

ADMAT Newsletter



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The Second Newsletter

By Dr. Simon Q. Spooner

President ADMAT, ADMAT-FRANCE & Vice President ADMAT USA

I am delighted to introduce you to the second issue of our new format newsletter. I would also like to thank all of you who kindly commented on the first issue and how much you liked it.

Since January we have been working well in our Maritime Archaeological Centre in Monte Cristi on the artefacts recovered and rescued from a number of French wreck sites. The Team has also been working on the scientific analysis of some samples of the artefacts in Paris as well in the French archives. As time progresses more and more valuable research is being found on *The Carron Wreck* and *Le Casimir*, which we will release in time.



Photograph 1: Dr. Spooner with a wooden pulley block from *The Carron Wreck*, at ONPCS in Santo Domingo (© ADMAT- Nielsen).

I am delighted to inform you that in May and July the field schools on *The Tile Wreck* in Monte Cristi are continuing and have found more answers to the research questions.

So I welcome all of you to our projects and urge you to take part in what ever way you can, to assist in our quest in protecting these great historic shipwrecks and Underwater Cultural Heritage in the Dominican Republic and providing education to all.

Inside This Issue

Welcome.	1
Educational Lectures.	1
The French Brig <i>Le Casimir</i> part 2.	2-5
The SHA Conference.	5
ADMAT Archival Research	6
ADMAT-FRANCE Research Continues.	7-9
DGPS Survey of Purton Hulks.	9
Tile Wreck Survey Continues	10-11
ADMAT's Underwater Film Crew	12
Sponsorship Please	12

Educational Lectures

Since the last news letter in January 2008 educational lectures were given at our Centre in Monte Cristi, The Society for Historical Archaeology conference in Albuquerque, New Mexico and a new PhD conference in Paris.

At the Centre lectures were given to students and volunteers from the Orphanage Outreach in Monte Cristi on a number of occasions with great success. This has now become a regular monthly event which we are delighted to undertake.



Photograph 2: One of the Orphanage Outreach teams who attended one of the lectures at ADMAT's Maritime Archaeological Centre in Monte Cristi (© ADMAT- Rami).

ADMAT is a Non Profit Organisation, based in Surbiton, UK.

ADMAT USA is an American Charity (Section 501 (c) 3), based in Columbus, Ohio, USA.

ADMAT- FRANCE is a non profit organisation at the Institut de Paléontologie Humaine, Muséum National d'Histoire Naturelle, Paris.

ADMAT USA & ADMAT FRANCE are sub divisions of the Anglo ~ Danish Maritime Archaeological Team.

ADMAT Identifies *Le Casimir* The French Brig Sunk 1829. Part 2.

One of the objectives of our archaeological work is to find full information on the wrecks we are working on. Through detailed analysis of the wrecking process, the artefacts found and the ships construction, the evidence can be used to find the story and identify the wreck in the archives. It may seem easy but it is not and takes many months of survey and excavation and scientific analysis to piece together the clues to enable many months of research to produce the conclusion. Part 1 of this story went through the archaeological information with a summary below which led to the discovery of the archival confirmation of *Le Casimir* which will be given here in Part 2.

Le Casimir is the name for the shipwreck originally called the *Perfume Bottle Wreck* which was then shortened to the *Perfume Wreck* in 1999. It was only after the analysis of the archaeological research data that Dr. Gendron found the archives on this ship in France. This tells the story of the sinking and confirms the wrecking theories as set out by Dr. Spooner.

From the archaeological evidence and clues we put forward the following: The ship was sailing from the east to the west, probably via Puerto Plata to Cap Haitian, most likely late at night when they would not be able to see the breakers until they were almost on top of them. This is puzzling as only a very experienced or foolhardy captain would navigate this treacherous coastline at night so close inshore.

Looking at the reef pattern and the positioning of the remains, it is clear that the ship must have clipped the outer reef. This caused structural damage resulting in the loss of the rudder, causing loss of steerage and the ship was doomed. At the same time as the loss of the rudder, a breach in the lower hull occurred due to an impact with the reef which started to spew out ballast bricks which created an artefact scatter pattern.

The ship was then sucked into the channel between the inner and middle reef. A further impact probably on the port bow, causing the cargo to spill



Photograph 3: A broken piece of coral from the reef wall containing five lead crystal perfume bottles from *Le Casimir* after conservation by ONPCS (© ADMAT - Spooner).

out through the holes in the hull. The ship was then pushed onto the side of the reef, creating massive damage to the reef followed by a third impact which this time broke the keel of the ship and she immediately flooded and sunk.

The Archives.

The archival research was principally undertaken by Florence Prudhomme and Dr. François Gendron. There was a memorable phone call from Dr. Gendron in Paris, to Dr. Spooner and Christine Nielsen in England, where the identification of the ship and the wrecking process was discussed and the research proved Dr. Spooner's wrecking process with a very high degree of accuracy.

