



Archaeological Services in Relation to Marine Protection

Josephine Willis off Folkestone, Kent

Undesignated Site Assessment



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Contents

| | |
|---|-----------|
| Summary | iii |
| Acknowledgements..... | iii |
| 1 INTRODUCTION | 1 |
| 1.1 Assessment background..... | 1 |
| 2 ASSESSMENT AIMS AND OBJECTIVES | 1 |
| 3 METHODOLOGY | 2 |
| 3.2 Data audit | 2 |
| 3.3 Site description | 2 |
| 3.4 Finds description..... | 3 |
| 3.6 Characterisation..... | 4 |
| 4 RESULTS..... | 5 |
| 4.1 Summary of progress against objectives | 5 |
| 4.2 Site position | 5 |
| 4.3 Site Description..... | 6 |
| 4.4 Recovered finds – ceramics..... | 8 |
| 4.5 Recovered finds – miscellaneous | 10 |
| 5 DISCUSSION | 14 |
| 5.1 Site identification..... | 14 |
| 5.2 Site characterisation | 14 |
| 6 RISK ASSESSMENT..... | 25 |
| 7 ASSESSMENT AGAINST NON-STATUTORY CRITERIA FOR DESIGNATION..... | 25 |
| 7.1 Assessment scale..... | 25 |
| 7.2 Non-statutory criteria assessment..... | 26 |
| 7.3 Summary | 29 |
| 8 CONCLUSION AND RECOMMENDATIONS | 30 |
| 9 ARCHIVE | 31 |
| REFERENCES | 32 |
| APPENDICES | 34 |
| Appendix 1: Site Risk Assessment..... | 34 |
| Appendix 2: List of droits held by HM Receiver of Wreck | 36 |
| Appendix 3: Site and finds photographs by Stefan Panis | 45 |
| Appendix 4: Finds reported to the Marine Antiquities Scheme | 59 |
| Appendix 5: Recovered ceramic and miscellaneous finds photographed by Frank Davenport..... | 66 |
| Appendix 6: Finds held by Dover Museum..... | 82 |
| Appendix 7: Finds held by Folkestone Museum | 83 |
| Appendix 8: Finds held by Doncaster Museum and Art Gallery..... | 86 |
| Appendix 9: Finds held by Mexborough Heritage..... | 93 |
| Appendix 10: Finds held by Stoke on Trent Museums | 96 |
| Appendix 11: Newspaper accounts of the loss of the <i>Josephine Willis</i> | 100 |
| Appendix 12: Salvaged goods and other material from the wreck of the <i>Josephine Willis</i> .. | 103 |
| Appendix 13: List of casualties..... | 106 |
| Appendix 14: Log of the <i>Josephine Willis</i> | 110 |

List of Figures

Figure 1 Site Location



- Figure 2** MBES data, plan view with simplified inset
Figure 3a MBES oblique view, looking SE
Figure 3b MBES oblique view, looking NW
Figure 3c MBES long axis profile, with transverse profiles across the bow and stern sections of the wreck.
Figure 4 Site plan prepared by Frank Davenport with the assistance of the finders
Figure 3a Plan of Poop accommodation of the Willis ship *John MacVicar*
Figure 3b Plan of the Lower Deck of the Willis ship *Cashmere*, 1854

List of Plates

- Cover** Octant recovered by the finders, probably belonging to the captain, Edward Canney. Photograph courtesy James Canney.
Plate 1 Octant, other side
Plate 2 Crib in situ
Plate 3 Toy cannon

List of Tables

- Table 1** Criteria for assigning geophysical data quality rating
Table 2 Progress against objectives
Table 3 Co-ordinates of the wreck site
Table 4 Particulars in the Lloyd's Special Survey
Table 5 Summary of site character
Table 6 List of recovered finds notified to HM Receiver of Wreck
Table 7 Recovered finds reported to MAS
Table 8 Finds donated to Dover Museum
Table 9 Finds donated to Folkestone Museum
Table 10 Finds donated to Doncaster Museum and Art Gallery
Table 11 Finds donated to Mexborough Heritage
Table 12 Finds donated to Stoke on Trent Museums (including The Potteries Museum & Art Gallery and the Gladstone Pottery Museum)
Table 13 List of casualties prepared by James Canney



Summary

Wessex Archaeology was commissioned by Historic England to carry out an undesignated site assessment of the *Josephine Willis*, a wreck discovered by Paul Wilkin and others in the English Channel off Folkestone, Kent.

Due to Covid-19 restrictions and to facilitate the consideration of emergency designation, the assessment is being carried out in two stages: a first desk-based assessment that relies upon information provided by the finders; and a second stage in which fieldwork may be carried out at the discretion of Historic England. This is the report for the first stage.

The site is the wreck of a wooden sailing packet lost off Folkestone, Kent in on 3rd February 1856 as a result of a collision, whilst carrying emigrants and a general cargo from London to New Zealand. The assessment has succeeded in obtaining what is believed to be an accurate position for the uncharted wreck from the finders.

The site is about 45m long and takes the form of a low mound. It appears to contain the bottom of the ship and a substantial part of the export cargo, as well as personal possessions of the crew and passengers and fragments of the ship. The artefactual assemblage is very rich. A considerable quantity of finds has already been recovered, some of which has been donated to local and specialist museums. The ceramic cargo is particularly important. Although utilitarian, unknown patterns and unique examples have been found. Overall, the assemblage has great potential for further study.

Although Stage 2 fieldwork is likely to be required in order to fully assess the site, in the opinion of Wessex Archaeology, the available evidence indicates that the site will probably meet the non-statutory criteria for designation under the Protection of Wrecks Act 1973. The site has been assessed as being at high risk, with the principal vulnerability being natural decline, fishing and salvage.

Stage 1 has been carried out in collaboration with the finders and various specialists and volunteers, including James Canney, the great, great grandson of the *Josephine Willis*'s captain. It is hoped that any Stage 2 work will be carried out similarly. In so far as is possible, work will be planned to produce results that will meet the needs of both the assessment and longer-term study of the site.

Acknowledgements

This report was commissioned by Historic England. The assistance of Designation Advisor Mark Dunkley, Marine Information Officer Tanja Watson and Maritime Archaeologist Hefin Meara is gratefully acknowledged.

Wessex Archaeology is particularly grateful to Paul Wilkin for site data and co-ordinates, advice and opinion and contact details for specialists, as well as to the following:

- Eddie Huzzey for the site co-ordinates;
- descendant of the ship's captain, James Canney, for access to his research and permission to use images;
- ceramics specialist Frank Davenport for access to his research and insights into the ceramics cargo, as well as permission to use images; and
- underwater photographer Stefan Panis, for access to his site and finds photographs.



At a time of Covid-19 restrictions, Wessex Archaeology is also grateful to the following museums and organisations and their staff for sharing data and permission to use images, as well as expert opinions:

- HM Receiver of Wreck;
- Dover Museum;
- Folkestone Museum;
- Stoke Museum Service, including The Potteries Museum and Art Gallery and Gladstone Pottery Museum;
- Doncaster Museum and Art Gallery;
- Mexborough Heritage; and
- Lloyd's Register Foundation, for making the special survey report on the ship available online during the assessment.

The assessment was carried out by the following Wessex Archaeology staff:

- Dan Atkinson – quality assurance;
- Toby Gane – project management and editing;
- Laura Andrews – geophysical data acquisition and assessment;
- Philip Trim – preliminary data audit;
- Paolo Croce – contribution to research;
- Graham Scott – research and report compilation; and
- Kitty Foster - graphics



Josephine Willis, off Folkestone, Kent

ARCH SERVICES IN RELATION TO MARINE PROTECTION 2019-21

Undesignated Site Assessment

1 INTRODUCTION

1.1 Assessment background

1.1.1 Wessex Archaeology (WA) was commissioned by Historic England to undertake an Undesignated Site Assessment of the *Josephine Willis* wreck site, in the English Channel off Folkestone, Kent. Whilst en route from London to New Zealand with passengers and general cargo on 3rd February 1856, the sailing ship *Josephine Willis* was sunk with great loss of life as a result of a collision with the steamship *Mangerton*. The wreck has been investigated by a team of avocational divers and numerous artefacts have been recovered.

1.1.2 The work was undertaken as part of the Archaeological Services in Relation to Marine Protection (Diving) contract 2019-2020 and was one of several wreck sites investigated during that period under the Historic England project *Early Iron & Composite vessels (1840-1889)*.

2 ASSESSMENT AIMS AND OBJECTIVES

2.1.1 The overall aim of the project was an undesignated site assessment. Covid-19 restrictions during 2020 meant that it was agreed that the work would be carried out in two stages. Stage 1 comprised a desk-based assessment. Stage 2 was fieldwork, further research and archive preparation. It was agreed that this would be undertaken later in 2020 at the discretion of Historic England, if budget and restrictions allowed.

2.1.2 Following receipt of primary and secondary objectives in the Client Brief¹ and subsequent preliminary research, the following Stage 1 objectives were agreed:

- undertake a desk-based data audit;
- describe and characterise the site using the results of the data audit;
- risk assess the site and review it against non-statutory designation criteria for designation under the Protection of Wrecks Act 1973; and
- make recommendations for Stage 2 research and fieldwork.

2.1.3 The Stage 1 product was as follows. This document is P1:

- P1 – Undesignated Site Assessment (suitable for public release).

¹ Historic England, 2020



3 METHODOLOGY

3.1.1 All fieldwork procedures and standards complied with the relevant guidance by the Chartered Institute for Archaeologists.²

3.1.2 In this report, the avocational team that has investigated this wreck, which includes Paul Wilkin, Eddie Huzzey, Tony Goodfellow, Stefan Panis and others is referred to as either 'the finders' or 'the dive team'.

3.2 Data audit

3.2.1 Due to Covid-19 travel and other restrictions, data audit has been limited and has relied heavily on research results provided by third parties. The following main sources have been assessed:

- information and photographs of finds provided by Paul Wilkin;
- site co-ordinates provided by Paul Wilkin and Eddie Huzzey;
- photographs of the site and finds provided by Stefan Panis;
- research at TNA and other archives carried out by James Canney, great, great, great grandson of the captain of the *Josephine Willis*;
- research carried out by ceramics specialist Frank Davenport;
- droit information provided by HM Receiver of Wreck (RoW);
- data provided by local and specialist museums which hold collections of finds from the site;
- UKHO records;
- NRHE records; and
- selected secondary sources, including web and digital media.

3.3 Site description

3.3.1 The description in **4.3** has been prepared from the following:

- site plan and site descriptions prepared by Frank Davenport in consultation with and using information provided by the dive team (**Figure 4**);
- UKHO MBES data (**Figure 2 & 3a-c**)
- photographs of the site provided by Stefan Panis (**Appendix 3**); and
- web and digital media articles.

² CIfA; accessed April 2020

3.4 Finds description

- 3.4.1 Due to the limited scope of this assessment and Covid-19 travel restrictions, this report does not attempt to catalogue and assess all the many finds recovered from the site and no finds have been physically examined. Instead, a summary description of what is known about the finds has been prepared, together with appendices listing the finds traced by WA (**Appendices 2-10**). In the Appendices the description given by the source is generally used.
- 3.4.2 The description is based upon photographs received, a limited number of secondary publications by Frank Davenport and information received from various museums that have received donations of finds, as well as conversations with Paul Wilkin.
- 3.4.3 No catalogue of the material recovered appears to be available. However, the RoW has provided a list of finds reported in droits that appear to refer to wreck recovered from the site and Paul Wilkin has confirmed that all finds have been reported.

3.5 Geophysical data

Data sources

- 3.5.1 The assessed geophysical data comprised multibeam echosounder (MBES) data provided to Wessex Archaeology by the United Kingdom Hydrographic Office (UKHO).

Technical specifications

- 3.5.2 The MBES data were acquired in 2016 by the Gardline Group, on board survey vessels MV *Titan Discovery* (using a Reson Sebat T20P) and MV *Vigilant* (using a Kongsberg EM2040D), in cooperation with the Maritime and Coastguard Agency (MCA) and UKHO Civil Hydrography Programme (CHP). The data were recorded in WGS84 geographic coordinates and were reduced to Admiralty Chart Datum (CD). The data were provided to Wessex Archaeology by the UKHO in the form of tidally-reduced .txt files.

Geophysical data – processing

- 3.5.3 The MBES data were analysed to identify any unusual seabed structures that could be present at the given position, such as shipwreck material or other anthropogenic debris. The data were gridded to 0.5 m cell size and were then viewed and analysed using QPS Fledermaus software, which enables 3-D visualisation of the acquired data and geo-picking of seabed anomalies.
- 3.5.4 After gridding, further processing was undertaken by extracting a PFM scene file around the given location (approximately 300 m in radius), with a bin size of 0.5. This extraction of the data was then ‘cleaned’ using the 3D editor in the Fledermaus software suite, which allows the viewing, rejection and acceptance of individual soundings recorded in the MBES data file. However, no rejected soundings were present at this location and no edits were made to the accepted soundings.
- 3.5.5 The original gridded file was then used to export a geo-referenced image and a series of more detailed oblique images, in addition to a gazetteer of identified anomalies.
- 3.5.6 Within this assessment, the dataset and positions are compiled and illustrated in Universal Transverse Mercator (UTM) zone 31 North coordinates, projected from a WGS84 datum.

Geophysical data - data quality

3.5.7 The geophysical data assessed for this report were audited for quality and their suitability for archaeological purposes and rated using the criteria in **Table 1**.

Table 1 Criteria for assigning geophysical data quality rating

| Data quality | Description |
|---------------|---|
| Good | Data which are clear and unaffected or only slightly affected by weather conditions, sea state, background noise or data artefacts. Seabed datasets are suitable for the interpretation of upstanding and partially buried wrecks, debris fields, and small individual anomalies. The structure of wrecks is clear, allowing assessments on wreck condition to be made. These data provide the highest probability that anomalies of archaeological potential will be identified. |
| Average | Data which are moderately affected by weather conditions, sea state and noise. Seabed datasets are suitable for the identification of upstanding and partially buried wrecks, the larger elements of debris fields and dispersed sites, and larger individual anomalies. Dispersed and/or partially buried wrecks may be difficult to identify. These data are not considered to be detrimentally affected to a significant degree. |
| Below Average | Data which are affected by weather conditions, sea state and noise to a significant degree. Seabed datasets are suitable for the identification of relatively intact, upstanding wrecks and large individual anomalies. Dispersed and/or partially buried wrecks, or small isolated anomalies may not be clearly resolved. |
| Variable | This category contains datasets where the individual lines range in quality. Confidence of interpretation is subsequently likely to vary within the study area. |

3.5.8 The MBES data were rated as 'Good' using the above criteria. The 0.5 m gridding ensured small features and details of larger objects were visible, and very few weather and tidal artefacts were present within the data. The data set was considered suitable for archaeological interpretation.

3.6 Characterisation

3.6.1 The site has been both described and characterised. **Table 5** uses a recognised method of describing wreck sites. **Section 5.2** uses the 'BULSI' scheme to provide a wider characterisation.³ This scheme presents site and contextual data as a vessel and site 'biography' under the following themes:

- Build – the design and construction of the vessel;
- Use – the use of the vessel before it was lost;
- Loss – how the vessel was lost, including initial shipwreck site formation processes;
- Survival – what has happened to the site since, including subsequent site formation and modification processes and the current condition of the vessel; and
- Investigation – what is known about post-loss salvage and site investigation.

³ WA 2006



4 RESULTS

4.1 Summary of progress against objectives

4.1.1 **Table 2** shows the progress that has been made against the fieldwork objectives set out in **Section 2**.

Table 2 Progress against objectives

| Objective | Progress |
|---|--|
| Undertake a desk-based data audit sufficient to inform the undesignated site assessment. | Completed. |
| Describe and characterise the site using the results of the data audit | Completed. See Sections 4 & 5. |
| Risk assess the site and review it against non-statutory designation criteria for designation under the Protection of Wrecks Act 1973 | Completed. See Section 6 and Appendix 1 . |
| Make recommendations for Stage 2 work | Completed. See Section 8. |

4.2 Site position

4.2.1 The site is 6.39km south of Folkestone Harbour, Kent in the Inshore Traffic Zone of the English Channel (**Figure 1**). The site is approximately 4km NNE of the wreck charted by UKHO as *Josephine Willis* (possibly), UKHO 21191. The site lies within territorial waters in the South Inshore Marine Plan Area. No relevant environmental designations have been identified for the location.

4.2.2 **Table 3** shows the wreck co-ordinates provided to Wessex Archaeology by the site investigators.⁴ They are for what is believed to be an approximate amidships point within the wreck and for what is believed to be the stern. The two positions are 28m apart. **Table 3** also shows the co-ordinates for the central visible position of the wreck in the MBES data (**Figure 2**).

Table 3 Co-ordinates of the wreck site

| Site | WGS84 Long/Lat (Decimal Degrees) | | WGS84 UTM 31N | |
|---|-------------------------------------|----------------|---------------|----------|
| | Latitude | Longitude | Easting | Northing |
| Amidships position provided by finders | 51.02226667° N | 1.191483333° E | 373162 | 5653857 |
| Stern position provided by finders | 51.02205° N- | 1.191683333° E | 373175 | 5653832 |
| Central visible position in MBES data | 51.022164° N | 1.191470° E | 373161 | 5653846 |

4.2.3 The co-ordinates provided by the finders correspond closely with the location of an MBES anomaly that is approximately the length of the ship (**Figure 2**). They also correspond very roughly with the position of the 'Trinity Wreck Buoy' placed on the wreck site following the sinking, as shown in Chart No.2 of the Instance Papers of the case brought by the owners of the *Josephine Willis* against the owners of the *Mangerton* in the High

⁴ Paul Wilkin, email 23/05/2020

Court of Admiralty.⁵ Furthermore, the date of the artefacts recovered from the site is broadly consistent with the date of sinking and is consistent with what might be expected of a ship carrying both passengers and general cargo. WA is therefore of the opinion that the above co-ordinates have a high degree of confidence as being the correct position of the wreck of the *Josephine Willis*.

4.3 Site Description

- 4.3.1 The site plan prepared by Frank Davenport indicates that the wreck is 120 feet (36m) long by approximately 25 feet (7.62m) wide (**Figure 4**). It is shown as orientated approximately WSW-ENE. This is inconsistent with the orientation of the wreck indicated by the stern and amidships co-ordinates in **Table 3** and with the MBES data, which suggest that the wreck lies with its bow to the NW (**Figure 2**).
- 4.3.2 Elsewhere the site is described as “a hummock on the sea floor about 150 feet long, 50 feet wide, and 6 feet high” (45.7m by 4.6m by 1.8m). In the same account, compiled with the assistance of the dive team, it is said that “How much of the hull is buried is not known but many large timbers remain”.⁶
- 4.3.3 Towards the stern on the starboard (NW) side are marked ‘wood ribs’ and ‘copper sheeting’. This is the only place on the plan where the structure of the ship is shown. The ribs are clearly frames; the copper sheet is almost certainly sheathing.
- 4.3.4 Towards what is shown as the bow is marked a ‘winch’, probably a windlass, and nearby on the starboard side is ‘chain’. Three cannons are shown, two towards the stern and one forward of amidships. The orientation shown appears to be random. An ‘oven’ is also shown amidships. The portholes recovered from the site are reported to have been recovered from the stern.⁷ Some of the main groups of ceramics recovered from the site (see **4.4**) are concentrated in areas of the ship, with Mexborough and Charles Meigh amidships and Davenport towards the stern. Towards the bow much of the unmarked ceramics, as well as the bulk of the recovered inkpots have been found.⁸
- 4.3.5 It appears that much of the pottery has been recovered from wooden boxes or crates, which are described as in a deteriorated condition.⁹ Other evidence of packing has been found, such as stacking and the packing of egg cups with straw inside chamber pots.
- 4.3.6 Domestic objects such as the swinging crib and the toys were found in the stern, as well as a sink. This was found attached to a lead pipe, which suggests that it was plumbed in and therefore part of the fittings of the ship.
- 4.3.7 The site was described by Stefan Panis in DIVER magazine as follows. The account was published in July 2018:¹⁰

“My first sighting as I arrived at the bottom of the shot confirmed that suspicion – it was a cannon!

⁵ TNA HCA 18/265/3422

⁶ Davenport 2016b: 14.

⁷ Paul Wilkin, e-mail

⁸ Davenport 2016a: 32.

⁹ Davenport 2016b: 15

¹⁰ <http://archive.divernet.com/wrecks/p322371-josephine-willis.html>



On all the many wreck-dives I have done over the years, I had never seen anything like this – a virgin wooden shipwreck, which appeared to have emerged recently from a sand-dune.

I clipped my reel to the cannon and veered off. I found myself in a cargo hold – everywhere I looked, I saw wooden boxes and barrels, with the contents spilling out. I saw wine and beautiful gin bottles, still corked. Near a wooden beam lay rows of decorated chamber-pots and, taking a closer look at them, I was amazed to find egg-cups inside, also decorated.

I ran my reel across the site and discovered more of the ship's cargo. There was a huge amount of crockery, including plates and cups in different shapes and sizes, all beautifully decorated, and many of the items bearing the maker's stamp.

When I arrived at the other end of the site I noticed the remains of the rudder, and a little further on I discovered a brass pintle in the sand, clearly making this the stern end of the wreck. Three more cannon lay very close by.

Suddenly Eddie signalled to me. He had found a brass crib for a baby – a unique discovery. We took some photographs and then, even more amazingly, Eddie discovered inside the crib pewter toy soldiers and cannon.

I made my way towards what had to be the bow section and came across an area in which some of the crew's cabins must have been.

There I discovered a brass candle-holder – on later dives, two gold coins would be found in exactly the same place.”

- 4.3.8 The site appears as a large, generally elliptical, mound of varying height in the MBES data. It measures 52.8 by 19.6 by 0.9m and is at a general depth of -22.8m CD (**Figure 2 and Figures 3a-c**).
- 4.3.9 The mound is aligned NNW to SSE and appears settled at an angle on a slope. It is possibly partially buried along the north and east edge within the slope and within the general seabed. The slope is caused by a north-west to south-east trending linear seabed scour or depression, which measures approximately 550m in length. At the location of the mound, the slope varies in depth from -23.3m CD (measured at the SSE end of the mound) to -22.3m CD (as measured at the NNW end). This feature appears natural in origin and is unlikely to be scour resulting directly from the wreck.
- 4.3.10 Linear features along the edges of the mound appear to delineate the line of the hull, which is approximately 48-49m long (**Figures 2 & 3a-c**). There is a possible vertical and horizontal discontinuity approximately midway along the mound (**Figure 2**). NW of this the MBES data appears to suggest that the hull is upright but leaning over to the NE, to starboard. SE of the discontinuity the hull appears to be leaning over, perhaps less severely, to the SW (to port). Site interpretation and the possible significance of this feature are discussed in section **5.2**.

4.4 Recovered finds – ceramics

4.4.1 WA understands that the finds recovered from the wreck have been subject to a desalination process.¹¹ The details of the methods applied have not been sought but involved immersion.

4.4.2 Images of many of the finds are shown in **Appendices 3-10**.

Davenport of Longport

4.4.3 The blue and white printed Davenport assemblage was found in crates towards what is interpreted as the stern. It has impressed dates of 1852 and 1854 and includes:

- Kitchen wares in 'Willow' pattern, such as baking dishes, covered dishes, basins and 'well and tree' meat platters;
- Tableware of various sizes in the romantic 'Friburg' patterns, including serving dishes, plates and ladles;
- Miscellaneous pieces in the above patterns;
- Tea and table wares in the 'Rose and Lily' pattern;
- Table wares with 'Ceres' and 'Ivy Leaf' patterns;
- Chamber pots with the 'Muleteer pattern'.

4.4.4 In addition, many Davenport white ironstone food moulds have been recovered. These are of various sizes and shapes.

4.4.5 A saucer with a distinctive pattern not unlike coral fronds is marked with the pattern name 'CORAL'. This is believed to be a previously unrecorded pattern.¹²

Charles Meigh of Hanley

4.4.6 From the area interpreted as being amidships, teawares were recovered. These included ironstone breakfast cups and saucers printed with an olive tree pattern in grey. These are marked with the pattern name 'Oleaster', a wild olive. They have the maker's initials 'CM', for Charles Meigh of Hanley, Staffordshire. This firm became Charles Meigh, Son and Panckhurst in 1849, but the copper plates used for the printed almost certainly remained in use.¹³ Next to the pattern/maker's mark is a printed 'Chinese chop' mark (**Appendix 4: MAS-D100048; Appendix 5: 5**). Some pieces are marked 'Improved Ironstone China'. One ironstone tea plate that is printed in grey has border flowers enamelled over the glaze. This is printed with the pattern name 'GEM' and the maker's initials 'CM & S', for Charles Meigh and Son. It dates from 1851, after the departure of Panckhurst. It is impressed 'Improved Ironstone China'. Another mark, possibly printed over the glaze, is in an unidentified foreign script. This plate and other pieces have yellow rim lines, which was intended to replicate the effect of gilding.

¹¹ Paul Wilkin, pers. comm.

¹² Frank Davenport, pers. comm.

¹³ Davenport 2016a: 28

Rock/Mexborough Pottery

- 4.4.7 A number of pieces have been recovered that have been identified as being from John Reed's pottery in Mexborough, South Yorkshire. This pottery operated under the name Rock Pottery until 1849; thereafter it became Mexborough Rock Pottery when John Reed succeeded his father James. It closed in 1883.¹⁴
- 4.4.8 The finds include blue flow printed breakfast cups, saucers, slop bowls and egg cups printed with a Chinoiserie pattern that features an oriental woman with a parasol. One of the saucers is marked with a cartouche enclosing the letter 'R' for Reed and the pattern name 'LEEN'. The Leen pattern was previously only known from waster sherds recovered from the site of the pottery.¹⁵
- 4.4.9 Several egg and tea cups and a slop bowl printed in dark grey show a stag standing amongst fern-like trees, with a protruding tongue. This pattern has been assigned the name "Thirsty Stag"¹⁶, although further examination has shown that one of the recovered pieces now in the collection of Mexborough Heritage Society with this pattern has a base mark showing a stag's head and antlers, above the pattern name 'HART' and the maker's initial 'R'.¹⁷ This pattern was also previously unknown. Other pieces with this pattern are unmarked.
- 4.4.10 A slightly iron stained earthenware pitcher that is printed with a black sheet pattern had a 'FUNICULAR' pattern mark. The maker's mark is 'J. REED'.
- 4.4.11 Other pieces attributed to Mexborough include:¹⁸
- three Willow pattern baking dishes marked with a crown cartouche, under side printed pattern excerpts and ribbon stating 'IRON STONE CHINA', as well as an 'R' maker's mark (the crown cartouche and willow pattern are attested from finds from the pottery site).
 - unmarked mustard pots and lids with simple blue banding that compare closely with waster sherds recovered from the pottery site.
 - a mustard pot that has been dipped and turned to produce black bands with a white central area decorated with a black horizontal dendritic or Mocha pattern, similarly attributed.
 - several 2.5-inch-tall (63.5mm) small, green glazed, horizontally ribbed mugs (possibly turned), similarly attributed; and
 - unmarked chamber pots printed with the Reed Funicular pattern.

