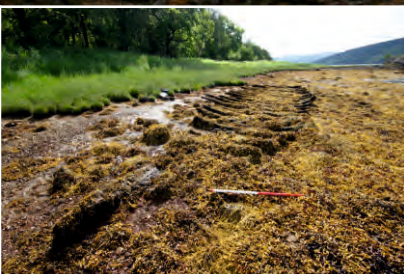




SAPHIRE

Scottish Atlantic Maritime Past: Heritage, Investigation, Research & Education

Annual Report 2015



Ref: 88901.02

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Project SAMPHIRE is managed, coordinated and implemented by WA Coastal & Marine in Edinburgh (part of Wessex Archaeology Limited) with the participation and support of local communities throughout Scotland. Project partners for 2015 included RCAHMS, The Scottish Association of Marine Science (SAMS), Lochaline Dive Centre and Dalriada Sub-Aqua Club and Flinders University. Community engagement fieldwork for the project in 2014 was undertaken by John McCarthy and Andrew Roberts (WA Coastal & Marine). Ground-truthing fieldwork was undertaken by John McCarthy and Andrew Roberts (WA Coastal & Marine), Dr. Jonathan Benjamin and Chelsea Colwell-Pasch (Flinders University), Dr. Karen Hardy (Institutio Catalana De Recerca i Estudis Avançats), and Robert Mackintosh (volunteer and student at the University of Southampton) with the support of numerous other occasional volunteers. Report illustrations by Andrew Roberts and the report was typeset by Kenneth Lymer.

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Project SAMPHIRE received funding from The Crown Estate as part of the MSP to help promote stewardship of cultural heritage amongst the local community and celebrate the age-old connection between Scotland's communities and its surrounding seas.

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Roberts, A., McCarthy, J. and Benjamin, J. (2014) *SAMPHIRE. The Scottish Atlantic Maritime Past: Heritage, Investigation, Research & Education. Non-Technical Report (2014)*. Wessex Archaeology. Edinburgh.

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SAMPHIRE is a community-focused project and would not be possible without the collaboration of all the individuals, groups and communities who worked on the project.

The following is a list of some of the key participants and friends of Project SAMPHIRE in 2015 (in no particular order). It is not intended to be comprehensive but to give some recognition to those local community members who have made important contributions to the project. The team would particularly like to thank Professor Karen Hardy, Lochaline Dive Centre, Simon Exley of Fyne Pioneer, Bob MacKintosh, Sam Walton and the National Facility for Scientific Diving who have helped to make the SAMPHIRE 2015 project a success. The SAMPHIRE team would like to thank The Crown Estate for supporting the 2015 season of the project through the Stewardship Fund. Our apologies to anyone mistakenly left off this list.

Andrew Richmond	John and Jo Beaton
Brian Scott	John Howe (SAMS)
Camille Dressler	Keith Armstrong-Clark (Kirkcudbright Harbour Master)
Charlie Lamont (Lochaline Hotel)	Liam Griffin
Daniel McEntee	Lindsay Brown (StraySeal underwater film)
Denis Rixson (DenisRixson.com)	Martin Sayer and Elaine Azzopardi (SAMS dive team)
Donnie Livingstone	Perth Sub-Aqua Club
Dot Chalmers (Here We Are)	Phil Robertson (Historic Environment Scotland)
Dr Clare Ellis (Argyll Archaeology)	Professor Colin Martin
Dr Philip Cowie (FSC Millport)	Professor Karen Hardy
Felix Butschek	RAF Brize Norton
George Brown, Phil Mitchell, Bruce Greig and the Highland Council Divers	Raymond Cramer (BODC)
Hamish Taylor	Richard Booth and Andy Hunt (Tyneside BSAC)
Iain Thornber	Robert Campbell
Ian Morton	Robert Gordon
Ian Templeton	Roddy Leach
James Corrigall	Shane Bevin
Janet MacKenzie	Sharon Brown
Jean Maskell (Ardkinglass Estate)	Shaun McGuire (Whithorn Harbour Master)
Jeff Sanders (SoCANT)	Simon Davidson
Jim Eaglesham	Simon Exley (Fyne Pioneer)
John and Jill Young	Stephen Brown

1 INTRODUCTION

This is a non-technical report intended to present a summary of the work and results from the third and final year of Project SAMPHIRE. It is intended for a wide audience and to assist with the process of passing information and enhanced knowledge of archaeological sites directly back to the individuals and communities who first reported them. This is the third annual report, preceded by *SAMPHIRE Annual Report 2013* (McCarthy and Benjamin 2013) and 2014 (Roberts *et al.* 2014). This final report collates the results from this year's field efforts and provides a broader and more comprehensive synthesis and evaluation of the overall project's foundations, methodologies and outcomes.

1.1 What is Project SAMPHIRE?

Project SAMPHIRE was designed as a way to bring professional marine archaeological expertise into local maritime communities. The central focus of the project was to record the unique knowledge of maritime cultural heritage sites on the seabed (and intertidal zone) that is held within those communities. This was achieved through a programme of face-to-face community engagement, allowing knowledge exchange in both directions. The reported sites were then investigated by the SAMPHIRE Project team with the maximum involvement of local community members at every level, including fieldwork and desk-based research. In this way we hope to foster a wider understanding of and interest in local maritime heritage and to promote the stewardship of this valuable local resource.

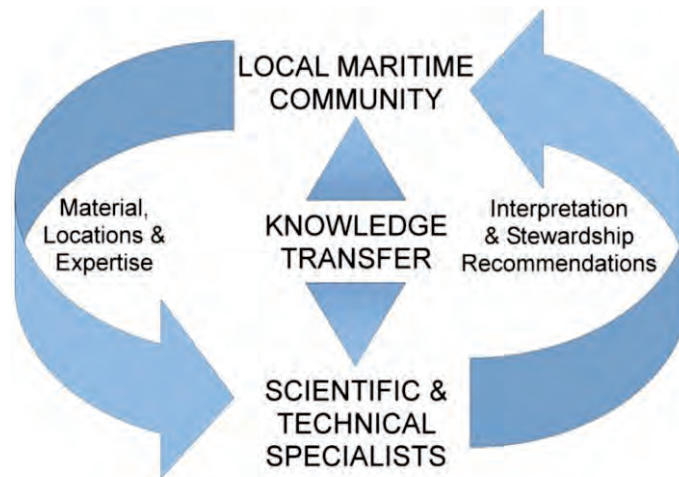


Figure 1: The key concepts of Project SAMPHIRE

Project SAMPHIRE aims to demonstrate the benefits of active participation between coastal communities and professional marine archaeologists. Through the trust and knowledge built up through SAMPHIRE we aim to build an enduring legacy of cooperation between coastal and maritime communities and professional archaeologists and highlight the importance of such collaboration for future research and management.

For a full background for Project SAMPHIRE please see *SAMPHIRE Annual Report 2013* and *2014* (McCarthy and Benjamin 2013; Roberts *et al.* 2014).

1.2 Positive Stewardship and Scotland's Maritime Cultural Heritage

The overall aim of Project SAMPHIRE has been to go beyond mere data collection for the archives. The *Towards a Strategy for Scotland's Marine Historic Environment* (Historic Scotland and BEFS 2009, 14) strategy document stated that:

'as a result of the low level of awareness and knowledge of the resource, the inaccessibility of it, the wide range of environmental and man-made drivers of change, and the logistical difficulties of operating offshore, stewardship of the marine historic environment is less well developed than on land.'

One of the key aims of Project SAMPHIRE is to help to develop this sense of stewardship, by encouraging communities involved in the project to participate in the process of documenting and investigating reported sites.

In many cases, the individuals who have discovered archaeological sites feel a strong connection with them and can feel justifiably aggrieved if professional archaeologists seem to be 'taking over'. To avoid this, the SAMPHIRE team has sought to follow an inclusive model where professional archaeologists offer their expertise as a service to local communities and aim to ensure that any new knowledge arising from research and survey is passed back directly to those communities as both stakeholders and project participants.¹

From the beginning of the project, the SAMPHIRE team worked carefully to ensure that the data gathered can be added directly to the Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS) National Database. The information has been gathered and entered into a proforma Access database provided by RCAHMS. In this way the project data is available to the public with the minimum of delay. A constant dialogue with community participants has been maintained, passing back professional interpretations of the sites and artefacts reported as soon as they became available, directly through phone calls, emails and face-to-face meetings as well as indirectly, through online blogs, social media and ultimately through the final reports. In some cases it has been possible to return to communities and give talks on the sites we found.

1.3 A Regional 'Study Area'

Broadly, the focus of Project SAMPHIRE is Scotland's Atlantic coast, including the islands. This area contains a vast stretch of coastline, much of which is rugged and exposed. Many parts of this coast are difficult to access by road and sparsely populated. SAMPHIRE 2013 focused on the north-west coast, from Skye north to Cape Wrath. SAMPHIRE 2014 focused on the west-central region, encompassing Skye, the Small Isles and farther south to Argyll and Bute. Though slightly more populated than the regional focus during 2013, the 2014 study area was still remote and sparsely populated.

1. In some fields of study, the term 'informant' is used, however we have chosen to view local stakeholders, with a shared interest in cultural heritage as a project *participant* to stress the ethos of inclusivity held by the Project SAMPHIRE team.

SAMPHIRE 2015 moved into a different area than the previous years. Focusing on the south-west coast, the project operated in a more populated region of Scotland than the previous two years. Community engagement fieldwork for the project targeted an area from the Clyde river in the north, down through Ayr and Dumfries and Galloway to the Scottish Border. This area, though still largely rural (outside of the Clyde Firth and portions of Ayr) has a much more developed coastline and infrastructure than the previous areas. This section of coastline is much less topographically complex than areas further north and this made it easier to travel between communities and harbours. However the higher populations in some areas made it more challenging to identify key community members with particular knowledge of previously unrecorded sites. This region has also benefitted from more extensive and ongoing research into shipwrecks than most areas of Scotland, both by professional maritime archaeologists working around the Clyde (Evans 2015) and by dive guide authors Peter Moir and Ian Crawford, who have been actively researching and documenting historic shipwrecks in the Argyll and Clyde regions for decades. Their work has been compiled into two separate volumes, *Argyll Shipwrecks* (Moir and Crawford 2014a) and *Clyde Shipwrecks* (Moir and Crawford 2014b). Fortunately the community engagement and harbour visits proved to be just as valuable in this area as in the more remote areas investigated previous years and demonstrated that there is still much work to be done in this area.



Plate 1: Printed and bound copies of the SAMPHIRE Annual Report 2014 ready to be posted to project participants

2 METHODOLOGY

Project SAMPHIRE is divided annually into four phases:

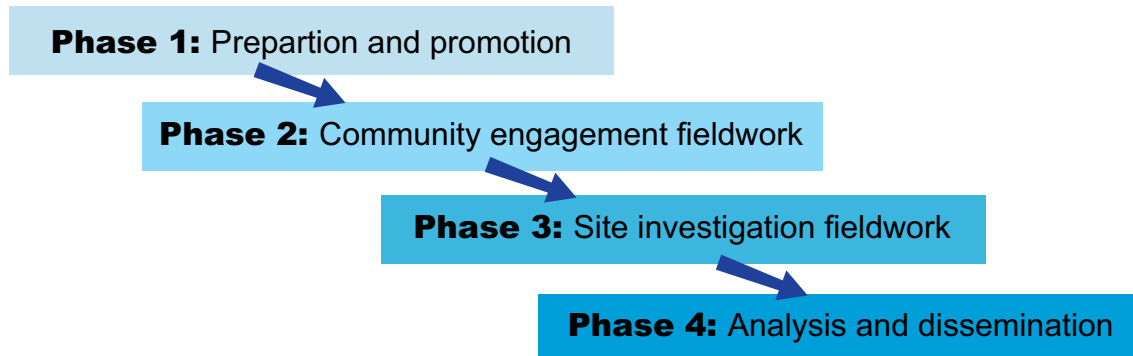


Figure 2: Project SAMPHIRE phases

2.1 Phase 1 – Preparation and Promotion

Phase 1 of the 2014 season took place between January and May of 2015. It centred on public outreach for Project SAMPHIRE and preparing for Phase 2 and 3. In this final year the existence of full developed project tools such as the site reporting sheet which had been developed over the first two years of the project meant that more effort could be focused on engaging with new partners.

