



FORGOTTEN WRECKS OF THE FIRST WORLD WAR



War Graves of the Sea:

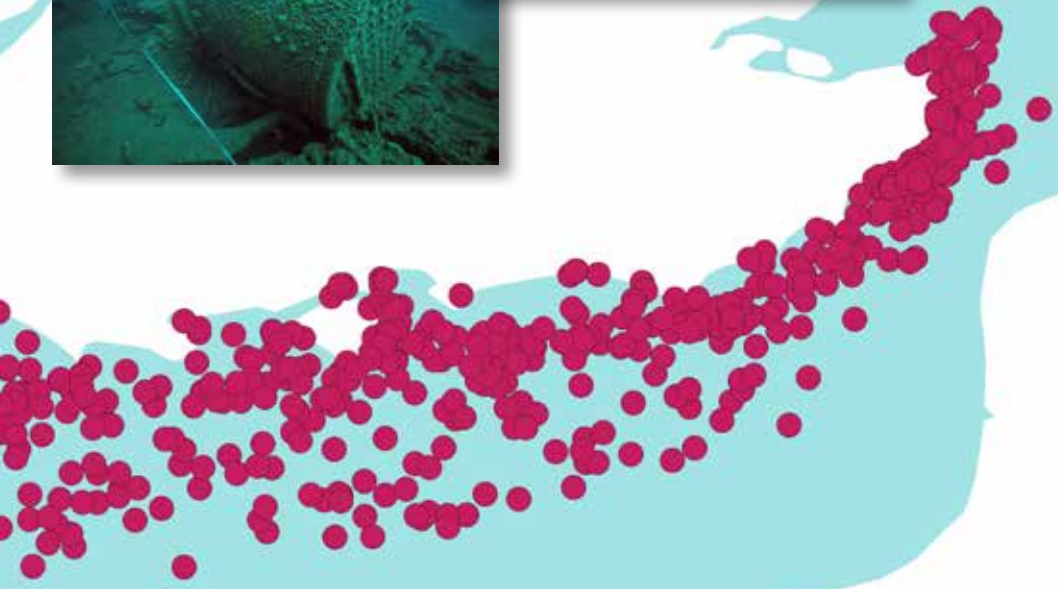
Protecting Shipwrecks of the First World War

About the Project

Forgotten Wrecks of the First World War is a Heritage Lottery funded (HLF) four year project devised and delivered by the Maritime Archaeology Trust to coincide with the centenary of the Great War. At the heart of the project is a desire to raise the profile of a currently under-represented aspect of the First World War. While attention is often focused on the Western Front and major naval battles like Jutland, historic remains from the war lie, largely forgotten, in and around our seas, rivers and estuaries.

With more than 1,100 wartime wrecks along England's south coast alone, the conflict has left a rich heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores. Through a programme of fieldwork, research, exhibitions and outreach, the project engaged communities and volunteers and provides a lasting legacy of information and learning resources relating to First World War wrecks, for future generations.

The wrecks of the John Mitchell (below) and the Gallia (right), both sunk during the war.



Map: the c.1,100 First World War wrecks along the south coast of the UK.
Front cover: The wreck of SMS Emden.

Protection, legislation

and the Forgotten Wrecks

Many people express surprise that First World War shipwrecks are not automatically protected from accidental or intentional interference. There are approximately 1,100 First World War shipwrecks in the Forgotten Wrecks project area, off the south coast of England. Many are the final resting places of the people that were on board when they sank. Of these, fewer than 10 are formally protected, via two entirely separate pieces of legislation.

MAT volunteer, Dr David Stanley has been exploring the legislation and organisations relating to historical shipwrecks off the UK and considers how they affect the Forgotten Wrecks of the First World War.

Legislative protection

There are five key Acts of Parliament relating to the protection of military and civilian wrecks:

- Protection of Wrecks Act 1973
- Protection of Military Remains Act 1986
- Ancient Monuments and Archaeological Areas Act 1979
- Merchant Shipping Act 1995
- The Marine and Coastal Access Act 2009

Of these, the two most significant for the Forgotten Wrecks project are the Acts of 1973 and 1986. As with a lot of legislation, the technical details can seem complicated although their purposes and general principles are relatively straightforward. It is essential to have a clear understanding of the language used, and its purpose, because similar words (for example the word 'protected') can be used in the various Acts to mean different things. At the time of writing (October 2017) two of the forgotten wrecks are protected under the Protection of Wrecks Act 1973.

Protection of Wrecks Act 1973

The purpose of Section 1 of the Protection of Wrecks Act 1973 is to protect wrecks which are of historic, archaeological or artistic importance. When a wreck is protected under this legislation there is a restricted area around the designated site where diving is prohibited unless a licence has been obtained from the relevant National Heritage Agency (Historic England in England, Cadw in Wales, Environment and Heritage Service in Northern Ireland*) who administer this section of the Act on behalf of the Department for Culture, Media and Sport. Bathing, angling and navigation are permitted within the protected area so long as it does not breach the statutory restrictions. Anchoring on the site is only permitted for licensed activities or in cases of maritime distress. At September 2017 Historic England listed 53 wrecks designated under the Protection of Wrecks Act 1973 in English waters (Historic England, 2017a).

Section 2 of the Protection of Wrecks Act covers wrecks thought to be potentially dangerous and is administered by an official known as the Receiver of Wreck through the Maritime and Coastguard Agency (MCA). In the interests of safety there is a strict no-access policy for wrecks considered dangerous because of their contents and these wrecks have a prohibited area around them (Maritime and Coastguard Agency, 2012; Historic England, 2017b).

For the latest list of sites protected under this act, search online for 'Protected Wreck Sites Historic England'.