Unmarked ceramics

- 4.4.12 The Mexborough eggcups were discovered packed in straw inside chamber pots and pitchers, an arrangement that must have been intended to save space. A large number of chamber pots have been found and these are of several sizes, with the smallest probably

¹⁴ Cameron 1986: 223 & Davenport 2016b: 15

¹⁵ Davenport 2016b: 15 and G. Oliver, email, 19/05/2020

¹⁶ The Transfer Collectors Club Pattern and Source Print Database

¹⁷ G. Oliver, email, 19/05/2020

¹⁸ Davenport 2016a: 31-32

intended for children. Some have the Funicular pattern, which suggests that they are from Mexborough. Several unmarked chamber pots and wash basins with a blue floral sheet pattern are probably part of toilet sets. Several unmarked chamber pots are printed with a Romantic pattern, with a rural scene.

- 4.4.13 Several unmarked saucers have been recovered that are hand decorated with a multi-colour peahen and green sponged tree pattern. No matching cups have been found. These are unusual, as the peahen pattern was an American market design and fifteen years old at the time it was shipped.¹⁹
- 4.4.14 Several unmarked polychrome printed earthenware pots, probably used for meat and fish pastes but now empty, have been recovered. One, made by F. & R. Pratt of Fenton, Staffordshire is decorated with a polychrome transfer print called 'Passing the pipe'.²⁰ It was fitted with a metallic cap that would probably have been embossed with the now illegible contents and maker.²¹ Another pot, missing its seal, has a polychrome print that is believed to be a view of the Chalees Satoon, a pavilion in Allahabad, India.²² A similar pattern was used by Mayer & Newbold of Lane End, Staffordshire.²³
- 4.4.15 Polychrome printed earthenware pot lids have been recovered without matching pots. One of these, at 2.875 inches (73mm) diameter is unusually small and features a known transfer print called A Rebel or Jack at Old Birch's but is otherwise unidentified. Another polychrome lid has a shell pattern similar to another pattern used by Mayer & Newbold.²⁴
- 4.4.16 Other unmarked ceramic items have been found. These include 53 gold printed ceramic doorknobs and 43 matching gilded finger plates and 38 keyhole plates. The finger plates featured a transfer printed floral design. These are thought likely to be a special order from and Auckland merchant.
- 4.4.17 Several transfer printed toilet pans have been found on site and one has been recovered. It has a flushing mechanism, although this has not been examined and is separate to the pan. It is marked 'P.B. & Co. Armitage'.
- 4.4.18 More than 100 inkwells have been recovered. Most are marked 'J. Bourne' for Joseph and John Bourne of Denby Pottery in Denby, near Ripley, Derbyshire. The Denby Pottery was well known for both salt glaze and inkwells

4.5 Recovered finds – miscellaneous

- 4.5.1 Other objects recovered include the following. They represent an a very diverse assemblage of manufactured goods, Descriptions in inverted commas are from **Appendix 2**:
- The basket of an ornate brass cradle/crib, probably of the swinging type (**Plate 2**);
 - Mass produced coloured glass candlesticks;

¹⁹ Davenport 2016a: 32 and pers. comm.

²⁰ Transfer Collectors' Club pattern database no.8538.

²¹ Davenport 2016a: 32

²² Transfer Collectors' Club patterns 268 & 598

²³ Davenport 2016a: 33

²⁴ Transfer Collectors' Club pattern 4941



- Numerous glass bottles, including gin and wine bottles, medicine bottles marked 'George Carwood of London', a gherkin bottle, perfume and other alcohol bottles;
- Two large and one small glass decanters;
- Brass figure of Christ, 500mm by 300mm, damaged;
- Brass button marked 'T. Pottinger. 9 Eastcheap'. Thomas Pottinger of 9 Eastcheap is listed in the Post Office London Directory of 1843 as a "tailor & hatter" (he is described as "jun.", suggesting that he was from a family of tailors or hatters²⁵ and may also have been a grocer);
- Porcelain buttons from a shirt;
- Rainwater goods, including "two rainwater hoppers, cast lead hopper with simple decorative motif, compete with downspout and overflow spout, no ears" and a hopper marked 'Kirkaldy (?) & Son, Wapping, London'. The Kirkaldy's were a family of painters, plumbers and shipsmiths (shipyard blacksmiths) living in Wapping and Shadwell in the 19th century. Kirkaldy J. & Sons of 166 Wapping are listed as exhibiting a ship's portable fire engine at the International Exhibition of 1862;²⁶
- A 'Lead measuring weight';
- Several dozen mouth harps, large 4" by 2" (101mm by 51mm) and small 2" by 1" (51mm by 25mm);
- Belt buckle;
- Spoon marked 'W.S.L.', with a cross and crown mark (reference to the crown mark suggests that the spoon is silver);
- Ten brass bars and seven unspecified brass tools marked 'Robert Sorby, Cast Steel, Sheffield' and with a picture of a kangaroo. Until the 1980s, the kangaroo was the registered trademark of Robert Sorby & Sons. Founded in 1828, it is one of Sheffield's oldest tool manufacturers and operated from the 'Kangaroo Works'. The Australian and New Zealand markets were of great importance to the firm and they became very well-known there;²⁷
- Brass goods, including a candle holder, candle snuffer, teapot, door lock, bed knob, stand, "furniture wheel" (castor?), brass and ivory handle and wheel;
- Seven pewter jugs;
- Brass clock face;

²⁵ The Post Office 1843: 412

²⁶

<https://books.google.co.uk/books?id=HzBbAAAAQAAJ&pg=PA31&dq=kirkaldy+J+%26+sons+wapping&hl=en&sa=X&ved=0ahUKEwiljdL1OODpAhXxmFwKHVYlBY4Q6AEIKTAA#v=onepage&q=kirkaldy%20J%20%26%20sons%20wapping&f=false>

²⁷ https://www.robert-sorby.co.uk/media/wysiwyg/robert_sorby_history_of_booklet.pdf. The 'brass bars/tools stamped 'Cast Steel' may be the backs of tenon saws or similar steel tools incorporating brass components.

- Two silver or pewter candlesticks, 8” (203mm) tall;
- “Brass round Patent seal with Lion and unicorn”. This has not been seen but may be a patent plaque;
- “Block of harmonicas, 13cm cube”;
- Grinding or sharpening stones;
- Clock parts;
- Wooden seat and lid;
- Brush;
- Chart weight;
- Seven pewter toy soldiers and two cannons (**Plate 3, Appendix 3: Image 19 and Appendix 6**);
- Glass ink well;
- Glass candle gutters;
- Glass wine glasses;
- Glass jar, the lid of which is engraved “J.W.C Registered 12 MAY 1852” (**Appendix 3: Image 18**). Originally thought to be a reference to the ship, research undertaken by James Canney has identified this as a design for a bottle stopper registered by the glass manufacturer James Winterbottom of Castleford, Yorkshire.²⁸
- Two brass taps;
- Barrel stave; and
- Octant, probably the personal possession of the captain of the *Josephine Willis*, Edward Canney (**Cover and Plate 1**).²⁹

4.5.2 In addition, the following parts of the ship and its fitting are recorded as having been recovered, including several portholes/lights. These are listed in **Appendix 2** (see also **Appendix 4: MAS-D100060**) and images appear on a web site associated with members of the dive team in a post that is dated 26th May 2019.³⁰

- “A quantity of copper or brass pins from the hull” (quantity and size unknown);
- Port hole (no other details available);

²⁸ TNA: BT 46/3 and BT 45/017

²⁹ The octant has been given by the finders to James Canney and is displayed at his home.

³⁰ https://www.facebook.com/SpidgeDiverMagazine/?hc_ref=ARTPxUX90VlgJU1WbRgsP-nd8EPqVm0uELnogKeD52GVsmtqY4Zowiq71hMKntZ30-s&fref=nf&_tn_ =kC-R

- “Draw front brass hull fastening” (requires clarification);
- Two square brass portholes/lights 14” by 12” (356mm by 305mm) with glass. These may be the two larger portholes/lights shown in the 26th May post. Only one side is shown in the photographs. As shown in the photographs, they comprise a rectangular cuprous backing plate or frame with twelve bolt holes and a square swing plate with thick, clear glass. This has two hinges and a single threaded hinged dog on the opposite side, but no drip tray. The dog has a cuprous ring on the glass side. The backing plate is coamed and the swing plate recesses tightly within the coaming when closed. One of the portholes has fragments of planking on the hinge side. This has been carefully fitted around the hinges and coaming and the backing plate appears to be attached to the outboard side, with the swing plate opening inboard. Although it is not entirely clear from the photograph, the grain and therefore the run of the planking appears to be along the long axis of the porthole. The nature of the fasteners is not clear;
- “Square porthole, brass”, approximately 250mm by 300mm. HM RoW notes that the glass appears to be round, which suggests that it is the small porthole shown in the Facebook post. It is therefore described as such, although it could be the following object. It has rectangular backing and swing plates. It is not clear whether there is similar coaming. There is a single hinge and an opposed dog, which is missing. The dog is not hinged and opening the circular clear glass would have required a nut to be removed. This suggests that this porthole was not designed to be regularly opened. The survival of a small fragment of what is assumed to be planking suggests that the backing plate was outboard, with the light opening inwards;
- “Square porthole”. The measurements given for this, 7.5” by 6.5” (190.5mm by 165mm), indicate that it is rectangular;
- “Square porthole, brass”, 310mm by 360mm;
- “Square brass porthole”, 290mm long by 220mm wide; and
- “Sq(uare) brass porthole in poor condition”.

4.5.3 The following objects reported to HM RoW may be part of the ship or its fittings:

- Brass nail;
- Brass pulley;
- Brass nail;
- Brass nut and bolt;
- Brass door lock; and
- “Glass light vent”.

5 DISCUSSION

5.1 Site identification

5.1.1 The evidence for identification of the site at the position given in **Table 3** as the wreck of the *Josephine Willis* can be summarised as follows:

- this position, provided by the finders, is approximately consistent with contemporary accounts of the loss position and with what is known concerning the position of the Trinity Wreck Buoy placed on or near the wreck shortly after the loss (**4.2.3, 5.2.19 & Figure 1**);
- there is a multibeam anomaly at the position whose size is approximately consistent with the dimensions of the ship given in the Lloyd's Special Survey (**4.3.8, 5.2.40, Table 4 & Figures 2-3c**);
- the description of the site at this position provided by the finders and the date and character of the artefacts reported to have been recovered from it are consistent with what would be expected if the site was the wreck of the *Josephine Willis* (**4.3, 4.4 & 5.2.39-47**);
- there is evidence of a linear discontinuity in approximately the position that the ship is reported to have been rammed (**5.2.44 & Figures 2-3b**); and
- no credible alternative site has been identified.

5.1.2 Although no absolute proof has been seen, based on the available evidence WA believes that the wreck is very likely to be that of the *Josephine Willis*. The following has therefore been written on the basis that it is.

5.2 Site characterisation

5.2.1 The site can be characterised as follows, using the BULSI method.

Build

5.2.2 The registration certificate states that the *Josephine Willis*, register number 9985, was built in 1853-4 at Union dock in Poplar/Limehouse, London by Henry Fletcher, Son and Fearnall.³¹ It was launched in July 1854.³²

5.2.3 The firm, known locally as 'Fletchers' was a joint venture between Henry Fletcher and his son Joseph and William Fearnall. Fletchers traced its origins back to 1662, when William Fletcher set up a ship repair business in Shadwell.³³ The Shadwell premises were demolished to allow for the construction of St Katherine's Dock and the Fletchers, now in partnership with Fearnall, relocated to Union Dock in 1818.³⁴ Although Fletchers were notable as early steamship builders, no evidence has been found to suggest that the *Josephine Willis* had a steam engine. They did not make the transition to iron shipbuilding, so eventually became ship repairers, closing in 1925. The Fletcher yard, with one of the

³¹ TNA: BT 107/112

³² Lloyd's Special Survey, 16th September 1854: LRF-PUN-LON635-0139-R (<https://hec.lrfoundation.org.uk/archive-library/ships/josephine-willis-1854>).

³³ East London Observer: March 8, 1913

³⁴ <https://www.british-history.ac.uk/survey-london/vols43-4/pp388-397>

largest frontages of a private yard on the Thames was vacant for a decade, but the docks were filled in during the 1930s and the last of the historic buildings were cleared during the redevelopment of London Docklands in 1988.³⁵

5.2.4 The certificate records that the ownership was split into the traditional sixty-four shares. The builders, John Thompson Fletcher and Thomas Keddy Fletcher of Union Dock, Limehouse were the majority shareholders, with forty-eight shares. Minority shareholders, with eight shares each, were Henry Hinckley Willis and Arthur Willis. Henry and Arthur were shipbrokers operating as the firm of Henry H. (H. H.) Willis.

5.2.5 The ship was surveyed by Lloyd’s during its building. In addition to giving the scantlings, it contains the particulars in **Table 4**. The surveyor reported that “She is a smart well-built ship”.³⁶ The length and width of the geophysical anomaly are consistent with these particulars.

Table 4 Particulars in the Lloyd’s Special Survey

| Particular | Description |
|-------------------------------------|--|
| Tonnage | 759 & 79/94 th (old); 796 (?; new) |
| Length aloft between perpendiculars | 159 feet (48.5m) |
| Extreme breadth | 32 feet 1 inch (9.78m) |
| Depth of hold | 21 feet (6.4m) |
| Forecastle | 33 feet long by 6 feet 7 inches depth (10m by 2m) |
| Poop | 56 feet long by 6 feet 9.5 inches depth (17.1m by 2.07m) |
| Timber used | English Oak, except: <ul style="list-style-type: none"> • Canada Rock Elm (seventeen floors amidships) • Baltic Red Pine (third futtocks, top timbers, deck beams; external planking; waterways; deck planking; all internal planking, including limber strakes, bilge planks, shelf pieces and clamps) • African Oak (two deck beams) • Indian Teak (part of main keelson) • Ironbark (part of main keelson; two deck beams) • English and American Elm (garboard and next two external plank strakes) • Pitch pine (some of the sheer strakes and plank sheers) |
| Fastenings | Yellow metal used for: butt end bolts of the bottom and bilge strakes; all ‘weather bolts’, including weather deck planking. Treenails of ‘Stringybark’ (Eucalyptus), Locust Tree or English Oak. |
| Sails | “Two suits of best canvas” |
| Cables | 290 fathoms of chain; 75 fathoms of hempen stream cable; 90 fathoms of hawser; 90 fathoms of towline; 90 fathoms of warp; other cable. |
| Anchors | Rodger’s Patent Anchors (3 x bower of 32cwt; 1 x stream of 10cwt; 1 x kedge of 5cwt; 1 x kedge of 3cwt) |

³⁵ Ibid

³⁶ Ibid, 31



| Particular | Description |
|-----------------------------|---|
| Boats | Long boat and three other boats |
| Lifting & hauling equipment | Windlass and winch |
| Pumps | Two at the Main Mast and one at the Fore Mast (?) |
| General notes | Sixteen pairs of iron plate riders arranged diagonally from upper deck beams across bilges. Riders were recessed into the frames and 4 inches wide by 5/9 inches thick (102mm by 14.2mm; Appendix 3, Image 11). Twenty-three pairs of substantial hanging knees (hold beams). Twenty-five pairs of substantial hanging knees (deck beams). Seven breasthooks, all iron. Two iron pointers. Three iron crutches. First futtocks continued to the midline. Sheathed with yellow metal on paper. |

- 5.2.6 The ship appears to have been classified A1. The registration certificate indicates that the ship was a three-masted, ship-rigged, carvel planked wooden sailing ship of 786 register tons. Length was 153.5 feet³⁷, breadth 29.1 feet and depth in hold at midships was 20.8 feet. It had two decks and a poop, a standing bowsprit, elliptical stern and 'sham' galleries. We know that the ship had iron knees, as the recovery of three tons of them from the wreck is documented.³⁸
- 5.2.7 No illustrations of the ship have been traced, other than those prepared after the wrecking for illustrated newspaper accounts and these are unlikely to have been prepared by anyone who actually saw the ship. No plans of the ship are known to exist. However, plans of the accommodation of ships built for the New Zealand passenger and general cargo trade by Fletchers in the 1840s do exist (for examples, see **Figures 5a-b**). These appear to show a standard layout. The lower deck is given over to passenger accommodation with cabins the deck being divided into three sections. The section aft of the mizzen, called the 'Chief Cabin', comprised cabins around a central compartment. This seems to have been divided off from the rest of the lower deck by a substantial transverse bulkhead. Forward of that was a larger section called the 'Second Cabin', with cabins running either side of a central compartment with a long mess table and the main hatches to the hold. Forward of this was Steerage, a large compartment subdivided into a section with cabins around a mess table area and a section of open bunks around mess tables. This compartment also contained the fore hatch. Both main and fore hatches would have accessed the hold, where the cargo and ship provisions would have been stored.
- 5.2.8 The deck above would have been the full-length Upper Deck, divided into the open weather deck forward and the enclosed poop aft. The deck plans show that the poop was entirely given over to accommodation, with cabins either side of a central compartment with a large mess table. One of the cabins is given over to the captain and at least one of the ships had another for the Chief Officer. The plans show that the Poops of these ships had stern galleries, with stern windows on the Lower Deck. The plans do not show the accommodation for the rest of the crew, but this is likely to have been in an enclosed forecabin at the forward end of the Upper Deck.

³⁷ Inner part of main stem to fore part of stern aloft

³⁸ The Dover Express and East Kent Intelligencer, Saturday. July 6, 1861

- 5.2.9 Although these plans are for the 1840s, they appear in particulars issued to prospective passengers by H. H. Willis and Willis & Co. for the passenger accommodation of their New Zealand service. There are clear indications that the ships they used employed a similar accommodation plan. It is therefore reasonable to expect that the *Josephine Willis* was arranged similarly.
- 5.2.10 Several square and rectangular portholes/lights have been recovered from the wreck, as described in section 4.5 and **Appendix 3: Image 25**. They are described as having been found in the stern area, lying on the seabed rather than attached to ship structure.³⁹ Paul Wilkin describes the recovered portholes as follows:⁴⁰
- “the port holes came in various sizes, the smallest 6 inches by 4 inches up to 12 inches by 14 inches, around 10 have been recovered in good to bad condition, they were fixed to the ship by large slotted screws.”
- 5.2.11 Ports are not shown on the Lower Decks of the comparator ships discussed above, but they are shown in the sides of the vessel in the Poop Deck accommodation. It is therefore likely that the ports found on site are from Poop Deck cabins. The dimensions suggest that they are 12-14” (305mm-356mm) wide, which approximates that of the recovered portholes. The plan of the full poop frigate-built ship John MacVicar shows these ports as being rectangular. It is therefore likely that the portholes recovered from the wreck are from Poop Deck cabins.
- 5.2.12 The *Josephine Willis* appears to have been described at the time and now as a ‘packet ship’. This was originally a vessel employed to carry post office mail or ‘packets’, but became a term often employed for a vessel employed on a regular, scheduled service and carrying both freight and passengers. As such, it is a term that is more related to use than design, although it is clear from the above that ships built for this type of service had certain design characteristics in common. Fast sea-going sailing vessels in the mid-late 19th century tended to be described as ‘clippers’, although these tended to be involved in bulk trades and designed accordingly.
- 5.2.13 However, the Willis ships such as the *Josephine Willis* had stern sham galleries. These were not features of ‘true’ clippers, although ‘semi-clippers’ might have them. They were normally associated with ‘Blackwall Frigates’, a colloquial term for a three-masted, full rigged ship of 1830-70 with a single stern gallery, fine lines at bow and stern and more pronounced tumblehome than clippers. They were amongst the largest wooden vessels afloat, often being over 1000 tons. The first were built at the Blackwall Yard, not far from Fletchers. It is possible that the *Josephine Willis* was a Blackwall Frigate.

Use

- 5.2.14 The ship was built to be used by H. H. Willis in their regular packet service to New Zealand. H. H. Willis was one of three related shipping firms which were of fundamental importance to the New Zealand trade and carried a large proportion of the mid-19th century emigrants travelling from Britain to both northern and southern ports of New Zealand. In December 1856 H. H. Willis & Co., then the most important shipping brokers in the trade, became Arthur Willis, Gann & Co. in December 1856 and later spawned the rival Shaw, Savill and Co. in 1858. H. H. Willis ran a monthly packet service to New Zealand.

³⁹ Paul Wilkin, email.

⁴⁰ Paul Wilkin, pers.comm.

- 5.2.15 Willis ships served Auckland, New Plymouth, Wellington, Nelson, Otago and Canterbury. Three classes of accommodation were available, Chief Cabin, Second Cabin and Steerage. Passage rates were available for: Chief Cabin (single occupancy); ditto (two persons sharing); Second Cabin (enclosed cabin); Steerage (enclosed berths with separate cabins for married couples); and ditto (open berths). Chief Cabin passengers could pay an additional fee for the stern cabins on the Poop and Upper Decks, which had windows. First and Second Cabin passengers could carry half a ton or 20 cubic feet of luggage; Steerage were allowed a quarter ton or 10 cubic feet. Chief cabin passengers provided their own furniture and other possessions they required in their cabins for the passage. Mess kit was provided by the shipowner. Second Cabin and Steerage passengers had beds built for them but provided their own bedding and mess kit. Passengers embarked in England at Gravesend on the Thames.
- 5.2.16 The *Josephine Willis* was the largest of the ten vessels ranging from 650-1000 tons that H.H. Willis chartered for this trade in 1855-6.⁴¹ They had a long-term relationship with the Fletchers and the arrangement of ownership indicates that the ship was built for their use.
- 5.2.17 The ship began its first round-trip to New Zealand on 6th October 1854, when it departed London.⁴² The ship was commanded by the 42-year old Edward Canney, an experienced sea captain who had previously commanded Willis ships.⁴³ Canney had considerable problems with the behaviour of the crew and there was a mutiny. Twelve crew deserted at Auckland and a further four were discharged when the ship called at Calcutta on the way home, several of whom deserted.
- 5.2.18 Port records for this first voyage show that the outbound cargo was typical of packet vessels, comprising both raw materials and a diverse range of manufactured goods intended for delivery to more than sixty-five merchants in Auckland and New Plymouth.⁴⁴ Local newspapers carried advertisements for the sale of the cargo, most of which appears to have been sold at auction upon arrival. However, few details are available.

Loss

- 5.2.19 The *Josephine Willis* departed St Katherine's Docks under the command of Edward Canney on Friday or Saturday 1st/2nd February 1856, on its second voyage to Auckland. The ship was under charter to Messrs. H. H. Willis & Co. of London.
- 5.2.20 As well as the forty-four crew, including only those whose conduct was deemed 'good' or 'very good' from the last voyage, sixty six passengers were carried.⁴⁵ Amongst the passengers was Henry Gray Ray and his wife. Ray had been Canney's Chief Officer during the maiden voyage and his conduct appears to have contributed to the disciplinary problems on board.⁴⁶
- 5.2.21 Although the cannons could have been part of the cargo, the presence of the cannons suggests an armament. In the mid-19th century piracy could still be a problem in the Far East.

⁴¹ <https://sites.rootsweb.com/~nzbound/lines.htm>; Savill 1986

⁴² Copy Crew List 1854-55, provided by James Canney.

⁴³ Canney 2014

⁴⁴ Davenport 2016: 17

⁴⁵ The Times: 15th February 1856; Canney 2014

⁴⁶ Canney 2014. Subsequent research has demonstrated that Ray's sister Emily was married to Thomas Keddy Fletcher, one of the ship's builders (James Canney, e-mail).

- 5.2.22 Newspaper reports indicate that the *Josephine Willis* was carrying a valuable and miscellaneous general cargo, typical of packet ships, although its details can only be reconstructed from accounts of the salvage of the cargo published in contemporary newspapers. Details of the material recovered are listed in **Appendix 12** and contain many manufactured goods. Details of the ceramics and miscellaneous cargo recovered from the wreck are given in section **4.4** and **4.5** and the Appendices. The ceramics are overwhelmingly utilitarian in character and would have ideally suited the rapidly expanding and emigrant/immigrant driven markets in Australia and New Zealand. The presence of ceramics with a mark resembling a 'Chinese chop' mark or Arabic script names may indicate that the wares were intended for the Far East market, particularly as Calcutta was a return port of call on the first voyage. The mark may be over-glaze and defies identification and translation, which is suggestive of a post-manufacture 'marketing ploy'.⁴⁷
- 5.2.23 The ship was towed by a steam tug to Margate Sands. The use of these tugs, often very manoeuvrable paddle steamers, had become increasingly common. They reduced delay waiting for favourable winds and improved safety in dangerous estuaries such as the Thames. Thereafter, the ship proceeded through the Downs under sail.
- 5.2.24 After dropping off the pilot at Deal and rounding South Foreland at about 18:00, the *Josephine Willis* sailed down channel on the port tack on a west-south-west course, doing seven knots. The evening was clear but hazy on the horizon. The chief officer (mate), Kester Clayton, was on deck: the captain was below. At about 20:10 off Folkestone a light was seen ahead which the chief officer mistook as the Dungeness Lighthouse. He therefore put the helm to starboard, turning the head of the vessel to port and putting him on a south-west by west course.⁴⁸
- 5.2.25 The light actually belonged to an approaching vessel, the SS *Mangerton*. This was a 363 ton, 130hp iron screw steamer owned by the London and Limerick Steamship Company. This was *en route* from Limerick to London and had been on an up-channel course that would probably have crossed behind the *Josephine Willis*. Collisions between steamships and sailing ships had become a problem in busy navigations and in 1854 Admiralty regulations had been introduced requiring steamships to exhibit a green light on the starboard side, a red light to port and a white light on the masthead.⁴⁹ Whether the red and green lights were obscured by the haze or whether Clayton simply failed to see them is not known. The *Josephine Willis* was equipped with a navigation light that combined the three lights in one housing. This was hung from the bowsprit
- 5.2.26 The master of the *Mangerton*, Richard Bouchier, was not on deck and the boatswain Edward Bryant had been left in charge. He later gave evidence that a light had been seen on the port bow. Although the light then disappeared, he thought it may have been the ship and gave the order to port the helm, turning the ship to starboard. This had the effect of putting both vessels on a collision course.
- 5.2.27 By the time the crew on both ships realised what was happening, it was too late to avoid a collision or for the *Mangerton's* engines to be reversed. Clayton ordered the *Josephine Willis'* helm to starboard to try to effect a glancing blow, but the *Mangerton's* stem crashed into the starboard side of the ship amidships, according to Clayton "just before the

⁴⁷ Davenport 2016a: 29 and pers. comm.