The first task of 2015 was to post out copies of the *SAMPHIRE Annual Report 2014* to the project participants. Thanks to the continued generous funding by The Crown Estate, 100 copies of the *SAMPHIRE Annual Report 2014* was professionally printed and bound and copies have been posted to individuals and organisations that had participated with the project during 2014 (**Plate 1**). This was followed up with groundwork for the later community engagement and diving work including extensive logistical planning and preparation of diving equipment as well as research into the known maritime archaeology of the region targeted and contacting and making arrangements to meet with key individuals likely to hold data on previously unrecorded sites such as vessel charter operators, fishermen and dive authors

The SAMPHIRE team has had a busy year and given numerous talks and presentations, many during Phase 1 but also throughout the entire 2015 programme and beyond into 2016. These talks included international and national archaeological conferences, to both professional and amateur audiences as well as several presentations targeted at the Scottish diving community.

In October 2014, SAMPHIRE team members attended *IKUWA V* in Cartagena, Spain, an international academic maritime archaeology conference organised by the Museo Nacional de Arqueología Subacuática (ARQVA). The team presented the project in a session on community maritime archaeology and public engagement and our team was able to demonstrate how lessons learned in Scotland may be applicable in an international context (**Plate 2**).



Plate 2: SAMPHIRE team members presenting project data at the IKUWA V conference in Cartagena, Spain



Plate 3: SAMPHIRE Team Member Andrew Roberts promoting the project at the NAS conference in London

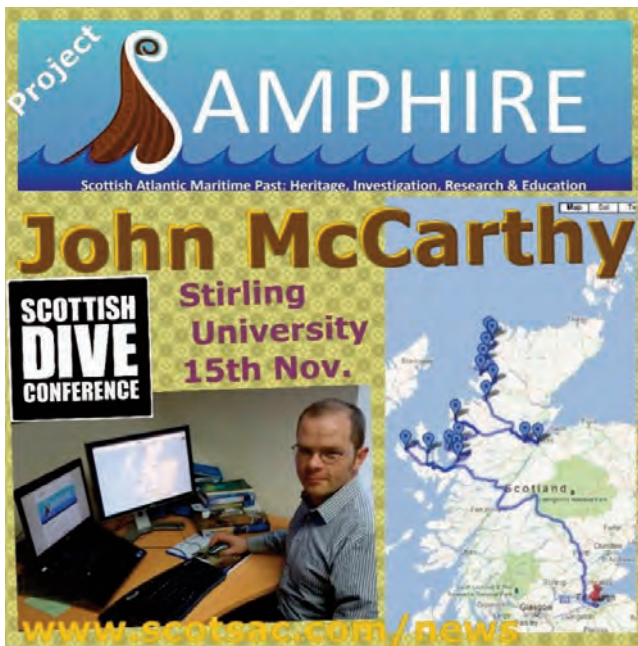


Plate 4: Promotional Poster for Project SAMPHIRE presentation at the Scottish Dive Conference (Copyright Stirling Sub-Aqua Club 2015)



Plate 5: Talks were given to small groups including individual dive clubs. This photograph was taken at a talk given in Perth to the Perth branch of the British Sub-Aqua Club in May 2015

In November of 2014, Andrew Roberts from the SAMPHIRE team travelled to London to run a stall at the Nautical Archaeology Society's *NAS Annual Conference* and to distribute promotional material relating to the project (**Plate 3**). As with the *IKUWA V* conference, the NAS event generated discussion concerning the project, methodologies, and future applications of similar techniques to promote and preserve maritime heritage.

On the same day in November 2015, another SAMPHIRE team member, John McCarthy travelled north to present results of the project to the Scottish recreational diving community at the annual *Scottish Dive Conference* held in Stirling University (**Plate 4**). Several new contacts were made at this conference and a significant amount of interest was displayed at being involved with the project.

As well as this national diving conference the team was able to undertake several talks to individual clubs (**Plate 5**).

Further SAMPHIRE presentations included *Archaeological Research in Progress* (ARP) in May 2015. ARP is a one day conference hosted by the Society of Antiquaries of Scotland and is devoted to recent and ongoing archaeological projects across the country (**Plate 6**). This talk was received with great interest and discussions after the talk led directly to the recording of three previously unknown intertidal wrecks, one at Ardno and two at Machrihanish Beach (see **Appendix I: Gazetteer of Reported Sites**). A video of this talk has been made available online by the Society of Antiquaries.²



Plate 6: Engaging with the amateur and professional archaeological community at the ARP conference (Copyright Dr Simon Gilmour Society of Antiquaries of Scotland)



Plate 7: Presenting the SAMPHIRE results to a workshop on the future of marine heritage data management in Scotland in February 2016

2. <http://www.socantscot.org/resource/samphire-crowd-sourcing-scottish-underwater-archaeology-by-john-mccarthy/> (Accessed 01/04/2015)

The SAMPHIRE team was invited by Historic Environment Scotland to give a presentation at the *Historic Environment Data Archive Centre Historic Environment Scotland Workshop* on the types of marine archaeological data being generated in Scotland (**Plate 7**). The workshop was held at John Sinclair House in Edinburgh on 23 February 2016 and was organised by with HES (Historic Environment Scotland) and MEDIN (the Marine Environmental Data & Information Network) with the aim of looking at the new role HES will be playing as a federated Historic Environment Data Archive Centre. This is an area of major importance as it will help to ensure the future preservation and dissemination of the data the communities on the west coast have helped the SAMPHIRE Project to generate.

A presentation of the project results will also be given at the *2nd European Conference on Scientific Diving* at the University of Gothenburg, Sweden on 9 May 2016.³

Aside from public relations, the main task of Phase 1 was the organisation and preparation for Phases 2 and 3. Similar to the previous seasons, the strategy for community engagement was to combine pre-arranged talks and meetings with key community members with a series of visits to coastal settlements where the team would seek to make contacts and engage local people, usually at harbours and marine-orientated places of business. This had previously been found to be a very effective approach to making connections with those who are not already engaged with marine heritage and the 2015 community engagement fieldwork demonstrated the same success.

Phase 1 also included the organisation of diving. The initial plan was to use a liveaboard charter as a similar approach in 2014 had proven very effective in maximising the ability of the dive team to travel between potential sites. Several sites of high potential had been identified in and around the Outer Clyde. However a last minute cancellation by the chartered vessel due to unforeseen circumstances forced the team to rely upon a fall-back plan, operating instead from Lochaline Dive Centre in the Sound of Mull. As the centre was too far away from the previously planned target locations, this limited the range of possible dive sites at newly reported locations. However this change in plan did facilitate further important work at a number of sites recorded during 2014.

2.2 Phase 2 – Community Engagement Fieldwork

For a detailed methodology concerning the community engagement fieldwork, please refer to *SAMPHIRE Annual Report 2013* (McCarthy and Benjamin 2013).

Phase 2 of SAMPHIRE 2015 was a fieldtrip dedicated to community engagement, undertaken by the project outreach team between 11 and 22 May 2014 (**Figure 3**). Phase 2 of 2014 began in Glasgow where the SAMPHIRE visited the Riverside Museum of Transportation which houses an extensive maritime collection. The team deposited promotional material with the museum staff who were able to provide details of several potentially key community contacts before heading west to the coast (**Plate 8**).

3. <http://loven.gu.se/english/research/ecsd2016> (Accessed 01/04/2016)



Figure 3: Map of the community engagement fieldwork in 2015



Plate 8: SAMPHIRE team members visited the Riverside Museum of Transportation to promote the project



Plate 9: SAMPHIRE Team member Abby Mynett sharing some of the results of previous SAMPHIRE work with Dr Philip Cowie of the Field Studies Centre, Millport Field Station



Plate 10: SAMPHIRE team member Abby Mynett interviewing the Harbour Master of Dunure



Plate 11: Team members interviewing local retired fisherman Ian Templeton in Maidens, Ayrshire

Once reaching the mouth of the Clyde, the team worked south visiting Inverkip, Largs, West Kilbride, Ardrossan, Irvine and Ayr. They also crossed over to Millport on Greater Cumbrae Island to meet Dr Philip Cowie at the Field Studies Centre (FSC) Millport Field Station (**Plate 9**). The majority of work at the FSC is focused on biology, but they are active in seabed survey and scientific diving on the west coast of Scotland and had a great interest in collaborating with Project SAMPHIRE. Dr Cowie gave the team a tour of the facilities and discussed potential sites and further educational opportunities throughout the Outer Clyde.

While in Irvine the team made a visit to the Scottish Maritime Museum. The museum curates a number of important historic ships and undertakes a variety of educational



Plate 12: Andrew Roberts sharing knowledge at Girvan with Harbour Master Roddy Leach



Plate 13: Speaking with Shaun McGuire, Harbour Master at the Isle of Whithorn



Plate 14: Final Stop at Gretna. Over three years the SAMPHIRE community engagement team had covered the entire coast of mainland Scotland starting at Kinlochbervie in 2013

activities. The staff of the museum also provided several contacts for local community members who were subsequently contacted.

Moving south from Ayr, the team stopped in Dunure (**Plate 10**), Maidens (**Plate 11**), and Girvan (**Plate 12**) on their way to Stranraer, meeting with local harbour masters and retired fishermen in each town.

Once in Dumfries and Galloway, the team conducted community engagement at several small coastal settlements across the Mull of Galloway including Portpatrick and Kirkmaiden before heading west towards the borders. Final stops were made in the Isle of Whithorn (**Plate 13**) and Kirkcudbright before reaching the border at Gretna, over 300 miles from the first stop of the project at Kinlochbervie (**Plate 14**) in 2013! The 2015 community engagement fieldtrip was a busy schedule with many small unplanned stops

along the way but as always, the team met many fascinating and interesting people who were excited to share their knowledge of maritime heritage in their area.

Though this was a busy schedule, there was plenty of time in between the talks to pass out flyers and talk to locals in each community that we visited. Following the proven methodology from 2013, the SAMPHIRE team targeted harbour masters, fishermen, and workers at piers and harbours. As with last year, many of the best sites came from scallop divers and fishermen and similar individuals most familiar with the seafloor

As in previous years there was found to be an enthusiastic response from local community members. One of the recurring themes that was highlighted by many of local maritime communities was the shrinkage of local fishing fleets in this area of Scotland. Though this had previously been raised during previous years of fieldwork in more northern communities, many areas on the north still have active local fishing fleets while in many areas of southern Scotland, fishing has ceased in many of the smaller communities. Similarly the team did not encounter any scallop divers who had proven so valuable in previous years in this part of Scotland. This meant that fewer sites in the final year of the project came from working fishermen and divers, with more data coming from the recreational diving community.

2.3 Phase 3 – Survey Fieldwork

Phase 3 of Project SAMPHIRE was focused on testing (ground-truthing) the sites reported earlier in the year. The main method for testing these reports was through diver survey. A plan was made to carry on with diving from a liveaboard vessel and to focus on sites in the outer Clyde area. However, immediately prior to the commencement of the Phase 3 fieldwork, the liveaboard charter was cancelled due to circumstances beyond the control of the SAMPHIRE team. With volunteers and partners joining the fieldwork from as far away as Australia this presented an urgent challenge. Fortunately, over the past three years of working on SAMPHIRE, the project has built up relationships with several partners who were more than willing to assist at the last moment. A quick phone call to the Lochaline Dive Centre in the Sound of Mull resulted in an immediate reorganisation of the programme. Although this diverted diving fieldwork further to the north than planned there were several reported sites from the 2014 programme that needed further investigation and the centre was able to provide both lodging and a dive boat ready for the entire team.



Plate 15: Diver Bob Mackintosh exploring the seabed during the 2015 diving fieldwork

The diving fieldwork (**Plate 15**) was undertaken in a single block over the course of seven days. As with previous years, it was not possible to conduct surveys of all the reported sites due to the number, the great distances involved and in many cases depths far beyond the limits of SCUBA diving.