The story was found in the archives of the "Ministry of the Navy and the Colonies", the "Historic Center of the National Archives" in Paris and the "Municipal Archives of Le Havre" with the help of the "Centre Havrais de Recherches Historiques". The *Casimir's* story was eventually found with the crew, ship's plans, the enquiry into the sinking and the certificate of registration were found.



Photograph 4: A "Barrel" design lead crystal bottle from the wreck site (© ADMAT - Spooner). Photograph 5: The raising of *Le Casimir's* windlass in 2007 (© ADMAT - Nielsen).

Please go to page 3 to continue this story

Florence Prudhomme translated the French text from the court of enquiry documents from the Musée de l'Homme. These were recorded by the tribunal, which was held to inquire into the loss of the *Le Casimir* by the French Prefect and Judge of Monte Cristi, Jean Paul Camarge on 30th April 1829 in Monte Cristi. There was a later inquiry made by Jean Baptiste Balardelle who was the chancellor in charge of the administration of the French Consulate at Cape Haitian. We now know that the ship's Captain, crew and passengers at the time of sinking were:

Crew of Le Casimir

Captain:	Jean-Louis Favre.
Ist Lieutenant:	Jacques Georges Sper.
Bosun:	Guillaume Buret.
Sailor:	Tousaint August Leclerc
Sailor:	André Enoux.
Novice Sailor:	Henri Ragonde
Novice Sailor:	Louis Bocher
Cook:	Claude Marescot.
Ship's boy:	Jean Baptiste Belain.



Photograph 6: The port side amidships showing some of the frames and hull planking of *Le Casimir*. This section was destroyed by looters and treasure hunters looking for silver coins. (© ADMAT - Nielsen).

Passengers on Le Casimir

Jean Baptiste Francois Legros (Parish Priest from Semblin near Orleans).
 Jacques Joubert (Owner at Jérémie).
 Anne & Jean Francois Grenet (Distiller).
 Félix Bosehis (Commercial Traveller).
 Noël Bernard (Locksmith).
 Ricatte.

We know that the ship was 67ft long with a beam of 19.8 ft. The cargo according to the manifest was 120 tons of Porcelain, perfume, silks and wine. Some of the wine barrels were salvaged after the sinking.

The research stated:

Leaving Le Havre's harbour on the 8th of February, 1829, this one deck and 156 -ton beautiful brig, built in Boulogne in 1824, was sailing towards the West Indies commanded by Captain Jean-Louis Favre. The "Casimir" was charged with "wine, linen, silk, perfume, diverse pieces of porcelain" for an amount of F.161,653.00 Francs of this time. The freight had to be delivered at Port-au-Prince, the young Haitian Republic's capital. The cross-questioning of the nine members of the crew and of the five passengers directed by Jean-Baptiste Balardelle, secretary in charge of the administration (management) of the French Consulate in Cap-Haïtien, has revealed to us the last days of the Casimir.

Coming from Europe, the Casimir landed first the Danish Island of Saint Thomas (nowadays one of the Virgin Islands, USA) that it left on Thursday, April 23 in the morning for Haiti. On Saturday 25, the Santo Domingo Island is in sight. Captain Favre "fait donner presque toute la voile" and decides to sail along the northern coast "close enough to have a view of Porto-Plata's houses" following the testimony of the crew and the passengers.

The cross checking of these testimonies with the position of the wreck in comparison with the coast let us think that the brig was probably sailing too close from the coast. Nevertheless, Captain Favre, 43-years-old at the time, had already done this trip on the same ship the year before and he knew the dangers of these waters (reefs, sandbanks, currents...). The Casimir does 4 to 5 knots and heads for West to skirt round the North-West spit of Haiti and cuts across, South-South-West towards Port-au-Prince. On April 27 at the end of the afternoon "the sky began to turn dark; we even noticed a waterspout". At 7 p.m., the wind became fresher, "on serra les cacatois et le petit perroquet", the ship doing 7 knots. At 10 p.m.: dark weather but without thunderstorm, very favourable to turn into the wind and head for; some rain". Around 10 p.m., the "matelot novice" Henri Ragonde is at the bow with the "maitre d'équipage" Guillaume Buret keeping the watch. But Captain Favre discharged them although Guillaume Buret worried about the situation. And around 11:00 p.m., the inescapable occurred.

The "matelot novice" Henri Ragonde has kept the watch at the helm at 11 p.m. when the Casimir touched a reef for the first time: "With the chock, the rudder has broken. Captain Favre commanded to luff but it was impossible without rudder". Then, the anchors were deployed but failed to hold and the lines parted. One of the masts was then cut to lighten the ship. Then the ship smashed bow on to the reef in a small cove before being pushed along the reef where two further impacts breached the port side. The ship impacted two further times which resulted in the ship's keel being broken and the ship sunk. Everyone hang (sic) on the ropes floating still attached to the sunken ship to protect themselves against the waves pounding against the reef which were sweeping over the ship and they stayed there until the morning"

On the 28th, when the day came, everyone escaped to land like they could on the fragments of the vessel which was smashed in pieces. When the survivors reached the beach near the river they found a seven pound silver cross weighing 2.326kg which the Captain cut into equal portions so that all should have some money as all of their possessions were lost on the ship. We know from the inquiry that the crew and passengers were rescued from the shore by a passing Haitian fishing boat, which took them to Monte Cristi. The Journal du Havre 4th August 1829 and Journal du Havre 25th May 1829, also give further information. The 4th of July issue states that only 30 wine barrels and other goods of little importance were saved, as they washed ashore.