** Historic Marine Protected Areas have replaced Section 1 of the Protection of Wrecks Act 1973 for the designation of historic shipwrecks in Scottish territorial waters.*



- | | | | |
|---|-------------------------------|-----------------------------------|--------------------------------|
| 1 <i>Admiral Gardner</i> | 16 <i>Grace Dieu/Holigost</i> | 32 <i>Needles</i> | 48 <i>Tearing Ledge</i> |
| 2 <i>Amsterdam</i> | 17 <i>Gull Rock</i> | 33 <i>Norman's Bay</i> | 49 <i>Thorness Bay</i> |
| 3 <i>Anne</i> | 18 <i>Hanover</i> | 34 <i>Northumberland</i> | 50 <i>UC-70</i> |
| 4 <i>Association</i> | 19 <i>Hazardous</i> | 35 <i>Restoration</i> | 51 <i>West Bay</i> |
| 5 <i>Bartholomew Ledges</i> | 20 <i>HMS Colossus</i> | 36 <i>Rill Cove</i> | 52 <i>Wheel Wreck</i> |
| 6 <i>Cattewater</i> | 21 <i>HMS/m A1</i> | 37 <i>Rooiswijk</i> | 53 <i>Yarmouth Roads</i> |
| 7 <i>Chesil Beach (Cannon Site)</i> | 22 <i>HMS/m A3</i> | 38 <i>Royal Anne</i> | |
| 8 <i>Church Rocks</i> | 23 <i>HMT Arfan</i> | 39 <i>Salcombe Cannon Site</i> | A <i>SS Richard Montgomery</i> |
| 9 <i>Coronation Inshore</i> | 24 <i>Holland No. 5</i> | 40 <i>Schiedam</i> | |
| 10 <i>Coronation Offshore</i> | 25 <i>Invincible</i> | 41 <i>Seaton Carew</i> | |
| 11 <i>Dumwich Bank</i> | 26 <i>Iona II</i> | 42 <i>South Edinburgh Channel</i> | |
| 12 <i>Erme Estuary</i> | 27 <i>Langdon Bay</i> | 43 <i>St Anthony</i> | |
| 13 <i>Erme Ingot</i> | 28 <i>Loe Bar</i> | 44 <i>SM U-B</i> | |
| 14 <i>Filey Bay Wreck</i> | 29 <i>London</i> | 45 <i>Stirling Castle</i> | |
| 15 <i>GADB</i> | 30 <i>Mary Rose</i> | 46 <i>Studland Bay</i> | |
| | 31 <i>Moor Sand</i> | 47 <i>Swash Channel</i> | |

Designated sites under the Protection of Wrecks Act 1973 as of September 2017.

Image © Historic England

Forgotten wrecks protected under

the *Protection of Wrecks Act 1973*

HMT *Arfon*

The remains of HMT *Arfon*, a trawler requisitioned by the Royal Navy in August 1914 for minesweeping duties, lie at a depth of about 35m, south of St Alban's Head, Dorset.



Trawler City of York, a comparable ship to the HMT Arfon. Image © Swanage Boat Charters

Arfon struck a mine on 30th April 1917 and sank in under 2 minutes with the loss of ten of the crew including the captain. The three survivors were blown overboard by the mine's explosion. *Arfon's* well-preserved remains constitute a rare example of an early 20th century steam trawler, whose robust build made suitable for requisition as minesweepers.

By the end of the war, more than 300 British trawlers had been lost in coastal defence work along with 50% of their crews. It is interesting to compare this harrowing statistic with the loss rate of troops serving in the Western Front trenches during the First World War, which was approximately 11.5%.

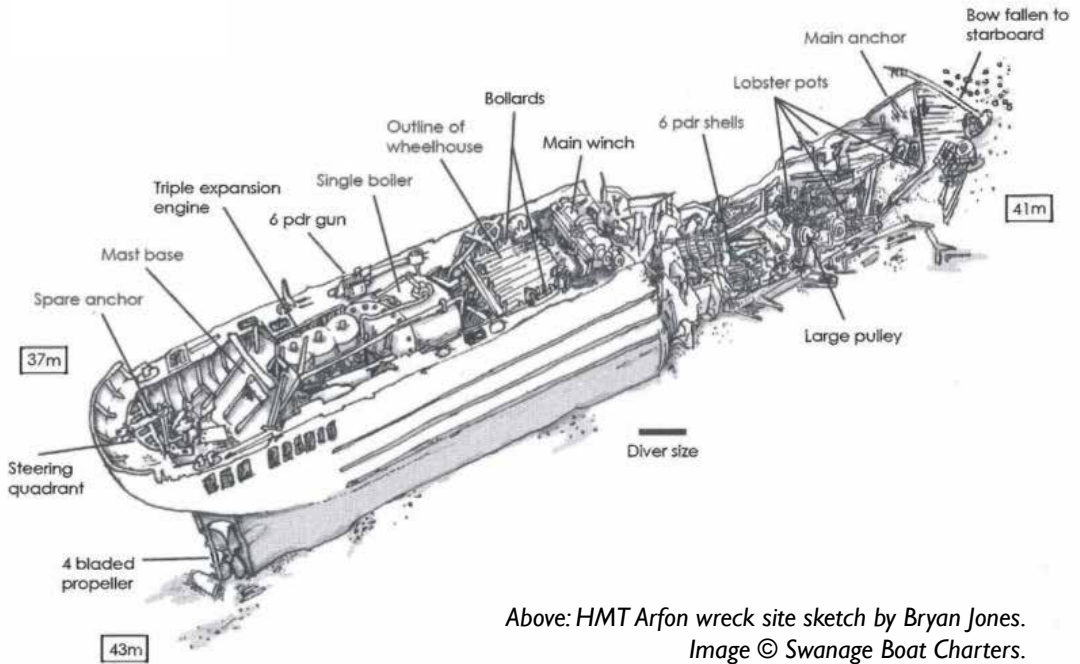
Until recently, a different wreck had been misidentified as *Arfon*. In 2014 Martin and Bryan Jones, divers from Swanage, approached MAT about a newly found wreck they believed to be the *Arfon* which they feared was under immediate threat of salvage. While HMT *Arfon* and crew were lost on military service and the wreck can be considered a 'war grave', the exceptional preservation of the vessel, with the majority of fixtures, fittings and contents intact, means it is also a rare heritage asset. MAT advised contacting Historic England to seek

designation under the Protection of Wrecks Act which, allowing only licenced visits, should protect the site from disturbance, preserving its heritage value while also protecting any maritime graves from disturbance. Historic England moved quickly to designate the site which became a Protected Wreck in August 2016 (Historic England 2017c).

The Maritime Archaeology Trust worked with the team who discovered the *Arfon* and Historic England, to record the remains and create an online wreck tour which enables people to virtually navigate their way around the wreck on the seabed, while learning about the vessel, its loss, subsequent discovery and protection (Maritime Archaeology Trust, 2017a).