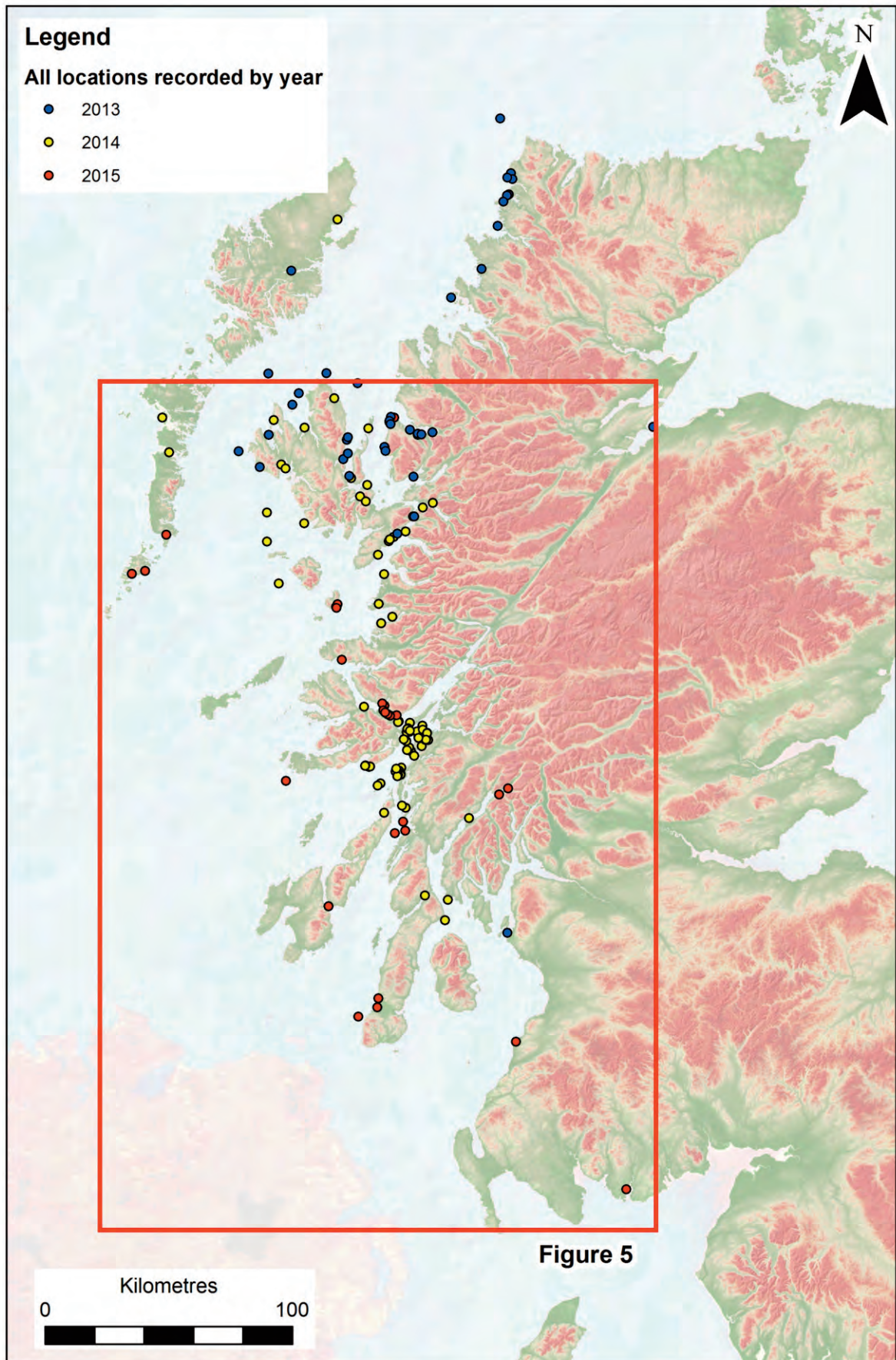


Figure 4: All locations of marine heritage interest recorded during the three years of SAMPHIRE project

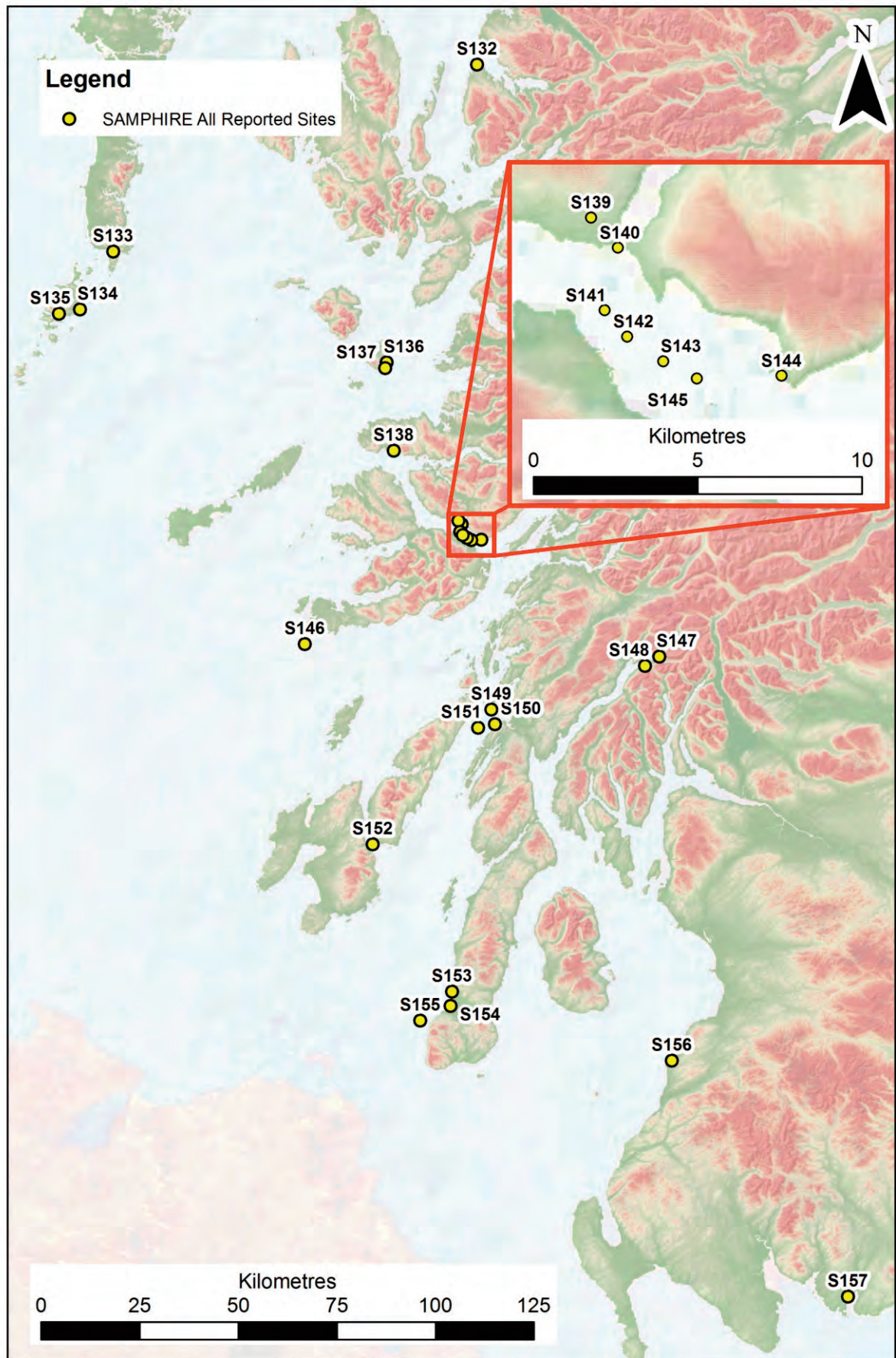


Figure 5: Marine heritage sites reported by community members during SAMPHIRE 2015

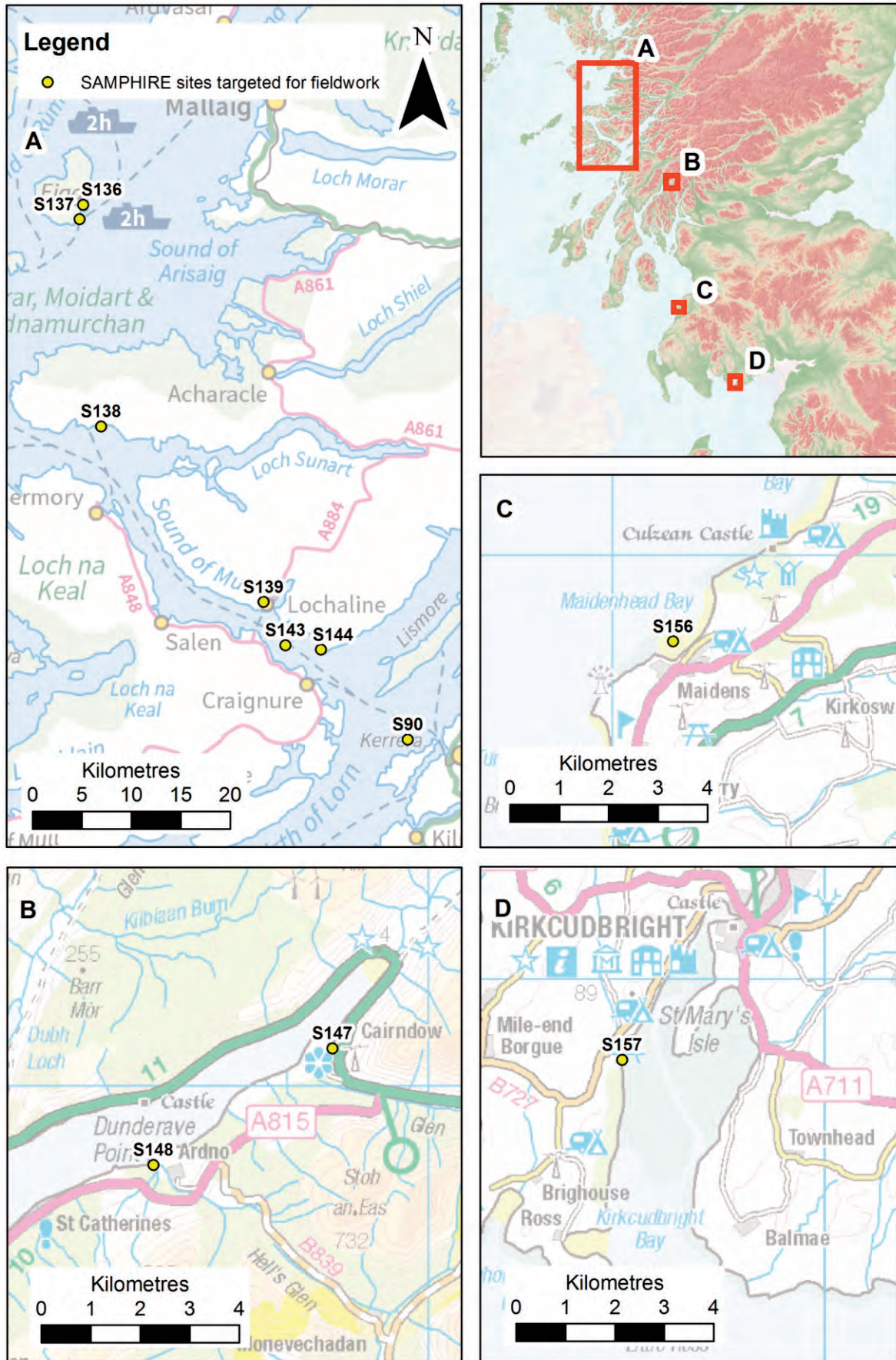


Figure 6: Community-reported marine heritage sites visited/surveyed as part of the 2015 SAMPHIRE Phase 3 fieldwork

3 PARTNERS: OLD AND NEW

3.1 Research Institutions

SAMPHIRE focuses primarily on interacting with the local communities and groups, during the course of the project several different research institutions and heritage organizations have assisted in a wide variety of ways. Last year one of the most valuable partnerships was with the Scottish Association of Marine Sciences (SAMS). SAMS have continued to provide assistance and data from dives on archaeological sites in the Firth of Lorn which has been added to the project archive.

This year, the team has also engaged with the Field Studies Council Millport Field Station on the Isle of Cumbrae in the Outer Clyde. The Field Station has roots dating back to 1885 when it was the Scottish Marine Station, a floating laboratory house in the *Ark*, an 84ft lighter owned by the father of modern oceanography, Sir John Murray. In 1897 the Millport Marine Biological station was built in the current location. Over the course of the next century the station developed and increased in size, housing numerous researchers representing a number of different academic institutions. Dr Philip Cowie was extremely welcoming and interested in developing future efforts and education opportunities with the SAMPHIRE team.

3.2 Dive Centres and Charters, Sub-Aqua Clubs and Professional Photographers

The largest partner for the Project this year was an old friend of SAMPHIRE. Lochaline Dive Centre in the Sound of Mull. Lochaline has a long affiliation with maritime archaeology and current owners of the centre, Mark and Annabel Lawrence are both former maritime archaeologists. Simon Exley, owner of local dive charter Fyne Pioneer also provided several important sites to the project and passed on details of several recreational divers and professional underwater photographers who had gathered photographic and other information on dives run by Fyne Pioneer. This led to significant contributions for several archaeological sites from Tyneside BSAC 21 and from Lindsay Brown of Stray Seal underwater film and photography (www.strayseal.com).

