904616/Union%20Line%20of%20New%20Zealand.html</p> <p>Casualties - https://www.nzwargraves.org.nz/content/sinking-ss-aparima</p> <p>CWGC casualty list - https://www.cwgc.org/find-records/find-war-dead/search-results/?Surname=&Forename=&Initials=&ServiceNum=&Regiment=&Unit=Aparima&CountryCommemoratedIn=null&Cemetery=&Rank=&SecondaryRegiment=&SecondaryUnit=&AgeOfDeath=0&DateDeathFromDay=1&DateDeathFromMonth=January&D</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					Indian/NZ crew. It became the company's cadet training ship in 1912. 56 of 111 crew lost, including 17 of 30 NZ cadets, 24 NZ, 29 Indian, 2 British and 1 Chinese. Indians and Chinese referred to as 'natives' and 'orientals'. Ship carried 5 Indian 'coal boys' and a 'pantry boy'.		ateDeathFromYear=&DateDeathToDay=1&DateDeathToMonth=January&DateDeathToYear=&DateOfDeath=&Honours=null&AdditionalInfo=&Size=100&Page=1
British Empire trade?	Australia	1176175	<i>Barbadoes</i>	1860	278 ton Bristol registered merchant ship, official number 2737, built as a barque in Grimsby for F W Green and stranded under master Gilbert Anderson on a voyage from Grimsby to Barbados? Other report saying bound Australia which seems more likely - probably built for the wool trade. Got off and returned to service as subsequently lost in 1861 on the Australian wool run. Hull's links to the Caribbean are very strong. Planters from Hull and the surrounding region were among the earliest colonists settling Barbados in the first half of the seventeenth century; an early Governor of the Island emanated from the Ryedale; Lincolnshire planter, Thomas Thistlewood, had a friend who came	Heritage Gateway - Results	<p>TNA - 1860 crew agreement https://discovery.nationalarchives.gov.uk/results/r?name=Search&_cr1=BT%2099/71&_aq=27327</p> <p>CLIP - https://crewlist.org.uk/data/vesselsalpha?shipsearch=Barbadoes&SearchType=Exact&submit=search</p> <p>LR - https://archive.org/details/HECROS1860/page/n197/mode/2up</p> <p>Survey report - https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-hul393-0363-r-barbadoes-1860</p> <p>F W Green - https://en.wikipedia.org/wiki/Green_Shipbuilders</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					from Hull; and trade from the British West Indies arrived at the port of Hull from numerous islands including modern day Barbados, Jamaica, Belize, Haiti and St Kitts. Greens was a prominent shipbuilder in Bristol in the 19th century and owned ships in the West and East Indies trades.		



11.5 Environmental damage and risk

Table 6 ES1.2 results – Environmental damage and risk

Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Commercial whaling	Sierra Leone (see African Connections theme)	898874	<i>British Tar</i>	1818	343-ton ship built in Shields on the Tyne as a whaling ship in 1792. After five whaling voyages to the Southern Oceans in 1792-1804, it sailed as a West Indiaman. Still owned by slave traders John and James Mangles, who were part of a group of owners whose ship the Rio Nova made two voyages from Cape Coast Castle, Anomabu Popo to Jamaica in 1792 and 1793, transporting 883 enslaved persons. In 1818 wrecked en route London from Sierra Leone under owner/master J. Pirie. He had owned the ship since 1810 and his voyages included London to Guadeloupe, London to Newcastle and London to Madeira. Fourteen including four women passengers lost. Large 4-foot long African lizard washed up next day.	Heritage Gateway - Results	Lloyd's Register 1818 - https://archive.org/details/HECROSS1818/page/n105/mode/2up Whaling history - https://whalinghistory.org/bv/voyages/ https://en.wikipedia.org/wiki/British_Tar_(1792_ship); Lloyd's List - https://babel.hathitrust.org/cgi/pt?id=uc1.c.2735028&seq=261 ; Slave Voyages database 83337 & 83336 - https://www.slavevoyages.org/past/enslavers ; Whaling crew lists - https://whalinghistory.org/?s=BS0129
Commercial whaling economy	Whale	899224	Unknown	1301	Cargo vessel stranded on passage from Calais with a cargo of cloth and whalebone. Salvaged at the time.	Heritage Gateway - Results	