The Arfon's propeller.



Above: HMT Arfon wreck site sketch by Bryan Jones.
Image © Swanage Boat Charters.
Below: The Arfon online wreck tour, available at:
www.cloudtour.tv/arfon

Wreck Bow | Station 2

Hawser hole

Bow anchor still in place

We're looking down onto the seabed at the port side bow anchor still locked in place, indicating how localized but intense the main damage was. Ropes, fittings and other debris are also scattered across the seabed in this area.

Bow Panorama



Submarine U-8

The *U-8* is a rare example of a German Type U-5 submarine, launched in 1911. The first U-boat to be sunk in English territorial waters in the First World War, *U-8* was captured off the coast of Folkestone in Kent in March 1915 after being caught in anti-submarine nets and forced to the surface by ships of the Dover Patrol.

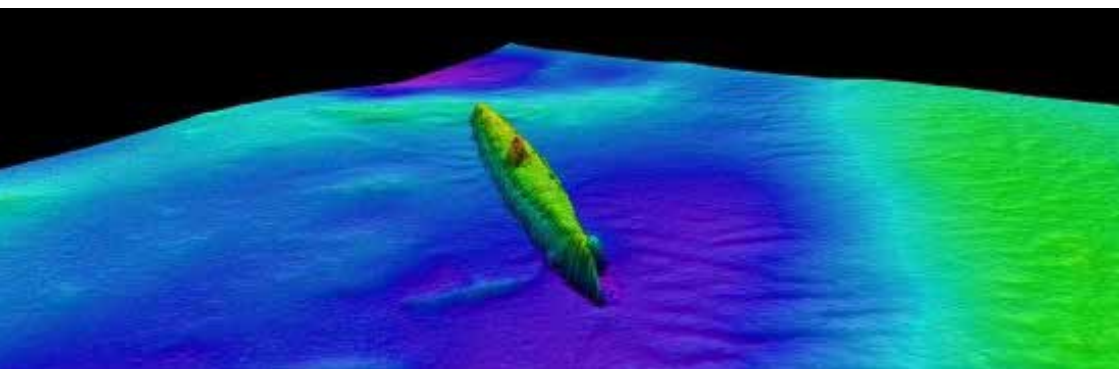
The crew were taken off but the submarine foundered whilst under tow to Dover and has now been positively identified.

Historic England survey shows the *U-8* is in very good condition, sitting upright on the seabed with periscopes and radio masts still in place.

Right, top: U-8 and crew members, March 1915.

Image © Frankes.com

Right, bottom: The capture of U-8, off Dover.



Protection of Military Remains Act 1986

The purpose of the Protection of Military Remains Act is to safeguard 'from unauthorised interference' the remains of aircraft and vessels that have crashed, sunk or been stranded while in military service and of associated human remains. It is administered by the Ministry of Defence (MoD) and allows for two levels of protection: designation as a protected place or designation as a controlled site.

Protected places – all military aircraft crash sites in UK waters are automatically protected places. In addition, individual named wrecks of vessels that sank or were stranded on or after 4th August 1914 can be designated a protected place by statutory instrument. The location of the wreck does not need to be known. Diving or other access is allowed on a 'look but do not touch' basis only. The Statutory Order which came into force on 3rd March 2017 designated 79 protected places.

Controlled sites are specifically designated areas which cover the remains of an aircraft or named vessel sunk or stranded in military service within the last 200 years. Within a controlled site, diving operations are entirely prohibited unless authorised by a specific licence issued by the MoD. The Statutory Order which came into force on 3rd March 2017 designated 12 controlled sites (Maritime and Coastguard Agency, 2012 & 2017).

For the latest list of sites protected under this act, search online for 'Statutory Order Protection of Military Remains Act'.

Left: Acoustic multibeam image of the U-8 submarine showing the hull sitting proud of the surrounding seabed. Image © Crown Copyright, Wessex Archaeology.

Forgotten Wrecks protected under the Protection of Military Remains Act

Seven wrecks in the Forgotten Wrecks project area are protected by the Protection of Military Remains Act 1986 and project staff and volunteers have been researching and raising the profile of these wrecks and their crews. More details can be found on the Forgotten Wrecks website and the statutory listings, but here are some examples:

Controlled site: HMS *Formidable*

HMS *Formidable* was a pre-dreadnought battleship launched in 1898 that served with the Channel Fleet from 1908. Although her design had been rendered obsolete in 1906 by HMS *Dreadnought*, which had vastly increased speed and fire-power, *Formidable* was still a powerful vessel.

Formidable was sunk in rough seas off Devon on New Year's Day 1915 by torpedoes from the German U-boat *U-24*. Of the 780 crew only 233 survived.

HMS *Formidable*.
Image © IWM



A life-belt from HMS *Formidable*, washed up on the Dutch coast during the war, was presented to the Imperial War Museum in 1920.

The life-belt has been connected with Ordinary Signalmán Walter Ernest Melliush, who was only 18 years of age when he died on *Formidable*. Through a chance meeting, the Forgotten Wrecks project was able to contact Walter's family. Walter's great-nephew, David said: "The whole project sounds fascinating and especially the reference to the life-ring, which incidentally I was not aware of but brings the whole sorry loss of the ship and its crew poignantly home to my family"



The life belt from
HMS Formidable.
Image © IWM

Formidable lies upside down on the seabed off Torbay, Devon at a depth of approximately 60m. Though almost cut in half by a large hole towards the bow, the vessel's thick armour means that most of the hull is still intact.

The Forgotten Wrecks of the First World War project has created a digital memorial to the 547 men who lost their lives on HMS *Formidable* in 1915 by creating a 'Community' on the Imperial War Museum's Lives of the First World War website (Maritime Archaeology Trust, 2017c).

Controlled site: UB-81


On 2nd December 1917, SM *UB-81* was patrolling south of the Isle of Wight when it hit a mine and sank. The rear of the submarine was badly damaged, but by pumping air into the forward tanks, the crew managed to get the bow

of the vessel clear of the water. By removing a loaded torpedo, several men were able to crawl up the torpedo tube and escape. Conditions outside were so unpleasant that several of the crew returned inside saying they would rather die below than freeze outside. The Royal Navy patrol vessel HMS P32 came alongside to assist, but hit the bow of the U-boat. Water poured into the torpedo tube and the submarine sank, drowning the remaining men on board. Twenty nine crew died and 6 survived (see U-Boat.net, UB81).

