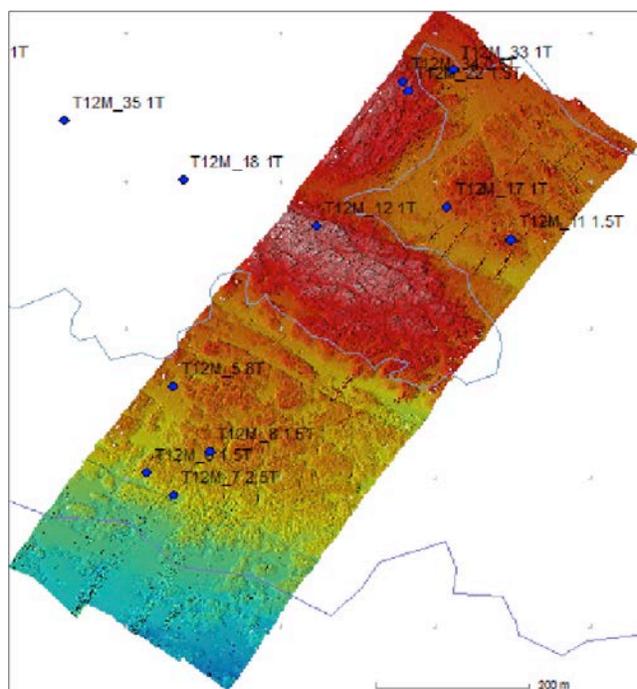


Multibeam survey extent and magnetometer targets overlain on Coronation site



## Coronation Geophysical Survey

### MAST wins English Heritage contract

MAST won a £15,000 contract from English Heritage in March 2012 to complete a geophysical survey of the protected coronation site off Penlee Point in Cornwall.

and Isles of Scilly Maritime Archaeology Society (CISMAS), ProMare and Swathe Services to conduct the sidescan, magnetometer and multibeam requirements respectively.

MAST subcontracted Cornwall

Continued on

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### Early shipwrecks

MAST in partnership with Bournemouth University launch pre-1800 Shipwreck Project on the south coast

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### Contact MAST

For more details of any projects please visit [www.thisismast.org](http://www.thisismast.org) or email [mast@thisismast.org](mailto:mast@thisismast.org)

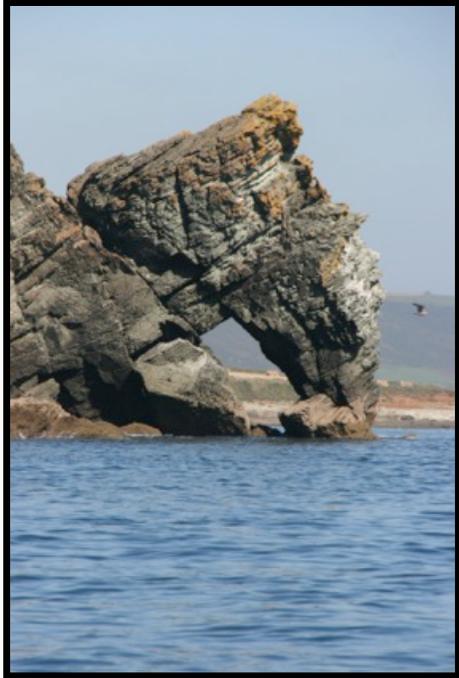


### Royal Anne Galley

MAST, in partnership with Bournemouth University, is investigating Pistil Meadow where contemporary sources suggest shipwreck bodies may be buried.

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## MAST and Bournemouth University launch early shipwreck project



Prawle Point off South Devon

Britain, as maritime nation, has a long and distinguished relationship with the sea. Since what is now the UK first became an island c.12,500 years ago the history of its inhabitants has been intertwined with maritime endeavour. Initially this was the navigation of the seas that surround the British Isles. As time progressed such endeavours spread to oceans of the world as Britain became a major mercantile and naval power.

