

# Charlestown Shipwreck and Heritage Centre



RECORDING OF PROTECTED WRECK MATERIAL  
2006

## Project Report

Kevin Camidge



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## Recording of protected wreck material

### Project Report

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## Acknowledgements

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I would like to thank John Kneale, the owner of the Charlestown Shipwreck and Heritage Centre, for allowing unrestricted access to the objects in the museum. Without John Kneale's help and cooperation this project would not have been possible.

I would also like to thank my co-workers on the project for their contributions: Richard Larn for his encyclopaedic knowledge of the objects in the museum and his help in recording them, Carl Thorpe who advised on a few of the more enigmatic objects and proofread the finds record, David McBride who photographed the objects in less than perfect conditions and - last but not least - to Bridget Larn who kept us supplied with coffee and food throughout our long day's work.

Kevin Camidge  
27 XI 2006

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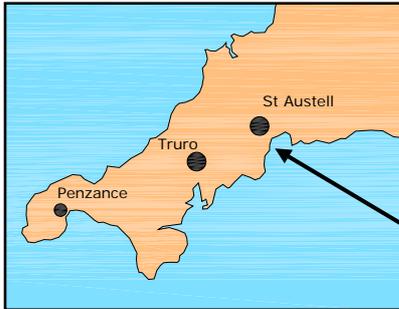
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# Charlestown Shipwreck and Heritage Centre

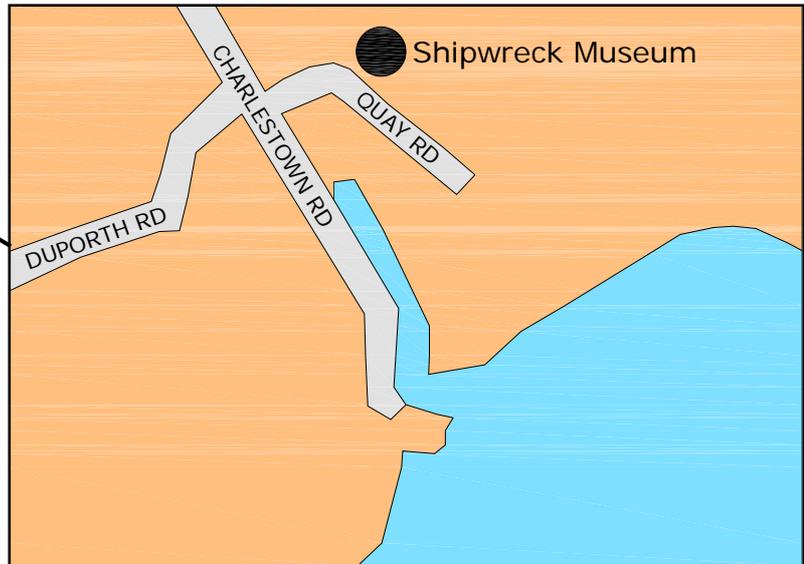
## Recording of protected wreck material

### 1 Background

#### 1.1 Description



*Location of the Charlestown Shipwreck and Heritage Centre*



NGR : SX 03890 51760

The Charlestown Shipwreck and Heritage Centre is situated in the small harbour of Charlestown, near St Austell in Cornwall. It is a privately owned maritime museum housing many objects recovered from historic shipwrecks. The objects on display range in date from the 16th century to the present day.

The museum was opened to the public in 1976. Much of the material was collected by the original proprietors, Richard & Bridget Larn and the late Roy Davis. The museum was run by Richard and Bridget until it was sold to the present owners, John & Rita Kneale, in 1998. John Kneale has continued to expand the collection since he bought it in 1998. The museum had about 100,000 visitors this year.

The collection of artifacts on display at the Charlestown Shipwreck Centre is probably the largest collection of objects recovered from historic wrecks in existence. There are well over 8000 objects on display from 70 different historic shipwrecks in UK waters. There are about 600 exhibits from 11 wrecks which are designated under the Protection of Wrecks Act 1973. This is likely to be the single largest collection of material from protected wreck sites.

## 1.2 Previous work

No previous record of these objects is known. A visit to the museum (as part of the project design) was undertaken in May 2006. The number of objects in each display case was estimated and note made of their provenance where given. An exact count of objects from each wreck was not possible as they are not all labelled. Richard Larn is confident that he can identify the provenance of the majority of objects on display.