Historic sources paint different pictures of the loss. Although the log book of HMS P32 makes no mention of the collision, German survivors repeatedly suggest the patrol boat rammed the U-boat. Today the remains of SM UB-81 lie in nearly 30m of water south of Portsmouth (Maritime Archaeology Trust, 2017d).

UB-86 pictured below is also in the Forgotten Wrecks project area, being one of five German U-boats that lie off Pendennis Point, Cornwall, their final resting place after post-war explosives tests (ADM 189/102).

As controlled sites under the Protection of Military Remains Act, it is an offence to dive on *Formidable* or UB-81 without a licence.



UB-86, sister-vessel to UB-81, built in the same yard and launched some two months after (ADM 189/102).

Image © The National Archives.

Protected Place: *Fisgard II*

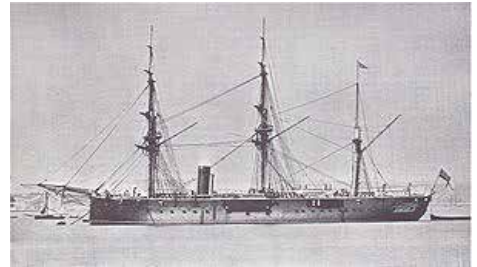
Built as HMS *Invincible*, an ironclad, in 1870 and powered by both sail and steam, this vessel had a central battery of armament, rather than the usual broadside arrangement of guns, and so marked a significant evolutionary point in the development of Royal Navy warships.

In 1904 *Invincible* was renamed *Erebus* and by 1906, as a hulk now renamed *Fisgard II*, she was part of the shore-based navy training establishment at Portsmouth. Although previously scheduled for disposal, a pressing need for ships for wartime duty meant *Fisgard* was reprieved for service at Scapa Flow as a support ship. On 17th September 1914, whilst under tow in the Channel, water started coming in through the hawseholes and the vessel foundered about 3 miles off Portland Bill. According to Admiralty records, of the 64 aboard, six Royal Navy personnel and 11 civilian workers were reported lost or missing (ADM 11/8394/322).

Fisgard II was lost, not as a result of war related action, but through being towed in an unseaworthy condition. With neither propulsion nor steering gear it was not possible to manoeuvre out of trouble, a point raised by a survivor.

At the inquest, the Coroner commented: '... the ship was entirely unfitted for the sea. The Admiralty might just as well have put the men into a tub and towed them into the Channel and then wonder why they lost their lives.' (The Times, 19 September 1914)

The wreck of *Fisgard II* lies completely upside down at a depth of approximately 60m off Portland.



Top: HMS *Fisgard II* when HMS *Invincible*.
 Bottom: *Fisgard II* as HMS *Erebus* shown as a depot ship at Portland during the summer of 1904. Image © World Ship Society.

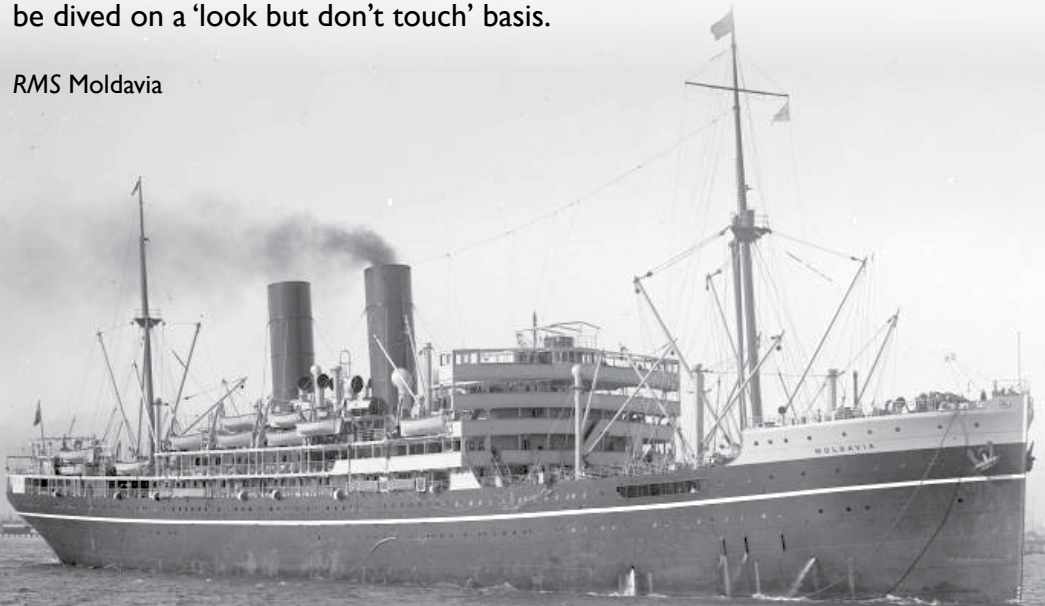
Protected Place: HMS *Moldavia*

Launched as a P&O passenger ship in 1903, RMS *Moldavia* was purchased by the Royal Navy in 1915 and converted to an armed merchant cruiser. She also served as an escort to convoys between West Africa and Plymouth.

In March 1918 *Moldavia* was dispatched to Canada and on 11th May 1918 left Halifax as an escort to convoy HCl bound for London. The vessel carried both cargo and 477 men from the US Army 28th Regiment. On 23rd May 1918 off Beachy Head, *Moldavia* was struck on the port bow by a torpedo fired by UB-57 and badly damaged. The ship first took a 25 degree list to port, then came upright again before gradually listing to starboard. Before sinking she remained afloat long enough for all crew and most of the US servicemen to be transferred, although 56 who were in a compartment near where the torpedo struck lost their lives (shipsnostalgia, 2017).

Today the wreck of *Moldavia*, lying at a depth of approximately 30 – 40m south of Littlehampton, is a popular dive site. As a Protected Place, it can only be dived on a 'look but don't touch' basis.

RMS *Moldavia*



Protected Place: HMS *Ghurka*

On 8th February 1917 the *Ghurka*, a Tribal class destroyer under the command of Lieutenant Harold G. Woolcombe-Boyce, struck a mine and sank between Dungeness and the Royal Sovereign Light Vessel off Kent.