They managed to get to Monte Cristi where upon hearing their story the French Prefect arrested them all and through them into jail until he could find about the loss of the silver coins on board.

Please go to page 4 to continue this story

The issue of the silver coins was confirmed by the inquiry. Whilst the ship was in St Thomas, Toussaint August Leclerc and Jacques Georges Sper, the 1st Lieutenant carried a small barrel on board. This was very heavy and was placed according to Mr Joubert, close to or to the right of the door inside the Captain's cabin. This fact was confirmed by all who were questioned at the inquiry, as it appeared this was a very important question, with as much importance as who was responsible for the sinking. The latest research confirms that the coins belonged to Admiral Baudin and from letters found written by him to his agent in St. Thomas were to be used to purchase tobacco which was to be returned to France. Henri Ragonde mentioned that he had seen a "box full of doubloons" in the Captain's quarters. This was not mentioned by anybody else, (and so far no gold coins have been found).

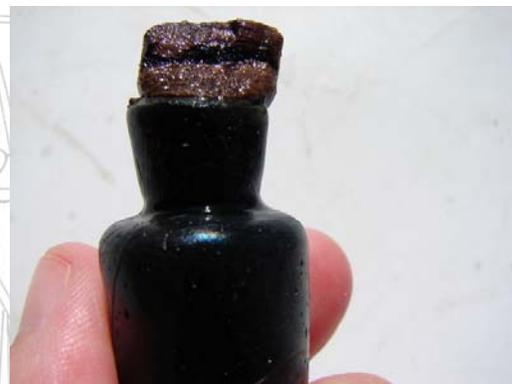
During the enquiry the Captain was not present due to ill health and his wounds sustained in the sinking. He subsequently disappeared without giving evidence. When everybody was asked who was in their opinion responsible for the sinking, all blamed the Captain. This would be normal, as the Captain was responsible for his ship, but the inquiry brought out additional reasons why he should be blamed which help to understand why the wrecking took place.



Photograph 7: Two silver coins from *Le Casimir* after conservation by ONPCS (© ADMAT – Spooner).

The first point is why was the Captain sailing so close to shore. He had a heated discussion with Mr Joubert, who thought the ship was sailing too close to shore. The Captain opened the chart and showed where he knew the ship was sailing. He knew that if the ship went out of sight of the shore they could miss Le Grange (El. Morro in Monte Cristi) and Cape Haïtien.

However this does not make any sense as the coast runs east to west for another 200 miles. The second point is that he dismissed the bow watch. Henri Ragonde was by the cathead with the Bosun from 9pm till 10pm watching for the breakers or any reefs. The Captain dismissed them saying it was useless to watch out, yet that would have been the best course of action in a reef infested location. The third point being that the Captain was in his hammock having left the Henri Ragonde, the Novice on the helm. In effect the Captain was awoken by the first impact. In such a hazardous region would a responsible Captain order the most inexperienced member of the crew at night, with no watches in an area unknown to him with 100 miles of reefs, take the helm?



Photograph 8: An intact medicine phial found on *Le Casimir* with remains of the content in sedimentation being analysed in Paris (© ADMAT - Nielsen).



Photograph 9: Some of the many copper allow gilded thimbles found on *Le Casimir* after conservation by ONPCS. (© ADMAT - Spooner).

The inquiry goes into detail over a number of weeks that the crew and passengers were detained. The archives also give a possible reason for this, being that, the ship, was owned by Admiral Charles Baudin. Research states that:

We know now that the "Casimir" was the property of Baudin, Etesse and Cie's ship-owners. Admiral Charles Baudin is almost forgotten nowadays, even so he was a great French sailor and one of the last people remaining faithful to Napoleon the 1st in Isle of Aix. In June 1815, he tried to organize the Emperor's escape to the United-States but Napoleon hesitated and leaved to a far island.