⁴⁸ Putting the helm over to starboard resulted in a turn to port and vice versa. The use of what appears to be a counter-intuitive terminology dates back to the days of the tiller and was not changed until 1932.

⁴⁹ Seeing all three lights would tell an approaching vessel that the steamship was heading towards it; a single coloured light and the white light that it was heading away.



mainrigging (mainmast)".⁵⁰ Clayton said "it cut our vessel more than half way in two, and the water immediately rushed in".

- 5.2.28 Evidence given to the Coroner suggests that the ships remained together for up to eight or nine minutes before the *Mangerton* backed out. In the meantime, several people including crew seem to have scrambled aboard the steamer from the deck of the *Josephine Willis*.
- 5.2.29 Several detailed newspaper accounts exist that detail what then happened to the ship and passengers. Canney is reported to have rushed up onto deck. He ordered the pumps to be sounded and the helmsman to put the bow of the ship to the north, possibly to attempt to head for land. However, he seems to have been overtaken by events as the ship was careening over and would not steer. Canney seems to have appreciated that the ship was sinking. The boats were launched but are reported to have been rowed away before they were full. Appreciating that the poop deck was still crowded with passengers and appreciating that many would have to jump, Canney ordered the hen coops on deck to be thrown overboard. The ship went over on its beam ends before sinking. Canney was last seen in the water clinging to a hen coop with two women.
- 5.2.30 The following passenger and crew accounts were reported to have been given at the inquest:

⁵⁰ The South Eastern Gazette, March 18, 1856

Mr. George Andrews, a young farmer, a native of Trenance, St. Ausletts, Cornwall, a chief cabin passenger, one of the seven who were taken off the topmast heads some hours after the collision, furnishes some thrilling details of the catastrophe. In about ten minutes after the ship had been struck, she turned over on her beam-ends on the port side, and the passengers clung to the rigging. He had taken charge of a Miss Logan, a young lady eighteen years of age, who, on the collision occurring, rushed out of her cabin attired only in her night dress. He took off his great coat and put it round her, and when the ship turned over he caught her round the waist, and got into the mizen rigging; and a passenger named Golding, who had a little child in his arms, was near him. In this position they remained upwards of an hour—the passengers who kept clinging to the rigging shouting to the steamer to save them. About a quarter of an hour after the ship had gone over Captain Canney, who was on the side of the wreck, was swept overboard by a sea which broke on the ship, and disappeared. Perceiving that she was fast sinking, he proposed to Golding to crawl along the mizen-mast, which was resting on the water, as the vessel in ingog down would be likely to right. The unfortunate fellow replied that he thought it would be better to remain where he was. Mr. Andrews, with Miss Logan in his arms, then made an effort to get along the mast. The poor girl, however, if not dead, was completely exhausted; and, in getting her up the mast, he was several times nearly overcome himself. On reaching the crosstrees, a sea caught them both, took the girl from his arms, and she was swept away. He believed, however, that she had before expired. The sea even caused him to lose his hold, and it was only through a desperate effort that he succeeded in regaining his grasp. He saw poor Golding, and the child he was so anxious to save, swept into the deep. The hull of the ship then gradually went down, and he saw some forty or fifty men, women, and children struggling in the waves, screaming for aid. Their cries were heard a few minutes, and all was over. He then made his way up to the mizen mast head, and a little boy, named Sutton (whose parents and brother and sister perished), a passenger and the chief steward managed to hold on to the rigging of the yard near him. Three others got up to the maintopmast head, and one poor fellow lost his life in endeavouring to pass along the stay between the two masts. The water gradually rose up to their legs. They could see the steamer, and kept shouting for help. About half-past eleven o'clock their cries were heard by a Deal lugger, which had been sent in the direction of the wreck, and, benumbed and almost half-dead, they were taken off by the boatman Pearson, whose conduct is spoken of in commendable terms. About ten minutes before they were rescued a brig passed them within 150 yards; she, however, took no notice of their shouts, and went on. Mr. Andrews expresses his belief that most of the passengers could have been saved by the ship's boats and the steamer, had they lain by. With the exception of the captain and the two stewards, he did not see a soul of the crew a few minutes after the collision took place. The ship was lying on her beam-ends more than an hour, with the passengers clinging to the rigging, before she went down, and there was ample time for the life-boat to have taken the whole of them off the wreck in two or three journeys to the steamer, had they stood by. He was confident that the steamer did not remain by the ship more than ten minutes. Mr. Andrews speaks highly of the noble courage displayed by Captain Canney.

One of the surviving midshipmen, Robert Jameson, a very intelligent youth, has communicated to Mr. Willis, in writing, what he saw of the sad affair. It is as follows:—"Just after going below on Sunday night, at eight o'clock, and while lying in my berth, I heard a fearful crash, and, immediately after, heard the captain's voice calling out for everybody to come aft. I jumped up, and got on my jacket, boots, and trousers, and ran upon deck, when I saw a steamer had run into us, just at the main hatch, and had cut right through the ship. I got on the top of our long-boat, and crept on board the steamer by her bowsprit. I had scarcely done so when she backed out. I am certain that it was not more than one and a half minutes from the time of the crash to the time that I was on the deck of the steamer. There was no one on the fore-castle of the steamer when I got down. On the main deck I saw two or three men and a number of women, who were almost naked and screaming. I called out as loud as I could to the crew to clear away the boats and lower them, which we did, while one of our passengers (Mr. Ray) fired some rockets. There were two guns on board, but they were useless. After a while a pilot boat came off from Folkestone, and the steamer—after remaining near the spot, or where the Josephine Willis had been, but she was nowhere then to be seen—slowly steamed to Deal, and anchored there for the night. When the collision took place, the weather was clear overhead, but there was a haze on the surface of the water."

5.2.31 Seventy lives were reported at the Inquest to have been lost, including 20 Cabin and 36 Steerage passengers, as well as 14 crew. Thirteen passengers were saved and 22 crew.⁵¹ The Board of Trade Wreck Report Abstract records 69 lives lost. They included Mr Herbert Ray, a relative of the owners of the ship, the Fletchers. Henry Ray, the Chief Officer on the first voyage, is reported to have been the First Cabin passenger Henry Ray who survived with his wife.⁵² The disproportionate survival of the crew was reflected in subsequent concern about the extent to which the crews of both ships actually tried to rescue the survivors.

5.2.32 The Board of Trade described the accident as follows:⁵³

“Josephine Willis” of London. Wrecked by collision with the steam ship “Mangerton,” sunk in 16 fathoms. Chief Officer saw a light which he took to be Dungeness Light, and starboarded his helm. A red and green light becoming visible, he still kept the helm had a-starboard, and the collision took place, the “Mangerton” striking her stem on before the main rigging, which caused her to fill and sink. The ship was four and half miles N. by W. from Folkestone, and the weather hazy. 69 lives lost.

Both agree in their reports that the “Josephine Willis” was wrong in starboarding helm at first, instead of porting as directed by the Merchant Shipping Act. Mr Yardley considers this excusable, as a Mate states he believed the light to be that on Dungeness. Commander Robertson differs from Mr Yardley, and reports, that so far from the Mate’s conduct being excusable, the Collision was caused by his wrongful act and default, as he should have known from the bearings and distance that he was from 12 to 14 miles to the eastward of Dungeness, and that if the weather was hazy as stated, that light could not be seen. That if the helm had been ported the vessels would have passed clear. Commander Robertson also reports upon the objectionable mode of stowing the boats, and upon the want of plugs and thowle pins, and also that the use of lanthorns of three colors as bowsprit lights is very objectionable, not being generally understood.”

5.2.33 Although the Board of Trade subsequently concluded that the collision was caused by the actions of the mate of the *Josephine Willis* in putting the helm over to starboard and by the type of navigation light shown by the ship (found to be not in accordance with Admiralty regulations), the captain of the *Mangerton*, Richard Bouchier, was tried on a charge of feloniously killing (manslaughter) passenger Harriett Sutton at Maidstone Assizes on 11th March 1856. This may have arisen out of concerns raised at the inquest, held by the Folkestone Coroner. Although that found that the *Josephine Willis* was to blame, the Coroner’s jury stated that there was a “great want of humanity on the part of the crews of both ships in not sending assistance to the passengers of the ship whilst they had it in their powers to do so...” (there was in fact no legal duty to render assistance).⁵⁴ The allegation that was actually laid against Bouchier was that he had left someone who was not competent in charge of the ship. A full account of the evidence given was published in the South Eastern Gazette on the 18th and the trial was also reported by Lloyd’s Weekly Newspaper on 16th March (**Appendix 11**). The case against Bouchier was dismissed.

⁵¹ The ERA, February 10, 1856

⁵² Canney 2014

⁵³ Board of Trade Casualty Returns, 1856: Appendix Table I-IV

⁵⁴ Folkestone Chronicle, February 9, 1856

- 5.2.34 Notwithstanding the verdict of the court, the owners of the *Josephine Willis* brought a claim for £60,000 against the owners of the *Mangerton* in the Court of Admiralty in London. The hearing was held on 14-15th June 1857 and went against the owners of the *Josephine Willis*. The court held that the steamer was not to blame, because the *Josephine Willis*'s helm had not been ported early enough and because its navigation light, which combined red, green and white lights in one housing, did not conform to Admiralty regulations.⁵⁵
- 5.2.35 The top of the mainmast was still showing after the sinking, as survivors were rescued from it. Thereafter, divers are reported to have inspected the wreck, reporting that the ship was sitting upright but was unsalvageable due to the tangled mass of masts and rigging.⁵⁶
- 5.2.36 Soon after the loss, diving operations to recover what could be salvaged began under the direction of a Lloyd's agent. On 3rd March 1856, the progress of the salvage operations was reported as follows:⁵⁷

“DOVER, MARCH 2. – The divers employed on the sunken wreck of the ship Josephine Willis, off Folkestone, have been successful in their operations during the last few days. All the spars, rigging, &c., have been cleared away, and they have been able to penetrate into the chief cabin and remove a quantity of luggage, bearing the names of Miss Logan and Mr. Ray. They have also secured a mahogany chest from the cabin, which it was found contained the ship's plate, besides many other articles of value. They expect in a short time to be enabled to get all the property belonging to the passengers from the cabin. Next week attempts will be made, should the weather prove favourable, to get at the cargo.”

- 5.2.37 On March 28th, further progress by the salvage divers was reported.⁵⁸ The effects of Captain Canney were subsequently restored to his widow:⁵⁹

“THE JOSEPHINE WILLIS. – The divers employed under the superintendence of Captain Nott, R.N., special agent to Lloyd's, have this week succeeded in recovering from the wreck of the Josephine Willis, a quantity of passengers' luggage, also the effects of Captain Canney, and a box of jewellery of considerable value. The effects of Captain Canney were restored to his widow, free from all salvage charges. Weather permitting, the divers will resume their work early next week.”

- 5.2.38 On 6th May 1856 it was reported that the salvage of goods and material from the ship was continuing:⁶⁰

“DOVER. May 1. – Put in through strong wind – The Rose, diving smack, Fruin, of Margate, landed sundry sails and small portion of cargo from the Josephine Willis. The diver reports seeing one dead body in the steerage, but does not know whether male or female. Not having enough weight on he was compelled to come up. No accident up to the present time has happened to any diver employed on the ship.”

⁵⁵ The Jurist, 1857; TNA High Court of Admiralty Instance Papers (HCA 18/265/3422 and 18/267/3474)

⁵⁶ The Folkestone Chronicle, 9 February 1856, cited by Davenport 2016a: 27.

⁵⁷ The Standard, Tuesday, March 4, 1856

⁵⁸ The Engineer, March 26, 1856

⁵⁹ Canney 2014

⁶⁰ Greenock Advertiser, Tuesday 6th May 1856

Survival

- 5.2.39 The wreck is variously described as being a low mound approximately 120 or 150 feet (36.6m or 45.7m) long. The wreck is described as having a 'sterile' section along its long axis, which potentially explains the discrepancy in reporting.⁶¹
- 5.2.40 The MBES data shows the outline of the hull of a wreck of the correct size, which indicates that the full length of the ship survives (see **4.3.8** and **5.2, Table 4**). The maximum width is approximately 10-11m. Allowing for the resolution of the data, this is consistent with the extreme breadth of the ship. The multibeam data suggests that the stern is scoured and the hull at this location may be more exposed than elsewhere (**Figures 2 & 3a-c**).
- 5.2.41 There is evidence of ceramics in crates on the surface of the mound, which is a clear indication that they are cargo. Given that the cargo is exposed, the hold of the vessel survives to the top of the cargo or a little below. What appears to be copper sheathing is reported on the starboard side aft. Assuming it is *in situ*, the hull therefore appears to survive to above the waterline at this location.
- 5.2.42 The Poop Deck windows were found lying on the seabed, suggesting that the Poop Deck has not survived. No evidence has been found of internal decks, including the passenger accommodation on the lower deck. This is consistent with the salvage accounts, which suggest the dismantling of knees and therefore of heavy ship structure.
- 5.2.43 However, some artefacts likely to be passenger belongings, such as the toys and perhaps the crib, have also been recovered. The high status of the items found in the stern area suggest that they are from the Chief Cabin on the Upper Deck and their presence is the result of the collapse or removal of the deck between.
- 5.2.44 A possible vertical and transverse discontinuity of the hull can be observed in the MBES data (**Figures 2 & 3c**). This is approximately halfway along the length of the mound and appears to be almost exactly amidships. Deck plans of other Willis ships such as the *Simlah*, *Clondarf* and *Cashmere* indicate that the main mast of the *Josephine Willis* was just aft of amidships. The discontinuity therefore corresponds with the reported position at which the *Mangerton* rammed it on the starboard side. It may therefore be the result of the ship breaking its back, probably as it sank and struck and settled on the seabed. However, this would need to be confirmed by examination of the hull on the seabed.
- 5.2.45 Forward of the discontinuity, the hull appears to be leaning over the starboard. Aft it appears to be leaning to port (**Figure 3c**). Although this also needs to be confirmed, this appears to indicate that the hull has split and separated into two halves.
- 5.2.46 A small high point aft of the dislocation is in the approximate position expected of the mainmast (**Figures 2 & 3c**). This would also need to be confirmed by inspection.
- 5.2.47 No evidence of human remains has been reported. It is unclear whether anyone became trapped below. Most of the dead are likely to have floated away from the wreck.

Investigation

- 5.2.48 The wreck appears to have been located by the finders. It does not appear to have been charted.

⁶¹ Paul Wilkin, pers. comm.

- 5.2.49 Approximately 24 years ago, the wreck was located as a fishing net snag. Divers called in from 501 BSAC freed the net from a wooden rudder post and recovered a stoneware 'bung jar' with a rouletted band, impressed 'Imperial Potteries of Lambeth', as well a blue transfer-printed Davenport plate with a 'Rose and Lilly' pattern.⁶² Due to the failure of the fishing boat engine, no marks or position was obtained for the wreck.⁶³ However, in or about 2012 the wreck was relocated by the finders. They have undertaken a retrieval of material from the seabed, together with some excavation. The extent of that excavation is unknown, although a substantial number of artefacts have been recovered.
- 5.2.50 There are no UKHO records associated with the site, which appears to be uncharted. However, two 'Dead'⁶⁴ UKHO records were located within a 300 m vicinity: UKHO record 14761 (Unknown, 2.7m shadow height, no other dimensions) was located 265 m NNW of the central visible position; and UKHO record 14762 (RAA possibly, steamship, no dimensions) was located 257 m north-east of the central visible position. Both records are for wrecks that were previously identified in a 1978 trisponder survey. However, neither were observed in subsequent investigations. The discrepancy may be due to positional inaccuracies during earlier survey work and one or more could therefore be a record of the detection of the site in 1978.
- 5.2.51 The foul ground charted as *Josephine Willis* (possibly) (UKHO 21191) located 4km SSW of the site, was located in 1978 by HMS *Bulldog* as a "broken up wreck or obstruction".⁶⁵ In 2016 it was recorded as "not located", although a large anomaly within approximately 8m is clearly visible in the relevant MBES data. The identity of this site is unknown.

6 RISK ASSESSMENT

- 6.1.1 Using available information, the site has been risk assessed using Historic England guidance.⁶⁶ The results are presented in **Appendix 1**.
- 6.1.2 Risk is assessed as high using the guidance flowchart. The principal vulnerability is natural decline, salvage and commercial fishing activities.

7 ASSESSMENT AGAINST NON-STATUTORY CRITERIA FOR DESIGNATION

7.1 Assessment scale

- 7.1.1 For each criterion, one of the following grades has been selected. This has been done in order to help assess the relative importance of the criteria as they apply to the site. The 'scoring' system is as follows:

- *Uncertain – insufficient evidence to comment;*
- *Variable – the importance of the wreck may change, subject to the context in which it is viewed;*
- *Not Valuable – this category does not give the site any special importance;*

⁶² Davenport 2016b: 14

⁶³ Paul Wilkin, pers. comm.

⁶⁴ No longer considered to exist

⁶⁵ UKHO H4199/78

⁶⁶ Historic England, 2017b

- *Moderately Valuable* – this category makes the site more important than the average wreck site;
- *Highly Valuable* – this category gives the site a high degree of importance. A site that is designated is likely to have at least two criteria graded as highly valuable;
- *Extremely Valuable* – this category makes the site exceptionally important. The site could be designated on the grounds of this category alone.

7.2 Non-statutory criteria assessment

7.2.1 The site has been assessed using the above evidence and scale against the non-statutory criteria required for designation under the Protection of Wrecks Act 1973, using Historic England guidance.⁶⁷

7.2.2 The research carried out for this assessment has proved that the *Josephine Willis* was a wooden sailing ship. It had iron knees, but that is not remarkable for a wooden ship of the mid-19th century. The theme of all-iron or composite construction is therefore irrelevant to this assessment.

Period

7.2.3 **Highly valuable.** The work of the finders has demonstrated that the wreck is the remains of a classic example of a mid-19th century ‘emigrant ship’. As such, it typifies the vessels that facilitated British settlement of its rapidly expanding colonial possessions. The period following the Treaty of Waitangi in 1840 saw a large influx of European settlers into New Zealand. Although this remains a contentious period of New Zealand history because of the adverse impact that it had upon the indigenous Maori population, this immigration was undoubtedly a formative period in the nation’s modern history. Wrecks such as that of the *Josephine Willis* are therefore of historical and archaeological significance not only to the UK, but also to New Zealand.

7.2.4 The work that the ship undertook as a ‘packet’ is also representative of the beginnings of regular, scheduled passenger sailings and the design of the *Josephine Willis* typifies the design of ships that served this trade until the advent of steam-driven cargo liners and passenger liners. Due to their rarity in the archaeological record, they are not well-studied.

7.2.5 The cargo present on the wreck is a general, rather than bulk cargo and typical of British colonial trade in manufactured goods. It is exceptional in being not only a substantially intact 19th century cargo, with the ceramics being in particularly excellent condition, but also in being a utilitarian and very typical cargo.⁶⁸ The following comments on the ceramics illustrate their importance to our understanding of the Victorian English ceramics export industry:⁶⁹

“The wares are from a tightly dated group;
They were intended for export;

While some may have been intended for the largely British expatriate consumers in New Zealand, other have marks suggesting that they were intended for non-European customers and that New Zealand was not their intended final destination.

⁶⁷ Historic England 2017b

⁶⁸ Frank Davenport, pers.comm.

⁶⁹ Miranda Goodby, Senior Curator of Ceramics, Stoke of Trent Museums, email.

Whether the *Josephine Willis* would have called in to other ports on her return voyage and traded the goods from there or whether the goods were intended for a dealer in New Zealand who would have then re-exported the wares to Indonesia or the Philippines is a matter of conjecture. Either way it helps to give a more rounded picture of the importance of the non-American export trade to the British pottery industry, an area which is only now starting to be explored.

The wares are of a type which have not been extensively collected by British museums, being comparatively inexpensive underglaze printed earthenware and ironstone china wares of the mid-19th century. This type of ware although collected in the USA (the major export market for British potters) are rarely seen in UK museum collections. Although they do turn up in domestic assemblages, this type of body, shape and decoration is generally seen as 'export ware' and has been largely ignored by collectors, museums and writers in the UK until very recently.

We have good collections of wares from both the Meigh factory (Old Hall Works) and Davenport (Longport). In the first case they are largely the wares that Meigh sent to the Great Exhibition in 1851, and in the second they are either the expensive painted and gilded bone chinas or the early blue-printed wares that have been popular among Davenport collectors for over 100 years. In neither case did our existing holdings of these factories' wares reflect (or even acknowledge) either the known importance of the export trade to both factories, or the fact that the majority of both factories' outputs were inexpensive earthenwares aimed at a middling market, whether at home or abroad."

Rarity

7.2.6 **Highly valuable.** Historic England guidance indicates that designation will only be for exceptional sites that post-date 1700 and the *Josephine Willis* is clearly very much later. However, the guidance is based upon perceived rarity of all pre-1700 vessels. It is arguable that the *Josephine Willis* needs to be approached differently. Its rarity lies in the fact that it appears to be the only confirmed wreck site of a New Zealand emigrant ship in the English section of UK territorial waters. The only other wreck of this type is the iron sailing ship *Avalanche* (NRHE 901138), lost in 1877 off Dorset and outside of territorial waters.⁷⁰ If it is classifiable as a 'Blackwall Frigate', this is likely to add to the rarity. However, it is difficult to assess what additional value this might provide, as the Maritime Craft Thesaurus does not include them as a vessel type.

7.2.7 It may be better to approach rarity from the perspective of the cargo. The ship was carrying a utilitarian cargo that has not been collected by museums at the scale it is present on the site. The willingness of a diverse range of local and specialist museums to accept donations from the recovered ceramics assemblage demonstrates just how rare it is and how good the condition of individual artefacts is. It is notable that previously unknown patterns have been discovered, together with the wares of a pottery for which only wasters were previously known. The likelihood of such an assemblage coming to light in a terrestrial archaeological context is remote in the extreme and no obvious comparators of similar date and type appear to exist for it in the marine or museum environments.

⁷⁰ Built for Shaw, Savill and Co., a rival company spawned by Willis'.

Documentation

- 7.2.8 **Moderately valuable.** Significant documentation for this site has been traced, notably through the efforts of James Canney. These include Lloyd's survey papers which provide important information concerning the construction of the ship, which is potentially verifiable archaeologically. Whilst it is not particularly unusual for such documentation to exist for a late 19th century ship, documentary evidence exists for all five BULSI themes. There is considerable potential for more to be found. This will inevitably widen the interest of the wreck and avenues of enquiry.
- 7.2.9 Documentation is advantageously seen in terms of the wider surviving international documentation for Willis emigrant ships. The survival of passenger tickets and photographs in New Zealand's National Library illustrates the richness of this resource.⁷¹

Group value

- 7.2.10 **Uncertain**, but probably moderately valuable. Emigrant and packet wrecks of this period appear to be rare and do not appear to have been subject to systematic assessment. The recent investigation of the South Australian and the BULSI assessment above has demonstrated that there is considerable potential for group value, and it may be that linked heritage assets will include the terrestrial built environment. A wider thematic assessment of the maritime archaeology of emigration would be beneficial to an understanding of this criterium.

Survival/condition

- 7.2.11 **Highly valuable.** Although substantial remains of the ship above the waterline are unlikely to be present and the cargo has been disturbed, a rich *in situ* assemblage still appears very likely to exist. The recovered finds appear to be in good condition and the height of the wreck mound described by the finders suggests that substantial depth of stratigraphy exists.

Potential

- 7.2.12 **Highly valuable.** The lack of plans for the *Josephine Willis* demonstrates that there is considerable potential for our understanding of it and similar 'packet vessels' to be derived from study of the archaeological sites. A substantial section of the hull is likely to survive.
- 7.2.13 The cargo is not sufficiently investigated for it to be reliably understood and it has great potential. The ceramics assemblage, both recovered and *in situ*, is a long way from full cataloguing and further specialist study is required if it is to be understood as an export cargo. It may well produce further unknown patterns or unique examples. We do not know, for example, the extent to which it included 'seconds' and we do not know why the peahen pottery, probably produced for another market and already about fifteen years out of date, was onboard. Was a warehouse clearance involved? The dynamics of the trade, particularly at the market end is also not well understood. For example, we do not know the extent to which the cargo was 'pre-ordered' by New Zealand based businesses, or was sold by auction upon arrival, and we do not know if the passengers were intended as a potential market at the destination for the cargo being carried. The 'chop marks'

71

<https://natlib.govt.nz/records/23072715?search%5Bil%5D%5Bcollection%5D=Photographic+Archive&search%5Bpath%5D=items&search%5Btext%5D=Joseph+Fletcher> and
<https://natlib.govt.nz/records/22861179?search%5Bil%5D%5Bcollection%5D=Photographic+Archive&search%5Bpath%5D=items&search%5Btext%5D=Clontarf>

demonstrate that there is also information to be gained from the ceramics about marketing practices.

- 7.2.14 In terms of the emigrant passengers, the finds recovered suggest that their possessions are likely to be present to some extent. Considerable luggage was probably carried, and further study will be required to distinguish personal possessions from cargo. Was the crib being used, as is suspected, or was it being carried as cargo, possibly on order? The names, ages and relationships of the passengers are recorded and there is great potential to understand them as individuals and as a group through genealogical sources. The likelihood of tracing descendants in both Britain and New Zealand is very high. It is unclear whether this has previously been attempted in a way that is integrated with the archaeological evidence. The same potential exists for the crew, as the recovery of the octant demonstrates.
- 7.2.15 With its rich assemblage, the site would represent an excellent starting point for a wider assessment of emigrant ship archaeology in English territorial waters. Such a thematic study could be high impact and generate significant international interest within Britain's former colonies and dominions.

Fragility/vulnerability

- 7.2.16 **Moderately valuable.** Although it is inevitable that some loss of data will have occurred because the recovery of artefacts from this site has not been carried out under archaeological controls, it is important to understand that it may not have been discovered and/or subsequently investigated without the involvement of the finders. Furthermore, any adverse impact has been mitigated by their decision to involve a specialist in ceramics and another researcher, as well as by the reporting and significant donation of finds.
- 7.2.17 The site is likely to be vulnerable to further removal of artefacts, as it is believed that the location of the wreck is now more widely known in the local diving community.⁷² Erosion and biological decay is an inevitable threat, although it is not clearly understood for this site. The presence of fishing net may indicate a continuing threat of disturbance, although this requires further investigation.

Diversity

- 7.2.18 **Moderately valuable.** The sample of designated wreck sites still includes few 19th century merchant ships and arguably far fewer than the importance of this period in terms of maritime heritage assets. Notably, the sample does not include a packet or emigrant ship of this period that was lost in that use. The artefactual assemblage is not just rich but also of highly diverse interest, ranging from bulk ceramics to navigational equipment to an ornate crib.