The submarine responsible for sinking the *Ghurka* was *UC-47*, a minelaying submarine commanded by Lieutenant P. Hundius. Some 10 months later, *UC-47* was rammed, sunk and depth charged off Flamborough Head, Yorkshire with the loss of all crew.

Some of *Ghurka's* crew were rescued by naval ships in the locality, but further attempts to rescue survivors were called off when two more mines were spotted in the vicinity.

The wreck lies off Dungeness, Kent, in 30m of water, the final resting place of the 75 men that were killed when the ship sank. The wreck was not officially designated under the Protection of Military Remains Act until 2008, and prior to this was extensively salvaged with the use of explosives. Parts of the stern are still intact and stand 8m proud of the general wreckage (National Archives, 2017).

HMS Ghurka. Image © Tyne and Wear Archives and Museums, Accession 2931/War17



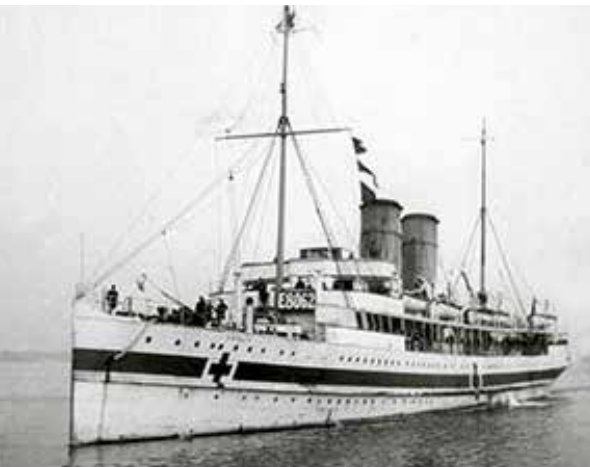
Protected Place: HMHS *Anglia*

SS *Anglia* was built in 1900 for the London & North Western Railway's route between Holyhead and Dublin. At the outbreak of war, she was commandeered by the Admiralty and converted to an armed boarding steamer named HMS *Anglia*, before being refitted in 1915 as an auxiliary hospital ship, HMHS *Anglia*.

On 17 November 1915, four miles off the Dover Harbour western entrance, HMHS *Anglia* struck a mine while carrying 390 wounded soldiers, medical staff and a crew of 56. The ship sank in 15 minutes.

Vessels in the area quickly went to the rescue with one, SS *Lusitania*, also striking a mine and sinking shortly afterwards. Some of the survivors from the *Anglia* were rescued from the sea for the second time that day. Though many people were rescued, five army officers, 128 soldiers, a nurse, nine Royal Army Medical Corps men and 25 crew members lost their lives.

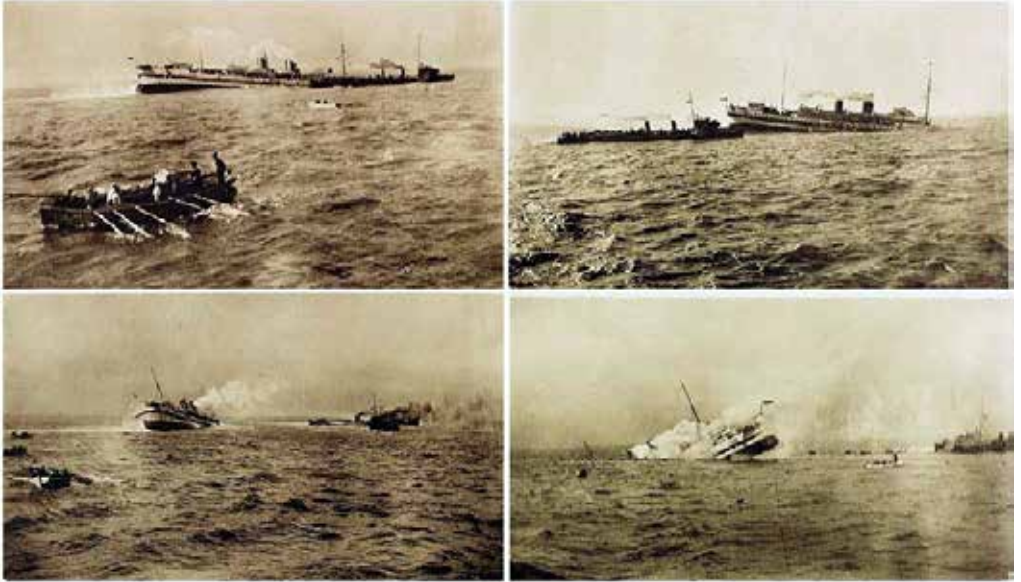
Only a few days before the sinking, the ship's captain and first officer had received a gold pin set from King George V as a reward for the care he received on board, after injuring himself in a fall from his horse while inspecting troops in France.



Left: HMHS Anglia.

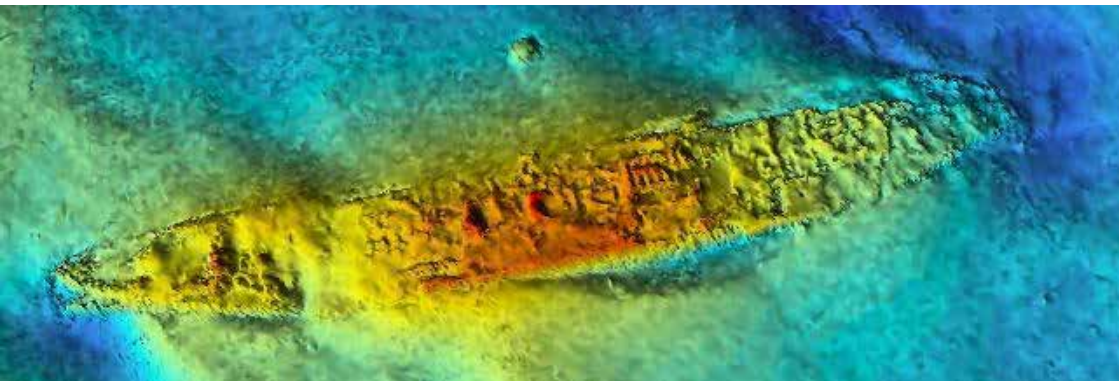
Right, top: Sinking of HMHS Anglia in 1915. Image © The National Archives ADM1/8443/367.