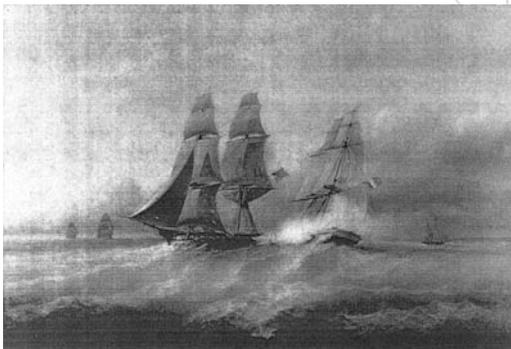
Please go to page 5 to continue this story

Born in 1784, Charles Baudin had an uncommon career. He participated as a young novice to the expedition (1800-1803) to the Austral Lands on board of the "Geograph" and the "Naturalist". Wounded in 1808 during a naval action, Charles Baudin will be put in non-activity under the "Restoration" because of his Bonapartist friendship. He becomes a master mariner in 1816 and creates, in 1825, a house of commerce in Le Havre. He came back to work after the Revolution of 1830, and won fame once again during the storming of San Juan d'Ulua's Mexican fortress in 1838. He died in 1854, admiral, life senator and covered with honours.

The Admiral was in command of the French Brig **Renard** when he engaged the English Brig **HMS Swallow** in 1812. A copy of a painting of the engagement is displayed in the Musée National de la Marine in Paris together with the Admiral.



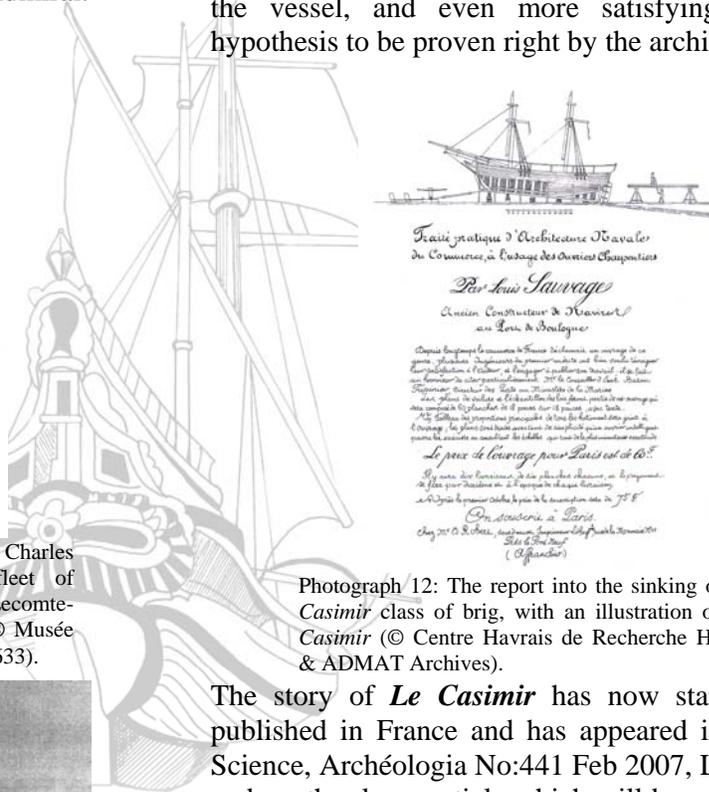
Photograph 10: A painting of Admiral Charles Baudin, (1784-1854) owner of the fleet of merchant ships including *Le Casimir*; by Lecomte-Vernet, Hippolyte Charles (1821-1900) (© Musée National de la Marine- Paris - Neg: NB 30633).



Photograph 11: A painting of the engagement between the French Brig *Renard* and *HMS Swallow* (Brig) in 1812, where Lt. Charles Baudin, (1784-1854) commanding the *Renard* lost his arm; by Louis Cauvin (1817-1900) (© Musée National de la Marine- Paris - Neg: NB 2551).

Analysis of the ship and her construction supported the hypothesis from the archaeological evidence that the ship was badly made. An official publication found in Paris confirms the fact that the ship builder was building badly constructed craft.

Out of 5 ships built and sent to Gibraltar from Le Havre, only one arrived. The publication and inquiry were conducted by Louis Sauvage for his patron His Highness the Lord Duke of Orleans. This was published as a broadsheet in Paris 24 August 1830. A copy of the front page showing a drawing of what the *Le Casimir* class of ships looked like is shown below. This article condemns the design, the lack of keel strength and the narrowness of the garboard strakes, amongst many other points. It is very satisfying for the Team to discover these problems with the construction, the first people to see them since the shipwright built the vessel, and even more satisfying for our hypothesis to be proven right by the archives.



Photograph 12: The report into the sinking of the *Le Casimir* class of brig, with an illustration of the *Le Casimir* (© Centre Havrais de Recherche Historique & ADMAT Archives).

The story of *Le Casimir* has now started being published in France and has appeared in *Pour La Science*, *Archéologia* No:441 Feb 2007, *L'Antibuée* and another large article which will be published in the review of *Musée de la marine Neptunia* over the next few months.



Photograph 13: The first of a seven page article in December 2007's issue of *Pour La Science* where a painting was commissioned for the story.