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Regional commercial fishing	Fishing boat	1521795/8	<i>Beverley Ann</i>	1969	Small wooden fishing boat foundered	Heritage Gateway - Results	
Possible American whaling ship	South Seas	1174612	<i>Mary</i>	1804	318-ton ship sheathed with copper, built in Harwich (England or Massachusetts?), possibly 1803, and owned by a Mr Holland, Was this a whaler? Lloyd's List says 'The MARY, Folger, from the South Seas, is on shore near Selsea (Portsmouth).' The Folders were prominent Nantucket whaler ship captains and owners and Henry Folger of Nantucket was master of a whale ship which departed from Liverpool for the Southern Oceans in 1802, reported later to be in Madagascar and returned April 1804. Could this be the same ship?	Heritage Gateway - Results	Lloyd's List (1 May 1804) - https://babel.hathitrust.org/cgi/pt?id=mdp.39015005721504&seq=279&q1=Mary+1804 in 1803 & 1804 Lloyd's Register, but not 1802 - https://archive.org/details/HECROSU1803/page/n325/mode/2up Henry Folger - https://whalinghistory.org/?s=BS0576
Regional commercial fishing	Fish	1526738	<i>Bunny Meadows South Hulk Assemblage</i>	Various	Hulks of various boats, including a 20th century fishing boat (HAM 046).	Heritage Gateway - Results	untitled (maritimearchaeologytrust.org)
Regional commercial fishing	Fish	1522297	<i>New Venture</i>	1978	Small wooden fishing boat foundered	Heritage Gateway - Results	-



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
UK commercial fishing	Fish	1521350	<i>Elizabeth Robertson</i>	1975	Scottish fishing boat, MFV 1094, built in Peterhead and foundered following a fire. Crew of two saved. Recorded by UKHO since 1981 as not found.	Heritage Gateway - Results	-
Overfishing	Fish	895806	<i>Russie</i>	1902	304-ton French 'Terre-Neuva' (support vessel for fishing boat fleets named after Newfoundlanders) that sank en route Fecamp for the Grand Banks fishing grounds. Large wooden brig built in 1890 at Syra and captained by P J Mounier. Carrying diverse stores and equipment to support the fleet, including salt, fishing gear, small boats and supplies for fishing boat crews, including alcohol. Probably salvaged. Fishing on the Grand Banks helped the development of Newfoundland but overfishing in the 20th century led to the virtual disappearance of cod and the closure of a famous fishery.	Heritage Gateway - Results	Photograph - https://commons.wikimedia.org/wiki/File:F_MIB_36533_Brick_%22Russie%22_de_F%C3%A9camp_arme_pour_la_peche_de_la_morue_sur_le_Grand-Banc.jpg Newfoundland cod fishery and the French - https://fr.wikipedia.org/wiki/Terre-neuvas https://www.saint-malo-tourisme.co.uk/offers/memoire-et-patrimoine-des-terres-neuvas-saint-malo-en-3646608/ , https://www.biodiversitylibrary.org/item/89140#page/9/mode/1up Support ships - https://fr.wikipedia.org/wiki/Terre-neuvier ; Collapse of the fishery - https://britishseafishing.co.uk/the-collapse-of-the-grand-banks-cod-fishery/ Lloyd's Register - https://archive.org/details/HECROS1901S_V/page/n355/mode/2up