## 1.3 Reasons for the project



*The entrance to the Charlestown Shipwreck and Heritage Centre*

Small, privately owned collections of maritime artifacts are often opened to the public for short periods of time and then close and are dispersed. Examples from Cornwall include those at Portreath, Porthleven, Padstow, Penzance and St Mary's, all of which have since closed. The Penzance Nautical Museum contained a wealth of material collected by Roland Morris, including many objects from the protected wreck Colossus. This museum closed and the artifacts were sold at auction in 2002. No record of this collection now exists and the whereabouts of the artifacts are unknown.

The collection at Charlestown is one of the largest bodies of material from English historic wrecks on public display. An accessible record of this material is important for a number of reasons. Firstly, much of the material recovered from historic and protected wrecks is in private hands and therefore at risk of dispersal. No proper archaeological record exists for much of this material. Secondly, the record should provide a valuable research tool. Finally, the Charlestown material should help to provide a basis for future recording of maritime objects – in particular the NMR MDA Archaeological Object Thesaurus is currently missing a number of important maritime terms.

*The 'Cargo corner' exhibit within the centre*



#### 1.4 Archive deposition

The record will be deposited with:

The National Monuments Record (EH)  
Cornwall County Council Historic Environment Record  
English Heritage (Maritime)  
Charlestown Shipwreck Museum

The Cornwall and Isles of Scilly HER record will only contain objects recovered from wrecks (sites) in Cornwall and the Isles of Scilly. A complete copy of the record of protected wrecks in the museum will be lodged with Cornwall HER for reference purposes.

The data record should be archived by the Archaeology Data Service. This will ensure the safe archiving of the digital records and photographs. The ADS undertake data refreshment (copying of the files as the safe storage periods for the media concerned are reached) and data migration (transfer to new media as the media types become obsolete). The ADS make a charge for this service. The cost of archiving of the digital record by the ADS is outlined in section 6.1 – as agreed this will be subject to a separate agreement following the completion of the main project.

## 2 Objectives

### 2.1 Recording of the material from protected wrecks

The main aim of the project is the recording of objects in the Charlestown Shipwreck Centre originating from wrecks currently protected under the Protection of Wrecks Act 1973 (PWA). The record includes a finds database, a provenance record detailing how the objects ended up in the museum and a detailed photographic record of the objects. The archive will be stored with the National Monuments Record as well as other bodies (see section 1.4 above) to ensure access and long term security.

### 2.2 The long term future of the collection

The collection of artifacts in the Charlestown Shipwreck Museum is the single largest collection of objects from historic shipwrecks anywhere in the country. The collection not only includes material from eleven of the designated sites but also a great deal from unprotected historic wreck sites. Given the history of small maritime collections being sold off in the past<sup>1</sup>, the prognosis for this unique collection could be a cause of some concern. Accordingly, sources of suitable funding should this collection be sold were investigated. The findings are detailed in section 4.6 below.

### 2.3 Recording of other material

Part of this project was to look into the possibility of the portable antiquities scheme being used to record objects recovered from historic shipwrecks. The results of these enquires are detailed in section 4.7 below.

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<sup>1</sup> Recent sales locally have included collections formally based at Penzance, Porthleven, Padstow and Portreath

### 3 Methodology

#### 3.1 The Recording

The objects were removed from the display cases for recording in small batches. The objects were recorded directly to computer using a simple Microsoft Excel database. No paper records were made. A small number of items were not removed from the display cases, usually where they were deemed too fragile to be handled. Where this was the case a note was made in the record that they had not been removed and they were photographed without moving them. All objects were photographed and then returned to their display cases.