ADMAT At The SHA 2008 Conference in Albuquerque, New Mexico

By Kathy Schubert President of ADMAT-USA

This year's Society for Historical Archaeology conference was held in Albuquerque, New Mexico from January 9-13 at the Hyatt Regency in the downtown area of the city. With hundreds of archaeologists from all over the world attending, the opportunity to network and learn from other underwater and maritime archaeologists is tremendous. Presentations were given on every possible topic of historical archaeology, with the underwater archaeology sessions becoming more prevalent every year. Representatives from the NOAA organization had their own session called "Recent NOAA Maritime Heritage Initiatives" with multiple presentations on their projects from around the world from Dr. Timothy Runyan, Robert Schwemmer, Hans Van Tilburg and Frank Cantelas, all who have had an impact on ADMAT and ADMAT USA in some form.

ADMAT's presentation, entitled "Identification of the *Le Casimir* on the north coast of the Dominican Republic formally known as the *Perfume Bottle Wreck* due to the calculation of the Wrecking Process" was written by Dr. Spooner and presented by Kathy Schubert. This presentation was part of a session entitled "Ships, Hulls, and Aircraft", which contained over 10 presentations on general underwater archaeology projects including updates from Dr. John Broadwater and Felipe Castro, so the ADMAT presentation was in good company. It was well received, with quite a few questions from the audience afterwards.

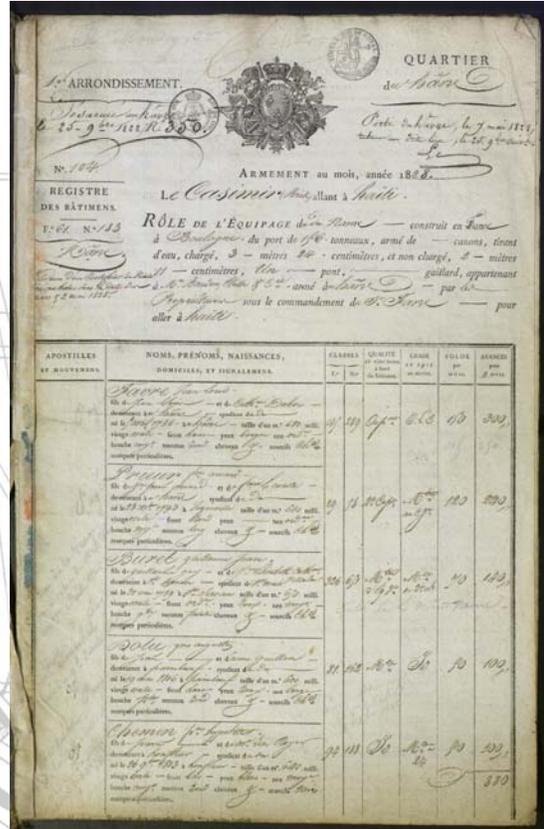
Next year's SHA 2009 conference will be held in Toronto, Canada.

ADMAT Research In French Archives Is A Success

By Florence Prudhomme – ADMAT Research Department

Once all the maritime archaeological work is completed, the next task is to take all the information into the archives and come up with the story. This is an extremely time consuming task, one filled with high and low points, but when the total story is found then it is absolutely fantastic.

Florence Prudhomme has been conducting archival research in the many French archives around Paris and on the coast. Each archive might give a few clues to lead her on to further documents. To make matters harder most of the French documents are scattered over a number of archives in the country. Initially she was researching on *Le Casimir* where important documents and the total story of the wrecking was successfully found as well as letters from Admiral Baudin the owner of the ship.



Photograph 14: The official crew pay list for *Le Casimir* (© ADMAT - Prudhomme).

This story will be reported in later issues of the newsletter.

One of the important tasks for Florence Prudhomme is to research the old cartography. She has been very successful in finding old French charts of the areas where we are conducting maritime archaeology. These charts are vital for assisting with the research as they reveal the sailing and trade routes, sand bars, forts anchorages and other things which are no longer visible or on the new charts.

She is now focusing her research both on *The Tile Wreck* and the complete story of *The Carron Wreck*. This is a very exciting story and is another

Please go to page 7 to continue this story

case where the ADMAT maritime archaeological evidence and hypothesis pave the way for our archivist to find the complete story in the archives worthy of a film. It involves a desperate battle with a French military ship being chased by seventeen English frigates, a spy, a honourable French Captain who put his the safety of his men first before his ship, a battle and superb seamanship together with secret of orders and packages for the Royal French court. The tragic story has taken place between la Grange and Pointe Isabellique in year 1783 and was described in many letters and reports written by the French captain. Florence has found the details of the departure of the ship coming from the French port “Brest “and carries on her investigations on this incredible suspense to enlighten the circumstances of the escape in front of Admiral Hood!

ADMAT-FRANCE Scientific Research Continues In Paris

In June the AGM for ADMAT and ADMAT-France was undertaken. While in France for the French AGM, Dr. Spooner handed Dr. François Gendron a new artefact for their analysis. This is a pewter button from *The Tile Wreck*, which was found in May during the field school. Dr. Gendron will over the next few months analyze the button and see if the pattern can be identified in the archives.



Photograph 15: Florence Prudhomme with one of the original old charts of the Island of Santo Domingo as the French called the Dominican Republic in the 1700's (© ADMAT - Prudhomme).