3.3 Academic Partners and Professional Archaeologists

Dr Jonathan Benjamin, lecturer in maritime archaeology of Flinders University of South Australia, continued in the role of co-principal investigator for the project, joining the team for the diving fieldwork as dive supervisor. The maritime archaeology program at Flinders University is one of the premier graduate programs for maritime studies in the world and this partnership has provided essential research support for the project.

Professor Karen Hardy of the Institutio Catalana de Recerca I Estudis Avancats (ICREA) was also able to continue her collaboration with the project. Dr Hardy is a leading-expert in the early prehistory of Scotland and has participated in the previous year of project fieldwork, recording several significant discoveries of prehistoric coastal material at remote locations visited by the SAMPHIRE team. Professor Hardy was unable to participate in the fieldwork this year but was able to pass on details of two previously unrecorded intertidal wrecks at Fearnmore near Loch Torridon. These were found while Professor Hardy was recording coastal Mesolithic sites nearby and were subsequently investigated by some of our existing contacts in the local community who had assisted us with investigations of other sites in the same area in 2013.



Plate 16: Volunteer student diver Bob Mackintosh (left) preparing for a dive

3.4 Volunteer Divers

Robert (Bob) MacKintosh, a PhD student based in Edinburgh was one of our volunteers in 2014 (**Plate 16**) and returned to participate in the 2015 field season. Bob's research is in the field of maritime archaeology, specifically in analysis of the effectiveness of UNESCO's Convention on the Protection of Underwater Cultural Heritage. Bob was an excellent addition to our team, assisting in all aspects of the fieldwork.

Sam Walton, a commercial diver from Ullapool, joined the team for part of the field season (**Plate 17**). Sam first became involved with the project as a local informant back in 2013. He expressed an interest at the time of joining the team for fieldwork and was able to participate this year. Sam is a very experienced diver and was a great asset to the team.



Plate 17: Volunteer commercial diver Sam Walton



Plate 18: Photogrammetric model of the Highland galley carving at Kildonan church (SID136)

3.5 New Technologies and Ancient Carvings

The maritime history of the west of Scotland is incredibly rich and one of the most important elements of it was the birlinn, or Highland galley – derived from Viking progenitors. This was the backbone of the medieval lordships of the west coast of Scotland and coastal parts of Ireland and there were thousands of galleys in operation during this period, undertaking both domestic and military activities. Unfortunately no substantial physical remains of any galley have been preserved and this severely limits our ability to analyse their construction and development. The SAMPHIRE Project was designed to allow information about older and wooden vessels to be gathered and so an attempt has been made during fieldwork to tap into some of the other sources of information available. In particular Scotland is blessed with an amazing collection of contemporary carvings of galleys, some of which are very detailed. The SAMPHIRE team visited Denis Rixson, one of the foremost scholars on this subject and author of *The West Highland Galley* (Rixson 1998) at his bookshop in Glasgow in the summer of 2015 to discuss his map of the medieval ship carvings around Scotland. Many of these carvings are in remote locations and Denis has helped us to target some of these locations during our fieldwork. Throughout the 2015 fieldwork phase of the project we were able to undertake 3D scanning at three locations where galley carvings have been mapped by Denis. These were at Kildonan on the Isle of Eigg; Kiel in Morvern and Kilmorich Church, by Loch Fyne.

The stones at Kiel (**SID139**) are undoubtedly one of the finest collections in Scotland although they have only been put on display recently. During diving fieldwork at Lochaline on 7 July 2015, resident Charlie Lamont informed us that local historian Iain Thornber (who first met the SAMPHIRE team in 2014) had detailed knowledge of this

fine collection. When contacted, Iain proved very welcoming and happy to share the fruits of over 20 years of research (see Thornber 2000). Iain has been involved in the preservation of this nationally-significant group of medieval carved gravestones at Kiel, four of which depict Highland galleys. Between two dive surveys we visited the church at Kiel with Iain and carried out 3D photogrammetric scans of all four grave slabs depicting galleys (**Plate 18**). A few days later while diving an unusual clinker-built wreck at Galmisdale in Eigg the team again found themselves near a galley carving so with the help of local resident Brian we made our way to Kildonan church where a fine example of the Clanranald coat of arms has been preserved in an alcove of the medieval church (**SID136**). Finally on the last day of fieldwork, while returning from a survey at Ardno on Loch Fyne a final chance arose to survey a nearby medieval font with a galley carving (**SID147**) in this case with assistance from Jean Maskell, manager of the nearby Ardkinglass Estate.

All of these scans were later processed into digitally enhanced surface renders. The results were posted to the project blog and have also been uploaded to interactive 3D model websites where the public can explore the carvings in three dimensions using a browser and can rotate, zoom and pan around the stones and access more information about particular areas of the carving.

The process of multi-image photogrammetry is a simple one. By capturing multiple well-taken digital photographs of an object from multiple angles these can then be analysed and compared using software which creates a 3D surface using a highly-automated and user-friendly process. Once 3D models have been generated it is possible to create orthographic projections (plans, elevations etc). For this project the software Agisoft Photoscan was used to generate the models and MeshLab to render 2D orthographic views. Meshlab is a 3D editing tool developed with the support of the 3D-CoForm project (www.3d-coform.eu/) and rendered with radiance scaling (Vergne *et al.* 2010).

4 RESULTS AND LEGACY

The 2015 programme of work undertaken for Project SAMPHIRE has continued the success of previous years. A total of 27 locations are recorded in the 2015 report, including a number of previously unrecorded intertidal and marine shipwrecks. Of these, 11 locations were targeted in the fieldwork phase. All reported and surveyed sites from 2015 are described in detail in Appendix I: Gazetteer of Reported Sites at the end of this document.

As noted in 2013 and 2014, perhaps the most valuable outcome of SAMPHIRE 2015 has been the building of links and trust between professional archaeologists and coastal communities. Over the course of the project received a huge amount of input from community members who have become more engaged with their local heritage. The project website has been updated on a regular basis throughout each phase of the project with a total of 106 posts to date and almost 13,000 views. Social media has continued to be a key method of reaching out to communities through particularly Facebook and much of the correspondence has happened within Facebook special interest groups and direct messaging. Emails and phone conversations have also continued to be a useful method of remote communication. However, the most valuable relationships with those who have provided the most data to the project and those who have continued to contribute over a long period of time has undoubtedly been built through face-to-face engagement. It is notable that a large proportion of the new archaeological sites recorded in the final year of the project and many of the most valuable contributions have come arisen from contacts made in previous years.

The 2015 year of SAMPHIRE is the final year of the project. In order to preserve the legacy of the work done, all of the data gathered, including photographs, videos, sketches, plans and much more has been collated into a format that can be easily archived. Archiving will be carried out with the technical assistance of Historic Environment Scotland and the aim is to make as much of the data as possible available in its original format through the online portal of the National Inventory at the earliest possible date. Data gathered includes a wide variety of material that has not been included in the annual technical reports, either due to copyright, confidentiality or simply due to a lack of space. As much data as possible will be included in the permanent archive so that further research by both professional archaeologists and by local communities can build upon the material collected by the SAMPHIRE team. Archaeological data has been gathered at a total of 157 locations across the coasts and seas of Scotland. The discoveries made during the project include a plethora of previously unknown intertidal and marine shipwrecks, stone anchors, aircraft and prehistoric camps. An academic journal publication is currently in preparation which will consider the methodology and outcomes of the project in more detail. Suffice it to say that none of this would have been possible without working in partnership with all the people of the west coast of Scotland and beyond. This project has successfully demonstrated that gathering maritime archaeological data in partnership with local communities and can lead to discoveries of great significance and can also facilitate the management of these sites, to preserve knowledge for generations to come.

5 REFERENCES

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APPENDIX I

SAMPHIRE (2015) Gazetteer

The following pages include a description of the sites reported to the SAMPHIRE team, including those targeted for fieldwork.

SAMPHIRE ID: 43

Classification: LIGHTER (20TH CENTURY)

Site Name: *Tom Telford*

Canmore ID: 295379

Coordinates: 147600,868700

Accuracy: 20m

Description:

Photos of an intertidal wreck were provided to the SAMPHIRE team by David Oakes, a sustainable scallop farmer based in Sconser, Skye. The team had visited David and his family at their home during the 2014 community engagement fieldwork and had been provided with information on several other maritime archaeological sites (Roberts *et al.* 2015, 23–24, 28, 30–33). In early 2015 David provided two photographs of this wreck site on the beach in Staffin Bay, Skye (**Plates C1** and **C2**). The images show four or five distinct large metal objects near the low water mark. They are not all easily identifiable but one is clearly a steam boiler. It is likely that these objects are not usually visible as no other references to them could be traced.

David stated his belief that this wreck was that of the *Tom Telford*. The National Inventory includes an entry for a recorded loss of this name. The entry is for an unlocated wreck derived from Whitaker's Off Scotland database. The *Tom Telford* was a steam lighter or puffer built in 1844 and lost on the 19th of September 1919 with a cargo of bricks in Digg Bay, an alternative name for Staffin Bay. The identification seems likely to be correct based on the location and nature of the remains.

No exact coordinates for the wreck were available but the site falls within the intertidal zone near the low water mark and the photographs provided suggest it is near the north or centre of the main beach.



Plate C1: A general view of the wreckage of the Tom Telford on Staffa Bay looking south-east provided by scallop diver David Oakes (© D. Oakes 2015)



Plate C2: A view of the wreckage of the Tom Telford on Staffa Bay looking east with the island of Staffin in the background. Photo provided by scallop diver David Oakes (© D. Oakes 2015)

SAMPHIRE ID: 90

Classification: AIRCRAFT

Site Name: Short Sunderland

Canmore ID: None

Coordinates: Redacted

Accuracy: 2m

Description:

Responding to reports by local divers of possible damage to the Short Sunderland aircraft recorded in 2014, the SAMPHIRE team decided to revisit the site during diving fieldwork to conduct a monitoring survey. Local reports were received by the SAMPHIRE team that a team who had



Plate C3: A detail of the Sunderland flying boat wreck taken during the SAMPHIRE team's diving fieldwork. Photo: J. McCarthy (© WA Coastal & Marine 2013)

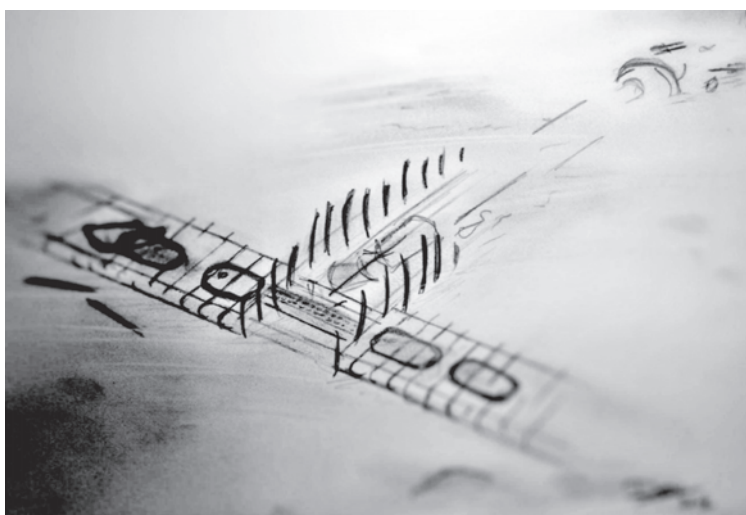


Plate C4: A sketch of the general layout of the Sunderland flying boat wreck (S90) made by Dean Carron and passed to the SAMPHIRE Project by Simon Exley of Fyne Pioneer (© D. Carron 2015)

undertaken recent recreational diving on the Short Sunderland had thought that the wreck had been trawled through recently and become highly damaged although it was not clear whether this group had been aware of the previous condition of the site, which was somewhat degraded.

This aircraft is thought to be a Short Sunderland, one of the common types of flying boats based in Oban during World War II. Although the site is suspected to be one of several near Kerrera which have been known to the local dive community for many years the location of this site was first recorded by archaeologists during the SAMPHIRE programme of 2014 in collaboration with SAMS and the associated National Facility for Scientific Diving. The site was subsequently also visited by the RAF Brize Norton dive club and the Dalriada BSAC club, both providing more data on the remains including sketches and photographs (for full details see last year's report) but SAMPHIRE team members had never dived this particular site.