*Recording of artifacts in progress.*

### 3.1.2 Data Fields

<b>Data Field</b>	<b>Data type</b>	<b>Notes and NMR Thesaurus</b>
ID No	Number	Unique, sequential object identification number
Object class	Text	Class in (CL) <mda archaeological objects> or <Test thesaurus fixtures and fittings – Ship fittings> where relevant entries exist
Object type	Text	Broad term (BT) in <mda archaeological objects> or <Test thesaurus fixtures and fittings – Ship fittings> where relevant entries exist
Object name	Text	Preferred term in <mda archaeological objects> or <Test thesaurus fixtures and fittings – Ship fittings> where relevant entries exist
Material	Text	<RCHME building materials> where relevant entries exist
Wreck name	Text	The name of the wreck the object was recovered from, where known
Wreck date	Text	The date of the wreck (date wrecked) where known.
Numbers	Numeric	Where multiple and numerous identical objects exist (eg 5 musket balls) this field shows how many there are.
Description	Text	Description of the object
Condition	Text	Entries as per <REP93 condition>
DIM	Text	Dimensions in mm
Weight	Numeric	Weight of object in kilograms – only recorded for items such as ingots, shot etc where weight is relevant
Period	Text	<RCHME archaeological period>
Precise date	Text	Precise date where indicated (eg on coins)
Acquisition date	Text	Date acquired or recovered, where known
Acquisition details	Text	Circumstances of recovery/acquisition, where known. Any museum numbers or markings on the object are recorded here.
Current location	Text	Location within the display (bay and case number)
Photographs	Text	Alphabetic characters record how many photographs were taken. For example 'A' denotes a single photograph, 'ABC' three photographs.
Notes	Text	Used for additional information – in this case supplied by Richard Larn, previous owner of the collection
Recorded by	Text	Initials of the recorder
Record date	Date	Date record made

### 3.1.3 Abbreviations used in the record

KC        Kevin Camidge  
 JK        John Kneale  
 RL        Richard Larn

### 3.2 Photography

Objects were photographed using a Nikon D70 digital SLR camera with 20mm, 35mm and 60mm lenses. The camera was secured to a copy stand. The objects were illuminated using two 100w 'daylight' photo bulbs. Wherever possible a grey background was used to ensure consistent exposure of the photographs. All photographs include a metric scale, clearly labelled in either centimetres or millimetres depending on the scale used. Objects were photographed from as many angles as was required to adequately represent the artifact. For simple items such as musket shot this involved a single photograph; for more complex objects such as a gun six or seven different views were made.

The digital photo files were stored in RAW (NEF) format files each of approximately 6Mb. This format allows repeated editing of the photographs without any loss of quality and retains the option to return to the un-edited image at any time. These were initially edited to remove colour casts caused by the mixed lighting inside the museum, and were cropped where necessary. This editing was undertaken using Nikon Capture software. The files were then output as 2Mb JPEG files (for easy access by any computer system). The original RAW files were retained.

Filenames of the photographs were constructed from the project code 'CT', the object 'ID No' and an alphabetic character to distinguish multiple copies of the same object. For example the first object recorded has two photographs CT\_1A and CT\_1B. As the project code and ID number are implicit the entry in the *Photo No* field for the first record simply reads 'AB'.



*Photographing the artifacts*

## 4 Results

### 4.1 What was recorded?

Although there are objects from about 70 different sites in the museum display, the main aim of this project was to produce a record of those objects from sites covered by the Protection of Wrecks Act (1973). All material from protected sites was recorded. However, we also recorded all shot and sounding leads in the collection as these objects form an interesting assemblage of types. Recording these additional objects took very little extra time and was accomplished without any additional cost to EH.

Designated	Site Name	Records	Objects
✓	St Anthony	26	26
✓	Admiral Gardiner	145	7222
✓	Brighton Marina	20	21
✓	Colossus	133	178
✓	Dartmouth	4	6
✗	Earl of Abergavenny	2	4
✗	Hollandia	6	11
✓	Invincible	40	44
✗	Lamorna Cove	1	1
✓	Mary Rose	21	21
✗	Primrose	11	43
✗	Ramillies	9	28
✓	Royal Anne Galley	2	2
✓	Rill Cove	2	2
✗	Santa Andre	5	39
✗	Santo Christo de Castello	30	74
✓	Schiedam	53	79
✗	Seatown	1	1
✓	Tearing Ledge	2	2
?	Unknown	44	78
	TOTALS	557	7882

*Table showing the number of records and individual objects recorded in the project. All objects were recorded for the designated sites – only shot and sounding leads for the un-designated sites.*

## 4.2 Metadata

The following is the metadata for the finds record – it follows the layout suggested by the Archaeological Data Service (ADS) in their guidelines for depositors.