Photograph 23: Naval chart of the north coast of the Dominican Republic showing Monte Cristi Bay found in the French archives (© ADMAT - Prudhomme).



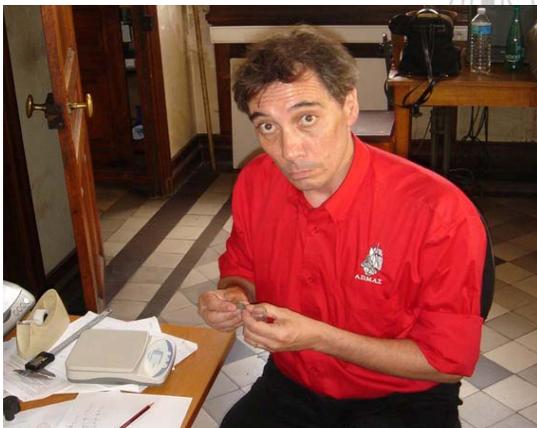
Photograph 16: The button found on *The Tile Wreck*, Photograph 17: Close up of both sides (© ADMAT - Spooner).



The scientific analysis team is headed by Dr. François Gendron in the Institut de Paléontologie Humaine (IPH) in Paris. There are a number of scientific tests that can be performed.

The first one is the RAMAN Microprobe Test, which in summary is a laser beam which is fired through the glass and analyses the content. These tests are being performed by Dr. François Gendron and then researched by Prof. David C. Smith from the Museum National d'Histoire Naturelle, dept. Histoire de la Terre (Spectroscopy Raman, Mineralogy).

The second analysis on certain artefacts, mainly glass is the Infra Red examination. This is undertaken by Dr. Aisha Gendron-Badou and Prof. Francois Fröhlich at the Museum National d'Histoire Naturelle, dept. Prehistoire, Centre de Spectroscopie Infra-Rouge. These tests will also analyse the type of glass used for the bottle, whether it is lead crystal or not and possibly give indications as to the region where it was manufactured. This was very important for the analysis of the perfume bottles from *Le Casimir*.



Photograph 18: Dr. François Gendron analysing the small pewter triangular star patterned button from *The Tile Wreck* (© ADMAT - Spooner).

Dr. Gendron *et al.* wrote an article on the benefits of RAMAN Microprobe in Archaeometry when he was referring to his teams work on the discovery of jadeite-jade in Guatemala. He stated the following:

“The “Raman Effect” was discovered by Prof. C. V. Raman in 1928 and involves shifts in the wavelength of incident light according to the vibrational energies of specific chemical and geometrical combinations of atoms, i.e. molecules or portions of crystals. These shifts are detected and converted optically and electronically into a spectrum where each band or “peak” represents

a specific atomic vibration whose wave-number (reciprocal of wavelength) gives its energy and whose intensity is a function of its concentration. Since all distinct materials yield distinct Raman spectra, un-known materials are identified by comparison of the wave numbers of several bands in their Raman spectra with those standard materials in catalogues of reference.”

In other words by recording the result of firing the laser beam through the glass and onto the object, by research and comparison it the chemical compound can be identified. The added advantage is that this test is non destructive to the bottle and the object. The first part of the test is to calibrate the laser on two known items. Once this has been done the sample is then placed in front of the laser. When the laser was fired the spectrum was analysed and compared to the programs comparable.



Photograph 19: The computer screen showing the RAMAN test results from the analysis of a medicine phial bottle from *Le Casimir* (© ADMAT - Spooner).

Dr. Aisha Gendron-Badou and Prof. Francois Fröhlich have been conducting very important scientific research using infra red analysis on some of the bottles from *Le Casimir*. More recently they have started to analyse artefacts from *The Tile Wreck*. During the survey a piece of hull planking was recovered. The hull planking was attached to a section of sacrificial planking with tar and horse hair barrier between the two. Interesting enough there was a yellow paint on the outside of the hull which was not expected at this time period. The protective barrier and sacrificial planking was designed to prevent the worms from destroying the hull planking and very little research has been undertaken on this from the 1690's which is when we believe the ship was constructed. In addition very little is in the archives, so it is the science of today that tells us of the science of the late 1600's.

Please go to page 9 to continue this story

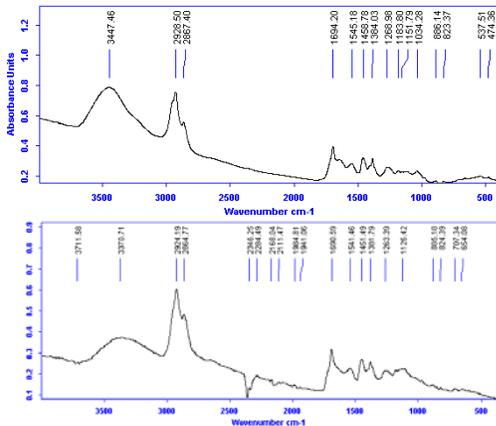
To perform the initial infra red analysis, a small amount of pigment was compressed to form a pellet, which in turn was subjected to the infra-red analysis. The analysis of this proved that the pigment was an organic base.