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Cargo misidentified as UXO.	UXO	832482	<i>Fluent</i>	1917	3360 ton tramp steamer torpedoed, official number 132063, by UC 65 enroute for London from New York via Plymouth. Partially intact wreck. Built in 1911 in Sunderland and owned by well-known shipowner James Westoll. Forward hold originally reported to contain many 12 inch shells and/or bombs. However, since been confirmed to be simple steel billets.	Heritage Gateway - Results	<p>Wreck description - https://map.forgottenwrecks.org/#</p> <p>Video of wreck - https://vimeo.com/225751325</p>
UXO	UXO/shells	805109	<i>Luis</i>	1918	Tramp steamer, official number 139829, built in 1916 in West Hartlepool and torpedoed in 1918 by the famous U-boat UC 71, sinking whilst under tow. En route for Portsmouth from St John in Canada with a cargo of flour, oats, timber, oil and high explosive and armour piercing artillery shells. Shipowners based at West Hartlepool, trading with Scandinavia in peacetime. Wreck in Shanklin Bay. Dispersed using explosives in the 1920s. Loose and boxed shells present on the seabed, including 18 pdr shells and 20 mm. Much salvaged by divers, with numerous shell recoveries	Heritage Gateway - Results	<p>18-pdr - https://collection.nam.ac.uk/detail.php?acc=1998-09-17-1</p> <p>Ship - https://www.crewlist.org.uk/data/vesselsalpa?shipsearch=Luis&SearchType=Exact&submit=search</p> <p>Crew lists - https://www.crewlist.org.uk/data/archivecrewlists/139829 & https://www.wrecksite.eu/peopleView.aspx?aWnHbJKJbqWzP6It7JdxBw=%3d</p> <p>Photographs of shells - https://map.forgottenwrecks.org/#</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					reported since the 1970s. 18-pounder light field guns were a mainstay of the British Army in the First World War - 100,000,000 of these shells were fired.		UC-71 - https://uboat.net/wwi/boats/successes/uc71.html Wreck - https://www.wrecksite.eu/wreck.aspx?554
UXO	UXO/shells	1610492	<i>Bertois</i>	1918	French 348 ton iron steamship, probably a tramp, built in 1873 in Dumbarton, lost as a result of a collision in 1918. Owned by Chevillotte Frères of Brest. Sailing in ballast to Cardiff, probably for coal for the French Navy. 47 mm and 25 mm shells reported to have been recovered, possibly from deck guns. Former probably for a Quick Firing 47 mm Hotchkiss deck gun.	Heritage Gateway - Results	Hotchkiss 47 mm - https://en.wikipedia.org/wiki/QF_3-pounder_Hotchkiss Lloyd's Register - https://archive.org/details/HECROS1913ST/page/n151/mode/2up Lloyd's survey reports - https://hec.lfoundation.org.uk/archive-library/ships/brestois-1873/search/everywhere:brestois-19551/page/1 Wreck - https://www.wrecksite.eu/wreck.aspx?4683 Shipowners - https://www.cwflags.com/fotw/flags/fr~hfc hf.html
UXO?	UXO/shells	911734	LSI-4251 Prince Leopold	1944	Belgian Government-owned Channel ferry built in 1930 in Hoboken and taken over by the RN	Heritage Gateway - Results	Bofors 40 mm naval gun - https://en.wikipedia.org/wiki/Bofors_40 mm_L/60_gun