Title	Charlestown Shipwreck and Heritage Centre – Record of finds from designated sites.
Description	The main aim of the project is the recording of objects in the Charlestown Shipwreck and Heritage Centre originating from wrecks currently protected under the Protection of Wrecks Act 1973 (PWA). The record includes a finds database, a provenance record detailing how the objects ended up in the museum and a detailed photographic record of the objects.
Subject	Maritime, wreck, watercraft, museum, designated wreck, artifacts from shipwrecks
Coverage	Village – Charlestown. Town – St Austell. County – Cornwall. Country – United Kingdom. Period – 16 <sup>th</sup> to 19 <sup>th</sup> century
Creators	Compiled by Kevin Camidge, commissioned by English Heritage
Publisher	Unpublished
Dates	Dataset created November 2006
Copyright	Copyright English Heritage
Relations	This is a record of all material from designated sites held in the Charlestown Shipwreck and Heritage Centre as of November 2006.
Language	English
Resource type	Artifact record
Format	Artifact record – Microsoft Excel (XLS) and ASCII (CSV) file. Photographs stored as JPEG (JPG) files. This report Microsoft Word (DOC).

The finds record and photographs are stored on the DVD ROM – which is located in section 6.3 of this report. The finds record is stored in two different formats; as a Microsoft Excel (2003) file and an ASCII CSV file (readable by any database programme). The first line of the CSV file contains the record field headings. Subsequent lines contain a finds record, each field separated by commas. The fields are ordered and formatted as described in the table in section 3.1.2 above. The photographs are stored as digital JPEG files. The filename of the photographs is constructed from the project code (CP) followed by the object number. Different views of the same object are distinguished by an alphabetic character. There are also photographs of all the display cases from which objects were recorded and some general views of the museum. All filenames conform to the ADS filename format specified in their guidelines for depositors (alpha numeric characters and underscore are the only characters used).

Folder	Filename	Description	Format
	Report.doc	This report	Microsoft Word (DOC)
Finds_record	Charlestown_finds_record.xls	The finds record. 1 file	Microsoft Excel Spreadsheet (XLS)
Finds_record	Charlestown_finds_record.csv	The finds record. 1 file	Comma delimited ASCII file (CSV)
Photographs	CP1-561	Object photographs. 1133 files	JPEG
Photographs	Filename constructed from bay and case numbers	Views of the display cases - the filenames correspond to the object location field in the finds record. 33 files	JPEG
Photographs	CT and description	General views of the recording and museum. 17 files	JPEG

*Table showing the contents of the DVD ROM – see section 6.3*

### 4.3 The NMR thesauri

For each data field of the finds record, the NMR thesaurus which was used is shown in table 3.1.2 above. In a few cases there was no suitable term in any of the NMR thesauri – these are detailed below.

#### Material (RCHME building materials)

It is often not possible to distinguish between copper, brass and bronze by visual inspection – especially when the objects are much corroded. This is often the case when they have been submerged in seawater. Accordingly, where no positive identification was possible, the term *copper alloy* has been used to describe the material.

#### Object name (MDA Archaeological Objects or Test Thesaurus Ship Fittings)

The following object names were not found in either of the above thesauri. These terms should be considered as candidate terms.

- Breach chamber
- Flange
- Mandrel
- Octant
- Shroud truck
- Tompion
- Pipe (water)
- Plank (general term where position on hull not known)
- Priming wire or Pricker
- Timber (general term where purpose and position on hull not known)

In addition, none of the specific types of shot common on ship sites are listed in the thesauri – for example the MDA archaeological objects thesaurus has the following entries for ammunition:

#### Armour and weapons

- Projectile weapon
  - Projectile
    - Ammunition
      - Bullet
      - Canister (shot)
      - Cannon ball
      - Cartridge
      - Musket ball
      - Shot

The following additional types were identified during this project. They have all been entered as shot in the *object name* field, with the specific type being recorded in the *description* field of the record.

- Bar shot
- Chain shot
- Dice shot
- Flail shot
- Grape shot
- Round shot
- Spring shot

Finally all the different types of ship's gun have to fit into the NMR term Cannon; it may be helpful to consider listing the various types of ship's gun separately in future projects. These types have been recorded in the *description* field of this record.

#### 4.4 Photographs

The original photo files (from which the jpeg (JPG) files were generated) are stored in raw (NEF) format and are nearly nine gigabytes in total. These files are available if required. Many potential users of the finds database will not have suitable software to view these raw files. For this reason they have been supplied as jpeg files – a format which is universally supported. Uncompressed tiff (TIF) files were not used as these would be 30 megabytes per photograph – this would result in over 50 gigabytes of photographic files, which would occupy 11 DVD ROMs for the photographs from this project.

#### 4.5 Provenance of the objects

Where a particular provenance for a recorded object was known this is entered in the notes field of the record (information supplied by Richard Larn). More general provenance information pertaining to the whole of a site is detailed in section 6.2 below.