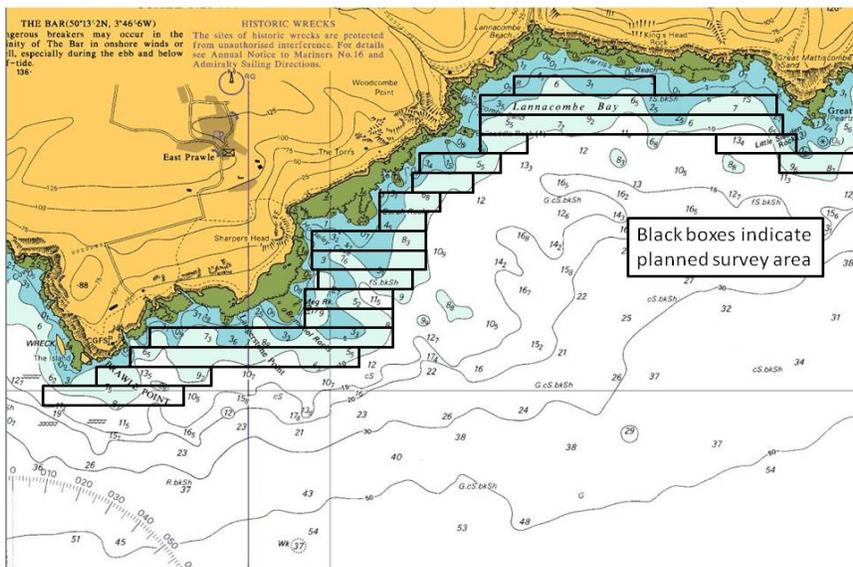
As witness to these extraordinary endeavours Britain's coasts are

littered with the remains of ships lost in these voyages and similar endeavours undertaken by other nations.

Indeed because of this and the island's position on the maritime approaches to Northern Europe,

the UK has arguably more shipwrecks per mile of coastline than any nation on earth. The purpose of this project is to evaluate the presence of pre 1800 shipwrecks in two key areas off South Devon. These two areas, Prawle Point (Area A) and Bigbury Bay (Area B) have been chosen because they are both notorious ship traps, believed to contain archaeological remains.

Prawle Point (Area A) is the second southernmost point in Britain and, because of its prominent position on the UK's Southern Approaches and its treacherous, ragged coastline it is renowned as a ship trap since the Bronze Age. Few have ever found.



Proposed area of magnetometer survey (Area A)

# Pistil Meadow and the Royal Anne Galley



The National Trust invited MAST to help it to corroborate contemporary sources which suggest the presence of a mass grave of crew and passengers from the wreck of an 18<sup>th</sup> century Royal Navy warship on Lizard Point in Cornwall.

Secondary sources of the time suggest that approximately 200 bodies were buried in Pistil Meadow, victims of the wrecking of the *Royal Anne* Galley in 1721.

*Royal Anne* Galley was a galley frigate, a small, fast warship, with combined sail and oar propulsion. She was wrecked on the Stags off Lizard Point on November 10, 1721. About 200 crew and passengers drowned in addition to her captain and Lord Belhaven, en route to take up his position as the governor of Barbados. Most of the bodies are believed to be buried in a cliff-top grave at Pistil Meadow. It is not known if Lord Belhaven's body was taken home for burial.

The wreck site was rediscovered in 1991 by local diver Robert Sherratt when a large sounding lead was found adjacent to two iron guns. Subsequently numerous objects were recovered from the seabed in the vicinity of the guns, including cutlery bearing the Belhaven crest, which led to the identification of the wreck which was then designated under the Protection of Wrecks Act (1973) as the *Royal Anne* two years later.

The passage around Lizard Point is renowned for being treacherous, with over 200 recorded wrecks in the area. It is a particularly vulnerable shipping point in south westerly gales.



Local legend, based on mainly 19<sup>th</sup> century sources, suggests that the victims' bodies were buried in large grave pits in the valley at Pistil Meadow, above the nearest beach to the scene of the wreck and that 'Pistil' is haunted by their ghosts. The cliffs above the beach are, perhaps, 10-15 metres high.

MAST, in partnership with Paul Cheetham and Dave Parham, senior lecturers at Bournemouth University, conducted multi-method geophysical surveys of the meadow. The survey has identified a number of anomalies that may relate to the burial pits reported by the historical sources. The potential for further work to confirm such an interpretation is currently under discussion.

# Coronation Geophysical Survey

The *Coronation* was a 90-gun second rate ship built at Portsmouth dockyard in 1683 and wrecked off Penlee point, Plymouth on September 3, 1691. The Protected wreck site consists of two designated areas. The area in between these two protected sites is known as the “Intermediate” site. It is not protected but was included in this project.

The project was commissioned by EH, because, as it stated in its tender document “while the *Coronation* is not currently on the [At Risk] Register, the exposure of material caused by lowering bed level does mean that without the intervention proposed here, the wreck will be considered to be at Risk in future analysis”.