The SAMPHIRE team carried out the monitoring dive on the site on the 5th of July, 2015, with two pairs of two divers visiting the site consecutively. The divers conducted a thorough visual survey of the remains alongside collecting video and still photographs to fully document the exposed material on the seabed (**Plate C3**).

The SAMPHIRE team confirmed the general layout of the wreck and the identification as a Short Sunderland. The most obvious and intact portion of the site consists of the wingspan of the aircraft including the interior fuel tanks. Very little coherent structure remains of the fuselage but this appears to be largely due to collapse rather than dredging.

Further details of the site have been provided by Simon Exley of *Fyne Pioneer* who has passed on a sketch of the site made by a group of recreational divers on his boat in August 2015 (**Plate C4**). The SAMPHIRE team provided coordinates to this group on the understanding that the dives would be carried out responsibly and without disturbance of any part of the site. This group created a 'site assessment report' and passed this back to the SAMPHIRE team.

Informed by extensive research of the site beforehand, the recreational group made a sketch of the site and drew a number of conclusions, the main points of which are included in their site assessment

report and which are repeated here. They confirmed that the plane is inverted and established that the central fuselage had collapsed, that all structure forward of centre wing box was missing (either detached at another location or simply buried), that the fuel tanks had fuel sumps fitted and that the tail section was 'separated' from the main fuselage area. They were not able to identify the location of any engines or propellers although they did identify engine cowlings and mounts.

The group also observed two guns. These had been noted previously but this group made a particular study of them and were able to make significant progress in their analysis. The first gun studied was a concreted single gun with a distinctive muzzle flare and two ammunition belts nearby (one possibly still connected) and also a 'twin gun-shaped object lying near a structure 'likely to be FN 7 turret'. The team took a number of measurements, finding the muzzle of the single gun to have a diameter of 70mm and a barrel length of 600mm, main body of approx. 450mm and a circular side mount of approx. 140mm diameter. They also noted a visible open breech at the upper side of the gun. The associated ammunition was measured at an estimated 13mm diameter and interpreted as a .303 round used on the Browning Mark II.303 machine gun. Based on the position of this single gun it was considered likely to be 'one of four guns used on the FN 13 rear gun turret'. The twin gun was also measured, having a 'front of barrel to curved section measurement of 360mm, a barrel diameter of c. 60mm, a pitch of c. 110mm, a barrel length of 580mm and a total length of 600mm'. It was also noted that the guns had twin buffer tubes at the rear. These guns were found by the group to match the specification of the Browning Mark II.303 machine guns albeit missing their ends. Analysis of the configuration and structure around the guns demonstrated that they are from the FN 7 dorsal turret. This group have made a significant contribution to the understanding of this aircraft and as outlined in their site assessment report plans to continue with non-intrusive investigations of the site. A number of possible avenues of investigation are highlighted by the group amongst which is the outstanding question of whether this is a Mark II or the more common Mark III.

Although the group noted an apparent gap between the tail and main fuselage they were unsure as to whether this might have been caused by dredging and a second dive planned by them to investigate this in more detail was unsuccessful due to the poor visibility on the site, confirming the accounts of other divers that the flying boats are best dived once a day only.

In June of 2015, immediately before the planned SAMPHIRE monitoring dive, SAMS informed the SAMPHIRE team that the *One Show*, a magazine-style daily television programme on BBC One planned to feature this site. The episode subsequently released in October 2015 featured presenter Andy Torbet who tested a theory that the site might have been a Handley Page Hampden. Mr Torbet concluded after diving the site that it was indeed a Sunderland. Features recognised by Mr Torbet included an observation window frame and a fuel tank and a measurement of the wingspan was also taken, coming in at just over 30m. This is just short of the 35m expected for a Sunderland but Torbet noted that the wing ends had broken off.

SAMPHIRE ID: 131

Classification: AIRCRAFT

Site Name: Saro Lerwick

Canmore ID: 294272

Coordinates: Redacted

Accuracy: 2m

Description:

Simon Exley of *Fyne Pioneer* diving shared several dive sites with the SAMPHIRE team for inclusion within the SAMPHIRE report. Simon is very active in the investigation and recording of new and known wrecks, discovering and adding information to several sites throughout west Scotland as well as working with the SAMPHIRE team in 2014. The first site that Simon reported to the SAMPHIRE team this year was the remains of a Saro Lerwick flying boat that crashed in the Firth of Lorne off

Lismore Island. The site had been previously reported to the SAMPHIRE Project by John Howe of the Scottish Association of Marine Sciences (SAMS) in 2014. The site was detected by SAMS using remote sensing equipment and a tow camera. Simon's report of the site is the first account of divers visiting the site.

The wreck site was visited on Sunday 26th of April, 2015 by a team of divers consisting of Simon and four recreational divers. The aircraft is described as inverted on the seabed and very broken up with remains extending over a diameter of approximately 14m. The team identified the remains of two 14 cylinder radial engines (consistent with a Saro Lerwick engine) with intact props and the remains of a wing. One of the props was severely bent, potentially indicating impact with the water at speed. Simon noted that there was a distance of 1880mm distance from the edge of the hub to the tip of the prop. At least four bombs were identified on site as well and their position behind each engine on top of the wreckage seemed to confirm that the aircraft is inverted. Preliminary evaluation of the site suggests that the aircraft sank while attempting to take off, flipped over and sank immediately. After the information was passed to the SAMPHIRE team Historic Scotland and the Joint Casualty and Compassionate Centre at RAF Innsworth were informed of the results.

The RCHAMS database records a reported loss the L7523 a Saro Lerwick that sank in February, 1940 (CANMORE ID 294272) after colliding with Lismore Island during take-off. The wreckage appears consistent with this account. Saro Lerwicks were some of the earliest flying boats stationed at Oban but were often referred to as "flying pigs" and were quickly replaced by Sunderlands and Catalinas (Hughes 1998).

SAMPHIRE ID: 132

Classification: STEAM TRAWLER (20TH CENTURY)

Site Name: Fearnmore (Alternatively the *Sally* and the *Queen*)

Canmore ID: None

Coordinates: 171820, 860927

Accuracy: 20m

Description:

In late 2015 Professor Karen Hardy contacted the SAMPHIRE team to report some previously unrecorded and very interesting wrecks she had noticed while revisiting some Mesolithic sites near Fearnmore, by the sea near Loch Torridon. Karen is an expert on prehistoric archaeology (see Roberts *et al.* 2014) but to understand these recent shipwrecks it was necessary to call on the assistance of the local community, in particular from our old friend, Sheildaig resident Robert Gordon and also from 75 year old Harris resident Hamish Taylor. Hamish spotted some photos we shared with the *West Coast fishing boat group (Past & Present)* on Facebook and got in touch to offer his expert advice. Hamish spent five years working on fishing boats in South Uist in his late teens during the 1950s and wrote:

'I got to know Kelvin Pet/Par engines and J and K diesels and their associated idiosyncrasies very well, but it was in the reflection of later and more mature years, away from boats and fishing that I really grew to understand and analyse the interaction of different kinds of boats and their combinations of engines. I retained a lifelong interest in marine engines of that age and still occasionally scan the internet just to gaze in admiration at the Kelvin Poppet, Riccardo and J & K diesels and Gardner diesels.'

Hamish was able to tell us the following about the wreckage in Karen's photos:

'the engine still vertical and attached to the frames looks to me to be a 13/15 Kelvin Poppet petrol/paraffin engine... The other engine lying on its port side looks like a 26/30 Poppet (double the 13/15), which would have been the port engine, and the flat plate uppermost was the

mounting plate for the magneto. 26/30 to port and 13/15 to starboard was the usual configuration. Both engines swung left-handed props, which meant that, particularly in a Zulu, the port engine was almost useless for manoeuvring so the smaller engine (on the starboard side) was used for manoeuvring and the larger engine added in when steaming. Occasionally one might see a Poppet engine on the starboard side and a Kelvin Riccardo (which swung a right-handed prop) on the port side, so either one could be used for manoeuvring... the spherical ball fragments were the water-cooled silencers, but I'm afraid I can't identify the gear wheels unless they were part of a line-hauler – they certainly were not part of a standard Kelvin Poppet...’.

Hamish later added:

‘The two cylinder engine still sitting vertical now seems to me to be sitting centrally above the keel and if so, the boat was likely to have been single engined.(there were some examples of a central engine and a “wing” engine but I think these were so rare it’s not worth confusing the issue). That two cylinder doesn’t have the reversing gearbox attached and you can see the ahead clutch bucket (bucket and cone clutches) still attached. The gearbox can be seen lying in the seaweed in another photo and that will contain the double ended clutch cone and the reversing bucket. My recollection is that the countershaft to drive the reversing bucket in the opposite direction was halfway up the gearbox and driven by a gearwheel from the ahead bucket (gearwheel visible on the bucket in your photo) and then the reversing bucket driven from the countershaft by a chain.’

Another old friend of the project, trawlerman James Corrigan of Portree (see our report from 2014) was able to add that ‘these gear wheels look like they were part of an iron man, they were used for hauling ground nets on the boats that worked the hake, cod and coleys a good few year ago.’

We also contacted Robert Gordon as we knew he was familiar with the area from the work we had done with him around Chuaig Bay (see McCarthy and Benjamin 2013). This proved to be a good move as Robert was not only able to go to the site and take a further series of images but was able to make a probable identification of the wrecks and give a brief history of them. In all we were sent a total of 26 photos of the site by Karen and Robert (**Plates C5–C10**).

Robert’s initial suggestion was that locals believed the two wrecks to be the *Queen* and the *Sally*, the *Queen* being in better condition and having been put on the beach at the end of WWII due to ‘nail sickness’ while the *Sally* had been there longer. Another member of the public Donnie Johnston got in touch through our website to let us know that the *Queen* had belonged to a man called Alistair



Plate C5: A view of the wrecks at Fearnmore with what is thought by locals to be the Elizabeth in the foreground and the wreck of the Queen in the background (© K. Hardy 2015)



Plate C6: A kelvin engine in the intertidal zone at Fearnmore thought to belong to the Elizabeth. Photograph provided by local resident Robert Gordon (© R. Gordon 2015)



Plate C7: A view of the stern of the vessel thought to be the *Queen*. Photograph provided by local resident Robert Gordon (© R. Gordon 2015)



Plate C8: A winch wheel, possibly from an 'iron man' at the site of the *Queen* in the background (© K. Hardy 2015)



Plate C9: A kelvin engine silencer at the site of the *Queen* in the background (© K. Hardy 2015)



Plate C10: An unidentified artefact at the site of the *Queen* in the background (© K. Hardy 2015)

MacDonald and had been ashore in the mid-1950s. Robert and Donald also passed on a story about a sister vessel of the *Queen* named the *Silver Craig*, which David Livingstone recalled fishing aboard it in his younger days. According to Donald, the *Silver Craig* was sold to Alistair MacLean, author of *The Guns of Navarone*, and converted into a motor yacht, eventually being taken to Switzerland by the author.

The *Sally* (registration TT13) was registered at Tarbert in Loch Fyne and was built in 1902 at Port Bannantyne. It's deign was that of a Loch Fyne Skiff and it was fitted later with a Kelvin 7-9 hp in August of 1908, later upgraded to a 8-10 hp model. However after consulting with another local fisherman, Donald Livingstone, it transpired that the vessel previously thought to be the *Sally*, was actually the *Elizabeth*, another skiff thought to have been beached in the 1930s.

There are no losses of ships named *Elizabeth*, *Sally* or *Queen* recorded in this area in the National Database and the only maritime record in this area is of an 18th century stranding in the same bay (Canmore ID 295494). These wrecks have been recorded as a single entry they lie close together and further fieldwork would be required to delineate the separate extents of each site.

SAMPHIRE ID: 133

Classification: CRAFT

Site Name: Sound of Eriskay

Canmore ID: Unknown

Coordinates: 79500,813500 (exact coordinates redacted due to site sensitivity)

Accuracy:

Description:

In March of 2016 Andy Hunt of Tyneside BSAC 114 was in touch with the SAMPHIRE team regarding the *Cathcartpark* (see separate entry) and at the same time provided a location for a broken-up wreck in the Sound of Eriskay. Andy described the site as consisting of a variety of copper objects lying on a sandy seabed with preserved ship timbers lying immediately below the sand. Andy stated that he believed the wreck to be 18th or 19th century in date. Objects on the site included a large wooden rudder with copper gudgeons, numerous ship timbers with copper pins and a large shaft with a wheel on the end (**Plates C11–C14**).

In the Sound of Eriskay there are two located wrecks listed in the National Inventory, including *Henrietta Moller*, a steam tug lost in 1947 (CANMORE ID 321788) and the famous wreck of the *Politician* (CANMORE IDs 102814 and 102866 (stern portion)).