Right, bottom: Bathymetry imagery of the wreck of HMHS Anglia. Image © Crown Copyright, Wessex Archaeology



Anglia was the first hospital ship casualty of the war. Today her remains lie at a depth of approximately 30 metres within a few miles of Folkestone, Kent (History points, 2017).

HMHS *Anglia* is one of the forgotten wrecks featured in the Great War Shipwrecks of the Channel Crossing booklet (Maritime Archaeology Trust, 2017e).



Protected Place: *SS Mendi*

Built in 1905 for the British & African Steam Navigation Co. Ltd. *SS Mendi* was requisitioned as a troopship in February 1917. *Mendi* was heading up the English Channel towards Le Havre on the 21st of February 1917. On board were 802 men of the South African Native Labour Corps (SANLC) who were to have become part of a huge but poorly-treated multi-national labour force on the Western Front. Their role was to build the railways, trenches, camps and roads upon which the Allied war effort depended. Many had never seen the sea before.

In thick fog, the much larger cargo ship *Darro*, on its way to Argentina to collect a cargo of meat, accidentally rammed *Mendi*, causing the ship to sink in just 20 minutes killing 607 South Africans and 31 crew.

In South Africa, oral tradition recounts the story that the Reverend Isaac Wauchope Dyobha made a now-famous speech on the ship's deck, leading the doomed men of the Corps in a death dance as the ship went down (Historic England, 2017e).

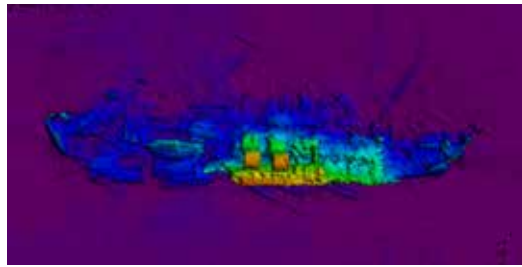
In 1974, the resting place of the *Mendi* was discovered off the Isle of Wight by local diver, Martin Woodward. Historic England and the South African Heritage Resources Agency funded a geophysical survey and desk based assessment on the wreck in 2007 and 2008 and, in 2010, it was designated as a protected place under the Protection of Military Remains Act.



During the years of apartheid the ship became a symbol of the injustice faced by black South Africans and the *Mendi* has given its name to South Africa's highest award for courage - the Order of the Mendi Decoration for Bravery.

In February 2017 Historic England published a book: *We Die Like Brothers* to mark the centenary of the loss of the *Mendi* (Gribble & Scott, 2017).

In June 2017 the ship's bell was anonymously left for a BBC reporter to find, see 'The *Mendi* Bell' section further on in this booklet.



Above, left: Detail of bronze fresco at Delville Wood Museum, Somme, France. It is accompanied by a panel bearing the names of the men lost. Image © Delville Wood.

Above, top right: one of the *Mendi*'s boilers, photographed in 2017.

Above, bottom right: Geophysical image of the wreck of the *Mendi*. Image © Ministry of Defence.

Left: RMS *Mendi* shown in pre-war days when used as a mail ship. Image © the John Gribble Collection.

Objects recovered from the

Forgotten Wrecks

After around 100 years on the seabed, some of the forgotten wrecks are still largely intact although others exist as only a few remaining features. Many of these wrecks are regularly visited by divers and in the early decades of SCUBA diving, the retrieval of material from wreck sites was a popular pursuit. Whilst this still occurs to a limited extent, today's diving community promotes a sustainable 'look but don't touch' approach to wreck diving. Fixtures, fittings and objects historically collected from the south coast's forgotten wrecks, however, lie in museums and private collections around the country and beyond. The relevant legislation here is the Merchant Shipping Act 1995.

Merchant Shipping Act 1995

Part IX of the Merchant Shipping Act 1995 relates to wreck and salvage. Providing it is not a protected / designated wreck and that a marine licence is in place if needed, it is not illegal to recover material from a historic wreck. However, the Merchant Shipping Act 1995 requires that all recovered finds are reported (within 28 days of recovery) to the Receiver of Wreck, whose duties are set down under the Act and who operates through the Maritime and Coastguard Agency (MCA). The Receiver of Wreck will attempt to identify the current legal owner of the material that has been recovered and will liaise with museums and heritage organisations regarding items of potential historic significance, finding homes within museum collections where possible. Finders of wreck are likely to be entitled to a salvage award, therefore, whilst some items might be offered as donations, museums may have to purchase others. (Maritime and Coastguard Agency, 2012)

The Mendi Bell

In June 2017, following media coverage of the centenary in February 2017 of the sinking of the *Mendi*, Steve Humphrey, a BBC reporter who has spent more than 30 years researching the *Mendi* and the whereabouts of its bell, received an anonymous phone call inviting him to Swanage Pier in the early hours. Here he found a bronze ship's bell inscribed with the name 'MENDI', wrapped in plastic. An accompanying note seemed to imply that the anonymous donor did not hold the bell legally and wished to remedy the situation by handing it in for official preservation and safekeeping.

In accordance with maritime law the bell was handed over to the Receiver of Wreck who placed it in the safekeeping of Southampton City Council museums pending a decision as to its future. The South African Government, who are known to have a strong interest in all matters concerning the sinking of the vessel, are amongst those being consulted regarding the future of this bell.

The bell has not been previously reported to the Receiver of Wreck, but it is known that material was stripped from the wreck prior to it becoming protected.

In September 2017 the Receiver of Wreck allowed the Maritime Archaeology Trust to take the *Mendi* bell to the Isle of Wight, where it was exhibited for a week at the Shipwreck Centre, Arreton, alongside other artefacts from the *Mendi*. During this time the Trust scanned the bell to create a digital 3D model, enabling people to virtually access the artefact over the internet from anywhere in the world.



Ship's bell reputedly from SS Mendi. Image © Southampton City Council

The Shipwreck Centre & Maritime Museum

Located at Arreton Barns Craft Village on the Isle of Wight, the Shipwreck Centre is home to a unique collection which includes material from some of the south coast's forgotten wrecks, including objects that were recovered from the *Mendi* and *UB-81* before they became protected sites.

All the material at the Shipwreck Centre has been declared to the Receiver of Wreck and comprises a unique example of a private collection that, through the extensive efforts of its owner, has been made accessible to the public.