Photograph 20: Dr. Spooner analysing the sacrificial planking and removing a sample of the paint to send to Paris (© ADMAT - Nielsen).



Photograph 21: Dr. Gendron-Badou on the left with student watching as she prepares the paint sample for the infra red testing (© ADMAT - Spooner).



Photograph 22: Top analysis showing Infrared Spectrum (ATR) of pigment 2 (piece of wood from Square D5) and bottom showing Infrared Spectrum (ATR) of pigment 1 (Plank 1, face A) (©Dr. Aisha Gendron-Badou).

Dr. Gendron-Badou stated: “The two pigment samples were analyzed by Infrared Spectroscopy (IRTF) with Attenuated Total Reflexion-Diamond (A TR-Diamond). This quick technique (direct analysis on raw sample) used a very little quantity of removal (only some mg). The two spectra show the same kind of organic matter but the research should go further to define the exact nature of this organic mater”. The scientific research continues.

ADMAT Undertakes a DGPS’s Survey of The Purton Hulks In The UK

In June Dr. Spooner was asked by Mr Paul Barnet Acting Chairman of the Friends of Purton to assist with the “1st Peoples Archaeological Academy” at Purton near Bristol in England.

The purpose of this activity was to have a public open day over two weekends to continue the survey work of the many hulks which are on the riverbank at Purton. Mr Barnet stated: *To this end I am very pleased to advise that the weekends proved to be a great success with 6 vessels being comprehensively surveyed by the NAS and Friends of Purton volunteers. Coupled to this, Wessex Archaeology with the use of ground penetrating radar, obtained images of some 5 vessels one of which had never been recorded before. Furthermore Anglo-Danish Maritime Archaeological Team conducted a DGPS survey of the vessels with the view to updating the previous schematic survey conducted by Dr A. J Parker in 1996.*

The history of the site starts almost 100 years ago when it was realised that the River Severn was affecting the base of a protective earthen canal bank.



Photograph 23: The rudder and sternpost of one of the schooners at Purton in England (© ADMAT - Spooner).

The erosion removed about sixty metres of canal bank and threatened the main Midlands transport canal. The solution was to deposit a small fleet or redundant wooden vessels to plug the breach. This worked and the canal was saved. Over the next 100 years the area became a graveyard for wooden ships. The collection contains several Schooners, Trows, Wooden Lighters, Steel Lighters, River Lighters, Barges and Stroudwater Barges. Recently these remaining ships have been the target of vandals and the local historian Paul Barnet has organised local support to document and save what they can of this collection of important vessels. ADMAT is delighted to take part in this operation.

Tile Wreck Survey Continues

During May the Team returned to *The Tile Wreck* to continue the survey. This time were focusing on one of the survey squares B6 which contained some of the cargo. The granite pre cut blocks on board are one of the interesting pieces of cargo. At the moment we do not know how many blocks were on board, but a large number at least two levels high. Each block is very carefully cut and shaped to have the form of a rectangular or square. The sides have 90 degree faces and have been finely carved. At present the current hypothesis is that these granite blocks were part of a pre-fabricated building of some importance. Floor tiles in their thousands were also found and continue to be found.



Photograph 24: The granite blocks in Sq D5 after uncovering and measuring in but prior to lifting (© ADMAT - Rami).

It was extremely costly to transport these across the known world when local stones would have sufficed. However there must have been a plan for construction and we believe that some of these granite blocks must have a premark or a code on them so that they could be reassembled to the plan. As of yet we have not been able to find one, which is why we are slowly recovering these blocks so we can study them.



Photograph 25: Student John Downing raising one of the blocks for scientific analysis (© ADMAT - Spooner).

Once the blocks were recovered then the ceiling planking (the cargo deck) could be examined.



Photograph 26: One of the larger granite blocks being lifted by lifting bags (© ADMAT - Downing).

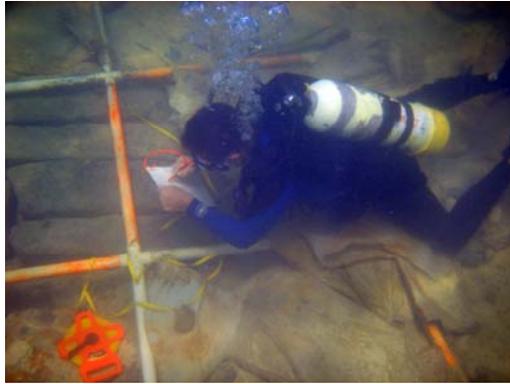
In this square the ceiling planking was in excellent condition but was missing in one area where the worms had eaten away the planking. This in turn revealed the floors and futtocks which gave us valuable information on the ship's construction.



Photograph 27: The ceiling planking is examined after the blocks were raised in Sq:B6 (© ADMAT - Rami).