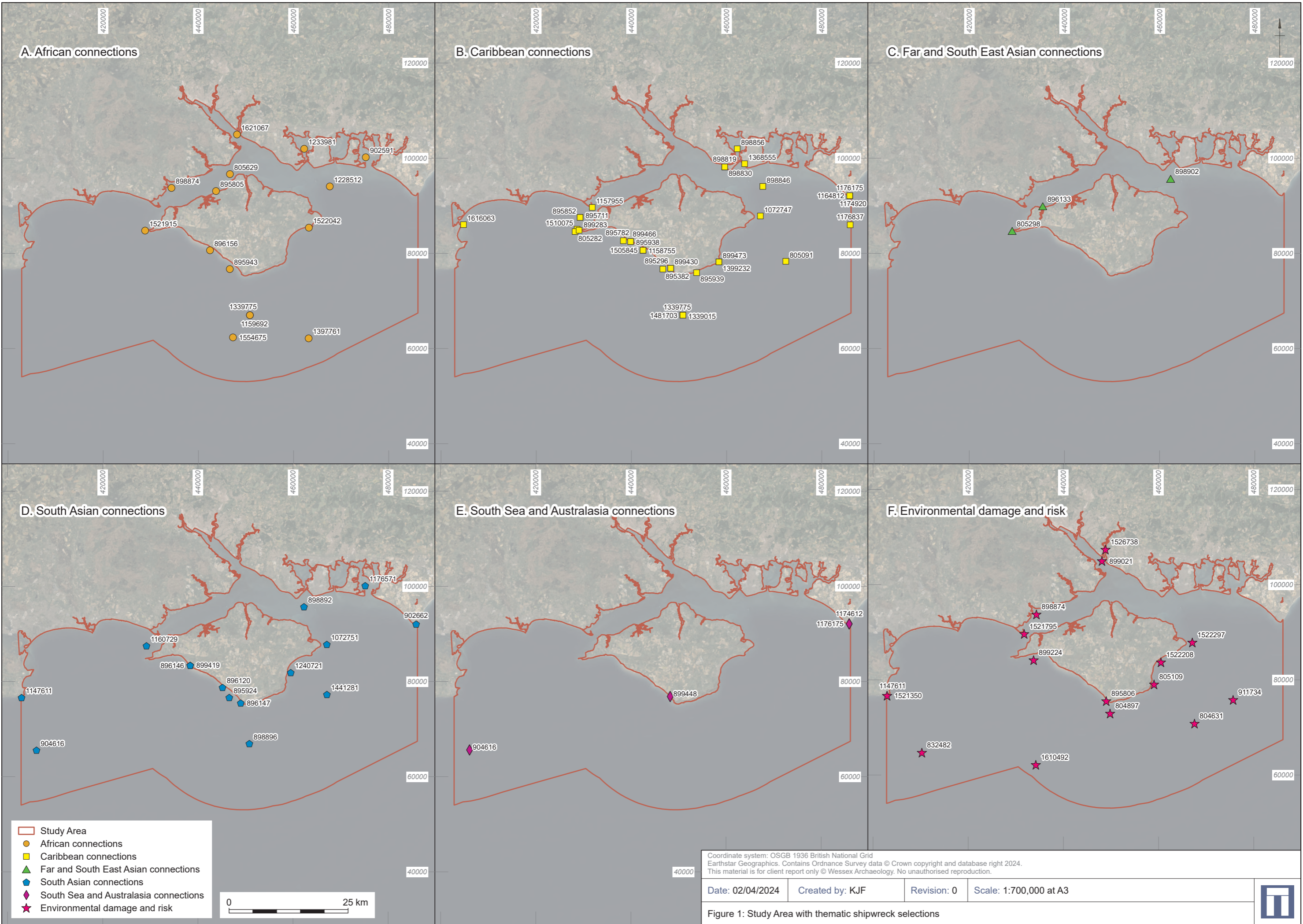
Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					after the German invasion. Used as a Landing Ship Infantry. Torpedoed by a U-boat whilst transporting troops to Normandy after D-Day. Divers have recovered shell cases which probably come from the Bofors deck gun, as cases of shells have been observed on the wreck near the gun, probably ready use ammunition. No ammunition cargo reported. Wreck partially dispersed after the war.		<p>Photograph/history of ship - https://www.doverferryphotosforums.co.uk/ts-prince-leopold-past-and-present/ https://www.wrecksite.eu/imgBrowser.aspx?76127# and https://www.maritimequest.com/liners/02_pages/p/prince_leopold_1930_page_1.htm</p> <p>Fatalities - https://www.wrecksite.eu/peopleView.aspx?zkZe1X4qMF8IJ/M5sTwezg==</p>
Dredging (total of 161 references to dredging/dredger in the HE records)	Dredging/dredger	899021	<i>Rosina</i>	1912	1904 built hopper barge used for mud dredging. Lost whilst being towed back to Southampton. Collision with SS Ella, a Southampton-Channel Islands mail and passenger steamer. Two crew lost.	Heritage Gateway - Results	<p>Screw Steamer ELLA built by Aitken & Mansel in 1881 for London & South Western Railway Company, London, Passenger / Cargo (clydeships.co.uk)</p> <p>https://www.clydeships.co.uk/view.php?a1PageSize=75&ship_listPage=17&a1Page=170&ref=727&vessel=ELLA</p>
		1522208	<i>Hauler</i>	1973	Steel hopper barge used for dredging (probably capital/maintenance dredging rather than aggregate)	Heritage Gateway - Results	<p>WRECKSITE - HAULER BARGE, LIGHTER 1973</p> <p>https://www.wrecksite.eu/wreck.aspx?78796</p>
Oil tanker	Tanker	804631	<i>Wapello</i>	1917	120 m long steel oil tanker carrying benzine from Philadelphia to the Thames. Exploded after being	Heritage Gateway - Results	<p>Forgotten Wrecks of the First World War - Interactive Chart https://map.forgottenwrecks.org/</p>