Plate C11: A view of the rudder of the Eriskay wreck showing the gudgeons in place in the foreground (© A. Hunt 2012)



Plate C12: ships pins recovered from the Eriskay site and reported to the Receiver of Wreck under DROIT No 001/13 (© A. Hunt 2016)



Plate C13: A view of wreckage at the Eriskay site (© A. Hunt 2012)



Plate C14: A view of a ship's timber with a copper pin embedded, one of several at the wreck site (© A. Hunt 2012)

There are seven reported losses mapped within the main part of the sound. These are the *Billow Crest* (CANMORE ID 250316) a wooden schooner lost with a cargo of slates at the entrance to the Sound of Eriskay in 1899, the *Edward* (CANMORE ID 284550) stranded on the coast in the Sound of Eriskay in 1860, the *Sylph* (CANMORE ID 276779) a wooden schooner stranded in 1846 on a rock in the Sound of Eriskay, the *Ottoman* (CANMORE ID 271773) stranded and broken up in the Sound of Eriskay in 1823, the *Duen* (CANMORE ID 249375) a sloop wrecked near Baleshare in 1853, the *Elgin* (CANMORE ID 257399) a wooden brigantine wrecked on 'Rain Rock, 2 cables SW of Eriskay' in 1876 and the *Rosa Maris* (CANMORE ID 214485) a steam trawler lost at 'Red Rocks' in 1929.

There is one known wreck and two reported losses associated with the small islet of Hairteamul to the east of Eriskay, including the *Thala* (CANMORE ID 102867) a located and heavily salvaged wreck sunk in 1941 lying between 10 and 20 metres. Other historical reported losses in the vicinity of Hairteamul include the *Racoon* (CANMORE ID 262756) a wooden schooner lost with a cargo of slates in 1873 and the *Ernst Wilhelm* (CANMORE ID 252869) a wooden barque with a cargo of coal lost in 1885. None of these wrecks or reported losses are 18th century in date.

SAMPHIRE ID: 134

Classification: STEAMSHIP (20TH CENTURY)

Site Name: SS *Seniority*

Canmore ID: 322168 (duplicated at 293445 without accurate location)

Coordinates: 71061, 798810

Accuracy: 2m

Description:

Simon Exley of *Fyne Pioneer* diving shared several dive sites with the SAMPHIRE team for inclusion within the SAMPHIRE report. Simon is very active in the investigation and recording of new and known wrecks, discovering and adding information to several sites throughout west Scotland. This site was visited by Simon and a team of recreational divers as part of a dive trip conducted in the Outer Hebrides in July 2015. The SS *Seniority* is recorded as two separate entries in the RCHAMS database, one as a reported loss with an unverified location (CANMORE 293445) and one as a positive location derived from a UKHO survey (CANMORE 322168). Simon and his team dived the wreck of SS *Seniority* and two of the team members, Lindsay Brown of Stray Seal (www.strayseal.com) and Jim Anderson took numerous high quality photographs of the site documenting its current condition (**Plates C15–C20**). The site is described as 'quite broken up, but is still very impressive, with the bow to the south and the stern to the north. She lies slightly over on her port side' (Simon Exley pers. comm. 13/07/2015).



Plate C15: A view of the bow of the Seniority by taken Lindsay Brown (© L. Brown Strayseal.com 2015)



Plate C16: A view of a winch on the Seniority wreck site taken by Lindsay Brown (© L. Brown Strayseal.com 2015)



Plate C17: General view of the wreck of the Seniority taken by Lindsay Brown (© L. Brown Strayseal.com 2015)



Plate C18: General view of the wreck of the Seniority taken by Lindsay Brown (© L. Brown Strayseal.com 2015)



Plate C19: Detail of wreckage of the Seniority by taken by Jim Anderson (© J. Anderson 2015)



Plate C20: Detail of wreckage of the Seniority by taken by Jim Anderson (© J. Anderson 2015)



Plate C21: Undated photograph of the Seniority while still in service (© A. Richmond 2015)

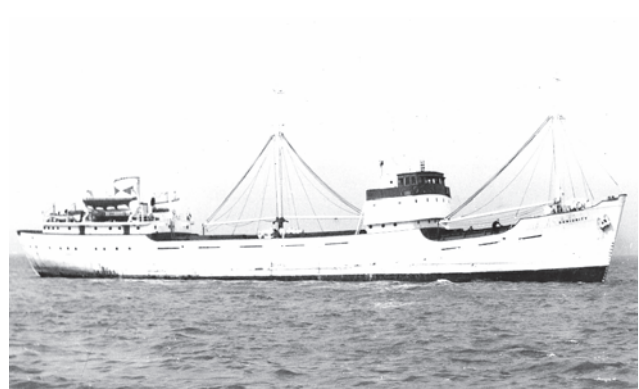


Plate C22: Undated photograph of the Seniority while still in service (© A. Richmond 2015)

The SS *Seniority* was a 20th-century steamship built by William Gray & Co. Ltd., West Hartlepool, which stranded off the east shore of Barra in November 1950. The National Inventory entries for the site are derived from Whitaker's Off Scotland database and directly from the UKHO database where the ship is listed as a Live Wreck, with a precise location and a brief diver description dating to 1994 describing the wreck as very broken up, with only the bow and boilers remaining recognisable. An extensive write of the wreck including photographs has also appeared in the September 2015 edition

of the dive magazine *X-Ray Mag*. Written by the Scottish dive photographer Lawson Wood, the article gives a detailed historical breakdown of the sinking and of the marine life currently residing on the wreck. Photographs of the ship when in service were provided by Andrew Richmond and are reproduced here (**Plates C21–C22**).

SAMPHIRE ID: 135

Classification: STEAMSHIP (20TH CENTURY)

Site Name: VIC 63

Canmore ID: 102883

Coordinates: 65678,797723

Accuracy: 2m

Description:

Simon Exley of *Fyne Pioneer* reported this site to the SAMPHIRE team in July 2015. The site is located outside of Castlebay on Barra in the Outer Hebrides. Recorded as an unidentified puffer in the RCAHMS database (CANMORE 102883), the vessel reportedly dragged its anchor while moored and sank after running aground. Simon led a dive team to investigate the site in July 2015 and identified the wreckage including the remains of an anchor light with clear glass and further evidence of the incident. As part of this expedition Lindsay Brown of Stray Seal (www.strayseal.com) took several photographs of the site documenting its current condition (**Plates C23–C24**). Archival research by this dive group with Lloyd's Register identified the vessel as likely being the remains of the VIC 63, a puffer reported to have run aground after dragging its anchor (Mitchell and Sawyer 1990, 63).

The VIC 63 is not currently included in the losses in the National Inventory. The following information was given by Simon Exley of *Fyne Pioneer*:

VIC 63 was built at Yard 667 of Pimblott's of Northwich, and was launched on 1 Sep 1945. She was built as a Victualling Inshore Craft during WW2, and was one of over 100 similar vessels built between 1941–1946. She has a length of 80.5ft and a beam of 20ft, weighing 147 grt. She had a 2 cylinder steam compound engine. She was delivered to the Ministry of Transport in February 1946 and remained on naval service until transfer to the Admiralty at Devonport in 1947. In 1956, she was sold to James McNeil of Greenock and renamed 'Colonsay'. Her final voyage was on 9th November 1960. She had discharged a cargo of slate



Plate C23: A diver explores the hull of the VIC 63 . Photograph by Lindsay Brown (© L. Brown Strayseal.com 2015)



Plate C24: Interior view of VIC 63 (© L. Brown Strayseal.com 2015)

in Barra and sailed in ballast, but returned to Castlebay to shelter from a storm. She dragged her anchor and grounded. Her crew abandoned her and she later slid off the rocks and into deep water. She was declared a total loss.

The site can easily be found using an echo sounder. The VIC 63 Colonsay is reasonably intact and stands upright just off the reef in a maximum depth of 12 metres, making her a lovely Clyde puffer to explore. Her stern now lies closest to the shore with the bows facing south east. Her wooden decking and superstructure have rotted away but the boiler stack, engine room and hull are visible. The wreck can be penetrated but care must be taken with this. Some fixtures and fittings including bottles and other glassware can be found on this wreck. Life includes nudibranchs, seaweeds, soft corals, sponges, hydroids, fish including 15 spined stickleback, wrasse and pipefish, sea urchins and starfish. The visibility can be slightly poorer than expected due to fresh water run off on the site following rain. However as she can be dived in virtually all conditions, this is a small price to pay.'

A black and white photograph of the ship in service appears on the Clyde Maritime website¹ and is attributed to a source entitled the Roy Cressey Collection and the accompanying information suggests the ship is in its wartime grey colouring. A second colour photograph of the ship appears on the Ships Nostalgia website². This image, if it is of the same vessel would suggest that extensive changes much have been made to the upper works of the vessel, perhaps when it changed ownership as the gunwales appear to have been significantly cut down.

SAMPHIRE ID: 136

Classification: ARMORIAL PANEL

Site Name: St Donnan's Church

Canmore ID: 22152

Coordinates: 148855, 785362

Accuracy: 2m

Description:

As part of a series of 3D scans of medieval carvings of galleys the SAMPHIRE team carried out a visit to the Church of St Donan on Eigg during an interval between dives on the Galmisdale wreck (see separate entry). With the help of local resident Brian who drove a team member to the church from the harbour and led the way to the carving a full photogrammetric survey was carried out (**Plate C25**).



Plate C25: Eigg resident Brian showing the galley carving at Kildonan Church to the SAMPHIRE team during the 2015 diving fieldwork. Photo: J. McCarthy (© WA Coastal & Marine 2015)

The carving is on an armorial stone set into a recess in the interior of the church wall. Miers (2008) describes the site as follows: 'a 16th-century tomb recess guarded by nettles on the inside north is said to contain the body of the celebrated piper Ragnall Mac Ailein Oig, who died in Eigg in 1641. It bears a Clanranald armorial shield of the type found at Kilmory, Arisaig and Howmore, South Uist, inscribed 1641 with initials 'DmR' '.

¹ http://themackenzies.pwp.blueyonder.co.uk/puffers/VIC63_colonsay.htm (Accessed 13/03/2016)

² <http://www.shipsnostalgia.com/gallery/showphoto.php/photo/347843/title/colonsay28vic-63-29/cat/517> (Accessed 13/03/2016)



Plate C26: Photogrammetric ortho-elevation of the Kildonan carving, top: with texture and bottom: with 3D surface enhancement. Image: J. McCarthy (© WA Coastal & Marine 2015)

Ragnall Mac Ailein Oig was a significant figure on the west coast of Scotland, being a famous piper and historical figure but also featuring in many mythological and supernatural tales – many of which are related to songs. There are two excellent late 19th century illustrations of this stone, both showing more detail than is currently visible. The first is from MacPherson (1876–77, 583) and the second is from *Scottish Notes and Queries* (Vol. 4, 1890–1891). These clarify the degraded detail now visible. The features of the stone as it presently appears are barely discernible, excepting only the clear outline of a castle. However the digital removal of confusing surface colour texture from the 3D scan clarifies things a great deal and the castle, galley, a beast and a hand holding a cross can be clearly made out as well as the initials DmR above the plaque (**Plate C26**). The shape of the boat hull can be clearly seen as well as the sail and some traces of yards. However the 19th-century engravings show the detail on the stone and of the galley more clearly. Both illustrations show oar ports running along the gunwale, and an unusual diamond shaped stem or stern post (it is not clear from the scan or the illustrations which way the boat faces and the left hand side of the boat carving is indistinct in all sources). A small feature to the immediate right of the boat hull which is visible on the scan appears to be depicted either as a bolt of lightning or a stylised sea surface on both the

engravings. The difference in quality between the 3D scan and the engravings suggests the carving has been subject to significant weathering over the last 120 years.

SAMPHIRE ID: 137

Classification: CRAFT

Site Name: Galmisdale Bay Boat

Canmore ID: 213713

Coordinates: 148497, 783888

Accuracy: 2m

Description:

Camille Dressler, a local historian on the Isle of Eigg in the Inner Hebrides, contacted the SAMPHIRE team early in 2015, concerning three boat timbers that had washed up on the south coast of Eigg after a period of stormy weather.