Founded by professional diver Martin Woodward in 1978, virtually all the shipwreck material on display has been personally recovered by him. The Shipwreck Centre is now under the management of the Maritime Archaeology Trust with the Heritage Lottery funded Forgotten Wrecks project helping to create a digital archive of this important collection.



Other Initiatives and Legislation

Respect our Wrecks

Respect our Wrecks is a joint initiative between the British Sub-Aqua Club (BSAC), the Professional Association of Diving Instructors (PADI) and the Sub Aqua Association (SAA) to highlight and promote sensible and responsible wreck diving practice. (British Sub-Aqua Club, 2008).

Ancient Monuments and Archaeological Areas Act

Currently none of the south coast's forgotten wrecks are protected under the Ancient Monuments and Archaeological Areas Act 1979. This Act relates primarily to land-based sites and structures and provides for the scheduling of historic monuments of national importance. In recent years it has also been used to provide some level of protection for underwater sites. Once a wreck has been scheduled as a maritime monument, public access to it, such as diving on the site, is permitted on a 'look but do not touch' basis. Without scheduled monument consent, it is an offence to: "demolish, destroy, alter or repair" the wreck.

For this reason, only suitably robust sites are likely to be scheduled, such as the remains of the German High Seas Fleet at Scapa Flow. The relevant National Heritage Agency can provide further information. (MCA 2012)

Marine and Coastal Access Act 2009

The marine licensing system established by this Act came into force in April 2011. It aims to help protect the marine environment, including heritage, via licensing and enforcement functions administered by the Marine Management Organisation (MMO). This Act requires a licence for a range of activities in the UK marine area, such as using equipment powered by a vessel's winch or crane to remove or deposit objects, using a water dredge or airlift and leaving

marker buoys on site for more than 28 days. For further information, and a full list of all licensable activities, please see:

www.gov.uk/guidance/make-a-marine-licence-application

UNESCO Convention on the Protection of Underwater Cultural Heritage

This convention, adopted in 2001, defines underwater cultural heritage as “all trace of human existence having a cultural, historical or archaeological character which have been partially or totally under water, periodically or continuously, for at least 100 years” and imposes a number of responsibilities on signatory states. The main principles cover: an obligation to preserve underwater cultural heritage; in-situ preservation as a first option; no commercial exploitation; and an undertaking to deliver training and information sharing. Whilst the Convention’s broad principles were supported by the UK government it did not vote for the draft convention and has not since ratified it, expressing a number of reservations. However, UK agencies do work to the set of rules detailed as an appendix to the Convention.

Conclusion

Historic remains from the First World War lie in and around our seas, rivers and estuaries. With more than 1,000 wartime wrecks along England’s south coast alone, the conflict has left a rich maritime heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet largely forgotten, struggle that took place on a daily basis, just off our shores.

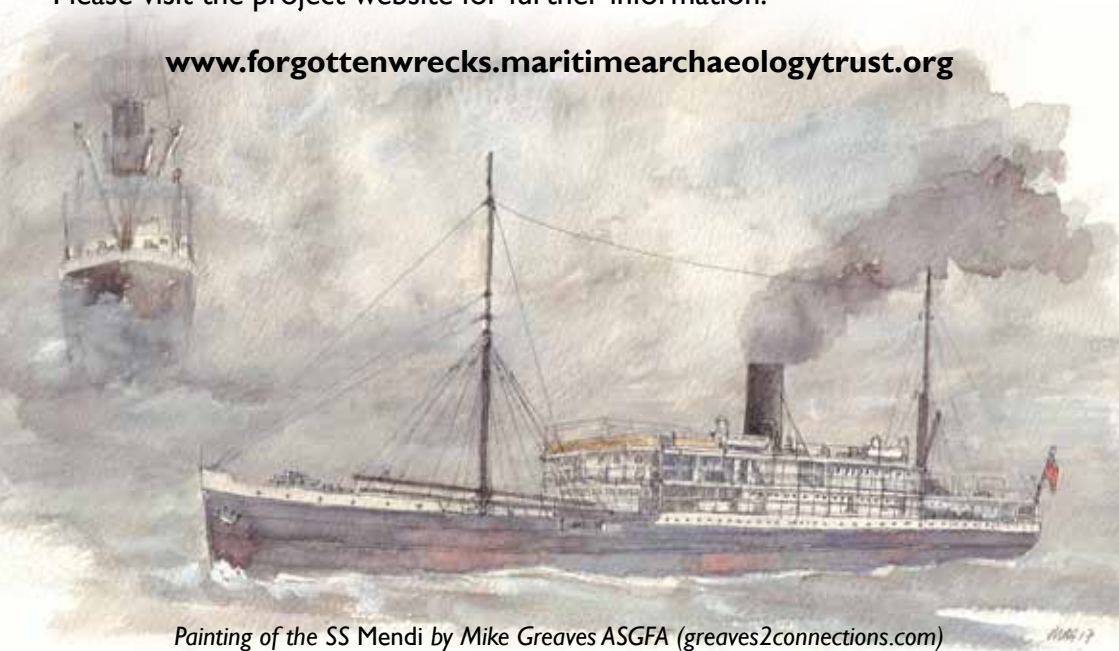
In this booklet, we have highlighted the main legislation that affects the south coast’s forgotten wrecks. All of them are affected by the Merchant Shipping Act’s requirement that recovered wreck material must be reported to the Receiver of Wreck. While this does not protect a wreck from interference or removal of material, it can help identify material for study and highlight

sites that are being salvaged. Approximately 1% of the forgotten wrecks are formally protected by either the Protection of Military Remains Act or the Protection of Wrecks Act, with the level of protection ranging from 'look but don't touch' access, to access only with a licence (which are relatively easy to obtain for some sites and unlikely to be issued for others). The vast majority of the forgotten wrecks, however, receive no formal protection, despite the fact that they are all heritage sites and many of them are also maritime graves.

The Maritime Archaeology Trust, through the Heritage Lottery funded Forgotten Wrecks of the First World War project, has worked with communities and volunteers via a varied programme of fieldwork, research, touring exhibitions, school sessions and other outreach work, to raise awareness and create for future generations a lasting legacy of information and learning resources relating to the First World War's forgotten wrecks of the south coast.