7.3 Summary

- 7.3.1 The site contains the wreck of an important 19th century merchant sailing ship built for and engaged in carrying emigrants and cargo from England to New Zealand. Based on the above assessment, Wessex Archaeology is of the opinion that the site meets the criteria for designation under the Protection of Wrecks Act 1973. The site is also likely to be of heritage interest to the people of New Zealand.

⁷² Paul Wilkin, pers. comm.

7.3.2 Any protective designation will need to consider existing stakeholders. This should obviously include the finders, whose work over several years has led to an appreciation of the significance of this wreck.

8 CONCLUSION AND RECOMMENDATIONS

8.1.1 The character of the site is summarised in **Table 5**, which is based on Watson and Gale's seven topics for evaluating underwater wreck sites.⁷³

Table 5 Summary of site character

| | |
|---|--|
| Area and distribution of surviving ship structure | The site probably covers an area of about 48m by 15m. The full length of the bottom of the ship probably survives in fore and aft sections under a low mound, together fragments of ship structure that have collapsed down. |
| Character of the ship structure | Bottom and part of the hold of a wooden merchant sailing ship. |
| Depth and character of stratigraphy | Not known. Although it has now been disturbed, it is possible that the full depth of cargo survives, with 1.8m or more of internal stratigraphy. . |
| Volume and quality of artefactual evidence | The site is artefact rich and a large proportion of a general cargo bound for New Zealand in 1856 may survive, together with personal possessions belonging to the crew and emigrant passengers. |
| Apparent date of the ship's construction and/or loss | The ship has been identified as the <i>Josephine Willis</i> , constructed in 1853-4 and lost as a result of a collision in 1856 at the beginning of its second voyage to New Zealand. |
| Apparent function | Merchant sailing ship, built and operated as a 'packet ship' to carry passengers and general cargo to New Zealand. |
| Apparent origin | London built and based. |

Stage Two objectives

8.1.1 It is recommended that Stage 2 should include the following:

- limited fieldwork to investigate key assessment questions; and
- dissemination of information about the site and previous investigations.

8.1.2 Detailed specialist assessment of the finds, including those currently held by the finders, would be advisable, but is not required for the purposes of this assessment.

8.1.3 Outstanding assessment issues are capable of being resolved by Stage 2 fieldwork:

- the BULSI *build* and *survival* and of the *period*, *survival/condition* and *potential* criteria would benefit from an inspection of the exposed ship structure and artefact assemblage;
- inspection of the exposed artefact assemblage and coarse mapping would provide further evidence relevant to site identification and cargo distribution;

⁷³ Watson & Gale, 1990: 183



- the BULSI *loss* theme and overall characterisation would be assisted by an inspection to determine whether the hull is broken in two;
- investigation of the possible main mast location may assist the BULSI *loss* theme;
- inspection of the perimeter of the mound would clarify whether there is any outlying debris not visible in the MBES data and therefore the size of the site;
- detailed examination of any exposed hull will confirm the presence of copper sheathing, as well allow measurement of scantlings for comparison with the Lloyd's survey results; and
- inspection of the cannons may allow them to be identified.

8.1.4 Not all the above are capable of being fully investigated by non-intrusive work. However, a short general visual inspection would enable the above issues to be investigated, with some limitations. If practical, it is recommended that an imaging sonar survey should be carried out at the same time. This will provide as assurance of useful results if very poor visibility is encountered and will enable outlying upstanding archaeological material to be detected, without greatly adding to the survey time required.

8.1.5 The finders should be invited to be involved in the fieldwork, either as participants or observers, and in so far as they wish to do so and Covid-19 restrictions allow. WA will discuss the objectives and methods of the fieldwork with Paul Wilkin in advance, with a view to providing data that is also useful to the finders.

8.1.6 Given the high confidence that this is the wreck of the *Josephine Willis*, timber sampling for dendrochronology or species identification is not recommended during Stage 2.

8.1.7 Detailed investigation of the character of the in-situ artefact assemblage is likely to require significant intrusive work and is not therefore recommended as an objective for this assessment. The cataloguing and recording of the artefacts in the personal possession of the dive team would be a useful and more cost-effective objective and could be carried out by a WA finds specialist if Covid-19 restrictions and risk assessment allow, and permission is given.

8.1.8 Subject to any confidentiality issues, dissemination of information about the site would benefit from the involvement of the finders and specialists. This could be delivered as a public webinar, with pre-recorded interviews. It is also recommended that the finders should be invited to participate in the publication of an interim report on the site, to be published in a suitable journal and, subject to demand, a popular dive magazine article.

9 ARCHIVE

9.1.1 The project archive consists of a hard copy file and computer records and is currently stored at Wessex Archaeology under project code 214390. Unless otherwise directed, the project archive will be transferred to the National Record of the Historic Environment on a date to be agreed.

9.1.2 It is proposed to provide a copy of the archive to the finders and to provide copies of the report and other data to the museums and specialists consulted during the assessment.

9.1.3 Shapefiles generated for the project comply with Marine Environment Data and Information Network (MEDIN) standards for metadata.⁷⁴

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APPENDICES

Appendix 1: Site Risk Assessment

| | | | |
|---|---|--|---------------------------|
| Wreck/Site Name | Josephine Willis | | |
| NRHE No. | HE Region | Restricted Area | Principal Land Use |
| 1025695 | South East | n/a | Coastland 1 |
| Latitude (WGS84) | 51.022164° N | | |
| Longitude (WGS84) | 1.191470° E | | |
| Class Listing | Period | Status | |
| Packet; Passenger Vessel | Victorian | D | |
| Licensee | Nominated Archaeologist | Principal Ownership Category | |
| n/a | n/a | E | |
| Seabed Owner | Navigational Administrative Responsibility | | |
| A (assumed) | Not known | | |
| Environmental Designations | | | |
| None identified | | | |
| Seabed Sediment | Energy | | |
| (g)S (based on subsea photographs) | Not known (probably medium) | | |
| Survival | | | |
| Uncertain, but poor-very poor | | | |
| Overall Condition | Condition Trend | Principal Vulnerability | |
| E | B | NAT; SALV; FISH (see notes) | |
| Amenity Value: visibility | | | |
| B | | | |
| Amenity Value: physical accessibility | | Amenity Value: intellectual accessibility | |
| A | | C | |
| Management Action | D | | |
| Management Prescription | N | | |
| Notes: | | | |
| <p>HM RoW has been unable to trace the owner of the wreck and contents. The site is within the South Inshore Marine Plan Area. Environmental designations checked using the MAGIC website. Co-ordinates are for the MBES central visible position. The site a low mound, approximately 45m long and is the wreck of a 19th century wooden 'packet ship' engaged in the emigrant and cargo trade with New Zealand. The wreck has deteriorated, principally due to salvage shortly after loss and natural decline subsequently. The site principally comprises the bottom and cargo and is artefact rich. The site was discovered as a fishing snag in the late 20th century but was not relocated until c.2012. The finders have recovered numerous cargo objects, as well as crew and passenger possessions. Although these recoveries have been made without archaeological controls, there has been specialist ceramics study and publication and numerous ceramic items have been donated to Dover and Folkestone Museums and to other museums that collect the potteries concerned. The site is subject to natural decline from erosion and biological decay and is also vulnerable to commercial fishing, as evidenced by the original discovery of the site and the recent presence of fishing net.</p> | | | |



Management prescription will depend upon any Stage 2 assessment work undertaken and on whether a decision to designate is taken.

| | | | |
|-----------------------------|--|----------------------------|---------------------------------------|
| Risk is assessed as: | High | | |
| Data Source | Undesignated Site Assessment, June 2020 | Date & Initials | Wessex Archaeology, 04/06/2020 |

Appendix 2: List of droits held by HM Receiver of Wreck

The following was received from HM Receiver of Wreck:⁷⁵

“To date we have not been able to establish the owner of the Josephine Willis, whether that be the original company or an insurance company, and both companies involved with the Josephine Willis at the time of sinking subsequently went bankrupt and were dissolved. Records suggest that the vessel was carrying a “valuable cargo”. Some of the records researched so far suggest that insurance was paid out but what this covered whether it was hull or cargo or both and by whom has not been established. We have looked for records at Lloyds of London, Lloyds register, the Salvage Association, National Maritime Museum and Museum of London. This is not to say that this information doesn’t exist and there are certainly a large number of contemporary newspaper articles relating to the loss, the inquiry and the passengers and some of these exist on pay per view websites which have not been accessed. There may also be information in existence at the National Archives, which we have not examined.

We have been made aware that some items from closed droits have been donated by the finders to the following museums but we were unable to determine which items or what droits they relate to:

Dover Museum – 27 ceramic items

Doncaster Museum – 30 ceramic items

Potteries Museum & Art Gallery – 31 ceramic items

Folkstone Museum – 24 ceramic items

Mexborough Heritage Trust – 42 items”

Table 6 List of recovered finds notified to HM Receiver of Wreck

| Droit Number | Description |
|--------------|--|
| 196/17 | 1 x Chinese style plate with scalloped edge 9 x 9 inches. 1 x Glass perfume bottle 2.5x1.5 inches. 5 x Smaller plates with black patterning in Chinese style 8x8 inches. 2 x Willow pattern Davenport serving dishes 9x8 inches. |
| 265/14 | 1 x Lead measuring weight 8" x 3" x 2" inches 4 x Jew's harps large 4" x 2" 2 x Jew's harps small 2" x 1" Image provided shows 1 x brick shaped item with some concretion right end and 4 larger Jew's harps and 2 small, with tarnished surfaces |
| 118/17 | 7 x Chinese style bowls 3" x 5" inches. 2 x Terracotta jars 5" x 3" inches. |
| 121/17 | 11 x Cops (cups?) 4" x 3" the Chinese style design light grey colour. 4 x Milk jugs the Chinese light grey colour 7" x 5" in a Chinese style. IS: MAS-D100048. |
| 090/17 | 2 x Two glass candlesticks, one blue, one green (MAS-D100039). 1 x Blue ivy leaf cup. 4 x Four square glass gin bottles (MAS-D100038). |

⁷⁵ HM Receiver of Wreck, email, 29th January 2020



| Droit Number | Description |
|--------------|---|
| 092/17 | 1 x Green glass candlestick, 5.5" x 3.5" inches. 1 x Black gin bottle, very delicate, 11" x 3.5" inches. |
| 346/17 | 23 x Large plates, approximately 8 inches wide. 21 x Small plates approximately 6.5 inches wide. 22 x Bowls. |
| 113/18 | 1 x Belt buckle. A quantity of copper or brass pins from hull. |
| 343/16 | 23 x Broken sherds of crockery, 2" x 1" approximate. 5 x Small pieces of broken glass, 2" x 1" approximate. 3 x White storage jars, 6" x 4" h/w, no identical marks. 1 x Spoon, markings W.S.L. with a cross and a crown. 1 x Ebony toothbrush 4" x 1/2". 1 x Sexton (sextant), this item is in various pieces. (Find later identified as an Octant, not a Sextant) 1 x Fork in bad condition. |
| 344/16 | 5 x Plates (china). 1 x Bowl (china). |
| 345/16 | 7 x Willow pattern) plates. 1 x Willow pattern) bowl. |
| 262/14 | 1 x W.C. pan. 10 x brass bars inscribed with 'Robert Sorby, Cast Steel, Sheffield' with a picture of a kangaroo. ⁷⁶ |
| 267/14 | 1 x Glass bottle 4" x 2" 1 x Soap dish 4" x 3" Image provided shows a small glass bottle with stopper and a rectangular soap dish white with blue rim design. One large hole in the centre for the bottom surrounded by more smaller ones. |
| 266/14 | 50/60 x Jews harps 7 x Brass tools with marks "ROBTSORBY CAST STEEL" ⁷⁷ 3 x Glass Bottles 1 x Ceramic 2 tone jar 1 x Brass clock face with glass 3" x 3" inches Image provided shows: a number of Jew's harps but not 50/60, some with concretion. What looks like 2 hooks 1 x large and 1 x small? ceramic pot top in darker brown glaze. 3 x glass bottles long and thin ones, no scale provided. 4 x ruler shaped items. 1 x round glass - but no clock face. 3 x small rectangular blocks and 1 x med 1 x lge. |
| 304/14 | 2 x Inkwells, glass, brass top. 1 x Small wine glass. |
| 103/18 | 18 x Assorted Bottles. |

⁷⁶ See footnote 27.

⁷⁷ Ibid.



| Droit Number | Description |
|--------------|--|
| 086/15 | 1 x Brass candle holder 1 x Brass nail 1 x Brass door lock 1 x Glass light vent 1 x Piece of wood used for securing ropes on ship 14 x Chamber pot with blue pattern marked Davenport 3 x Rows of lily plates damaged (rose and lily?) 2 x Willow pattern square plates. 5 x Brass rings believed to be curtain rings. 2 x White ceramic make up pots. 1 x Piece of wood with brass insert half of window? 3 x Glass decanters 2 large 1 small. |
| 102/15 | 7 x Square willow pattern serving bowls, small markings Davenport. Images provided show typical blue & white willow pattern bowls with pagoda, birds and stylised trees, square with handle holds, no lids, some crazing and marine growth. Stamp on underside of bowls is an impressed anchor overarched by what appears to say Davenport, but is difficult to make out, appears that they are tureens without lids. |
| 106/15 | 1 x Round wooden Bice (?) 10 inches approximately. 5 x Blue and black flower pattern plates. Images provided show five saucers with scalloped edges and little handle-like protrusions, oriental style flower pattern, and a wooden circular object that looks like a small base or plinth for something. |
| 117/15 | 2 x Round storage jars with five smaller inside, no markings. 2 x Wine bottles. 9 x Blue willow pattern square serving dishes. 22 x Black and white ceramic edge plates. Images provided, see below. |
| 152/15 | 7 x Blue and white ivy leaf plates. 1 x Blue and white ivy leaf cup. 1 x Blue and white ivy leaf toothbrush dish, no lead (lid?). 1 x Blue and brown ivy leaf dish. 1 x Blue and white ivy leaf soap dish lead (lid?). 1 x Copper now (nail?). 1 x Blue and white flower pattern ceramic round place mat. 1 x Medicine bottle. 1 x Clear glass patterned bottle with crown and date mark on bottom. |
| 193/15 | 7 x Pewter jugs, slight damage. 1 x Brass teapot, heavily damaged. 6 x Ivy leaf cough (cups), slight damage. 3 x Ivy leaf sources (saucers). 3 x Ivy leaf plates. 2 x Ivy leaf fruit bowls, 1 heavily damaged. 2 x Ceramic place mats. 1 x Toothbrush lid, broken handle. 1 x Brass round Patent seal with Lion and unicorn. 2 x Glass wine bottles. Images provided. |



| Droit Number | Description |
|--------------|--|
| 271/15 | 3 x Ivy leaf plates. 1 x Brass bracket. 1 x Brass pulley. 1 x Glass oil bottle. 2 x Bricks. 1 x Port hole. 1 x Sharpening stone. 3 x Brass pins. 3 x Brass nails. 1 x Brown ceramic jar. 1 x Brass bed knob. |
| 213/18 | 1 x Decorated colour blue pattern toilet with copper base and brass fittings. |
| 087/16 | 1 x Chamber pot with handle and lines around it. 2 x Cream coloured round bowls. 3 x Wild stag design bowls. 1 x Blue Chinese pattern bowls. |
| 110/16 | 12 x White plates with blue decoration on edge. 3 x Plain white bed pans, one no handle. 3 x Egg cups, two blue, one plain white, faded pattern. 1 x Small bowl, thirsty stag. 1 x Small copper/brass pin. 1 x Large copper/brass pin. |
| 111/16 | 4 x Dinner plates with blue pattern. 2 x Jars with lids. 1 x Small saucer, white raised design. 1 x Glass bottle, clear. 1 x Brass stand, small. |
| 115/16 | 3 x Approx. 6" side plates. 3 x Dinner plates blue with Davenport on back. 3 x Blue bowls flower design Davenport. 1 x Glass bottle with RF. |
| 118/16 | 28 x Plates. 2 x Bed pots. 8 x Egg cups. 6 x Small bowls. |
| 128/16 | 1 x Grinding stone. 1 x Large earthenware jug. 1 x Blue and white saucer. 1 x Brass furniture wheel. 1 x Brass and ivory handle. 1 x Broken blue and White jug. |
| 134/16 | 8 x Glass bottles, 8/9". 2 x Silver/pewter? Candlesticks, 8" x 2". 1 x Inkpot, 1" x 1". 1 x Small peacock pattern saucer 4". 1 x White storage jar, height 10" x 8" width, 8" deep. |



| Droit Number | Description |
|--------------|---|
| 146/16 | 1 x White china cup, broken in four pieces, with gold leaf pattern. 1 x Brass button with markings 'T. POTTINGER. 9 EASTCHEAP'. 5 x White porcelain buttons from a shirt. 1 x Brass figure of Christ, 50cm x 30cm, one arm missing. 1 x Jelly mould 6"x5". 2 x Plain white Pose's 7"x5". 3 x Cups with stag design. 14 x Egg cups, blue pattern. 1 x Blue cup with broken handle. 1 x Soap dish, brown branch pattern. 1 x Small bowl, stag design, 5"x3". 24 x Saucers, Chinese blue pattern. 24 x Saucers in the Stag design. 5 x White bowls with holes in the bottom for drainage, no pattern 8"x4". |
| 149/16 | 1 x Bottle (looks like a beer bottle from photo). 1 x Broken plate (with blue transfer print). 1 x Brass bar. 1 x Brass nail. 1 x Brass nut and bolt. |
| 195/16 | pottery shard, wood seat, glass, lock, frame, chart weight. Wood lid, clock parts, brush, chart weight, rose & chain. 11 x pottery shards. 3 x plates. plate, draw front brass hull fastening. |
| 225/16 | 1 x Brown ceramic jug with pewter rim with raised figures pattern, h4" x 3"w. |
| 244/16 | 3 x China plates with blue pattern (photo shows all three have blue and white transfer print, 2 with scalloped edges). 2 x Earthenware jars. 2 x Earthenware bottles. 2 x Earthenware inkwells. 1 x Large empty glass bottle. 2 x Small empty glass bottles. |



| Droit Number | Description |
|--------------|---|
| 252/16 | 90 x Ink wells 2" x 2" terracotta. 11 x Ink wells 4.5" x 2" terracotta. 6 x Ink wells 7" x 2.5" terracotta. 5 x Ink wells 10" x 3" terracotta. 1 x Ink well 4" x 1.5" terracotta. 2 x Storage jars 4.5" x 3" terracotta. Most of the ink wells have markings on them "J. Bourne". |
| 084/19 | 2 x Square brass portholes 14"x12" inches with glass. 1 x Square porthole 7.5"x6.5" inches with glass, in very bad condition. 2 x Blue ivy leaf saucer approximately 8 inches, Markings Davenport. 1 x Terracotta ginger beer bottle proximately (approximately) 7"x2". 1 x Round ceramic pot 3"x1" no lead (Lid). |
| 259/16 | 1 x Gin bottle. 1 x Jar. 1 x Sherd and lump of coal. 5 x Plates. 1 x Saucer. 1 x Brass wheel. 1 x Barrel stave. |
| 281/16 | 1 x Blue patterned china plate. 1 x Small side plate. 1 x Saucer with dimple pattern. 1 x China cup. 1 x Clear glass bottle. 1 x Bottle sealed with cork cap. 1 x Earthenware ginger beer bottle. (See photo). |
| 388/16 | 4 x China Plates. 2 x Earthenware bottles. 1 x Potty. 1 x Glass bottle. |
| 389/16 | 2 x Bed pans. 1 x Tea cup. 2 x Plates. |
| 299/18 | 1 x Small white, stoneware, slat glazed bottle marked 'Doulton Lambeth', 14cm high, neck has a pourer. 1 x Block of harmonicas 13cm cube. |
| 063/17 | 70 x Light blue pattern plates, 9.5 inches diameter. 35 x Light blue pattern bowls, 10.5 inches diameter. 40 x Blue willow pattern plates, 6 inches diameter. 42 x Grey/blue saucers, 6 inches diameter. 12 x Blue willow pattern cups. 5 x Blue willow pattern bowls. 5 x Light blue pattern serving plates, 10 inches by 6 inches. All measurements given as approximate. |



| Droit Number | Description |
|--------------|---|
| 075/17 | 1 x Lead rainwater hopper marked "Kirkaldy? & Son, Wapping, London". 6 x Copper pins. |
| 130/17 | 1 x Jug. 1 x Cup. |
| 136/17 | 1 x Cup 1 x Jug. |
| 142/17 | 1 x Small rectangular porthole. |
| 145/17 | 1 x Milk jug in Chinese design. 4 x Tea cups also in Chinese design. 3 x Portholes, square 12" x 9" inches, one of them in very poor condition. 1 x Deadeye in a very poor condition, 10 inches in diameter. Record ID: MAS-D100245. |
| 302/17 | 11 x Plates in a Chinese black style. 3 x Sources (saucers?) in the same Chinese style. 1 x Small black bottle 2"x1.5" Inches. 2 x Two plates in the same style, petalled edge one of them is chipped. 3 x Chamber pots. |
| 303/17 | 14 x Sources (saucers?) in a Chinese flower style. 9 x Plates in the same Chinese flower style. 2 x Cups in the same Chinese style one is chipped. 1 x Milk jog (jug?) in the same Chinese style. 1 x Glass bottle leave (believed?) to have oil inside with markings R-C. |
| 138/19 | 45 x Plates Coral pattern 8" Devonport mark on bottom. 64 x Sources (saucers) Coral pattern 7" Davenport mark on bottoms. 29 x Cups Plain with some black markings 3"x3" with gold lip with an anchor mark on the bottom identified as Devonport. 20 x Bowls Coral pattern 6"x3.75" Inches Davenport markings. 11 x Milk jugs Coral pattern 6"x6" With Devonport marking. 38 x Cups Coral pattern 4.5"x 4" With Devonport markings. 1 x Ginger beer bottle |
| 108/13 | 1 x Square porthole, brass, 31cm x 36cm in average condition for age. Image provided. |
| 109/13 | 4 x Crockery terrine base about 30cm dia, blue and white printed pattern, condition poor. 6 x Crockery square terrine lids 25cm blue and white printed pattern, condition poor. 1 x Crockery terrine lid about 12cm dia blue and white printed pattern, condition poor. 1 x Crockery ladle 30cm long, blue and white printed pattern, condition poor. 9 x Crockery plates 23cm diameter blue and white printed pattern, condition poor. 6 x Crockery plates 28cm dia blue and white printed pattern, condition poor. 5 x Crockery coasters 20cm long, blue and white printed pattern, condition poor. 8 x Pottery mustard pots, 14cm high, brown, condition average. |



| Droit Number | Description |
|--------------|---|
| 255/12 | <p>4 x Blue & white willow pattern plates, rectangular. 5 x Blue & white octagonal serving plates depicting landscape with castle(?), Davenport marked on base, blue & white floral motif around rim. 6 x Egg cups, 3 in blue & white & 3 with brown hunting/stag scene. 4 x Bowls with same brown stag scene. 4 x Hand bowls in blue & white oriental style. 6 x Blue & white plates with oriental design (hand painted?). 6 x Blue & white plates with oriental scene (transfer?). 1 x Small ceramic jar with stopper & colourful farming scene. 1 x Cup & saucer, blue & white oriental style (hand painted?). 1 x Square porthole. 5 x Broken plates, 2 large blue & white ones and 3 smaller ones. 1 x Small oval broken bowl, blue & white 'willow pattern'. 1 x Terracotta pot/jar marked 'Feast' 'Oil & Italian Warehousemen', '15 & 16 Pavement Finsbury'. 4 x Brown stoneware bottles marked 'Vitreous Stone Bottles, Warranted Not to Absorb, Bourne, Patentee, Codnor'. 4 x Small glass jars with glass stopper & marked 'JWC registered May 12 1852'. 2 x Mugs/tea cups decorated with English sayings. 2 x Green mugs, no markings. 2 x Blue & white tea cups, oriental style. 4 x Chinese or Japanese tea cups, oriental cherry blossom type pattern. 6 x Jelly moulds in various shapes & sizes. 2 x White chamber pots. Images provided.</p> |
| 191/13 | <p>1 x Square brass porthole 29cm long, 22cm wide, in fair condition. 12 x Round crockery plates, willow pattern, condition average to poor.</p> |
| 192/13 | <p>6 x Patterned bottles with crown on neck, fair condition. 1 x Glass decanter.</p> |
| 087/14 | <p>1 x Sq. brass porthole in poor condition. 1 x Pewter jug in poor condition.</p> |
| 287/14 | <p>2 x Rainwater hoppers, cast lead hopper with simple decorative motif, complete with downspout and overflow spout, no ears.</p> |
| 153/15 | <p>1 x Green bottle, food inside 1 x White chamber pot 3 x Blue rimmed dinner plates 3 x Tea cups (2 x blue floral, 1 x white) 4 x white saucers 1 x Steak plate blue pattern 1 x Hexagonal plate, blue castle pattern</p> |
| 264/13 | <p>1 x Brass basket c.4ft x 2ft. 7 x Toy soldiers, lead. 43 x Finger plates - door furniture. 53 x Door knobs. 38 x Key hole plates. Images provided show ceramic door knobs, finger plates with stylised floral design.</p> |







| Droit Number | Description |
|--------------|--|
| 265/13 | 1 x Square porthole, brass, approx. 25cm x 30cm. 6 x Square glass gin bottles. Image provided shows a round porthole in a rectangular Cu alloy frame with one dog. One gin bottle pictured & has cork in. |
| 308/14 | 4 x Candle holders, 2 blue, 2 yellow/green. 5 x Small drinking glasses. 4 x Glass candle gutters. 1 x Glass ink-well. 2 x Glass bottles. Images provided show 2 vivid royal blue opaque glass candle holders, 2 clear yellow glass candle holders in same design. 3 dark (blue/black?) glass goblet style wine glasses, 2 of same colour in tumbler style. 4 candle gutters are in dark blue/black glass, round, 2 with crimped edge with six lobes, two round with crimped edge, clear hexagonal ink well, 1 clear glass medicine style bottle, can see markings on it but can't be made out in the picture. One tall pyramid shaped glass bottle with layered design. |

Appendix 3: Site and finds photographs by Stefan Panis



All photographs are copyright Stefan Panis.