Ms Dressler informed the team that she had retrieved the displaced timbers and stored them in a trench dug for the purpose in her garden. The nature of the timbers suggested they had come from a known clinker-built wreck located in Galmisdale Bay (Canmore ID 213713) which had been the focus of an assessment survey in 2001/2002 (Birch 2002; Wildgoose and Birch 2002) and a visual inspection carried out by a team of divers from Wessex Archaeology in 2014 (this team included individuals who are also involved in the SAMPHIRE Project). The 2014 visual inspection was undertaken on behalf of Historic Scotland and a report was produced (Roberts 2014). The 2014 monitoring exercise established that some of the sandbagging placed in 2002 had been lost and that part of the timbers at one end of the wreck had become exposed and appeared to have been slightly damaged. No further sandbagging was undertaken at this time.

As it is a clinker-built vessel of at least 19th-century date and possibly earlier this wreck has the potential to be of considerable importance in the study of Scottish maritime vernacular technology. Although it has not been firmly dated it is believed by some local people to be the *Dubh Ghleannach*, a vessel built for Alexander MacDonald of Glenaladale which is said to have sunk in Galmisdale Bay in 1817. This boat was the subject of a praise poem by the well-known poet Alasdair MacKinnon (1770–1814). If the wreck at Galmisdale is the vessel referred to in the poem then it is possible that it was built in the style of the traditional Highland Galley, a style for which there is a negligible amount of direct physical evidence. Although it would date to some years after the period of galley use, this is considered possible as the vessel is an unusually



Plate C27: Diving by the SAMPHIRE team at Eigg harbour. Photo: M. Lawrence (© Lochaline Dive Centre 2015)

large oak clinker-built vessel in an area where oak was scarce and valuable, because the boat in the poem was built by Alexander MacDonald, head of a minor branch of the Clan Donald and a man who was known to have a keen interest in the Jacobite past – having built the monument at Glenfinnan and finally simply because the boat was considered important enough to make it the subject of a Gaelic poem, suggesting it was both unusual and of high status. Whether this is or is not the *Dubh Ghleannach* and whether it was built in the galley style or not this vessel has a high degree of interest and reports that it might be at risk of being lost could not be ignored.

The newly-recovered timbers had been washed ashore during severe storms over the winter of 2014/2015 and there was local concern as to the condition of the vessel and whether or not additional preservation was needed. During the diving fieldwork phase of 2015 the SAMPHIRE team were based in the Sound of Mull and took the opportunity to help the islanders of Eigg.

The team arrived to Eigg on the morning of Thursday 9th, July 2015 (**Plate C27**). The first task was to document any exposed portions of the submerged wreck. The wreck site is normally submerged but becomes partially exposed at Lowest Astronomical Tide. Visibility on site was excellent and the team was able to quickly re-identify the wreck location. Much like WA's earlier visit to the site, the wreck was still mainly covered in sand, sandbags and thick kelp, however, a somewhat larger area at north end of the site had become exposed over the intervening winter, of approximately three metres from the end of the exposed keel. Some degraded sandbags were noted among the rocks of the nearby seawall further indicating their displacement. A photographic and video record was made of the exposed area over two dives. Despite heavy kelp cover an attempt was also made to record the exposed areas of the wreck using underwater photogrammetry (**Plate C28**). The resulting 3D model of the exposed part of the wreck allowed for the production of an orthographic elevation which was overlaid on the 2001 plan to check for damage (**Plate C29**). The centre of the wreck appeared to be covered in kelp overlying sandbags while the south-west end, thought to be the bow, was not visible at all being covered in sand and so it was not possible to assess any damage in this area. According to the 2002 report, the remains within the exposed portion of the wreck at the stern comprise the lower portion of the stern post, keel, keelson, and the adjacent garboard strakes on the port and starboard side. The SAMPHIRE survey found the port side of the stern still largely covered by sand bags but more exposure of the keel, keelson and five partially exposed strakes. The features on the 2001 plan were still in their expected locations, albeit with minor possible damage. Therefore it is unknown where the strakes recovered in the winter of 2014/2015 by the islanders are derived from. There may be more extensive damage to the unseen centre or south-west part of the wreck or they may be the strakes depicted as loose at the southern end of the 2001 plan. Unfortunately there is insufficient detail in the 2002 plan to make a match.

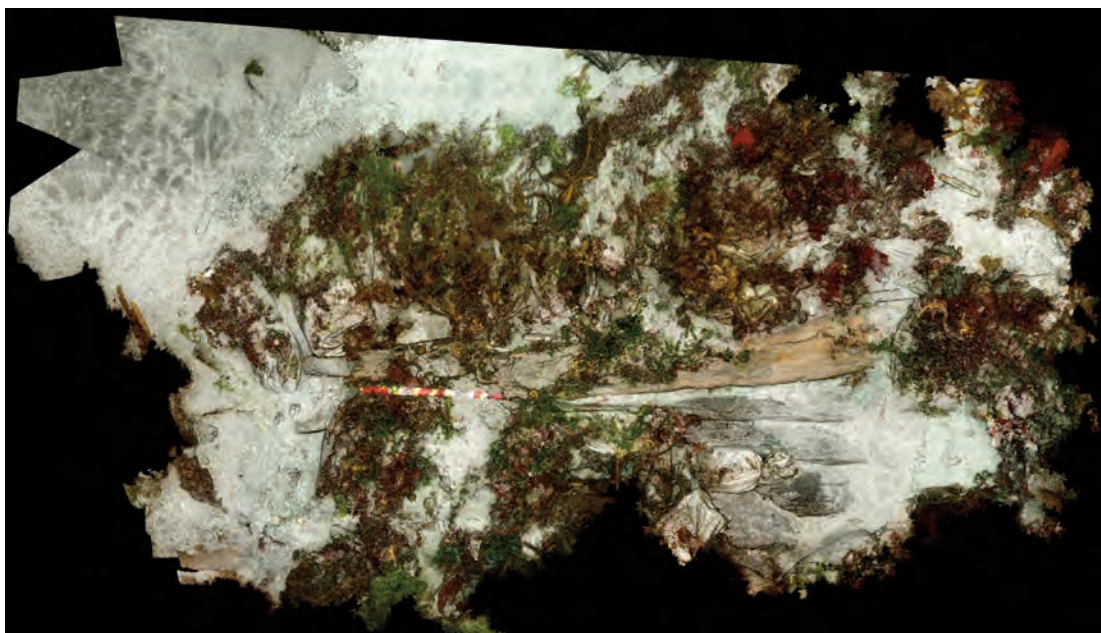


Plate C28: Photogrammetric orthomosaic of the exposed portions of the Galmisdale wreck site. Image: J. McCarthy (© WA Coastal & Marine 2015)



Plate C29: Photogrammetry results overlaid on 2001 wreck plan (Image: J. McCarthy, after Wildgoose and Birch 2002)



Plate C30: SAMPHIRE team member Andrew Roberts inspects the recovered timbers on Eigg with local historian Camille Dressler (© J. Benjamin)



Plate C31: Orthomosaics of the boat timbers recovered by Camille Dressler and stored in her garden. Image: J. McCarthy and A. Roberts (© WA Coastal & Marine 2015)

Sands remain mobile on the exposed portion of the wreck and kelp is beginning to attach directly to the exposed timbers. After the team completed the dive survey, they surfaced and met with Camille Dressler who took them to her garden on the north side of the island to record the recovered timbers (**Plate C30**). The timbers are all strakes and appear to be in a good state of preservation and were still submerged when the team arrived to document them. After recording and photographing the timbers were returned to their trench. A photogrammetric survey was made of the faces of the timbers and an orthomosaic produced (**Plate C31**).

Over the winter of 2015/2016 further information was received from the islanders that more timbers had been washed up on the shore and at the time of writing further investigation of the site by Wessex Archaeology is underway as part of the contract for Underwater Diving Services for Historic Environment Scotland. The results of this work will be presented in a separate Wessex Archaeology report and will describe the recovery and photogrammetric survey of a total of 18 timbers (12 of which were recovered and stored in 2001/2002) and dendrochronological dating of 7 of those timbers. Initial dating results suggest the wreck is of late 18th-century date.

SAMPHIRE ID: 138

Classification: CRAFT

Site Name: Mingary Castle Wreck

Canmore ID: 167515

Coordinates: 150671,762943

Accuracy: 2m

Description:

The Mingary Castle Wreck is a well-known wreck site adjacent to Mingary Castle in the upper Sound of Mull. The wreck has been archaeologically investigated several times and is a protected wreck. However it is known that there are additional features to the site that have not been previously recorded, in particular a sixth cannon which had been reported by Phil Richards, the site's discoverer but not located by subsequent surveys. The SAMPHIRE team chose this location as a suitable spot for a shakedown dive on the 4th of July. A visual search around the main group of cannon identified a previously unrecorded cannonball (**Plates C32 and C33**) fused to the bedrock which does not seem to have been noticed during previous surveys. Recent monitoring surveys of the site have not noted this additional artefactual material (Pascoe 2015).

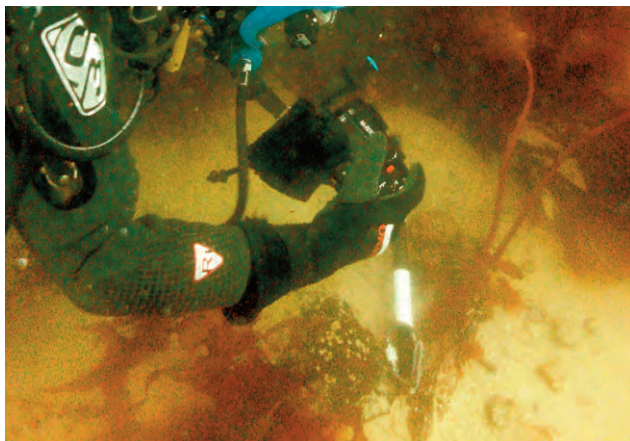


Plate C32: Diver inspects previously unsurveyed cannonball at the Mingary Castle wreck site (© J. Benjamin)



Plate C33: Detail of cannonball at the Mingary Castle wreck site (© J. Benjamin)

SAMPHIRE ID: 139

Classification: GRAVE SLAB(S)

Site Name: Kiel

Canmore ID: 22427

Coordinates: 167100, 745175

Accuracy: 2m

Description:

During 2015 SAMPHIRE fieldwork on the 8th of July a photogrammetric survey was undertaken of four medieval grave slabs at Kiel churchyard in Morvern. Many of the grave slabs formerly in the grave yard or floor of the church have been removed to the interior of the session house to protect them from the elements. The full collection comprises approximately 15 stones in all and they are described as being of the 14th–16th-century Iona School with some examples of the Ornosay school. Many of these stones are in good condition and feature a variety of abstract and representational. Four in particular are of interest to maritime archaeologists as they depict medieval boats of the Highland Galley type. The existence of these stones had been highlighted to the SAMPHIRE team by local Lochaline resident Charlie Lamont and contact was made with local historian Iain Thornber who facilitated access to the session house and accompanied the team during the survey (**Plate C34**).

Photogrammetric recording of the visible front faces of the four stones was undertaken using a tripod and DSLR camera. These images were then subject to image enhancement, with a particular emphasis on the galley carvings.