Please visit the project website for further information:

www.forgottenwrecks.maritimearchaeologytrust.org



Painting of the SS Mendi by Mike Greaves ASGFA (greaves2connections.com)

Sources and where to find out more

The following sources and websites have been used during research to create this booklet.

ADMI I-8394-322:Admiralty report on men who were lost in the foundering of H.M.S.Fisgard II: September 1914. The National Archives, Kew. https://spaces.hightail.com/space/vu2nZQuiVm/files/fi-78f3d8d9-0c0d-457b-b107-2b7fbb712259/fv-88790375-7109-443a-a355-9430589798df/IMG_8227.JPG

ADM I89/102: Explosive trials on German submarines: report, 1921. The National Archives, Kew.

BBC, 2017. SS Mendi:WWI shipwreck's bell handed to Southampton museum. <http://www.bbc.co.uk/news/uk-england-hampshire-40329958>

British Sub Aqua Club, 2008. Respect our Wrecks Policy. https://www.bsac.com/core/core_picker/download.asp?id=10204

Dodson, A (2015) 'The Incredible Hulks: the Fisgard Training Establishment and its Ships' Warship, vol 37, pp. 29-43.

Gribble, J. & Scott, G. 2017. We Die Like Brothers: The Sinking of the SS Mendi. Historic England Publishing, Swindon

Historic England, 2017a. Protected Wreck Sites FAQs <https://historicengland.org.uk/listing/what-is-designation/protected-wreck-sites/wreck-site-faqs/>

Historic England, 2017b. Protection of Wrecks Act 1973. <https://historicengland.org.uk/images-books/publications/protection-of-wrecks-act-1973/>

Historic England, 2017c. Wreck of HMT Arfon List Entry Summary. <https://historicengland.org.uk/listing/the-list/list-entry/1432595>

Historic England, 2017d. Wreck of U-8 List Entry Summary. <https://historicengland.org.uk/listing/the-list/list-entry/1430265>

Historic England, 2017e. SS Mendi. <https://historicengland.org.uk/whats-new/first-world-war-home-front/what-we-already-know/sea/ssmendi/>

History points, 2017. Anglia anchor memorial, Holyhead. <http://historypoints.org/index.php?page=anglia-anchor-memorial-holyhead>

Maritime Archaeology Trust, 2017a. Arfon Web Tour. <http://www.cloudtour.tv/arfon>

Maritime Archaeology Trust, 2017b. Great War Shipwrecks of the Channel Crossing. (<http://forgottenwrecks.maritimearchaeologytrust.org/war-at-sea/shipwrecks-of-the-channel-crossing>)

Maritime Archaeology Trust, 2017c. A digital memorial to those who lost their lives on HMS Formidable. <http://forgottenwrecks.maritimearchaeologytrust.org/formidable>

Maritime Archaeology Trust, 2017d. SM UB-81. <http://forgottenwrecks.maritimearchaeologytrust.org/ub81>

Maritime Archaeology Trust 2017e. Forgotten Wrecks of the First World War. <http://forgottenwrecks.maritimearchaeologytrust.org/war-at-sea/shipwrecks-of-the-channel-crossing>

Maritime Archaeology Trust 2017f. Temporary Exhibition Programme. <http://forgottenwrecks.maritimearchaeologytrust.org/forgottenwrecks/explore-the-wrecks/temporary-exhibition-programme>

Maritime and Coastguard Agency, 2012. Guidance: Wreck and salvage law <https://www.gov.uk/guidance/wreck-and-salvage-law>

Maritime and Coastguard Agency, 2017. Statutory Instruments 2017 No. 147 Defence The Protection of Military Remains Act 1986 (Designation of Vessels and Controlled Sites) Order 2017 <https://www.gov.uk/government/publications/receiver-of-wreck-protected-wrecks>

National Archives, 2017. The loss of HMS Ghurka. <http://blog.nationalarchives.gov.uk/blog/loss-hms-ghurka/>

Shipsnostalgia.com, 2017: RMS Moldavia http://www.shipsnostalgia.com/guides/RMS_Moldavia

The Times, 19 September 1914, No.40,640, p3. No.64: HMS Fisgard II (Diary of the War at Sea No.2)

<https://thewreckoftheweek.wordpress.com/tag/wrecks-in-1914/>

U-Boat.net: UB81 German and Austrian U-Boats of World War One. <http://www.uboat.net/www/boats/index.html?boat=ub+81>

Wessex Archaeology, 2014. Archaeological Services in Relation to Marine Designation, HMHS Anglia; English Heritage / Wessex Archaeology; Salisbury UK http://www.wessexarch.co.uk/system/files/HMHS%20Anglia%20Marine%20Geophysical%20Survey%20Report_for%20web.pdf

About Us

The **Maritime Archaeology Trust** is a registered charity with more than 25 years' experience in research, investigations and pioneering techniques for the study and promotion of marine cultural heritage. Originating in the south of England as the Hampshire and Wight Trust for Maritime Archaeology, the MAT has grown from regional roots to an internationally renowned authority on maritime archaeology.

Using money raised through the National Lottery, the **Heritage Lottery Fund** (HLF) sustains and transforms a wide range of heritage for present and future generations to take part in, learn from and enjoy. From museums, parks and historic places to archaeology, natural environment and cultural traditions, the HLF invests in every part of our diverse heritage. The First World War Centenary is a chance to understand the war better, uncover its stories and explore what it means to us today. The Heritage Lottery Fund has already funded more than 1,000 First World War centenary projects up and down the UK and has been pleased to support the MAT's Forgotten Wrecks project.

From 2014 to 2018, across the world, nations, communities and individuals of all ages will come together to mark, commemorate and remember the lives of those who lived, fought and died in the First World War. The Imperial War Museum is leading the **First World War Centenary Partnership**: a network of local, regional, national and international cultural and educational organisations.

UNESCO are supporting commemorations of WWI around the globe, recognising that the centenary is a unique occasion to draw attention to the preservation of First World War underwater cultural heritage and to its message for peace and reconciliation.

Back Cover: Wreck of HMS Irresistible

Maritime Archaeology Trust



The Maritime Archaeology Trust
National Oceanography Centre
Southampton
SO14 3ZH

02380 593290 / 02380 237300
www.maritimearchaeologytrust.org



WWW.FORGOTTENWRECKS.ORG