| Description | Image |
|--|-------|
| <p>1. Mixed debris with turned balustrade centre, ceramic plate right and unidentified ceramic left upper.</p> | |
| <p>2. Small cannon on right, with cascabel facing photographer. Possible cannon centre. Unidentified object on left. Possible deck plank below crate or box plank with dovetail joint.</p> | |



| Description | Image |
|--|---|
| <p>3. Various ceramics, including plates with simple blue and white transfer printed rims and plain chamber pots of various sizes.</p> |  |
| <p>4. Inkpots and barrel stave centre, one clearly sealed. Both are reported to have been full. Unidentified object rear. Possible <i>in situ</i> barrel planking on right. Unidentified object foreground, possibly lead rainwater goods.</p> |  |

| Description | Image |
|---|--|
| <p>5. Various sealed glass bottles with debris from wooden boxes/crates.</p> |  An underwater photograph showing a collection of debris on a sandy seabed. Several glass bottles, some with labels, are scattered among wooden planks and other fragments. The water is clear and blue. |
| <p>6. This image was described in an article in DIVER magazine dated July 2018 as "Remains of the rudder". However, it appears from this photograph to be the remains of two wheels (centre and left). If so, it could be related to a small fire engine being carried onboard.</p> |  An underwater photograph showing large, rusted metal remains on the seabed. The remains appear to be two large, circular wheels or components of a machine, possibly a fire engine. The water is clear and blue. |





| Description | Image |
|---|---|
| <p>7. Cuprous rudder pintle. Found close to the objects in the previous image in the area identified to the ENE as the stern.</p> |  |
| <p>8. Various debris and ceramic, including cuprous sheet/s foreground right. It is not known whether it is the sheathing reported. Note the modern fishing net debris middle ground.</p> |  |



| Description | Image |
|--|---|
| 9. Blue and white transfer printed plates, below large unidentified object upper centre and right. |  |
| 10. Bottle containing unidentified, possibly pickled foodstuff; lying across possible wheel. |  |



| Description | Image |
|--|---|
| <p>11. Diver excavating inkpots. The ferrous metal plate bar in foreground could be a fragment of one of the ship's iron plate riders. Alternatively, it could be part of a large crate or box or a cargo restraining bar.</p> |  |
| <p>12. Barrel staves on left, with ceramics centre.</p> |  |




| Description | Image |
|---|---|
| 13. Ink pots and wooden crate fragments. Unidentified concretions left. |  |
| 14. Toilet pan with mechanism, prior to recovery. |  |





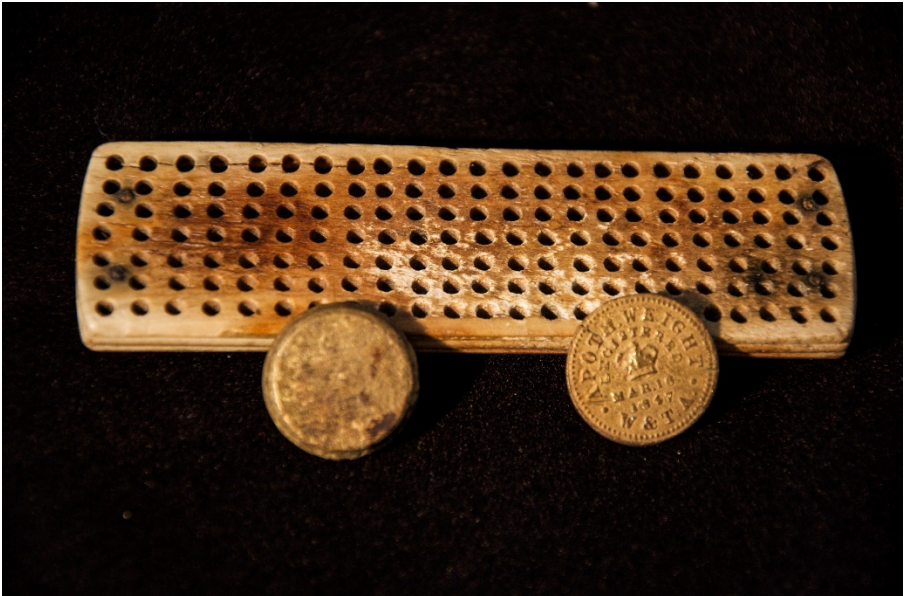
| Description | Image |
|--|---|
| 15. Swinging basket from brass cradle. Diver Eddie Huzzey for scale. |  |
| 16. Ditto. |  |



| Description | Image |
|---|---|
| <p>17. Although there is no scale, this appears to be one of at least two Dr Franklin's Maxims Children's Mugs recovered from the site. It is transfer printed with sayings from the work of Benjamin Franklin. These mugs were a 19th century Staffordshire innovation.</p> |  |
| <p>18. Glass jar lid, probably from a preserves or condiment jar. The registration date refers to a design registration for the glass stopper (see 4.5).</p> |  |




| Description | Image |
|--|--|
| <p>19. Pewter model soldiers. The scarlet paint indicates that they are British or colonial.</p> |  |

| Description | Image |
|---|---|
| <p>20. Metal hanging light fitting, cuprous. Probably from a hanging oil lamp. The canopy, chains, shade band and arm frames have survived.</p> |  |

| Description | Image |
|---|---|
| <p>21. 1851 gold Sovereign, young head, (left); 1852 gold Half-Sovereign, young head (right).</p> |  |
| <p>22. Probable scrubbing brush with missing bristles rear. Forward are two apothecary weights, the right of which is dated 16th March 1847 and marked 'W&T.A.' for W & T Avery Ltd, a manufacturer of weighing machines based in the West Midlands.</p> |  |

| Description | Image |
|---|---|
| <p>23. Pewter jug, round bellied with a collared rim. The jug apparently has a maker's mark, but this has not been seen.</p> |  |
| <p>24. Three glass bottles with vertical ribbing. Two have glass stoppers (also with vertical ribbing) and the third a perforated 'shaker' top. Probably for pharmaceutical (health /beauty) products</p> |  |



| Description | Image |
|---|--|
| <p>25. Brass square porthole. The backing plate nine fastening holes and coaming for the square swing plate, which has an opposed hinge and single dog. This may be the square porthole observed of Facebook, after cleaning.</p> |  |

Appendix 4: Finds reported to the Marine Antiquities Scheme



Table 7 Recovered finds reported to MAS

| MAS UID | Description | Droit No. | Image |
|-------------|--|-----------|--|
| MAS-D100039 | Two mass produced glass candlesticks; one blue and one green that is badly damaged presumably having spent at least a century underwater. No further information is known about them at this time. | 090/17 |  |
| MAS-O100041 | One green glass candlestick measuring 5.5 inches high and 3.5 inches wide. Found with MAS-D100053. | 092/17 |  |
| MAS-D100046 | Two stoneware jars with feldspathic glaze over yellow ochre dip on upper part of vessels. One carries the stamped mark of the manufacturer: 'Doulton & Watts' Lambeth Pottery'. The firm of Doulton and Watts was established in 1820 as Watts and Doulton, becoming Doulton and Watts by 1826 (Tyler <i>et al.</i> 2005, 12). This stamp was used until 1858, when John Watts died, after which | 118/17 |  |






| MAS UID | Description | Droit No. | Image |
|-------------|---|-----------|--|
| | <p>the name Doulton appeared alone (Eyles and Irvine 2002, Appendix II), although the company name of Doulton and Watts was used in trade catalogues until at least 1873. Feldspathic glazes were introduced in the 1830s. The two jars are of similar form, although differing slightly in size. This jar form is known as an 'export jam jar' in the Doulton & Watts catalogue for 1873, made in sizes from ½ lb to 6 lb (Tyler <i>et al.</i> 2005, fig. 54). The narrow mouth would either have held a bung of some kind or have been fitted with a patent airtight closure. Found with MAS-D100047.</p> | |  |
| MAS-D100047 | <p>Seven Chinese style bowls most likely to be made of porcelain. There is a parallel for the base mark that looks as though it's imitating Chinese porcelain marks. This is the mark of Charles Meigh of Hanley, Staffordshire, operating between 1835-49, but it was also used by the preceding company, J. Meigh and Son (c.1805-34) and the succeeding company, Charles Meigh and Son (1851-61) (Godden 1964, 428-429). The CM mark in the '..CASTER' stamp suggests that it's Charles Meigh, which puts the date just before the wreck date. Found with MAS-D100046.</p> | 118/17 |  |
| MAS-D100048 | <p>Eleven tea cups measuring 4 inches x 3 inches in size. The cups have a Chinese style design with a light grey colour pattern; and appear to be made of porcelain (although this has not been confirmed). Similar in decorative style to the bowls recorded as MAS-D100047, it is assumed that these tea cups were made by either Charles Meigh of Hanley, Staffordshire (1835-49), the preceding company, J. Meigh and Son (c.1805-34), or the succeeding company, Charles Meigh and Son (1851-61) (Godden 1964, 428-429). Found with MAS-D100054.</p> | 121/17 |  |




| MAS UID | Description | Droit No. | Image |
|-------------|--|-----------|---|
| | | |  |
| MAS-D100053 | Forthcoming | | |
| MAS-D100054 | Four milk jugs with a Chinese style design and a light grey coloured pattern and appear to be made of porcelain (although this has not been confirmed). Similar in decorative style to the bowls recorded as MAS-D100047, it is assumed that the these milk jugs were made by either Charles Meigh of Hanley, Staffordshire (1835-49), the preceding company, J. Meigh and Son (c.1805-34), or the succeeding company, Charles Meigh and Son (1851-61) (Godden 1964, 428-429). Found with MAS-D100048. | 121/17 |  |






| MAS UID | Description | Droit No. | Image |
|-------------|---|-----------|--|
| MAS-D100058 | One milk jug with a Chinese style design and a light grey coloured pattern and appear to be made of porcelain (although this has not been confirmed). Similar in decorative style to the bowls recorded as MAS-D100047 , it is assumed that the these milk jugs were made by either Charles Meigh of Hanley, Staffordshire (1835-49), the preceding company, J. Meigh and Son (c.1805-34), or the succeeding company, Charles Meigh and Son (1851-61) (Godden 1964, 428-429). | 145/17 |  |
| MAS-D100059 | Four cups with a Chinese style design and a light grey coloured pattern and appear to be made of porcelain (although this has not been confirmed). Similar in decorative style to the bowls recorded as MAS-D100047, it is assumed that the these milk jugs were made by either Charles Meigh of Hanley, Staffordshire (1835-49), the preceding company, J. Meigh and Son (c.1805-34), or the succeeding company, Charles Meigh and Son (1851-61) (Godden 1964, 428-429). Found with MAS-D100058, MAS-D10060 and MAS-D100061. | 145/17 |  |
| MAS-D100060 | Three hinged rectangular portholes/lights. Dimensions unknown. Clear glass lights with brass frames. Single dog closure with single dogs that have a mechanism at one end to close them. Opens inwards. No evidence of a deadlight. Four fastener holes on each side. Fastener type unknown. Traces of wooden planking on each. Found with MAS-D100058, MAS-D100059 and MAS-D100061. | 145/17 |  |
| MAS-D100061 | Triple deadeye. Size and material unknown. Found with MAS-D100058, MAS-D100059 and MAS-D100060. | 145/17 | As MAS-D100060 |




| MAS UID | Description | Droit No. | Image |
|-------------|---|-----------|---|
| MAS-D100098 | 1 small glass bottle believe to have oil inside; still with letters R-C. Record under review. | | No image |
| MAS-D100117 | Milk jug with Chinese-style flower arrangement pattern. Record under review. | | No image |
| MAS-D100119 | 2 cups with Chinese-style flower arrangement. pattern. One is chipped. Record under review. | | No image |
| MAS-D100121 | 9 plates with marking mask (oleaster). Record under review. | | No image |
| MAS-D100148 | 14 saucers with Chinese-style flower design. Record under review. | | No image |
| MAS-D100158 | 23 large plates (approximately 8 inches diameter); 21 small plates (approximately 6 1/2 inches diameter; 22 balls (?). Record under review. | | No image |
| MAS-D100208 | Ceramic glazed toilet bowl 15x17x10 inches with flushing mechanism. Stamped 'P.B.&Co. Armitage'. Believed to have been donated to the Gladstone Pottery Museum. | |  |
| MAS-O100053 | One gin bottle measuring 11 inches high by 3 1/2 inches wide. This square, mould-blown 'case bottle', has the typical tapering profile. The square shape enabled the bottles to be packed more efficiently in a case than round bottles, and the tapering profile stops them from sticking when removed from the case. They were used for gin (although undoubtedly also sometimes for other spirits or wine). Square case bottles were made in Europe from the middle of the 17th century, but the tapering form seems to have become more common in the 19th century. From the 1880s the bottles were machine made, and the rims properly finished - this example therefore probably dates to the 19th century, but pre-dating the 1880s. Found with MAS-D100039 and MAS-D100041. | 092/17 | See MAS-O100041 |



| MAS UID | Description | Droit No. | Image |
|-------------|---|-----------|--|
| MAS-O100185 | Nine cathedral bottles in the shape of cathedral pattern with an English crown on bottle and adate mark on bottom. The bottle exhibits very gentle and smooth sloping on shoulders, with a thin straight body and neck slowly tapering to a straight shape, before a wine finish. There is no evidence of stoppering or corking remaining. Found with MAS-O100186, MAS-D100187 and MAS-D100188. | |  |
| MAS_O100186 | 4 medicine bottles with markings on the sealed lid George Carwood of London; 1 small medicine bottle no markings. Found with MAS-O100185, MAS-O100187 and MAS-O100188. | |  |
| MAS-O100187 | 1 unmarked wine bottle; 1 ceramic jar; 1 ceramic cup fragment. Found with MAS-O100185, MAS-O100186 and MAS-O100188. | |  |




| MAS UID | Description | Droit No. | Image |
|-------------|---|-----------|--|
| MAS-O100188 | <p>One square section green glass jar of gherkins. There is embossing on jar of RF (perhaps RT), likely an 18/19th century condiment manufacturer's mark. The bottle has straight sides and neck, with a gradual sloping on the shoulders before a tooled finish. There are three rings on the neck. Found with MAS-O100185, MAS-O100186 and MAS-O100187.</p> | |  |





Appendix 5: Recovered ceramic and miscellaneous finds photographed by Frank Davenport

| Type | Image |
|-------------|--|
| 1. Ink pots |  |

| Type | Image |
|---------------------------------------|---|
| 2. Ceramic door knobs and door plates |  |




| Type | Image |
|---------|--|
| |  |
| 3. Toys |  |

| Type | Image |
|--------------|---|
| 4. Davenport |  |

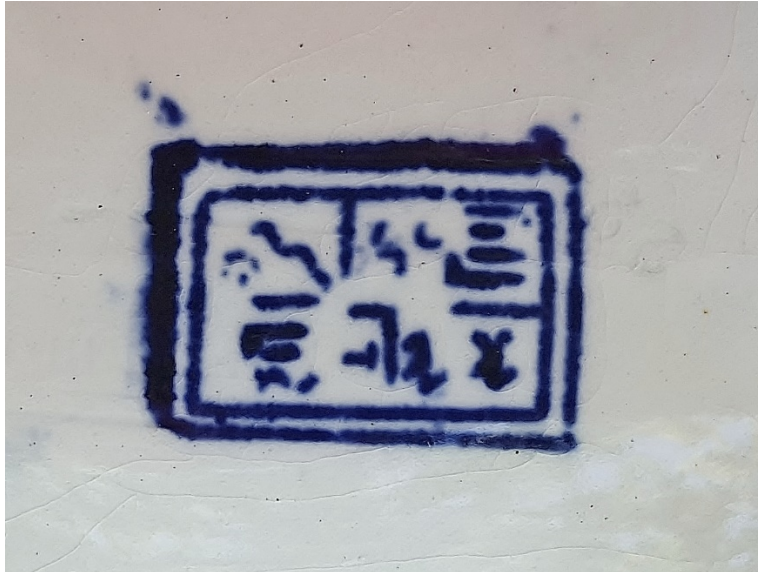




| Type | Image |
|------|---|
| |  |

| Type | Image |
|------------------|--|
| 5. Charles Meigh |  <p>The table contains two images of a decorative plate. The top image shows the plate with a white background, blue floral patterns, and orange accents. The bottom image shows the plate with a white background and dark blue/black floral patterns.</p> |



| Type | Image |
|------|-------|
| | |


| Type | Image |
|---------------|---|
| |  <p data-bbox="679 817 1444 846">Unidentified and untranslated 'chop' mark; possibly a marketing ploy</p> |
| 6. Mexborough |  |


| Type | Image |
|------|---|
| |  |







| Type | Image |
|------|---|
| |  |





| Type | Image |
|------|---|
| |  |

| Type | Image |
|------|---|
| |  |



| Type | Image |
|---------------------|--|
| 7. Livesley Powell? |  <p data-bbox="683 1025 1442 1055">'Hawthorn Pattern', Livesley Powell & Co., Hanley? Unmarked.</p>  <p data-bbox="683 1868 1442 1888">Toilet set</p> |

| Type | Image |
|-------------|--|
| 8. Unknowns |  <p data-bbox="681 815 837 846">Wormed basin</p>  <p data-bbox="681 1599 837 1630">Chamber pots</p> |



| Type | Image |
|------|--|
| |  |
| |  |



| Type | Image |
|------|---|
| |  |
| |  |

Appendix 6: Finds held by Dover Museum

Photographs provided by Dover Museum of ceramic finds from the *Josephine Willis* in their collection.



Table 8 Finds donated to Dover Museum



Appendix 7: Finds held by Folkestone Museum

Due to Covid-19 restrictions, the museum was unable to confirm its exact holdings. However, they include the following in **Table 9**.

Table 9 Finds donated to Folkestone Museum

| Description | Image |
|----------------------------------|--|
| 1. Dr Franklin's Children's' Mug |  |
| 2. Shallow bowl or saucer |  |

3. As 2.



4. Small plate



5. Small plate



6. Tea cup



| | |
|---|---|
| <p>7. Two gilded ceramic door knobs</p> | <p>The image shows two ceramic door knobs with a white base and brown gilded patterns. One knob is plain with a few dots, while the other has a large, intricate floral design. A white ruler is placed vertically to the left of the knobs for scale, showing they are approximately 4-5 cm in diameter.</p> |
| <p>8. Gilded doorplate</p> | <p>The image shows a rectangular, vertically oriented doorplate with a white base and two large, intricate brown gilded floral designs. A white ruler is placed vertically to the left of the doorplate for scale, showing it is approximately 18 cm long.</p> |

Appendix 8: Finds held by Doncaster Museum and Art Gallery

Table 10 Finds donated to Doncaster Museum and Art Gallery

| Collection Ref. | Description | Image |
|-----------------|-------------|-------|
|-----------------|-------------|-------|



| | | |
|-------------------------------|--|--|
| <p>DONMG : 2018.6.1-5</p> | <p>Willow pattern plates.</p> |  |
| <p>DONMG : 2018.6.6-8</p> | <p>Blue and white print saucers</p> |  |
| <p>DONMG : 2018.6.9</p> | <p>Shallow willow pattern dish, oval</p> |  |



| | | |
|---------------------------------|---|--|
| <p>DONMG : 2018.6.10-11</p> | <p>Oval willow pattern bowls/dishes</p> |  |
| <p>DONMG : 2018.6.12</p> | <p>Chamber pot, black and white pattern</p> |  |



| | | |
|------------------------------|---|--|
| <p>DONMG : 2018.6.13</p> | <p>Tea cup, black and white pattern</p> |  |
| <p>DONMG : 2018.6.14</p> | <p>Rectangular dish with lid</p> |  |
| <p>DONMG : 2018.6.15</p> | <p>Green coffee cup, with ridges around the body.</p> |  <p>Lab No: 190.48 Accession No: DONCH:2018.6.15 Date: 12/11/2019 BEFORE</p> |



| | | |
|---------------------------------|--|--|
| <p>DONMG : 2018.6.16-17</p> | <p>Green coffee cups, with ridges around the body.</p> |  |
| <p>DONMG : 2018.6.18</p> | <p>Black and white striped mustard pot with lid</p> |  |
| <p>DONMG : 2018.6.19-21</p> | <p>Blue and white mustard pots with lids</p> |  |



DONMG :
2018.6.22

Small bowl with foot



DONMG :
2018.6.23

Large jug from toilet set.
Black and white funicular pattern





DONMG :
2018.6.24-25

Blue and white tea cups.
Leen pattern



Appendix 9: Finds held by Mexborough Heritage

Table 11 Finds donated to Mexborough Heritage




















Appendix 10: Finds held by Stoke on Trent Museums









Table 12 Finds donated to Stoke on Trent Museums (including The Potteries Museum & Art Gallery and the Gladstone Pottery Museum)


| Record number | object name | Brief Description | Image |
|---------------|-------------|---|---|
| 2015.C.66 | platter | Underglaze printed in blue with 'Friburg' pattern. Stained orange in places due to being immersed in water. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.67 | platter | Underglaze printed in blue with Willow pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.68 | plate | Facetted form, underglaze printed in blue with 'Friberg' pattern in light blue.. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.69 | plate | Facetted form, underglaze printed in blue with 'Friberg' pattern in light blue.. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.70 | plate | Soup plate of shallow facetted form, printed in pale blue underglaze with 'Friburg' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.71 | plate | Soup plate of shallow facetted form, printed in pale blue underglaze with 'Friburg' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.72 | plate | One of a pair of side plates underglazed blue printed in 'Willow' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |



| Record number | object name | Brief Description | Image |
|---------------|-------------|--|---|
| 2015.C.73 | plate | One of a pair of side plates underglazed blue printed in 'Willow' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.74 | saucer | One of a pair underglaze printed in flow blue with a chinoiserie subject of a lady with parasol by a large vase and floral rim; 'LEEN' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.75 | saucer | One of a pair underglaze printed in flow blue with a chinoiserie subject of a lady with parasol by a large vase and floral rim; 'LEEN' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.76 | teacup | Underglaze printed in flow blue with a chinoiserie subject of a lady with parasol by a large vase and floral rim; 'LEEN' pattern. exterior heavily encrusted with concretions. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.77 | plate | One of a pair underglaze printed in grey-black with a stylised floral design of Chinese-style flowers 'Oleaster' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.78 | plate | One of a pair underglaze printed in grey-black with a stylised floral design of Chinese-style flowers 'Oleaster' pattern. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |



| Record number | object name | Brief Description | Image |
|---------------|--------------|--|---|
| 2015.C.79 | teacup | One of a pair underglaze printed in grey-black with a white stag at a leafy riverbank to either side. The interior has a panelled border of alternate flowers and framed landscapes. Part of a collection of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.66 - 79. |  |
| 2015.C.80 | cup | One of a pair underglaze printed in grey-black with stylised chinoiserie floral pattern 'Oleaster'. Part of a second batch of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.80 - 86. |  |
| 2015.C.81 | cup | One of a pair underglaze printed in grey-black with stylised chinoiserie floral pattern 'Oleaster'. Has heavy concretions to surface. Part of a second batch of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.80 - 86. |  |
| 2015.C.82 | plate | One of a pair underglaze printed in grey-black with stylised chinoiserie floral pattern 'Oleaster'. Part of a second batch of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.80 - 86. |  |
| 2015.C.83 | plate | One of a pair underglaze printed in grey-black with stylised chinoiserie floral pattern 'Oleaster'. Part of a second batch of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.80 - 86. |  |
| 2015.C.84 | plate | Underglaze printed in grey-blue with remains of red enamel highlights with stylised flowers and scrolls 'Gen' pattern.. Part of a second batch of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.80 - 86. |  |
| Record number | object name | Brief Description | Image |
| 2015.C.85 | plate | Bread and butter / cake plate. Underglaze printed in grey-blue with remains of red enamel highlights with stylised flowers and scrolls 'Gen' pattern.. Part of a second batch of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.80 - 86. |  |
| 2015.C.86 | tureen stand | Underglaze printed in pale blue with European landscape 'Friberg' pattern.. Part of a second batch of items retrieved from the wreck of the 786- ton packet ship 'Josephine Willis' which sank in May 1856 off Folkstone en route to New Zealand. 2015.C.80 - 86. |  |

| Object | Images |
|--|---|
| <p>Underglaze blue and white transfer-printed toilet pan made by Armitage (Gladstone Pottery Museum)</p> |  |

Appendix 11: Newspaper accounts of the loss of the *Josephine Willis*THE COLLISION AND FOUNDERING OF THE
"JOSEPHINE WILLIS," IN THE CHANNEL.

THIS shocking catastrophe, which took place on the night of the 3rd inst., has created the most painful interest along the coast. The moment the intelligence was made known at Ramsgate, Margate, Folkestone, and the other places in the vicinity of the Downs, crowds of boats made off to the spot where the ill-fated *Josephine Willis* was reported to be on her beam-ends, for the twofold object of saving life and property; but, on reaching the place, it was discovered she had gone down about nine miles S.S.W. of Folkestone, and her topgallant yards were just above water. The sea, for several miles round, was scoured by the boats in the hope that some of the unfortunate creatures might be found floating on some spars or hencoops; but none were to be observed.

The scene on board the vessel just before she careened over and went down is described by the survivors to have been truly horrible. Captain Canney, the unfortunate master, was below at the time, marking out his course on a chart he had on the cabin table: the chief officer (Mr. Clayton) having charge of the watch on deck. William Grindle, a seaman, was at the wheel, and two look-out men (John Sheen and another man) were forward. Sheen, in his depositions before the Receiver of Admiralty Droits at Ramsgate, states that the ship was going about six knots at the time, on the port tack, the wind being S.E. (and not E.N.E. as reported). Seeing a steamer approaching he notified the same to the mate, who immediately called out to the man at the wheel to put her helm a-starboard. The mate, at the same time, shouted to the steamer; but no notice was taken, the steamer continuing her course, and in less than five minutes the collision took place. Captain Bouchier, of the steamer *Mangerton*, in his report of the occurrence to Lloyd's agent at Deal, stated that he observed the *Josephine Willis* apparently starboard her helm, he (Captain Bouchier) having just previously put his helm hard a-port, and before there was time to reverse the engines the vessels met, the ship striking them on the port bow, and the steamer striking the ship abaft the fore rigging on the starboard side.

Upon hearing the terrible crash Captain Canney rushed up on deck. His first order was to sound the pumps; and, on the steamer backing out, which might have occurred some eight or ten minutes afterwards, he called out to the man at the helm to keep her due north. The helm was put up; but by this time she was careening over, and would not steer. The poop-deck was crowded with passengers, and the Captain, seeing that the ship was foundering, told them to throw the hencoops overboard, and hold on to them. All the boats were gone; they were capable of holding all hands, but were sent adrift with only a few people in them. The last that was seen of the Captain was after the ship had fallen over on her beam ends, with her topgallant yards in the water. He was then clinging to a hencoop in the water, together with two females. Throughout the trying scene he is reported to have behaved with the greatest coolness and bravery.

The Folkestone jury, in their verdict respecting the death of three of the unfortunate sufferers, remark that "there appears to have been a great want of humanity on the part of the crew of both ships, in not sending assistance to the passengers of the ship whilst they had it in their power to do so; and we believe that, if proper efforts had been made, many more lives would have been saved."

The Illustrated London News, Saturday 15th February 1856

LOSS OF THE EMIGRANT SHIP JOSEPHINE WILLIS.