The project aim was to provide EH with geophysical data of the project area and archaeological interpretations including a list of potential archaeological “hits”, to allow further, decision-orientated investigation of the project area.

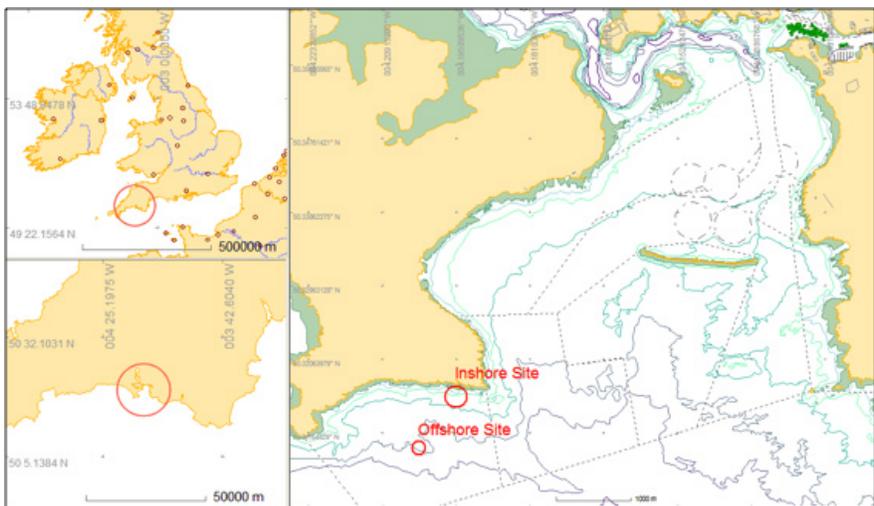
For the sidescan survey we used a C-Max CM2 EDF towfish and transceiver unit.

The sonar fish was towed from the stern A frame with the cable fed through a snatch block. It was towed with a layback which varied between 24m to 30m. The unit was towed at 4.4 knots. During the inshore survey, where depths range from 2-12m the sidescan was attached to a float.

Magnetometer data was acquired to identify ferrous material on or potentially within the seabed. The magnetometer was towed from

The multibeam sonar head was mounted on a purpose-built deployment pole fitted to the survey vessel *Seeker*. The site was first mapped using 400 kHz sonar with 0.5° beams, then switched to using the new ultra-high resolution 700 kHz with 0.3° beams producing even finer detail over the same areas.

It was found that much of the geophysical data correlates with previous surveys conducted in 2010 and prior.



the vessel and run with a line spacing of 15 metres.

The orientation of the lines was essentially east to west. The system used was a Geometrix 881, Caesium Vapour magnetometer making measurements at 4Hz with logging and processing using Site Searcher software from 3H Consulting Ltd. Water depths were obtained from the survey vessel’s echo sounder.

A total of 60 magnetic anomalies were found of which 15 are associated with known guns, anchors or other objects leaving 45 targets to investigate, of which 19 had been detected already on previous surveys.

## MAST welcomes new trustees



### **Rear Admiral Neil Rankin CE CBE**

During his Naval service, Rear Admiral Neil Rankin CB CBE served in over 10 Naval Air Squadrons and commanded three Frigates, a Frigate Squadron and HMS *Ark Royal*. His varied career ashore and afloat included being the first Fleet Air Arm pilot to fly the Harrier aircraft, commands of HMS *Achilles*, HMS *Baccante*, HMS *Andromeda*, the Eighth Frigate Squadron, and HMS *Ark Royal*. He retired as Flag Officer Portsmouth, having also held tri-Service command in the Falkland Islands as a Rear Admiral. On retirement, Neil became Chairman of the West Coast ferry company, Caledonian MacBrayne and for the past nine years has served as an East Lothian Councillor. His charity involvement includes the Scottish Seabird Centre, the Royal Yacht *Britannia*, the Portsmouth Naval Base Property Trust, Scottish Environment LINK and several schools.



### **Mike Day**

Mike had a 23 year career as a deck officer in the Royal Fleet Auxiliary, including service in the the Far East Fleet, the Mediterranean, Home Fleet and visits to Africa and the Americas. After the Falklands War and staff work at MOD(N), he developed training for cadets and junior ratings. After another spell at sea, he came ashore to work with the Third Sector delivering training programmes and IT courses to the disenfranchised in London, including clients on probation, with learning needs and on drug rehabilitation programmes. Still training part-time, he has been researching naval history for many years and is now writing articles on RFA history, some of which have been published.