During the survey another section of the wreck was examined and showed that at this point there had been an extreme fire onboard, which had melted lead and charred some planking. In addition the frames of the ship were missing in this section of the ship. However the pewter button mentioned earlier in this newsletter was found here. Some interesting artefacts were found from clay pipe bowls, French faienceware and possibly some petrified gunpowder. The possible gunpowder was not tested and was kept in water at the Centre in case of any adverse reaction!

Please go to page 11 to continue this story



Photograph 28: Measuring and recording the cargo
(© ADMAT - Spooner).

The Tile Wreck is yielding large quantities of important information on the ship construction and trade items between France and its colonies for the early 1700's. The survey work will continue during July to October this year and like all our projects is open to all to take part.



Photograph 29: One of the intact Dutch clay pipe bowls found onboard. The stem was also found but like most of them it was broken (ADMAT - Downing).



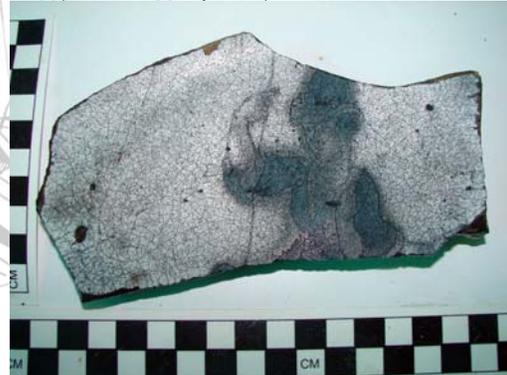
Photograph 30: One of the iron four pound cannons located on this side of the wreck prior to lifting in an earlier survey (© ADMAT - Nielsen).



Photograph 31: A pewter cufflink found by Christine Nielsen on The Tile Wreck. When the artefact was conserved a coat of arms was seen on one side (© ADMAT - Nielsen).



Photograph 32: Terracotta floor tiles which were part of the cargo found under the ceiling planking or cargo deck (© ADMAT - Spooner).



Photograph 30: One of the interesting French faienceware designs found in the wreck. This one shows a lady in a hat (© ADMAT - Nielsen).



Photograph 30: The swivel cannon prior to excavation. The breach loading iron cannon was found intact. (© ADMAT - Spooner).

ADMAT's Underwater Film Crew, Trains in Gozo.

Within ADMAT we have the access to key underwater film makers, cameramen and photographers as well as film directors and reporters when we need them.

Since St. Kitts in 2003, Jeremy Schomberg has been leading the underwater professional photographers and is always keeping up the intense level of training required to meet the constantly changing regulations. Jeremy uses the AP Diving Classic Inspiration re-breather which allows a longer and safer dive time. One of the main advantages of this form of silent diving is the complete lack of bubbles to disturb the fish life while filming.



Photograph 31: Jeremy Schomberg in Gozo
(© ADMAT - Capon).

The re-breather and added dive equipment is not only very bulky but requires extensive and regular training. Recently Jeremy and Kevin Capon, one of the top underwater videographers in Europe, have just returned from the island of Gozo in the Mediterranean, where they were getting acquainted with new photographic equipment and camera housings. This also offered an excellent opportunity to continue with recent re-breather up-grade and dive computer training.

For any new sponsored project, the professional team Jeremy directs will enable them to achieve excellent underwater photography, whether still or moving and will certainly enhance the sponsor's corporate image internationally, whether it is a news item or documentary.

Sponsorship & Donations Required For ADMAT to Continue Our Scientific Work.

For ADMAT to continue our maritime archaeological and educational work, we need grants and sponsorship from companies and persons. Maritime archaeological work is an expensive process and as of yet we do not receive grants from France or the Dominican Republic so we rely solely on these grants and donations.

There are plenty of ways in which you can assist and for those in America there are tax advantages for donations via ADMAT USA which is an American Charity (Section 501 (c) 3).

For companies there are excellent PR opportunities for company logos and positive publicity. The areas in which we need support in are as follows:

- ❖ Sponsor a student to attend a field school costs in the region of US\$1,200.00 Per week.
- ❖ One 23ft long yola (local made open boat) Cost US\$ 3,000.00
- ❖ One years rent for the Centre 2008. Cost US\$4,000.00
- ❖ A researcher in the French Archives. Cost \$2,000 Per Month.
- ❖ Sponsor the archaeological survey of one of the wreck sites, *The Tile Wreck* 1720's, *Le Casimir* 1829, *The Faience Wreck* 1760's and others.
- ❖ Sponsorship to cover FEDEX or DHL shipping for concreted artefacts from the Dominican Republic to America and France for scientific analysis.
- ❖ Sponsorship of the running costs including staff of The Centre, to enable research and documentation on the artefacts.
- ❖ Sponsorship for a new truck or Landrover.

For further information on how you or your company can assist, please contact ADMAT's Finance Director Jeremy Schomberg at jeremy@admat.org.uk

On behalf of ADMAT we thank you.