#### 4.6 The future of the collection

The current owner of the Charlestown Shipwreck Museum, John Kneale, was asked if he would be willing to give National Museums first refusal should the collection ever come up for sale. He agreed to this in principle – but the question arises who should he approach should the matter ever arise?

The Collection is very large and by modern museum standards very densely packed. It is hard to envisage any other museum having the space, money or inclination to display such a collection. For example the National Maritime Museum's published collection development policy<sup>2</sup> would suggest that they would be unlikely to acquire such a collection. The Charlestown material would possibly be of interest to a University as a study/reference collection, but it would then be unlikely to have the number of visitors it currently enjoys.

Funding of acquisition of such a collection would in principle be possible using the Heritage Lottery Fund (HLF). A number of suitable Heritage Lottery grants exist:

Awards for all	£300 to £10,000
Your Heritage	£5000 to £50,000
Heritage Grants	£50,000+

Personal correspondence with the SW regional Heritage Lottery advisor has revealed that museums have used HLF funding for acquiring objects in the past. The only relevant restrictions are that the grant must benefit the community as a whole and

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<sup>2</sup> Available on [www.nmm.ac.uk/services/show/nav.005002009003](http://www.nmm.ac.uk/services/show/nav.005002009003))

that the applicant (museum) must be a properly constituted trust or society. One problem with HLF funding is the timescales involved in getting a decision on a grant application; these typically take three to six months. A fast track scheme exists (and has been used by museums to acquire items at auction) – this takes six weeks.

#### 4.7 Recording of other wreck material

Recording of this collection has led to the realisation that material has been recovered from historic shipwrecks (protected and unprotected) without any publicly accessible record of these objects. Although there is a legal requirement that all objects recovered are declared to the Receiver of Wreck (RoW) – this does not ensure that any adequate archaeological record is made of the objects or the context from which they were removed.

On land some success in this area has been facilitated by the portable antiquities scheme (PAS). The PAS maintains a database of recorded objects which is available online at [www.finds.org.uk](http://www.finds.org.uk). This information is also passed on to regional Historic Environment Records (HER) – but unfortunately the HER coverage is not yet comprehensive due to problems of some HERs accepting the PAS data. A list of the participating HERs is reproduced on the PAS website. At present the PAS data is not being stored on the National Monuments Record – hopefully this situation will be rectified.

Personal correspondence with the Receiver of Wreck, Sophia Exelby, has revealed that an informal agreement has been reached between RoW and Roger Bland the head of PAS on this matter. The intention is that those reporting items of historic interest will be directed to the relevant regional Finds Liaison Officer of the PAS. The mechanisms for this will apparently be formalised in the New Year. This should go a long way towards ensuring publicly accessible records of objects recovered from historic wreck sites.

#### 4.8 Archiving of the digital record

The only currently feasible method of ensuring the long term survival of this digital record is to have the finds database and photographs archived by the Archaeological Data Service (ADS). This will also ensure public accessibility through the ADS website.

## 5 Conclusion

The collection at the Charlestown Shipwreck and Heritage Centre is the largest single collection of material recovered from designated historic wreck sites. It is hoped that the record made of this material will in future be enhanced by the addition of more artifacts which have been recovered from designated sites. This is important as most of the artifacts from designated sites are in private hands. Ultimately, it would be nice to think that a single database for material from designated sites will be compiled and publicly available.

## 6 Appendices

### 6.1 ADS charges for archiving the digital record

A quotation for archiving of the digital record was obtained from Catherine Hardman of the Archaeological Data Service on 29 November 2006. The quotation was on the basis of the following files supplied to them:

Files	Format	Total size
Report File (this report)	Microsoft Word (DOC)	500 kilobytes
Finds database	Microsoft Excel (XLS) and Comma delimited ASCII file (CSV)	225 kilobytes 150 kilobytes
Digital photographs	1183 digital jpeg files (JPG)	2.5 gigabytes

The ADS will also provide a searchable interface to allow easy access to the finds photographs.

Total price £3010.94 including VAT.

## 6.2 Provenance Notes – Richard Larn

The following notes were compiled by Richard Larn. They describe how material recovered from a number of protected wreck sites came to be housed in the Charlestown Shipwreck museum.