A collision took place in the Channel off Folkestone on Sunday evening, between the Josephine Willis, Captain Canney, one of the London and New Zealand line of packet ships, and a powerful iron screw steam-ship, called the Mangerton, bound to the Thames from Limerick, which resulted in the foundering of the former ship, and a lamentable sacrifice of life. The Josephine Willis was a first-class ship of 1,000 tons burden. She belonged to Messrs. Fletcher, of Limehouse, and was chartered by Messrs. Willis and Co., who run a regular monthly line of packets to New Zealand, for a voyage to Auckland. She cleared out from St. Katherine Docks on Friday, laden with a valuable and miscellaneous cargo, ten first-class cabin passengers about sixty steerage passengers, and a crew, officers and men, of some thirty-five in number. She was towed down the river from Gravesend out to sea, and the pilot left her off Deal at six o'clock on Sunday evening. The weather was fine and clear, with a moderate fair wind E.N.E., favourable for her run down the Channel. She had passed the South Foreland, and was proceeding as satisfactorily as could be wished, when, about half-past seven o'clock, Sandgate bearing S.S.W. nine miles distant, a cry was raised by the look-out forward of a "Light-ahead." Whether the steamer saw the Josephine Willis or miscalculated the distance she was off is yet to be ascertained. However, she came on and struck the ship amidships with such force as to cut her down to the water's edge. A scene of the most painful description immediately ensued among the passengers on board the Josephine Willis, and a rush was made to get on board the steamer, which was then ascertained to be the Mangerton, Captain Bouchier, from Limerick. Unhappily, from some unexplained cause, Captain Bouchier almost directly backed his vessel out from the wreck. Only a few managed to scramble on board the steamer, and others were accidentally picked up some time afterwards. Captain Canney, who throughout the whole of the trying scene exhibited the most noble and seamanlike conduct, endeavoured to pacify the terrified creatures by assuring them that if they only attended to his orders they would all be saved. He called to them to come aft, where the bulk of the passengers were last seen. The ship then heeled over with the end of her yards in the water, and what became of her living freight is at present a matter of conjecture. It is known that she has gone down, as her topmast were to be seen just above water, not far from the spot where the collision occurred. The Mangerton steamer appears not to have made any attempt to go in search of the ship she had run into. Her bows and stem were completely driven in by the collision. In addition to those who got on board her from the wreck she picked up a boat containing several persons, and at six o'clock on Monday morning she anchored off Deal, where several of the rescued passengers were put ashore. As it was considered somewhat unsafe in her damaged condition to continue the voyage to London, it was proposed to send her into Ramsgate to undergo some temporary repair. She accordingly went into that harbour, landed the remainder of those she had on board belonging to the Josephine Willis, in all about twenty-nine. It was then ascertained that at midnight a boat had reached Folkestone from the wreck, with several of the crew, and from their statements Lloyd's agents concluded that, as they reported they had left the wreck on her beam ends, with the passengers and crew shifting cargo, and pumping, there was a chance of saving her, and a number of fishing-boats and luggers put to sea, in the direction of the wreck, in the hope of rendering her aid. Some of them returned without having seen anything of the ill-fated ship. Several bodies, however, were observed floating about, and three were washed ashore, one, evidently a passenger (name unknown), with a life preserver, fastened round his body. The Josephine Willis was a new ship, and had only been one voyage. Her cargo is largely insured. According to another account all the women except two were taken into Deal, and seventeen into Ramsgate. More passengers are supposed to have been taken into other ports. The captain was drowned. Some of the bodies have been washed ashore at Walmer and Folkestone, and inquests commenced on them.

The Sussex Advertiser, Surrey Gazette, 12th February 1856

Lloyd's Weekly Newspaper, March 16, 1856

TRIALS AT THE ASSIZES. MAIDSTONE. MANSLAUGHTER. LOSS OF THE JOSEPHINE WILLIS, Richard Bouchier, the chief officer of the Mangerton steam-vessel, surrendered to take his trial upon three charges of manslaughter. The first case that was taken charged the prisoner with the manslaughter of Harriet Sutton. These charges arose out of the melancholy loss of the Josephine Willis, emigrant ship, off Folkestone, on the 3rd of February last. It will be remembered that this vessel was run down by the Mangerton, and that more than sixty of the un-fortunate



persons on board her lost their lives on the occasion. The coroners jury returned three verdicts of manslaughter against the prisoner, who was the chief officer of the Mangerton at the time of the unfortunate occurrence and these were the cases now to be disposed of. Sergeant Shee opened the case for the Prosecution. The learned sergeant said the Josephine Willis, which was a first-class emigrant ship, left the St. Katherine's-docks in the afternoon of the 2nd of February, having on board a crew of forty-one persons, and about sixty emigrants. - -The vessel was towed down to Deal by a steam tug, and the pilot there left her, and she proceeded down the channel with all sails set, on her voyage to Auckland, New Zealand. About six o'clock in the afternoon on the following day, the Josephine Willis passed the Foreland, and at about eight o'clock, Mr. Clayton, the chief mate, sighted a light, which he supposed at first to be the Dungeness light. At this time it appeared the night was clear overhead, hut hazy in the horizon, and Mr. Clayton having ordered the ship's course to be slightly altered, he almost immediately observed that in addition to the light he had first seen there was exhibited a red light and then a green one, and he was thus made aware -that a steamer was approaching. The two vessels continued to come nearer and nearer, and at length it would appear that the officer on board the Josephine Willis saw that a collision was inevitable, and he ordered the helm to be altered so as to ease the concussion, and, in the result, the Mangerton ran into the Josephine amidships, cut her completely down, and she filled almost immediately, and before any effectual assistance could be afforded the greater portion of the unfortunate persons on board the emigrant vessel were drowned. The learned sergeant said that, under these circumstances, the government had thought it right to institute an inquiry, and, in consequence of what then took place, and the finding of the coroner's jury, the owners of the Josephine Willis felt it to be their duty to carry out the prosecution. He said it was not suggested that the prisoner had been the wilful occasion of the misfortune that had occurred, but according to his instructions, the prisoner had left the vessel of which he had the command in the charge of an incompetent person, who had disobeyed the regulations proscribed by the act of parliament in the case of two vessels being in such a position in respect to each other, as those vessels were at the time in question; and if this fact was made out to the satisfaction of the jury, and that the fatal accident was the consequence of criminal neglect or inattention on the part of the prisoner, he said it would be their duty to find the prisoner guilty upon the present charge-Mr. Keston Clayton, the chief officer of the Josephine Willis, was called, as the principal witness, and he spoke to the facts above narrated. In the course of a very severe cross-examination by Mr. Ballantine, he admitted that, upon seeing the light, which he at first took to be Dungeness light, he ordered the helm to be starboarded, and so changed the course of the vessel. He said he was aware that Dungeness light must have been eleven miles off, but still he thought it was the light he saw although it was a hazy night. He was pressed a good deal upon the point whether, if he had known it to be the light of a vessel, he should have starboarded the helm of the Josephine Wilis, but the witness would not give a direct answer to the questions that were put to him upon this matter, and he merely said that it would depend upon the course the approaching vessel was coming. he also said that if he had been aware it was a steamer that was approaching, it might have been the proper course to port the helm, which would, of course, have placed the Josephine Willis in a totally different position.-A great many material witnesses were then examined with a view to show that the officer in command of the Josephine Willis had done all that laid in his power, under the circumstances, to prevent the accident-Mr. Ballantine addressed the jury at considerable length on the part of the prisoner, and he contended that the melancholy occurrence was entirely to be attributed to the mistake that had been made, in the first instance, by Mr. Clayton, with regard to the light, and his supposing it to be Dungeness light instead of that of a steam-vessel. Several witnesses were examined on behalf of the prisoner, with a view to show that the Mangerton was not to blame, and among them was Captain Robertson, the-government inspeo- tor, who repeated the evidence he gave before the commissioners, which was to the effect that, according to his opinion, the accident was occasioned by the helm of the Josephine being "starboarded," instead of "ported."-The learned judge, when this evidence had been given interposed, and intimated that it appeared to him that, upon the facts that had been proved on behalf of the defence, the charge of manslaughter could not be ?? jury consequently re- turned a verdict of "d Not guilty."

Appendix 12: Salvaged goods and other material from the wreck of the *Josephine Willis*

The following reports from contemporary newspaper accounts have been researched and provided by James Canney.

The South Eastern Gazette, Tuesday, June 24, 1856

DOVER

Benefit of underwriters.

To linen drapers, Hosiers, haberdashers, clothiers and others.

Important and extensive sale of valuable Linens, Woollens Drapery, Hosiery, Haberdashery, Wearing Apparel &c.

Mr Thomas Robinson respectfully announces that he has received instruction from Capt, Nott, R.N., Special Agent to Lloyd's, to sell by auction, on Wednesday and Thursday, June 25 and 26, 1856, at United Club House Hotel, Dover, at twelve o'clock precisely, a very large quantity of drapery, Hosiery, haberdashery, linens, woollens, and gentlemen's wearing apparel, and other articles, part of the cargo recovered from the wreck of the "Josephine Willis" consisting of blankets sheets, 70 monkey jackets, 19 new frock coats, 48 pairs cloth trousers, 70 pairs cord and tweed ditto, large quantity of cotton stockings, and 18 doz. pairs of socks, 6 doz. of ladies' under garments, night gowns, a quantity of superior baby linen, children's pellisses, several gross of silk, thread, and Berlin gloves, night caps, 26 doz. black lace, 160 doz. silk braid, 40 doz. silk fringe, 20 doz. ribbon, velvet, 60 doz. silk buttons, 4 pieces of lace worsted, card braid, tape, thread, children's Berlin shoes, gaiters and mits, 200 oilskin caps, 100 sou'-westers, travelling caps, pillow cases, pocket handkerchiefs, gentlemen's cloaks, jerseys, scarfs, 40 doz. shirts, a quantity of books, with numerous miscellany of a variety of useful and valuable articles.

Dover Telegraph, July 19, 1856

To Linen and Woollen Drapers, Clothiers, Jeweller, and others.

Important and extensive sale for the benefit of underwriters, Mr Thomas Robinson res respectfully announces that he has received instructions from Captain Nott R.N. special agent to Lloyds to sell by auction on Monday and Tuesday, July 21 and 1856, at the Guildhall rooms, marketplace a very large quantity of linens, woollens, waterproof and other clothing, jewellery et cetera out of the car recovered from the wreck of a Josephine Willis comprising -

150 dozen of white cotton blue striped and patterned shirts; 60,000 pairs of doeskin cord and fustian and trousers; 130 pairs of red and blue blankets; 25 dozen of silk Cambrae and cotton handkerchiefs; several pieces of Orleans and Cosurges [sic], doesn't cloth over coats and monkey jackets, 23 dozen of hats and cloth caps, 18 dozen waterproof garments, six pieces of thorcloth, 40 dozen pairs of boots and shoes, 60 pieces of Hayles another cotton products, 13 excellent eight day clocks, six dozen blouses, five large musical boxes, six small hair mattresses, several pieces of black grosade-nap, brown Holland, unbleached hackerpek [sic], white drill, silista corded petticoats, chemises, draws, nightgowns, stays, ribbons, tape, cotton, worsted, and a large quantity of other articles. The auctioneer particularly invites the attention of the public to this extensive sale, as the goods have sustained but little injury, and being of first great quality. Good on you on Saturday preceding the sale, from 10 in the morning until 4 o'clock in the afternoon. Catalogues maybe had the auctioneer, at 6D each, (returnable on purchases,) at 18, Beach Street. Sale at 12 o'clock at noon on each day.

Dover Telegraph Saturday, July 26, 1856

For the benefit of underwriters.

Household furniture, agricultural implements, port and sherry wines, ales and Porter, in casks and bottles; oils, pickles, Relmont and sperm candles &c.

Mr Thomas Robinson respectfully announces that he has received instructions from captain NOTT, R.N., special agent to Lloyds.



To sell my auction on Tuesday, July 20, 1856 at the warehouse for S. M. Latham, Esq and Quay adjoining.

The undermentioned tangible articles part of cargo recovered from the wreck of the Josephine Willis- 6cwt composite Belmont and sperm candles, bottled stout, pale and bitter ale, several cases of pickles, salad oil, malt vinegar &c. Quantity of rope, several cases port and sherry. About 12cwt of gum Arabic, a large quantity of MODERN HOUSEHOLD FURNITURE.

Of sofas in haircloth, mahogany dining and dressing tables portable water closet and promotes half rugs, quantity of books, iron bedstead's and also hair, mahogany dining room chairs, Windsor and black chairs, towel horses, fancy flowerpots and stands, 100 box trays, and shaving glasses; feather bolsters and pillows, boot stands, chamber closets and what-nots.

IRONMONGERY AND AGRICULTURAL IMPLEMENTS.

15cwt, composition nails, valuable cooking apparatus with pipe, register stoves, galvanised iron rods, Ransome's patent coffee mill, with fly wheel; sieves, mills, agricultural implements &c. 40 cases of paint, several large packing cases and other empties.

Kentish Gazette, Tuesday, August 5, 1856

DOVER

For the benefit of underwriters.

To linen and Woollen Drapers, Clothiers, Clockmakers and others.

Mr T Robinson respectfully announces that he has received instructions from Captain Nott. R.N. Special Agent to Lloyd's to sell by auction at the Guildhall Rooms, Market Place, Dover, on Tuesday and Wednesday August 12th and 13th, 1856, a valuable and extensive assortment of LINEN and DRAPERY, 8-day and other Clocks, Boots and shoes, water-proof and other clothing, swimming belts Hats and caps, part of the cargo recovered from the wreck of the "Josephine Willis" embracing several valuable

Eight-day and other clocks,

Silk and cotton dresses,

Kidderminster and Brussels carpet,

Piece of dimity, 30 petticoats, coburgs,

Belts and braces,

50 Cloth capes, 8 pieces blind calico,

5 very superior musical boxes, compasing 6 to 8 tunes,

2 pieces of black silk,

some pieces Irish linen,

Cambre, silk and cotton handkerchiefs,

18 pieces cambric muslin,

26 children's shoes,

8 doz. Blucher, Oxonian, and other shoes,

30 doz. felt hats and cloth caps,

5 doz. of damask table and breakfast cloths,

300 pairs Red, Blue, and white blankets,

20 Reversibles, 6 doz. scarfs,

2 large water-proof over coats,

3 doz. damask and woollen table covers,

South-westerns, swimming belts,

Air beds and cushions,

900 pairs of moleskin, doeskin, cloth, and cord trousers,

5 doz. waistcoats, 8 doz. cloths coaths [sic],

8 doz. monkey jackets, 30 doz. shirts,

14 pieces calico, 20 pieces sheeting,

100 pieces Silesia and black Holland,

And a variety of Miscellaneous Articles.



Dover Telegraph, Saturday, October 25, 1856

FOURTEENTH SALE

To shipowners and others.

Mr Thomas Robinson respectfully announces that he has been honoured with the instructions from Captain Nott. R.N., special agent for Lloyds, to sell by public auction on Friday the 31st day of October, 1856, at 12 o'clock at noon to the minute, all the valuable sales, (45 in number,) rope, ringing, chain, et cetera, and a variety of miscellaneous articles, recovered from the wreck of the "Josephine Willis".

May be viewed in the morning of the day of sale, and catalogues had of the auctioneer, 18, Beach Street, Dover.

N.B. all the valuable masts, ships boats, yards, and spas, will be sold on an early day.

Dover Telegraph, Saturday, January 3, 1857

Guildhall Rooms, Dover.

Mr Robinson will sell by public auction, on Monday and Tuesday next, January 5 and 6, 1857, an excellent assortment of modern household furniture, 300 Gallons of prime whiskey, 100 Gallons of superior Cognac Brandy, ex "Josephine Willis":

1000 Dozen Ale and Stout,

30 Dozen of excellent White Shirts.

50 Pairs of Blankets, quantity of excellent carpenter's tools, Sextant, Ropes, Fishing Draw, Nets and lines, Buoys &c.

The Dover Express and East Kent Intelligencer, Saturday. July 6, 1861

Dover.

For the benefit of underwriters & whom it may concern Messrs Robinson and Son have received instructions to sell by auction on Monday next, July 8, 1861, at the warehouse of Messrs Latham and Co., a quantity of Miscellaneous goods,

Salved from the wreck of the "Josephine Willis", comprising about 39 cans of paints, 2 tanks of oil (one boiled), 33 Kip skins, tub of white lead, 12 doz. of Palmer's candles, 21 dishes, bolt of oil cloth, 60 fathoms of 1^{1/2} in chain cable, anchor (30cwt), 2,000 feet of zinc house guttering, 2 tins of white lead, 2 night lamps, skylight, jolly boat, 2 iron bedsteads, chairs, tables, easy chair, about 3 tons of iron knees, also a quantity of Books and other Miscellaneous articles.



Appendix 13: List of casualties

The following is understood to be work in progress.

Table 13 List of casualties prepared by James Canney

| Forename | Surname | Age | Place of Birth | Quality |
|--------------|-----------|-----|----------------|---------------|
| William | Morley | 19 | Reigate | Cuddy Servant |
| William | Seymour | 23 | London | Able Seaman |
| William | Jones | 23 | London | Able Seaman |
| William | Bravender | 22 | Leytonstone | Able Seaman |
| William | Ormond | 19 | Jamaica | Ord Seaman |
| William | Hillsmith | 18 | London | Ord Seaman |
| William | Waters | 14 | London | Apprentice |
| William | Jarman | 58 | Hampshire | ? |
| William | Brown | 39 | Whitehaven | Able Seaman |
| William | Garrow | 41 | Glasgow | Cook |
| William | Grindle | 28 | London | Able Seaman |
| William | Ormond | 23 | Jamaica | Able Seaman |
| William | Graham | 26 | Whitehaven | Able Seaman |
| William | Thomas | 27 | Cornwall | Able Seaman |
| W | Morley | 19 | Reigate | Ord Seaman |
| William Fred | Lessing | 16 | Jamaica | Midshipman |
| William | Waters | | - | Apprentice |

| Forename | Surname | Age | Place of Birth | Quality |
|-----------------|----------------|-----|----------------|-------------|
| G | Alexander | 53 | Halifax | Surgeon |
| Thomas | Anderson | 35 | Leith | Carpenter |
| K | Clayson | 32 | Sussex | Mate |
| George | Cresswell | 40 | Yorkshire | Ems Steward |
| Henry | De Cruz | 35 | Calcutta | Ems Cook |
| John | Dickinson | 37 | Horncastle | Butcher |
| James | Durstun | 18 | London | Ord Seaman |
| Charles | Gardener | 25 | London | Able Seaman |
| John | Grindle | 22 | London | Able Seaman |
| William | Grindle | 28 | London | Able Seaman |
| Alfred | Haven | 18 | London | Able Seaman |
| Charles | Jackem | 23 | Dover | Able Seaman |
| R | Jamson | 16 | Edinburgh | Midshipman |
| William Fred | Lessing | 16 | Jamaica | Midshipman |
| W | Morley | 19 | Reigate | Ord Seaman |
| Frank | Needs | 23 | Gloucester | Steward |
| William | Ormond | 23 | Jamaica | Able Seaman |
| John J | Philport? | 19 | Cork | 2nd Mate |
| John | Sheen or Shern | 24 | Skerry | Able Seaman |
| James | Smith | 30 | London | Able Seaman |
| William | Thomas | 27 | Cornwall | Able Seaman |



| | | | | |
|---------|---------|----|----------|------------------|
| John | Tril | 27 | Grenock | Boatswain's Mate |
| Unknown | Unknown | ? | ? | Able Seaman |
| Alvan | Vass | 21 | New York | Able Seaman |
| William | Waters | | - | Apprentice |
| Henry X | White | 33 | London | Boatswain |

| Role | Gender | First | Last Name | Age | Status | From | Notes |
|------------------------|--------|----------------|-----------|-----|--------|---------|---|
| Chief Cabin Passenger | M | Frederick | Golding | | Dead | | |
| Chief Cabin Passenger | M | Herbert G | Ray | | Dead | | Brother in law to Fletcher Brothers, owners of ship |
| Chief Cabin Passenger | F | Emma J | Logan | 18 | Dead | Glasgow | |
| Chief Cabin Passenger | M | Andrew H | Logan | 13 | Dead | Glasgow | |
| Chief Cabin Passenger | M | Stanhope | Vickers | | Dead | | |
| Second Cabin Passenger | M | John | Hamilton | | Dead | | Merchant. Husband of Jane Hamilton |
| Second Cabin Passenger | F | Jane | Hamilton | | Dead | | Wife of John Hamilton |
| Second Cabin Passenger | M | Robert | Hamilton | 18 | Dead | | Brother to Alexander Hamilton |
| Second Cabin Passenger | M | Alexander | Hamilton | 13 | Dead | | Brother to John Hamilton |
| Second Cabin Passenger | M | Charles | Stuart | | Dead | | Merchant. Husband to Harriet Stuart |
| Second Cabin Passenger | F | Harriet | Stuart | | Dead | | Wife of Charles Stuart |
| Second Cabin Passenger | M | Samuel | Hamilton | | Dead | | School Master. Husband of Sarah Hamilton |
| Second Cabin Passenger | F | Sarah | Hamilton | | Dead | | Wife of Samuel Hamilton |
| Second Cabin Passenger | M | William Samuel | Hamilton | | Dead | | Child of Samuel & Sarah |
| Second Cabin Passenger | M | James | Hamilton | | Dead | | Child of Samuel & Sarah |
| Second Cabin Passenger | F | Agnes | Hamilton | 6 | Dead | | Child of Samuel & Sarah |
| Second Cabin Passenger | F | Maria | Parkhouse | | Dead | | Washed ashore at Walmer |
| Second Cabin Passenger | F | Susan | Nicols | | Dead | | Governess |
| Second Cabin Passenger | M | Sydney William | Beck | | Dead | | Crushed to death instantly |
| Steerage Passenger | M | Henry | Davis | | Dead | | |
| Steerage Passenger | F | Hannah | Davis | | Dead | | Wife of Henry Davis |
| Steerage Passenger | ? | Asher | Davis | | Dead | | Washed ashore at Walmer leg amputated |



| | | | | | | | |
|--------------------|---|-------------|-----------|----|------|--|-------------------------------------|
| Steerage Passenger | F | Agnes | Davis | | Dead | | Body Found |
| Steerage Passenger | F | Rebecca | Davis | | Dead | | |
| Steerage Passenger | ? | Cresswell A | Davis | 7 | Dead | | |
| Steerage Passenger | M | William | Lloyd | | Dead | | |
| Steerage Passenger | F | Sarah | Lamb | | Dead | | |
| Steerage Passenger | F | Elizabeth | Lamb | | Dead | | Daughter of Sarah Lamb |
| Steerage Passenger | M | Henry | Gutterson | 70 | Dead | | Baker |
| Steerage Passenger | F | Margaret | Gutterson | 45 | Dead | | Servant. Child of Henry Gutterson |
| Steerage Passenger | F | Mary | De Kruger | 45 | Dead | | Servant. Child of Gutterson |
| Steerage Passenger | M | Henry F | De Kruger | 24 | Dead | | Baker. Child of Mary De Kruger |
| Steerage Passenger | F | Jane | De Kruger | 15 | Dead | | Servant. Child of Mary De Kruger |
| Steerage Passenger | M | Edward | De Kruger | 15 | Dead | | Compositor. Child of Mary De Kruger |
| Steerage Passenger | M | Robert | De Kruger | 11 | Dead | | Child of Mary De Kruger |
| Steerage Passenger | M | Frederick | De Kruger | 8 | Dead | | Child of Mary De Kruger |
| Steerage Passenger | M | Arthur | Lawler | 30 | Dead | | |
| Steerage Passenger | F | Catherine | Gibbons | 50 | Dead | | Servant |
| Steerage Passenger | F | Catherine | Burke | 20 | Dead | | Dressmaker |
| Steerage Passenger | F | Elizabeth | May | | Dead | | |
| Steerage Passenger | F | Margaret | Egan | | Dead | | |
| Steerage Passenger | F | Sarah | Walters | 24 | Dead | | Servant |
| Steerage Passenger | F | Margaret | Sharp | 25 | Dead | | Servant |
| Steerage Passenger | F | Caroline | Gore | 16 | Dead | | Servant |
| Steerage Passenger | M | John | O'Neil | | Dead | | Labourer |
| Steerage Passenger | F | Jane | O'Neil | | Dead | | Wife of John O'Neil |
| Steerage Passenger | F | Ann | O'Neil | | Dead | | Servant. Sister to John O'Neil |
| Steerage Passenger | M | John | O'Neil | | Dead | | Child of John O'Neil |
| Steerage Passenger | F | Jane | O'Neil | | Dead | | |
| Steerage Passenger | M | James | Sutton | | Dead | | Labourer |
| Steerage Passenger | F | Harriet | Sutton | | Dead | | Servant. Wife of |



| | | | | | | | |
|--------------------|---|-------------------|----------|----|------------------|--|---------------------------|
| Passenger | | | | | | | James Sutton |
| Steerage Passenger | F | Francis | Sutton | 5 | Dead | | |
| Steerage Passenger | F | Harriet | Sutton | 14 | Dead | | Washed ashore at Walmer |
| Steerage Passenger | M | William | Sutton | 12 | Dead | | |
| Steerage Passenger | F | Elizabeth | Austin | 20 | Dead | | Servant |
| Steerage Passenger | ? | John George | Austin | | Dead | | Child of Elizabeth Austin |
| Crew | M | Edward | Canney | | Supposed Drowned | | Captain (married) |
| Crew | M | Henry R | Mahon | 19 | Supposed Drowned | | Third Mate |
| Crew | M | William | Garrow | 41 | Supposed Drowned | | Cook |
| Crew | M | George | Lamb | 60 | Supposed Drowned | | Ship's Baker |
| Crew | M | Charles | Jackson | 23 | Supposed Drowned | | Seaman |
| Crew | M | E | Nash | 29 | Supposed Drowned | | Seaman |
| Crew | M | Edward William | Simon | 53 | Supposed Drowned | | Seaman |
| Crew | M | William | Graham | 26 | Supposed Drowned | | Seaman |
| Crew | M | John | Shea | 24 | Supposed Drowned | | Seaman |
| Crew | M | William | Thomas | 27 | Supposed Drowned | | Seaman |
| Crew | M | George | Summers | 19 | Supposed Drowned | | Seaman |
| Crew | M | Frederick | Heir | | Supposed Drowned | | Boy |
| Crew | M | William Frederick | Sessings | 16 | Supposed Drowned | | Midshipman |
| Crew | M | Benjamin | Lawson | 16 | Supposed Drowned | | Midshipman |



Appendix 14: Log of the *Josephine Willis*

The following is as transcribed from the log of the *Josephine Willis* by James Canney.⁷⁸ The log for the voyage that resulted in the loss of the ship does not appear to have survived.