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
					torpedoed by UC-71. Two dead. Built by Armstrong's on the River Tyne in 1912. Upright, partially intact wreck. Deck guns and ammunition present.		https://crewlist.org.uk/data/vesselsnum/135271 ; Lloyd's Register - https://archive.org/details/HECROS1915ST/page/n1159/mode/2up https://www.wrecksite.eu/wreck.aspx?78740 https://hec.lrfoundation.org.uk/archive-library/ships/wapello-1912-clio/search/everywhere:wapello/page/1
	Tanker	804897	<i>Oriflamme</i>	1917	102 m long British oil tanker built in 1899 by Armstrong's in Newcastle. Mined whilst sailing from New York to Le Havre with a cargo of benzene. Partially intact wreck. Deck guns and ammunition present.	Heritage Gateway – Results	Screw Steamer ORIFLAMME built by Lithgows Ltd in 1920 for Oriflame Steam Ship Co. Ltd. – Lane & MacAndrew Ltd., Tanker (clydeships.co.uk); https://map.forgottenwrecks.org/# ; https://www.wrecksite.eu/wreck.aspx?1272 ; https://crewlist.org.uk/data/vesselsalpha?shipsearch=Oriflamme&SearchType=Exact&submit=search ; https://archive.org/details/HECROS1915ST/page/n807/mode/2up



Sub-themes	Search term used	HE Mon. No.	Vessel	Date of Loss	Details	Heritage Gateway	Other Links
Tanker	Tanker	1147611	<i>Conch</i>	1916	First World War loss. Anglo-Saxon Petroleum Company Ltd (subsequently Shell) tanker (official number 125764), built 1909 at Swan Hunters on Tyneside. Torpedoed by UB-23 in 1916 enroute for the River Thames from Calcutta and Rangoon with a cargo of Burmese petroleum spirits. 28 fatalities, many Chinese sailors from Hong Kong amongst the crew. Many historic records of the ship, including the registry document at TNA and crew lists (CLIP). Partially intact wreck (2009 report?). Outside ETW.	Heritage Gateway - Results	List of casualties – file:///E:/Unpath/Conch_1147611/List%20of%20casualties.html ; Forgotten Wrecks Project - https://map.forgottenwrecks.org/# ; Crew List Index Project - https://www.crewlist.org.uk/data/vesselsnu?officialnumber=125764&submit=search Chinese sailors generally - https://maritimearchaeologytrust.org/wp-content/uploads/2020/05/BME_booklet_v2.pdf





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