### **Mary Rose [2]<sup>3</sup>**

Location	Solent
Wrecked	1545
Designated	1974

I was recruited into the Mary Rose Trust team by Margaret Rule to find a solution to extracting fragile artifact material from the dense layer of concretion, which filled the entire bottom part of the wreck, including bronze cannon, gun carriages and large spoked wooden wheels. I was taught explosives and demolition in the Royal Navy, and had considerable experience of salvage work, as well as teaching explosives to HSE diving students at Prodiver Ltd. I worked with Mary Rose from *Sleipner* for the best part of a season, and solved their problem completely. In return, Mary Rose offered Charlestown their travelling exhibition for 2 years at the Shipwreck Centre, including a mounted replica cannon used for school party re-enactment gun 'drill'. On the return of the exhibition, they supplied at cost numerous replica artifacts, and agreed to leave in Charlestown three lengths of hawser/rope, a wooden wedge and stone cannon shot, these items are still in the museum.

### **Dartmouth [7]**

Location	Sound of Mull
Wrecked	1690
Designated	1974

Found by Bristol BS-AC divers all of whom worked at the same aircraft factory in Bristol. They invited me to join their team, and I asked if Peter McBride could join as well, which was agreed. Peter and I drove to Mull towing two boats, in November 1973 and surveyed the wreck for two weeks. The bell sat on top of the timbers bearing the name *Dartmouth* and a date, so identification was positive and confirmed by myself and Peter McBride's research. Colin Martin then joined us, who assisted with surveying and confirmed some of our previous work. All artifacts were taken away to St Andrews University for conservation, including a huge chunk of hull timbers. I asked for a piece of sheathing timber and horsehair for Charlestown Museum and Colin Martin agreed this. The item was put on display at Charlestown, and is still there.

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<sup>3</sup> The numbers in parenthesis are the site numbers quoted in *Historic Wreck Sites Annual Report 2005*. DCMS

### **Tearing Ledge [9]**

Location	Isles of Scilly
Wrecked	1707
Designated	1975

This site was not designated until 1975 and there was a degree of doubt that it is the *Eagle* and not the *Romney*, despite Peter McBride's survey which points almost conclusively to the *Eagle*. Anything in the Charlestown Centre from the wreck was recovered by either Roland Morris or myself, and apart from the pottery sherds which went to the British Museum, all Roland Morris' artifacts were bought by John Kneale at auction and brought to Charlestown.

### **Rill Cove [11]**

Location	Lizard
Wrecked	17 <sup>th</sup> C
Designated	1976

This was found by accident by Mike Hall and Ken Simpson alongside the remains of the motor fishing vessel wreck *Kerris Reed* which sank 1971-2. Roy Davis and I found the *Kerris Reed* and took out its bronze shaft and prop and other fittings, and helped Mike Hall and Ken Simpson remove the engine which they wanted for themselves. Later, whilst excavating around the hull looking for 'bits', Mike Hall found a pocket of silver coins (8 Reales) and deeper excavation found them in their hundreds. Whilst helping them, Roy Davis and I uncovered an iron breech loader swivel gun, and Margaret Rule of Mary Rose Trust offered to have it conserved in the Portsmouth Hydrogen Reduction Unit at their cost if Mary Rose could have it on long-term loan for display. Charlestown Shipwreck Centre had not yet started, so we all agreed. About 1978, long after conservation completed and with a change in management at the Mary Rose Trust, someone rang me and said, 'We have an iron swivel gun here of yours we don't want, would you like it back'? It came back to Charlestown and went into the display and has been there ever since.

### **Invincible [22]**

Location	East Solent
Wrecked	1758
Designated	1980

I dived the wreck with the finders shortly after discovery, and purchased from them two short lengths of rope hawser, which were then mounted on a board and put on display in the Charlestown Centre and are still there. All other artifacts from *Invincible* in the Centre were purchased by Roy Davis at auction from Christie's c.1986 and put into the Charlestown Centre. After Roy Davis died in 1990 his wife took his entire share in the display, including cabinets, and set up her own Shipwreck Museum in the Old Fish Market at Padstow. About 1995 the Padstow Shipwreck Museum closed when Rick Stein bought the entire building and Joan Davis sold her collection to Tom Henderson, who had opened a Shipwreck Museum in Porthleven. In 1999 Tom Henderson closed the Porthleven Shipwreck Museum and sold some of the contents to John Kneale these items moved to Charlestown where they remain to this day.