10th November 1854 to 23rd October 1855.

Page 4 & 5

| List of Crew | Register Tickets | Offences | Punishments |
|--------------------|-------------------------|---|---------------|
| Henry Gray Ray | 1 st Officer | | |
| Robert Henry Lewis | 2 nd Officer | | |
| John Phillipott | 3 rd Officer | | |
| Thomas Atkinson | Carpenter | | |
| Henry White | Boatswain | | |
| Frank Needs | Steward | | |
| Robert Crick | Cook | Desertion Feb 9 th 1855 | 7 Months Goal |
| W Morley | Cuddy Servant | | |
| John Randal | Baker | Desertion Feb 9 th 1855 | 7 Month Goal |
| Joseph Woodham | Butcher | | |
| W Seymour | Able Seaman | Refusing Duty 25 th Jan 1855 | |
| Henry Thornley | ditto | | |
| Edward White | ditto | | |
| John Grindle | ditto | | |
| John Trill | ditto | | |
| James Mefs | ditto | Refusing Duty 25 th Jan 1855 | ditto |
| John Shelly | ditto | Desertion | ditto |
| William Jones | ditto | Refusing Duty 25 th Jan 1855 | ditto |
| John MacPhill | ditto | Refusing Duty 25 th Jan 1855 | ditto |
| Alvau Vafs | ditto | | |
| James Cobin | ditto | | |
| Edward Good | ditto | Desertion Feb 12 th 1855 | ditto |
| John Arnott | ditto | Ditto Feb 26 1855 | ditto |
| William Bravender | ditto | Ditto Feb 26 1855 | ditto |
| William Ormond | ditto | | |
| William Hill Smith | ditto | | |
| James Durston | ditto | | |
| Samuel Singleton | Surgeon | Died in Hospital 21 st March | |
| George Summers | Boy | | |
| Henry R Mohun | Midshipman | | |
| Ararat White | Carpenters Mate | | |
| Alfred Haven | ? ? | | |
| R Jameson | Midshipman | | |
| Thomas W Fopry | Apprentice | Deserted March 18 th 1855 | ditto |

Page 6 & 7

| | | | |
|-----------------|------------|------------------------|-------|
| Henry Frankland | Apprentice | Deserted 18 March 1855 | ditto |
| Alfred King | Apprentice | | |
| William Waters | Apprentice | | |

Page 8

⁷⁸ From TNA: BT 98/4231



Friday 10th November 1854
Lat 30.10 N
Long 25.30 ?

At about 6.30 PM Mr Joseph Brown came into the Cuddy and complained to the Captain of Mr Robert William Lewis 2nd Officer.

Monday 25th December 1854
Lat 43.10 S
Long 43.15 E

Cook Robert Crick intoxicated challenging people to fight not desisting when ordered (Crick not able to attend)

James Mess disorderly and insolent (shipped as able seaman) – requesting to be put in irons.

(Jones shipped as a native of London but in his mad drunken fit he openly attested he was a Yankee)

(Seymour and Grindle fighting and quarrelling with a knife Seymour hand cut with the knife) EC

William Jones, shipped as able seaman, intoxicated disorderly – fighting making use of revolting and disgusting language hammering a twelve pound cannonade with his fist, swearing and making use of obscene language diametrically against the good order and discipline of the ship.

This statement has been read over to the said parties above named.

signed

Edward Canney, Samuel Singleton, Henry Gray Ray

Page 9

Tuesday 26th Dec 1854
Lat 43.15 S
Long 46.30 E

Robert Crick (Cook) off duty supposed to be from having been under the influence of drink on the previous day.

The above has been read over to the Cook, Robert Crick

Signed

Edward Canney, Samuel Singleton, Henry Gray Ray

Wednesday 27th Dec 1854
Lat 43.30 S
Long

Robert Crick, Cook off duty for being drunk on 25th Dec 1854

The above has been read over to the Cook, Robert Crick

Signed

Edward Canney, Samuel Singleton, Henry Gray Ray

Tuesday Jan 16th 1855
Lat 48.39 S
Long 151.4 E



James Mess who shipped as an able seaman insolent to Mr Lewis 2nd Mate would not answer when called – commenced laughing and grinning and swearing at the officer of the watch. The said Mr Lewis being in charge

Signed
Edward Canney, RH Lewis

Friday Jan 19th 1855
Lat 39.00 S
Long 162.00 E

Edward White seaman having been ordered to relieve the helm being his rest? time? refused to do so and went into the forecandle thereby refusing his duty. The said Edward White has upon several occasions been insolent to the said Mr Lewis second officer making use of obscene disgusting and revolting language – in opposition to the good order and rules of the ship.

Signed Edward Canney, RH Lewis 2nd Officer

Page 10

Monday 22nd Jan 1854
At Sea Lat 40.51 S
Long 166.15 E

John Shelly on being visited by Dr Singleton surgeon of the vessel – The said John Shelly – who has been in the sick list with few exceptions since the ship left England became very insolent on my threatening to report him to the captain he swore and said he did not care about being reported. The said John Shelly will not use any exertion to get himself well, remaining in the forecandle in fine weather after being repeatedly ordered to come out.

The above has been duly read over to the offender.

Signed
Samuel Singleton Surgeon, Jon Phillipott

Thursday Jan 25th 1855
8pm
Laying in New Plymouth open Roarstead

Discharging Cargo at 8PM ordered the hands to chalk for watches desiring an officer man and boy to be in each watch of two hours duration. this five of the hands, Jones, Mess, White, MacPhill and Seymour ABs refused to do thereby endangering the safety of the ship and lives of the passengers.

Signed
HG Ray Chief officer in charge

Friday Jan 26th 1855 4/30PM
Laying in New Plymouth open Roarstead

While in the main hold I did discover that a cask of Brandy was Broached and upon enquiry found the culprits to be White and Seymour, William Smith another seaman having seen then commit the act.

RH Lewis Chief Officer, HG Ray 2nd Officer

Page 11

Saturday Jan 29th 1855 5.30 AM



Laying in New Plymouth Roarstead

Turned the hands out and commenced discharging, five of the hands viz Jones, Mess, Seymour, White and MacPhill, refused to work after giving no reason for so doing, owing to these men refusing to do duty made but slow progress in discharging at 10 PM received orders from the Captain on shore to prepare for sea, got all ready, and commenced heaving in chain but found in consequence of the above men having knocked off that we could not purchase the anchor, the vessel eventually was got under weigh by the 1st, 2nd and 3rd Class passengers and the rest of the crew and officers.

Ship valued at £17000

Cargo at £20000, the persons lives on board of more consequence than all.

(a cask of Vinegar Brandy having been Broached ? of spirits and spoiled up with a nail several gallons deficient)

The particulars having been read over to the offending parties they remain for higher decision than my own under existing circumstances.

Signed Edward Canney

I had almost forgot to mention that 5 hands were sick and unable to perform their duty at the time these men

Page 12

knocked off duty and behaved in such a mutinous manner at New Plymouth . EC

Sunday 28th Jan 1855

At sea off Kiahara

Jones – Mess – McPhil, Seymour, White still off duty.

Monday 29

Lat 36.05 S

Long 172.30 E

The same five seamen doing no duty but trying to annoy them on duty.

Tuesday 30

off the Three Kings

The mutineers still off duty

Wednesday 31st

off the Three Kings

The five seamen – Jones, Mess - Mc Phil Seymour and -White off duty

The watch below complain that in consequence of the above seamen making so much noise in the forecandle they are unable to get their necessary rest. The forecandle is more like a Pot House than anything else

Signed

HG Ray Chief officer, Samuel Singleton Surgeon

Page 13

Thursday Feb 1st 1855

Off the North Cape of New Zealand

Signed Edward Canney, HG Ray Chief officer, Samuel Singleton Surgeon



The five mutineers continue still off duty singing and making a riotous noise molesting and interrupting the well disposed rest of the ships crew.

Friday 2nd 1855

Off Knuckle Point

Signed Edward Canney, HG Ray Chief officer, Samuel Singleton Surgeon

Complaint made by the Chief Officer of the behaviour of the five mutineers interrupting and distracting the rest of the crew in the execution of their duty.

Signed Edward Canney, HG Ray Chief officer, Samuel Singleton Surgeon

Saturday 3rd 1855

Off Canalle Isles

Mutineers still off duty smoking and enjoying themselves as if nothing was the matter.

Signed Edward Canney, HG Ray Chief officer, Samuel Singleton Surgeon

Sunday 4th 1855

The five mutineers still off duty endeavouring to annoy the other men at last

Monday 5th 1855

Anchored in Auckland when the five mutineers were taken into custody by the authorities

Page 14

Monday 5th Feb 1855

Auckland

The five mutineers were taken into custody about 6.30PM when I minutely observed, Robert Crick Captains Cook shake hands with the five men and said to the persons standing by the main hatch to cheer them. about three weeks or a month ago the said Robert Crick complained on the quarter deck that the crew were the most disagreeable set that ever went on board ship.

? Webb Chief Cabin Passenger, Edward Canney Commanding *Josephine Willis*

The above has been duly read over to the defendant.

Wednesday 7th Feb 1855

Auckland

9PM being the time appointed of putting out the lights in the forecastle forward. The second Mate Mr Lewis ordered them to be put out but no attention paid to his order he very properly put the light out himself, afterwards I saw the light thrice times between 9 and 10 O clock and discovered John Kelly who has been sick and just recovering

Page 15

yelling and screeching like a wild cat in opposition to the order that there shall be no noise or singing after 9 o clock at night –will full disobedience of orders.

The above has been duly read over to the defendant

Signed Edward Canney

Thursday 8th Feb 1855

Sent for Robert Crick the Cook and in consequence of his diabolical conduct wishing the mutineers to cheer going out of the ship according to his own unknown argument – he wished them to sing?. And keeping the galley in a filthy state and not cooking the food in a proper manner <disrected> him and placed him as an ordinary seaman on board.

? Webb Chief Cabin Passenger, HG Ray Chief officer



Page 16

Friday 9th Feb 1855
Auckland

During the night Robert Crick Cook. Ararat White Carpenters Mate and John Randal Cooks Mate lowered the captains gig from the stern Davids absconded from the vessel.
Signed Edward Canney
N.B. This day Joseph Woodham agreed to take the Cooks birth for the journey.

Sunday 11th Feb 1855
Auckland

Gave the following five seamen liberty to go on shore visit – Arnott – Bravender – Grindle and Good to return on board at sun set.
At 4 PM Good returned on board intoxicated sent him on shore to get sober.

Monday 12th Feb 1855
Good absent from the ship refused to go on board when ordered by the Captain.

Page 17

Friday 23rd Feb 1855
Auckland

4PM James Cobin seaman obliged to be hoisted out of the hold drunk making use of disgusting and obscene language – would not go forward when ordered by the Captain, told 2nd officer Mr Lewis to ex? his ass.
Signed Edward Canney

9PM James Cobin came aft for Gray when ordered to go forward – called the chief officer a Bugger and told the 2nd mate and captain to ex? his ass – making an disreputable noise and destroying the peace of the ship having to be hoisted out of the hold. Strongly suspecting of embezzling ships cargo.
Signed Edward Canney

Sunday 25th
Auckland

About 10 AM the following seamen had liberty to go on shore visit?
Trill, Thornley, Grindle, Arnott and Bravender – with liberty till sun set

Monday 26th
Auckland
The five seamen absent from the ship.

Tuesday 27th
Auckland
The five seamen still absent from the ship.
Four of the seamen returned, one hand John Arnott absent.

Page 18 & 19

| | | |
|-------------------------------|----------------------|---|
| James Cobin A.B. | Bilious Fever | Sick six days from Octr 24 th to Octr 30 th |
| Ararat White Carpenters mate. | Abscess in the side. | Sick two days from Octr 26 th to Octr 28 th |
| Alvau Vafs O.S. | Warts on perinceum | Sick fourteen days from Octr 28 th to Nov 10 th |



| | | |
|---------------------------------------|--|---|
| John Grindle A.B. | Diarrhoea | Sick seven days from Nov 4 th to Nov 10 th |
| Alfred Haven A.B. | Rheumatism in knee | Sick seven days from Nov 4 th to Nov 10 th |
| Alfred King Boy | Debility | Sick seven days from Nov 4 th to Nov 10 th |
| John Trill A.B. | Injury of the elbow joint. | Sick twenty five days from Dec 17 th 1854 to Jan 10 th 1855 |
| Alfred Haven O.S. | Typhus Fever | Sick days from Dec 18 th 1854 to |
| James Nap A.B. | Ulcer on Heal | Sick two days from Dec 17 th to Dec 10 th |
| John Shelly A.B. | Stomach affection | Sick Days from Dec 18 th 1854 to |
| Frederick Young, Midshipman. | Neuralgia | Sick one day Dec 18 th |
| Alvau Vafs A.B. | Abscess in groin | Sick three days from Dec 28 th to Dec 30 th |
| Edward Good A.B. | Inflamed Testicles | Sick Days from Jan 1 st '54 to ... |
| William Wakes Apprentice mizzen stay. | | Sick two days Jan 9 th and 10 th 1854. Fell from |
| W. Seymour A.B. | Wound in hand, caused by taking knife away from Grindle the latter being intoxicated | Sick twenty three days from Dec 25 th 1854 to Jan 16 th 1854. |
| John Grindle A.B. | Constipation | Sick four days from Jan 13 th 1854 to Jan 16 th 1854 |
| J R Blaithwayte Passenger | Steerage. Typhus Fever | 14days. died Feb 3 1855 at 6a.m. |

Page 20

Sunday Feb 25th 1853
Auckland New Zealand

Gave the following seamen liberty to go on shore visit Trill, Grindle, Bravender, Arnott and Thornley. At sunset sent the boat on shore to bring them off but they were not to be found.
H G Ray Chief Officer in charge

Monday Feb 26th 1855
Auckland New Zealand

11AM The afore said men not returned on board to their duty.

Thursday Feb 27th 1855
Auckland

A crate of gin hauled up out of the hold five bottles deficient, supposed to be plundered in the hold by James Cobin he having had to be hoisted out of the hold drunk.

Page 21

Sunday Feb 25 1855
Auckland

At 7.30 James Durston Ord-seaman was sent on shore in charge of the gig to bring off the seamen from the shore with orders from the chief officer to return immediately, which he did not do – having been kept on shore by the Steward and 3rd Mate. Immediately he returned the chief officer gave him an unmerciful beating. Myself being absent from the ship.

On Tuesday about 4 PM Henry Thornley seaman informed me the boy was very ill from the beating he had received from the chief officer. The following morning I went for a Surgeon who reported he had been seriously bruised and that no bones were broken.

Dr enquired if the officer that inflicted such wounds on the boy was sober or not. said little more would have cost the boy his life

Monday 26 Feb 1855



Auckland

The Boy Durston still laid up suffering much.
Edward Canney

Tuesday 27th 1855
Auckland

The Boy Durston still laid up suffering much.
Edward Canney

Wednesday 28th 1855
Auckland

The Boy Durston still laid up suffering for his back being black and blue
Edward Canney

Thursday 1st March 1855
Auckland

The Boy Durston still laid up
Edward Canney

Page 22

Feb 28th 1855
Auckland

Rolling a cask Alvau Vass desired the 2nd mate to assist in rolling. the 2nd mate declined doing so stating there were sufficient without his assistance. He sat down and said damned if he could do it. The 2nd officer then ordered him on deck, he refused to go, he jumped up and told the 2nd mate to ask his bloody ass upon which you asked him what he meant – he told me to go to hell, a scuffle ensued when he bit me in the left breast and struck me in the left eye.
Edward Canney Com. Ship *Josephine Willis*, R H Lewis 2nd officer.

March 2nd 1855
Auckland

The Boy Durston still laid up and suffering from the wounds inflicted by the chief officer. Eighteen inches of his back being quite black and blue according to his own ? sent for a Dr from the shore who asserted he was better
Edward Canney
Durston states the chief mate through him off the Rail calling him a Bugger that the Dr was drunk and the chief mate very much exited.

Page 23

March 5th 1855
Auckland

Deserted from the ship John Shelly Seaman and John Arnott able seaman

March 11th 1855
Auckland



Deserted from the ship Will Bravender able seaman

March 18th
Auckland

Deserted from the ship Thomas Frossey apprentice
Theophilus Frankland apprentice

March 20th
Auckland

Alfred Haven Boy flew in a desperate rage with the 2nd mate made use of horrible and disgusting language .
Chief officer wanted to leave the ship arguing the point with me because I was against his going on shore to see the Dr.

March 21st
Auckland

Died in the hospital Dr Singleton the late surgeon of vessel. Disease Delirium Tremens.

March 26th
Auckland

1st mate went on shore came on board the third day rigging very slack – required to be set up.

Coming through the Torres Straight
Carman who shipped as an able seaman could not leave the head?
Edward Canney

Page 24

April 27th
Off Timor

Went on deck found everyone of the watch asleep but Mr Lewis the 2nd mate. John Carman having the look out.

May 2nd 1855
Lat 11.10 S
Long 115.00 E

John Carman who shipped as an able seaman entirely unfit for the duty of an able seaman, could not ? the Top Gallant Stud? Sail before the sail.
Edward Canney

May 14th 1855
Lat 8.30 s
Long 83.30 E

Chief officer's watch upon deck. I was out from the Poop enquiring if there was a good look out forward and received no reply. When heading? Henry Smart seaman to go and look out which he refused to do by saying it was not his look out. A few minutes after the wind being right aft ordered the lower stud8 sail to be cut? and set when James Cobin began the curse and swear saying the stud8 sail was only uncut? Yesterday being Sunday and it was a B shame.



Edward Canney
(Wilful disobedience of orders) (Insolence to 1st Mate)

Page 25

Thursday May 17th

At sea

Lat 4.0 S

Long 83.0 E

1.30AM Squally with rain hauled the main sail up J Cobin A.B when ordered by the 3rd officer to get up and go to work with the rest of the watch told him (the officer) to go to !BUGGERY!

Sunday May 20th

Lat 3.0 S

Long 83.04 E

Written sideways I asked the 1st mate why he did not moor the ship in accordance with pilots orders he flew at me like a mad dog and said it was not a proper time to moor the ship till the ebb tide made. Shorthanded as we were 27 hands on board.

Edward Canney

He said Captain Chapman told him he had to bully me into doing my duty when I was an officer which I know is a great falsehood as I do not think he ever saw the Captain Chapman I sailed with as his officer.

Never heard any Bells strike from one bell to four. Went on deck and found 2nd mate on deck sitting on the fore part of the ship light in a sleeping position. Of course he denied being asleep knowing he never heard or saw me come on deck till I took hold of him.

Edward Canney

June 3rd 1855

Off Bishops Collings Calcutta

Pilot anchored the ship with both anchors, left orders with the 1st mate to fold? Sail and moor the ship immediately after the were furled I observed the crew all standing about doing nothing.

Page 26

Tues 4th

Calcutta

I told the 1st mate he could leave the ship if he thought proper and take his friend the 2nd mate with him as I consider either of them any use to me.

Joseph Woodham who had agreed to undertake the cooks place for the voyage told the captain the duty was to arduous and that he could do it no longer. Shipped another cook this day.

June 16th 1855

Calcutta

The 2nd mate Mr Lewis went in the hold found William Osmond seaman lying on the broad of his back on the cargo absent from his work. Asked him what he was doing there and told him to go on with his work. He asked me what I wanted there if I was coming fetch him, as I was coming up he hove a shovel full of ballast at me.



W Lewis 2nd Officer, Edward Canney

Ordered the 1st mate to stow the whole of the dead weight in the body of the ship – found he had been stowing sugar aft instead of leaving it for linseed when spoken too said I told the steward one thing and him another. I told him I had never spoken to the steward, appears quite confused about 3 or 4 in the afternoon.

June 16th
Calcutta

Chief officer wanted grog for the 2nd mate before noon one reward for himself and two for the second mate. Officers of the ship have argued full? as? the? habits? drinking and smoking common coal? pipes all day and night.

Page 27

June 17th 1855
Calcutta

Joseph Woodham neg duty to feed two beautiful pigs for 48 hours both died. Fined £3 10s Edward Canney

Chief officer smoking on the poop at 10.30 AM all hands on deck. Told him I would not allow it – if he persisted in disobeying my orders to leave the ship.
EC

June 24th
Calcutta

1st officer declaring it was very hard for the crew to work as they did not in other ships. Edward Canney Cobin seaman drunk and taken into custody 1st day absent.
The 1st mate was ordered to stow half the Buh? And Pals? on deck contrary to my orders he stowed all it below.

June 27th
Calcutta

Cobin seaman brought on board by a policeman, and came aft to the cuddy door to know from the captain why he had given him in charge I told him for getting drunk, he replied he would do no more duty on board and would not go home in the ship. Gave him 24 hours to consider about it. Edward Canney Com. H G Ray, RH Lewis

July 31
Off Sand flats Calcutta

About 3.30 PM the line of the mizzen top sail broke, glued? It up. The ship being about to go on the other tack – told the chief officer to bear hard with it as the ship was dull in tacking – helped the Boy from the poop and to my astonishment saw him smoking under the poop awning. The 2nd mate at the same time serving out provisions, all hands on deck working ship. I told him it was no time to be smoking and that I did not allow smoking in working hours. He replied he had been up since 4 o'clock and was tired. Smirked at me like a mad man. I told him if he persisted going against my rules and regulations, I would dispense with his services altogether.
Edward Canney



Page 28

Thurs 15th Aug 1855

At sea

Lat 9.00 S

Long 88.20 E

Frank Needs the steward reported to me that the cook was quite incompetent to perform his duty. Not a ? in it clean. Unless he improves very shortly shall be under the necessity of reducing his wages for incompetency for a considerable amount.

Edward Canny, Frank Needs

At sea Thursday 1855

Lat 7 S

Long 90 E

Lewis 2nd mate taking sail off the ship without orders, said he had got four men laid up in his watch. Which is false there are but two men on the sick list Walton? and Grindle always chatting and talking about having to few men in his watch and the fact is he can not manage or carry on duty with those he has so that more would be quite useless.

Edward Canney

Page 29

At sea Thursday

Lat 6.37 S

Long 90.06 E

While working my lungs? the watch were standing arguing with each other about sending up the main top gallant stud8 sail booms, one appeared for sending it up one way and another the other. I did not know there was an officer on the poop directing them I saw them bending the boom on the wrong way. I came out and bent the boom the proper way when the chief mate began to take me to task to know why one way was not as good as another. I replied I do not wish to be tasked by you, I have had more insolence and annoyance from you than I have ever had from any individual during 30 years at sea. He said the 2nd mate had abused me more shamefully, so that it must have been behind my back. As usual he wanted to go before the mast that always appears to be his wish. I told him he should not go but if he did not do his duty I would confine him to his cabin and dispense with his services altogether.

His conduct was so bad in Calcutta there I told him to leave the ship and take his pot companion with him.

This is not the first second or third time I have been interrupted in the execution of my duty by the said 1st mate.

Edward Canney

Page 30

August 22 1855

Lat 1.00 S

Long 91.30 E

2 AM Went upon deck 2nd mates watch found him lying or sitting down on the poop, ship going east upper the starboard tack, instead of southwest on the port tack. Put the helm down let the vessel come around her. Port tack with a fair wind.



Aug 24th 1855
Lat 1.30 S
Long 90.00 E

Went on the poop found the 2nd mate Lewis again sitting or lying down on the ? ?. Told him if he could not keep on his legs for four hours to go below and that I would keep the watch. I said I was not surprised at the men lazing about on the wheel when the officers set them this example.
Edward Canney

Page 31

Aug 27th 1855
Lat 11.45 S
Long 82.00 E

At about eight thirty heard Robert Jameson midshipman crying bitterly on the poop. Went on deck and the said Robert Jameson informed me Mr Lewis had stuck him. I told him I did not allow him to strike anyone, upon which he said he would strike anyone that gave him the LIE. I told him if he beat the Boys who where not able to take there own part I would serve him worse him than he could serve the youngsters. He was very impertinent and in consequence of his continually quarrelling with the members of the crew distracted him from being second mate. Having been twice asleep caught in the act. Robert Jameson, Henry Mohun Edward Canney Master.

The youngsters are sent on board under my protection not under the officers and if they require punishment I must be appealed to. EC
Robert Jameson states the second mate said he had told an abominable lie and he asked him what lie it was when he came and struck. RJ, Edward Canney Master

September 1st
Lat
Long

Cobin turned away from the helm when drunk.

Page 32

Sept 30th 1854

Passed an American ship hoisted our ensign. The vessel returning the same afterwards hoisted our number being a new ship few vessels have the third ? ?. 1st mate told me I was wrong and did not know how to signal ships mentioned several capt's he had been with to my certain knowledge he has never been with but three. His unwarrantable presumption and assurance in his own abilities is beyond belief. I was thoroughly acquainted with the signals before he was born it is only on this voyage he has learnt to know the flags.

Page 33

Saturday 11th Oct
Lat 5.00 S
Long 18.00 W

Reported to me that both watches last night were men drunk – steward told me they were drunk Morley Cuddy Servant – that Cobin was drunk – unaccountable where they got the grog from but I will find out before I pay there wages.

Reported to me by 1st mate
Smith able seaman
Thornley ditto



Cobin ditto
Osmond ditto
Grindle ditto

Edward Canney

21st Oct 1855
at sea
Lat 7.30 N
Long 26.30 W

At 2 AM heard 4 bells strike. Laid awake till 3 AM, never heard a voice or a boot step upon the deck which induced me to go up. I there found Mr Ray 1st Mate stretched out on the top step light fast asleep. Shook him and woke him up, asked him if he could not keep a four hour watch, stated to him that he had lots of sleep in the day time never by any chance missing a single watch. The vessel being in the track of all outward bound ships where a good look out is requisite.