## **St Anthony [26]**

Location	Mount's Bay
Wrecked	1527
Designated	1982

Around 1974 Mike Hall rang me and asked if I would go down to Gunwalloe Fishing cove and dive with him. A holiday family staying with Tony Randall had found a strange copper object buried in the shingle near Loe Bar. One look at the ingot and I knew it was old – the *St Anthony* came to mind. I dived with Mike Hall about 200-300m offshore and started a metal detector search – we found some 48 copper ingots which we left on the seabed. Shortly afterwards I took my boat down to the site and raised about 50 copper ingots, lead fragments, candle stick parts and bits of glass. Tony Randall later dived the site alone and found masses of candle stick pieces and a silver ingot weighing some 17lb. I had two replicas cast of this ingot. One was given to Tony Randall (now in Pengersick Castle) the other is in Charlestown Museum. The original ingot was sold by Tony Randall to the British Museum for £3500. The site was threatened by the activities of up country divers and we applied to have the site designated. I was the licensee for about 3 years during which Tony Randall and I surveyed the site and drew up a site plan. In 1986 I moved to Scilly and Tony Randall became the licensee. Other finds included hollow lead shot (but no guns or chambers), pewter plates, utensils etc. Only my finds went into the Charlestown Museum – Most of Tony Randall's finds from this site are on display at Pengersick Castle.

## **Schiedam [27]**

Location	Gunwalloe
Wrecked	1684
Designated	1982

Tony Randall invited myself and Roy Davis down to Gunwalloe around 1974 to look at some large cannon he had found. We decided they were British and either 28 or 32 pounders – but the wreck was unidentified. We surveyed the site along with Mike Hall and Peter McBride. Using my metal detector we uncovered a large number of artifacts including a shipwrights chest containing nails, hammer, sledges, chisels callipers etc. Also found were pewter plates and cutlery. Designation was only considered when the site came under threat from 'up-country' divers.

Inshore of the site, in the shallows, two breach loading guns of c.1550 were found (built up stave guns), breach chambers and some silver coins (unidentifiable due to wear and corrosion). Tony Randall later identified the ship by research, selling a copy pack to each team member for £10. An article by Tony Randall appeared in the IJNA – of which I have a copy if required.

Finds from the site were recorded by Tony Randall, but kept by the finder, who was responsible for their storage and conservation. Around 1978-9 it was agreed that we would all bring our objects together so that everyone could see them and take photographs. A share out then took place at Tony Randall's house in Helston. Roy Davis and I put our share into the Charlestown Shipwreck Centre. Tony Randall and Peter McBride kept their share. In 1981 Peter McBride sold his share to the Charlestown Museum for around £100. When Roy Davis died in 1990 his wife took his

entire share in the display, including cabinets, and set up her own Shipwreck Museum in the Old Fish Market at Padstow. About 1995 the Padstow Shipwreck Museum closed when Rick Stein bought the entire building and Joan Davis sold her collection to Tom Henderson, who had opened a Shipwreck Museum in Porthleven. In 1999 Tom Henderson closed the Porthleven Shipwreck Museum and sold most of the contents to John Kneale and the collection moved to Charlestown where it remains to this day. Some of John Bugh's collection of artifacts went into Tom Henderson's collection. The rest was sold privately.

### **Brighton Marina [28]**

Location	Brighton
Wrecked	16 <sup>th</sup> C
Designated	1983

The 'Black Cat' Divers visited the Charlestown Shipwreck Centre in 1980-1 and offered a long-term free loan of all their collection from this designated site, since they could not find a permanent home for it all. The collection remained at Charlestown on loan to myself personally until I sold out to John Kneale in 1998. Stan Merrels, 'Black Cat' Divers secretary, then moved to Donderry, near Looe, Cornwall, and agreed that John Kneale take on the loan, and eventually came to a financial agreement whereby John Kneale bought the collection outright, including the rare 'hackbutt' hand gun.

### **Admiral Gardner [31]**

Location	Goodwin Sands
Wrecked	1809
Designated	1984

Dover Harbour Board dredged huge amounts of sand from off the Goodwin Sands in 1991-2 to infill an area for a new Hovercraft Terminal between Ramsgate and Dover, during which they cut into a wreck which threw up hundreds of copper 10 Cash East India Company coins when the dredgers unloaded on the beach. A Ramsgate fisherman had taken marks of where the dredging took place, later got a trawl 'hitch' on the site and asked Stan Buckland and David Ellingworth of Ramsgate to clear it. They found the wreck, picked up a few handfuls of 10 and 20 Cash coins but did not appreciate what it was they had seen, neither did they have a name for the wreck, and I had deliberately left it out of my book (1976) *Goodwin Sands Shipwrecks*. Stan Buckland invited me to dive the site with them, going out in spring 1993 with the same fisherman who snagged the wreck, and it was immediately obvious this was an important English East Indiaman outward bound, but whether this was the HEIC *Admiral Gardner* or HMIC *Britannia* was not known at the time, both having been wrecked the same night.