Ships value £13000
Cargo £30000
£43000

Page 34

October 23rd 1855
Tuesday
Lat 11.35 N
Long 28.15 W

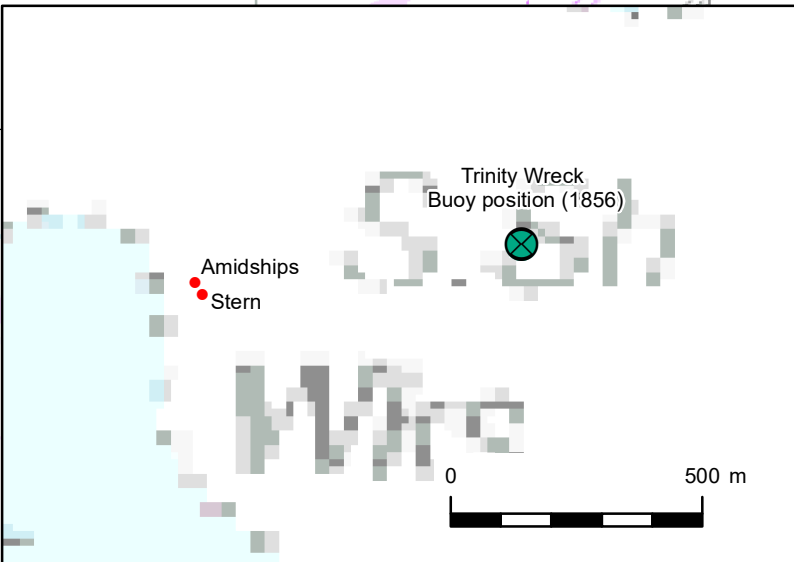
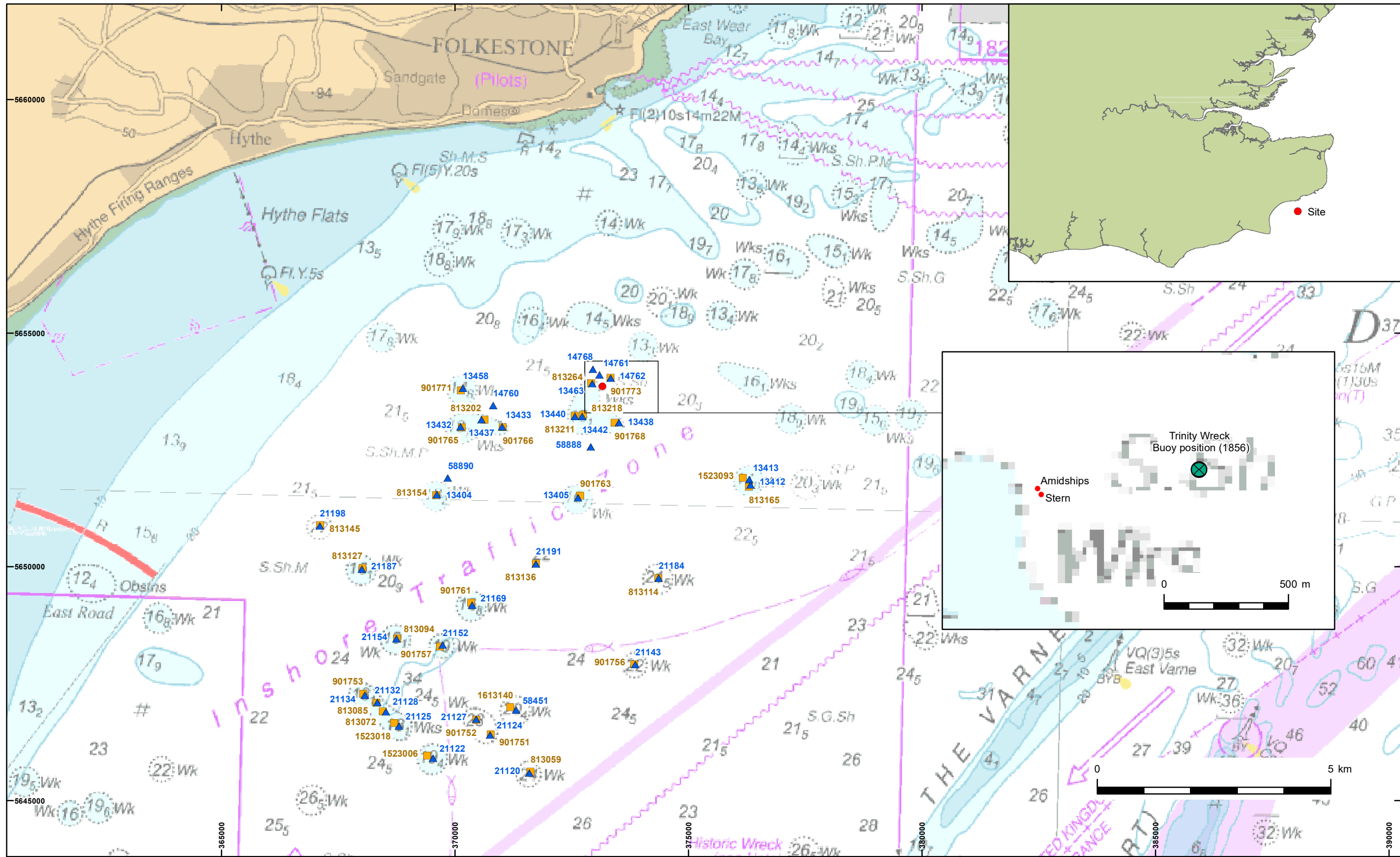
Went on deck at ½ past five PM, found the yards bound up and the wind nearly aft. After remaining on deck for some time the 1st mate squared a little of the yards, never making any attempt to set any Stud⁸ sails as usual, At 6 PM the 2nd mate relieved the deck. When I requested him to set main top gallant stud⁸ sail and lower Stud⁸ sails the wind being rather light. I told him not to swing the lower boom, at 8 PM 1st mate again took charge, wind increased, every appearance of it being steady for the night when I requested the 1st mate to swing the lower boom a little before 9 PM I left him his orders and requested that if he could not keep his eyes open for four hours, as I caught him lying fast asleep three night ago on the poop, to give me a call and I would keep the watch. He replied in the most violent manner that he could keep a better watch than I could, I told him to go do his duty and every one would respect him. He said he had always done it. I replied you have not, is it your duty to go to bed in the afternoon when all hands are on deck setting up stays, after a continuance of heavy gales. I never saw an efficient 1st mate of a ship go to bed in the afternoons particularly where they have light hours in every night. I have had to do your duty and

Page 35

My own to the whole of this long voyage after he had swung the lower boom I was about going to bed he passed my cabin enquiring if I was going to take charge of the watch. I distinctly heard him say he would do no more duty I had hardly undressed when I went on the poop and he wanted to know in what way he had not done his duty I told him to step into the cabin and I would tell him, when he began to raise his voice to the highest pitch. He said if I showed him anything he did not know that I made such a to do about it and appraised all hands of it. I told him it was an abominable falsehood, and it was not the first he had told. He told me in Calcutta that one of the captains Chapman told him he had to bully me into doing my duty. I feel persuaded either of the captains Chaptmans I sailed with never asserted such a thing. I also mentioned that he was muddled with smoke and drink the whole time the ship was at Calcutta which I can prove. At this he flew into a most desperate rage putting himself into a fighting attitude hitting his fist on the cuddy and made use of the following gentlemanly and delicate language, you are a bloody



thundering liar. This he repeated twice or thrice and went out of the cabin when I told him his services were no longer required as an officer on board this ship consider yourself as a passenger for the time being.
Edward Canney



Site co-ordinates provided by finders;
1856 Trinity Wreck Buoy position
georeferenced from Admiralty Court
map, position approximate.

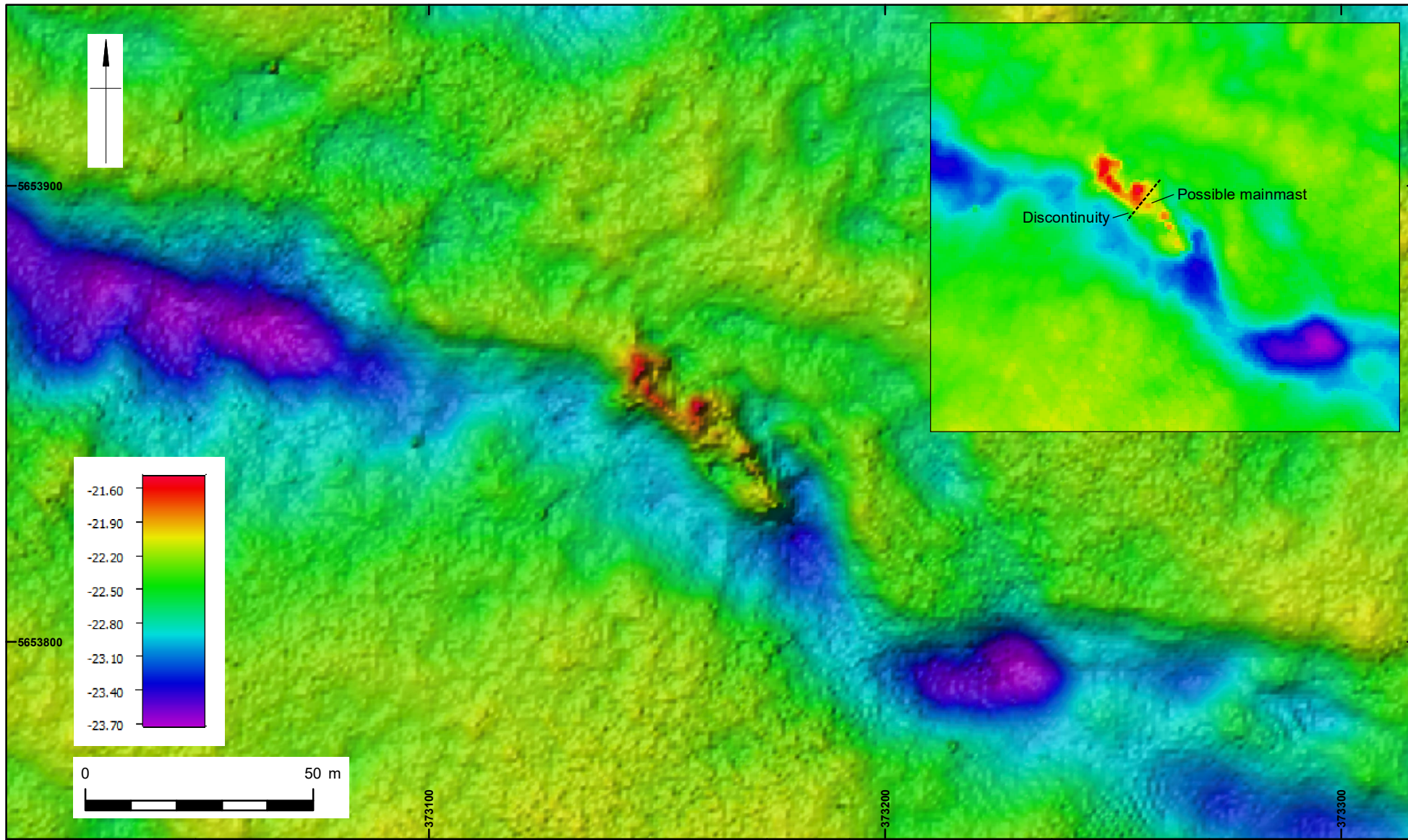
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- ▲ UKHO wrecks and observations
- NRHE (points)
- ⊗ Trinity Wreck Buoy position (1856)

Coordinate system: WGS 1984 UTM Zone 31N
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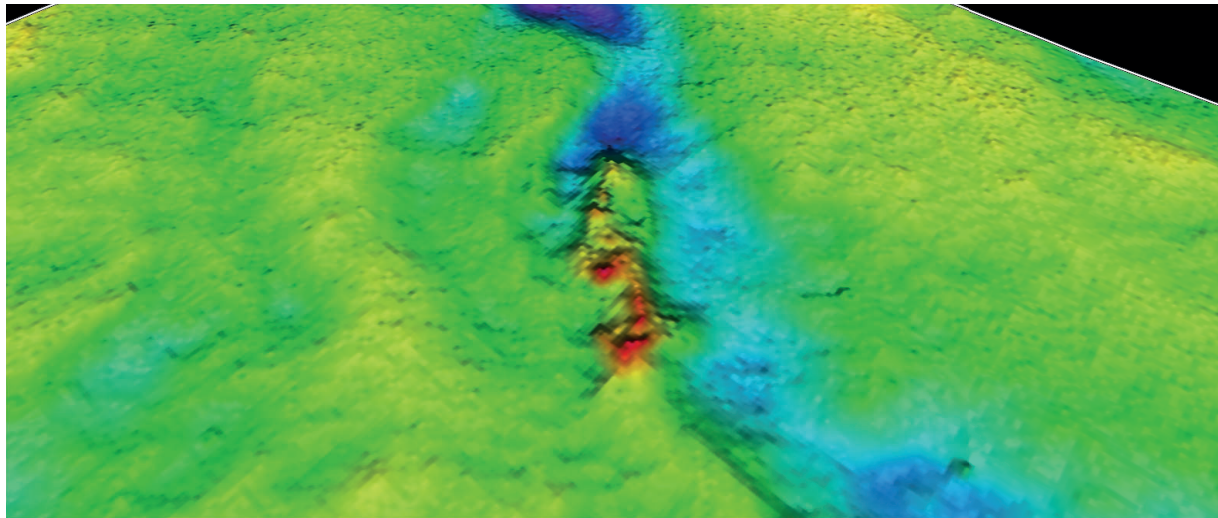
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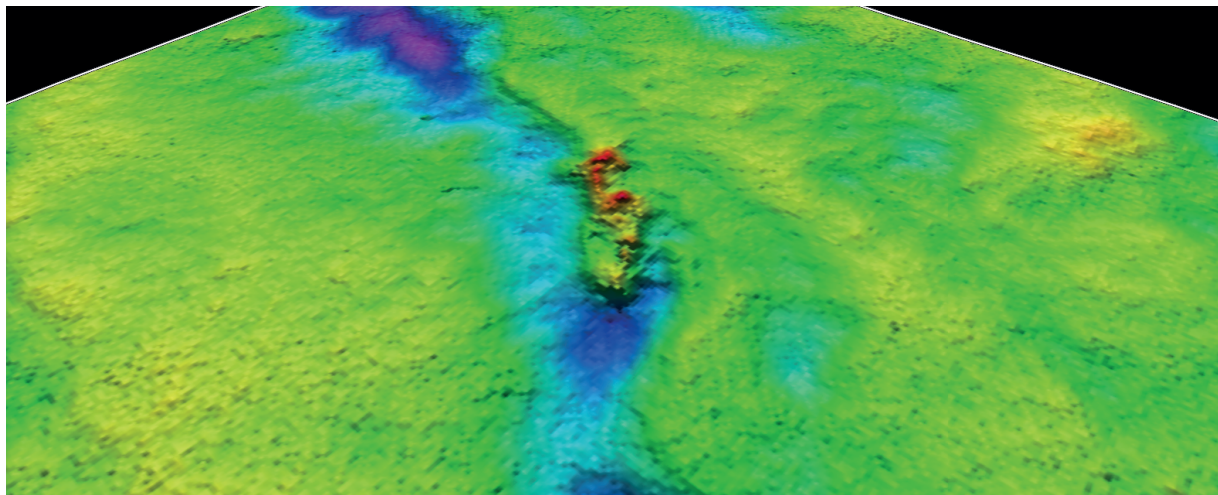
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MBES data, plan view with simplified inset

Figure 2



A: MBES oblique view, looking SE



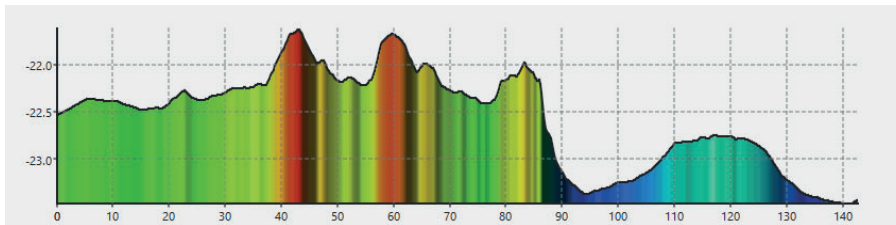
B: MBES oblique view, looking NW



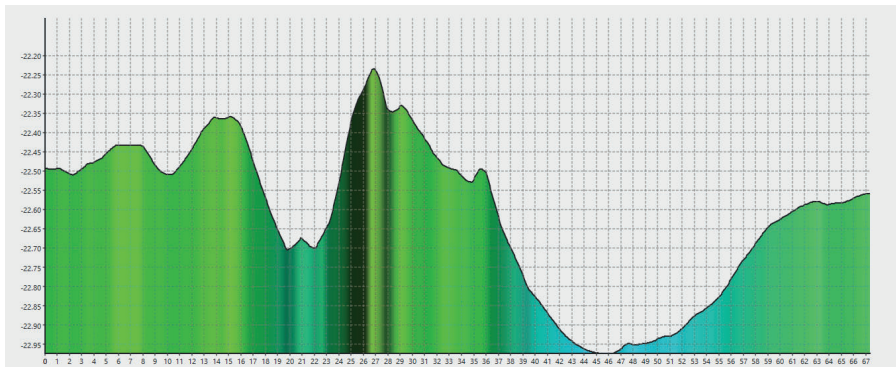
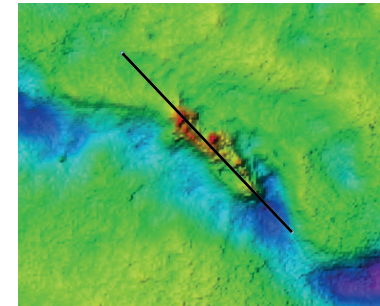
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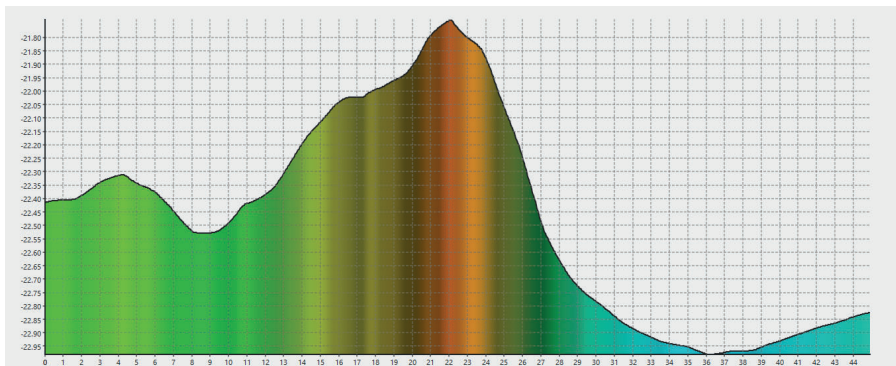
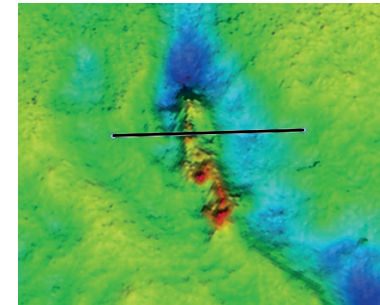
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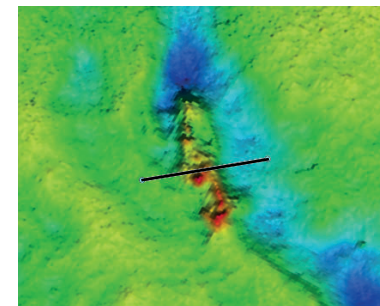
MBES long axis profile



Transverse profile, stern section



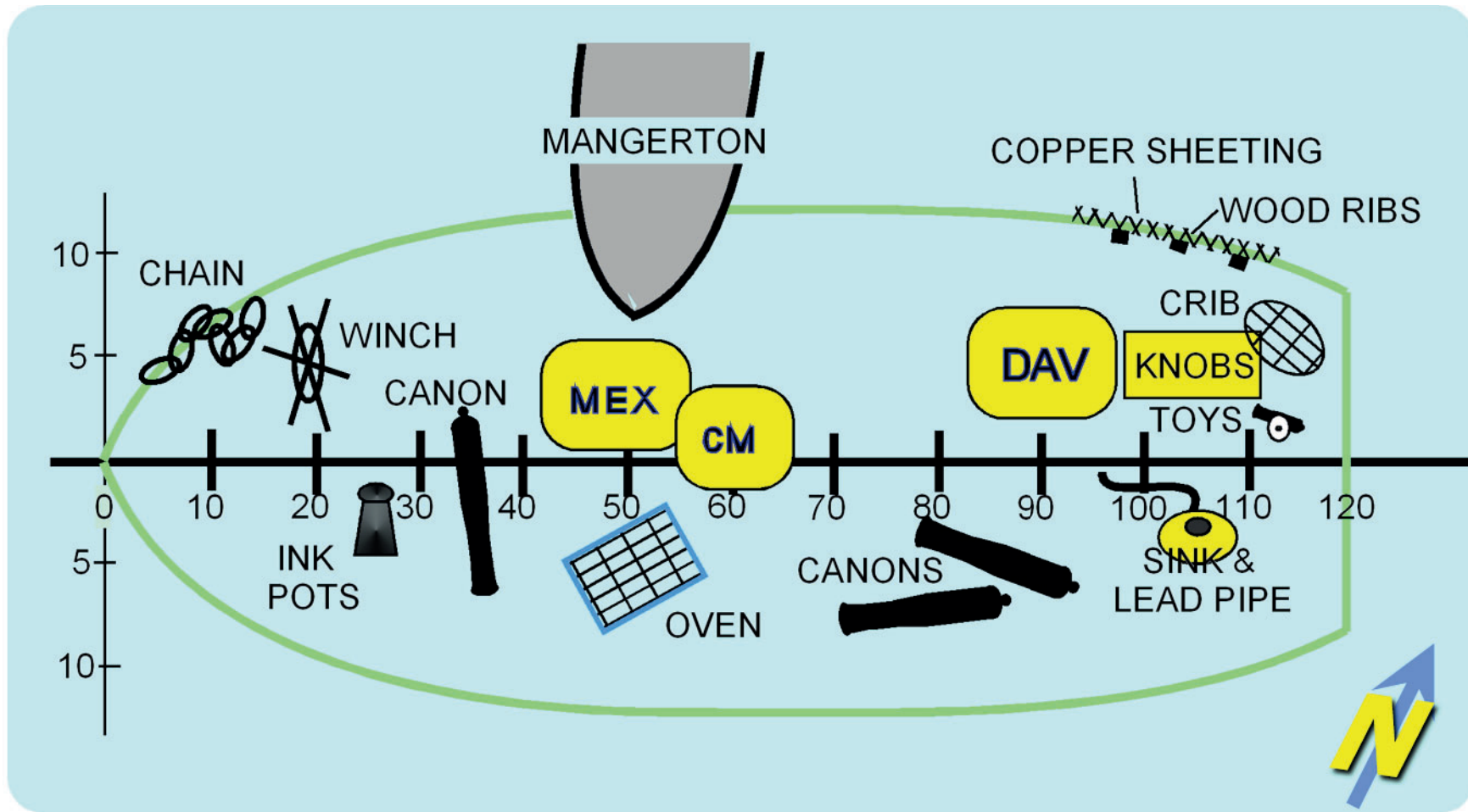
Transverse profile, bow section



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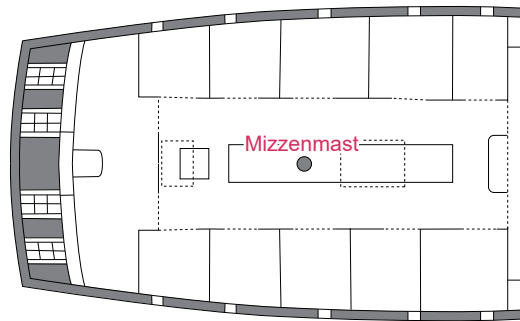
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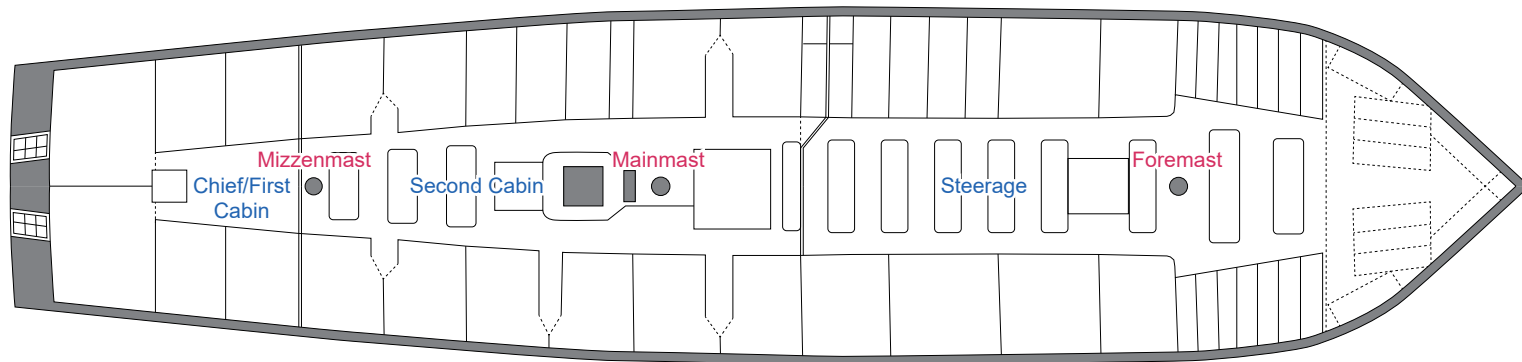
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A: Plan of Poop accommodation of the Willis ship John McVicar



B: Plan of Lower Deck of the Willis ship Cashmere, 1854




Drawn from contemporary plans provided courtesy James Canney.

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Plate 1: Octant, other side

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|  | Photograph courtesy James Canney. | | |
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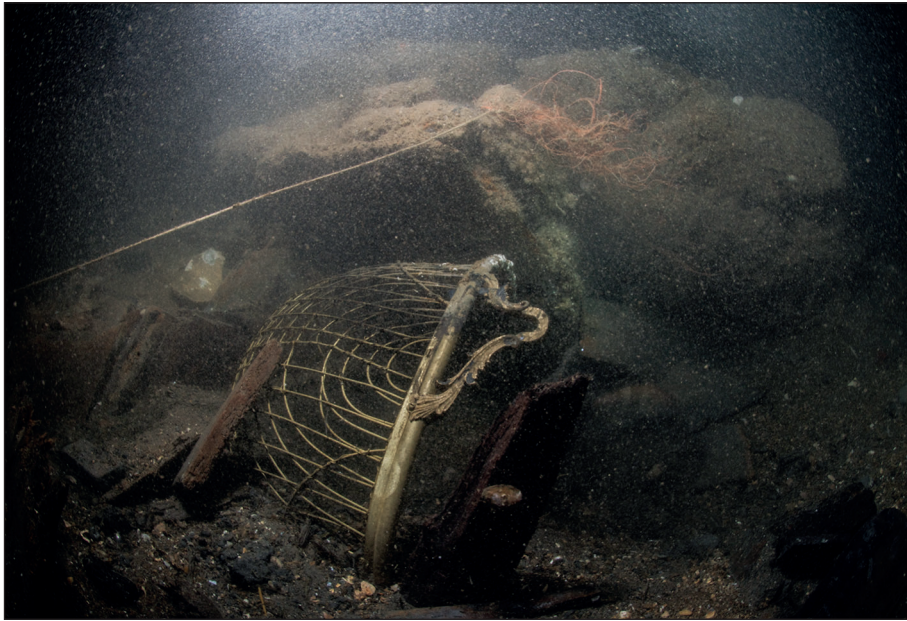



Plate 2: Crib in-situ



Plate 3: Toy cannon

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