I set up an expedition with John Rose for that summer, using John Rose's steel vessel *Flying Hart* and crew out of Great Yarmouth (skipper Steve Moore). We surveyed the wreck site summer 1993, and raised copper ingots, thousands of coins, a barrel of nails, artifacts etc, all declared to the Receiver at Ramsgate, which were split 50/50 between myself and John Rose. Another expedition was set up for 1994

using Steve Polk's vessel *Crazy Diamond* out of Penzance with Tom Henderson of SAR Divers as the diving contractor, but under the control of myself and resident archaeologist Ian Spooner.

The background to Ian Spooner's presence is worth recording. In February 1994 with agreement of the Ramsgate Divers involved and by invitation of Alan Bax (Fort Bovisand) I gave a paper at their annual Archaeological Symposium on our work on the Goodwin Sands. The Monday following the Symposium weekend, Peter Marsden telephoned the Advisory Committee on Historic Wreck secretary and demanded an immediate and emergency Designation Order on our site, with him as Licensee. I fought it tooth and nail, contracts to work it having already been signed and agreements made. Alex Flinder of the Runciman Committee strongly supported our point of view and after submitting a site survey drawing and an archaeological plan we were granted an excavation licence, provided we had an archaeologist on board all the time we were working.

Work started in June 1995 with SAR Divers and about six from the Ramsgate group, some 12 in all. All went well for 3-4 weeks. Then the indiscriminate use of explosives by some divers started to destroy the cargo hold mound which stood some 8-9m above the seabed. They refused to restrict their activities. Friction resulted, especially when Ian Spooner and I caught these divers throwing back into the sea wooden deadeyes, leather shoes etc. which they described as 'trash'. Eventually, after advice from the Runciman Committee, Ian Spooner and I closed down the operation, and the police were involved in enforcement against these divers.

During that period it was found that the designated site was in fact outside UK territorial waters and therefore illegal and the government designation had to be withdrawn. The limits of territorial waters were then increased from 3 miles to 12, *Admiral Gardner* now fell within UK waters and was re-designated.

All finds were declared to the Receiver at Ramsgate, and on release were shared out on a percentage basis, 30% to myself, 30% to Tom Henderson and 40% to the Ramsgate divers between them. My share (apart from the bulk of the coins) went into Charlestown on display, Tom Henderson's to his Porthleven Museum, and when Tom Henderson sold out to John Kneale, some of Henderson's material came to Charlestown, particularly the intact coin barrel, the most important single artifact found. My research in the India Office Library proved the wreck was the *Admiral Gardner* since *Britannia* carried no copper coin according to her manifest.

### **Royal Anne Galley [41]**

Location	Lizard
Wrecked	1721
Designated	1993

Two iron guns were raised from what we called the Quadrant Rock site in 1978-9 by Roy Davis and Tom Berry (Falmouth Divers) who owned the *Torfness* between them. Both guns were landed at Charlestown and put into fresh water conservation tanks on the west quay of the inner dock, and remained there for a year with regular changes of water, then a 5% solution of caustic for 6 months then air dried and painted with black gloss paint.

## Colossus [53]

Location	Isles of Scilly
Wrecked	1798
Designated	2001

The majority of the Colossus material in the museum was recovered by Roland Morris. A few artifacts were raised by me. There was a period between 1984-2001 when the site was not designated, during which I made several visits to the site, and any finds were put on display in the Centre. Apart from the pottery which went to the British Museum, all Roland Morris' artifacts went into his Penzance Museum. Following his death, his step-son sold off most of the collection, the bell of the *Eagle* to the Isles of Scilly Museum for example, with the bulk going to auction, where John Kneale bought some of it. Some *Colossus* material was bought privately, some by Martin Woodward, owner of the Bembridge Shipwreck Museum.

Richard Larn  
November 2006

## 6.2 The DVD ROM (Finds record & digital photographs)