The references used below for these stones are based on the *Argyll Inventory* (RCAHMS 1980, 131–132). From left to right in **Plate C35** the stones are as follows:

267.13: This is one of a pair of graveslabs of high quality and excellent preservation, currently laid out on the floor of the Session



Plate C34: The SAMPHIRE team discuss the galley carvings at Kiel with local historian Iain Thornber. Photo: J. McCarthy (© WA Coastal & Marine 2015)

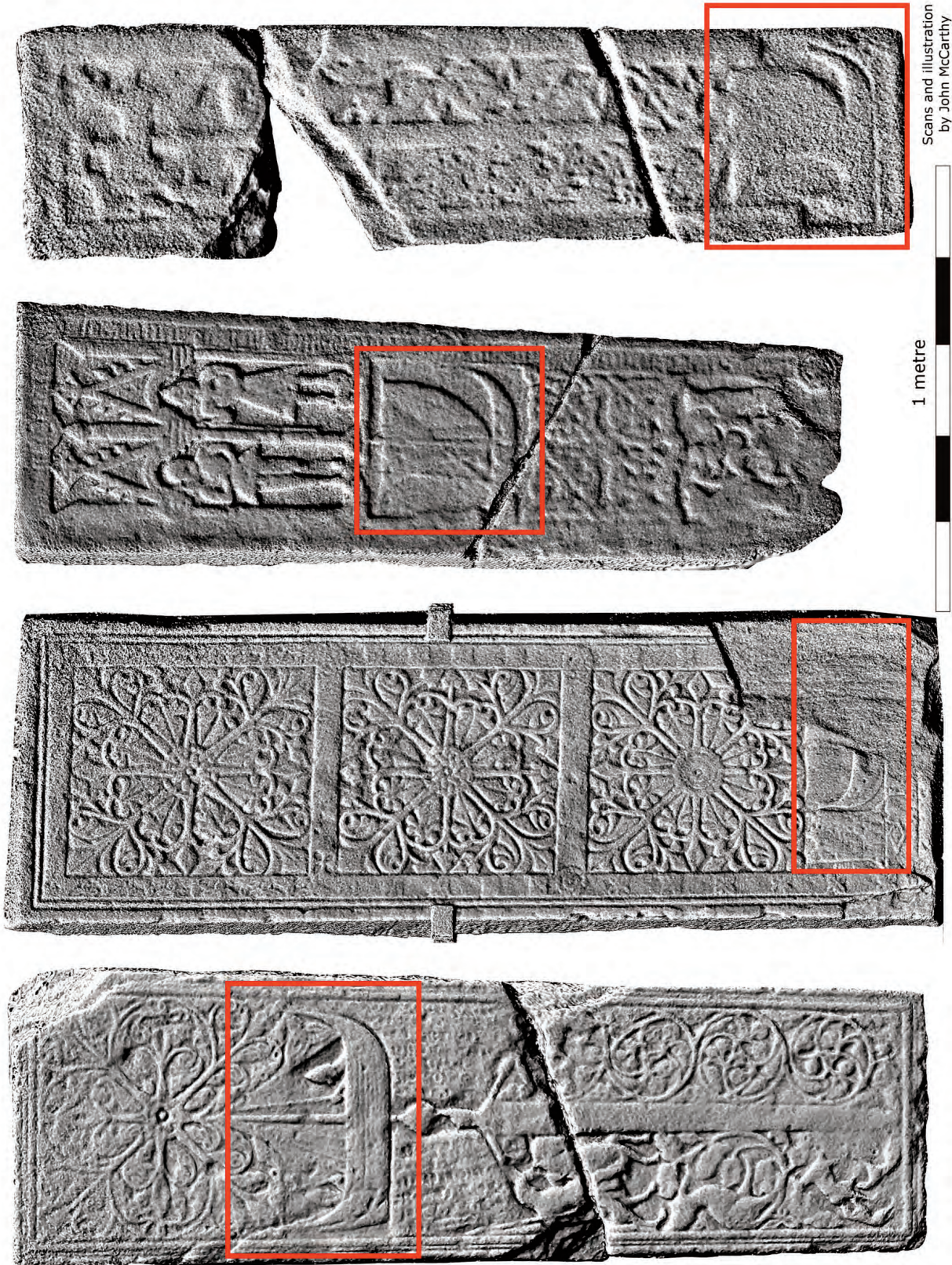


Plate C35: Photogrammetric scans of the four grave slabs at Kiel which bear representations of Highland Gallies. The location of the galley carvings are highlighted in red on each scan. Image: J. McCarthy (© WA Coastal & Marine 2015)



Plate C36: Detail of 3D scan of the grave slab 267.13 at Kiel church showing figures with helmets seated either side of the mast. Image: J. McCarthy (© WA Coastal & Marine 2015)

House, both of which feature galleys prominently. This stone lies to the left of the other and features a number of distinct elements. The lower two thirds of the stone are occupied by a large sword, to the left of which are a horse and rider, a stylised animal and a scene showing dogs attacking a deer. To the right of the sword is a floral scroll. At the top of the stone is a well-preserved and detailed image of a galley. Unlike most of the others this galley does not feature a sail or yard but only a mast and stays. Within the vessel are two figures, both in conical helmets (see detail on **Plate C36**). The figure on the left holds an axe while the figure on the right is either also holding an axe or is grasping a stay or halyard. The hull itself is shown with the usual curving bow. The stern is also shown as somewhat curving although with a near-vertical rudder. The terminus of the stern may show some elaboration. Visible within the area of the hull are the finer details of the clinker planking and a row of

oar-ports. The carvings appear to be somewhat more symbolic than the others, the hull being much higher and the figures being out of realistic proportion with the vessel. Above the boat the graveslab features a large foliated cross, into the centre of which the boat's mast pierces, almost as though the mason wished the abstract cross to feature as the sail of the vessel. The space immediately below the vessel is occupied by text which is translated in the Argyll Inventory and which states that the graveslab belonged to one Lachlan MacEachan. The *Argyll Inventory* (RCAHMS 1980, 131–132) also states that the grave slab is of the Iona school and of 15th-century date.

267.14: A large grave slab, the surface of which is divided into three stone panels showing foliated crosses. The *Argyll Inventory* (RCAHMS 1980, 131–132) suggests that this stone may be of the Iona school dating to 1500–1560 and that it may commemorate three clergymen. At the bottom of the stone in a smaller half panel is depicted a castle and part of a galley. Few features are visible on the galley although Denis Rixson has examined the scan and he suggests that the carving may depict the unusual inclusion of a mike, a U-shaped ending to the bow/stern which could hold the mast when not in use. The scan does not resolve this entirely but does demonstrate that the apparent 'U' shape of the stern is still apparent even with texture removed and is clearly a deliberate feature. The end of the boat that is visible could be interpreted as a stern and there is a faint curvilinear groove which could represent a rudder. However it has a strongly curving shape more suggestive of a bow.

267.17: This is one of a pair of graveslabs of high quality currently laid out on the floor of the Session House, both of which feature galleys prominently. This stone lies to the right of the other and contains four distinct panels. From the top these are, a pair of figures standing within columned and canopied niches, a panel representing a galley, a panel of interlace and a panel featuring a person flanked by a pair of rampant beasts. The panel with the galley shows the vessel facing to the right in full sail, with a number of stays and a possible halyard running from amidships to the centre of one of the yardarms. The stern of the vessel appears to be near vertical but is somewhat obscured by a break in the stone. The *Argyll Inventory* (RCAHMS 1980, 132) also states that the grave slab is of the Oronsay school and dates between 1500 and 1517. The translation of the inscription given in the Inventory reads 'Here lies Lachlan, son of Donald MacLean, Lord of Ardgour'.

267.16: This stone is in poor condition and is broken into three pieces. It is currently laid horizontally on its edge on a high shelf above the main display area of the Session House. The stone depicts a large sword surrounded by interlace, some of which is composed of stylised animals. At the bottom of the slab's face is a small panel depicting a galley in full sail. The shape of the sail and the hull are still clear and the straight stern of the vessel shows a clear indication of a rectangular rudder against a straight keel. The detail within the area of the sail and hull has all been lost but there do not appear to have been figures within the vessel either side of the sail and the hull itself is depicted as quite low in height. The *Argyll Inventory* (RCAHMS 1980, 132) also states that the grave slab is of the Oronsay school and dates between 1500 and 1560.

SAMPHIRE ID: 140

Classification: FINDSPOT

Site Name: Loch Aline

Canmore ID: Unknown

Coordinates: 167920, 744254

Accuracy: 200m

Description:

During 2015 SAMPHIRE diving fieldwork on the 6th of July Lochaline resident Charlie Lamont, landlord of the Lochaline Hotel showed the team a number of objects brought up by trawlers working nearby and left at the hotel. One of these objects was a ship's navigation running light (**Plates C37 and C38**) recovered several years earlier by a vessel working in the Sound immediately opposite the hotel. This lantern is of a type similar to those manufactured by C. Butterfield & Co. of London and generally of a type dating to the late 19th or early 20th century. The metalwork of the light is patinated and includes traces of marine growth but appears to be brass and retains its clear Fresnel glass fully intact. It features a handle on its side. A mark on the front of the lamp suggests the former presence of a manufacturer's plate. The lamp is currently housed in the hotel.



Plate C37: Front view of late 19th/early 20th-century lamp recovered off Lochaline pier and held in the care of Lochaline Hotel. Photo: J. McCarthy (© WA Coastal & Marine 2015)



Plate C38: Rear view of lamp. Photo: J. McCarthy (© WA Coastal & Marine 2015)

The National Inventory lists numerous wreck losses of this general period in this area, including the located puffer *Logan* (CANMORE ID 119296) which sank in 1961 with a cargo of coal off Lochaline Pier, the unlocated fishing vessel *Johanna* (CANMORE ID 118779) lost in 1968 and the unlocated *Kalafish* (CANMORE ID 212886) a 19th century schooner lost in 1885.

SAMPHIRE ID: 141

Classification: FINDSPOT

Site Name: Avon Rock

Canmore ID: Unknown

Coordinates: 167520,742350

Accuracy: 100m

Description:

During SAMPHIRE diving fieldwork, the team visited Charles Lamont, the owner of the Lochaline Hotel. Charles presented several artefacts that had been given to the hotel for the team to record. The first was a cupreous pin and thick cupreous plate with three large holes (**Plate C39**). The pin was originally situated through one of the holes but has since been removed. The pin is bent at the top end, it is unclear whether or not this is intentional or was a product of wrecking. Additionally, the cupreous plate has been bent significantly, possibly an indication of a violent wrecking event.



Plate C39: Cupreous plate and pin recovered near Avon Rock and held in the care of Lochaline Hotel. Photo: J. McCarthy (© WA Coastal & Marine 2015)

The material was reportedly discovered around Avon Rock, south of Lochaline in the Sound of Mull.

The RCAHMS database has several reported losses in this area of the Sound of Mull but none that are specifically identified as being lost near Avon Rocks.

SAMPHIRE ID: 142

Classification: AIRCRAFT

Site Name: Shackleton Aircraft

Canmore ID: Unknown

Coordinates: 168200,741550

Accuracy: 100m

Description:

Bob Jones met with the SAMPHIRE team during the fieldwork phase of the project at Lochaline Dive Centre. He related the location of an aluminium aircraft engine north of Scallastle Bay. He reported the site as being north of the 'aluminium field' a stretch of sandy seafloor where the remains of the aircraft are located. The RCAHMS database lists a reported loss of an Avro Shackleton aircraft in the sound on the 11th of December, 1953 (CANMORE ID 102426).

SAMPHIRE ID: 143

Classification: FINDSPOT

Site Name: Unknown, Scallastle Bay

Canmore ID: Unknown

Coordinates: 169300,740800

Accuracy: 100m

Description:

During the SAMPHIRE fieldwork phase, the team met with Bob Jones at the Lochaline Dive Centre. Bob is a local scallop diver and skipper who is very familiar with the Sound of Mull. He related several locations that he had come across during his time in the area. The first site was a debris field in Scallastle bay where he identified a stretch of coal, several Dutch smoking pipes, and a compass and binnacle box. Scallastle Bay contains a variety of other finds including five cannon, and clay pipes (Robertson 2007). The provenance of these newly reported finds is unclear but it is likely that there are several wrecks (or depositional events) represented.

The SAMPHIRE team dived on the reported location and conducted a circular search over the reported depth profile. Unfortunately no cultural remains were identified during the investigation.

SAMPHIRE ID: 144

Classification: STEAMSHIP (19TH CENTURY)

Site Name: *Thesis: Rubha An Ridire, Sound Of Mull*

Canmore ID: 102423

Coordinates: 172900 740358

Accuracy: 2m

Description:

The *Thesis* sank in the Sound of Mull in 1889 and as it is in a sheltered and relatively shallow location it has become one of the highlights of the Sound of Mull diving experience. The wreck was planned in detail and subject to sonar survey as part of the Sound of Mull Archaeological Project (Robertson 2007). The SAMPHIRE team visited the site briefly during fieldwork in 2014 in order to attempt photogrammetric recording of the bow area. This test was not successful, although some photographs of good quality were captured, and no entry was included in the 2014 report. However these images later proved valuable. During fieldwork for the diving phase of 2015 in the same area, the SAMPHIRE team were informed by local dive centre operators Mark and Annabel Lawrence that they had received reports from recreational divers in the winter of 2014 that large sections of this well-loved wreck had been destroyed over the winter, and as with the Short Sunderland (see 2015 entry for S90) it was speculated that dredging may have been the cause.

At the request of the dive centre the SAMPHIRE team carried out a short dive in the afternoon and this proved sufficient to establish that there has been a major collapse of the decking around the bow. However the fact that the external hull around the bow is still intact and the fragile and highly corroded nature of the surviving elements of the bow structure suggest that the collapse has more likely been due to the natural degradation of the hull rather than dredging impacts. **Plate C40** shows Bob Mackintosh, student volunteer with the SAMPHIRE project searching around the bows of the wreck. Hydrographic data for this site predating the collapse of the bow was also provided to the SAMPHIRE team by John Howe of the Scottish Association of Marine Science (**Plate C41**) including a H525 report and multibeam data.

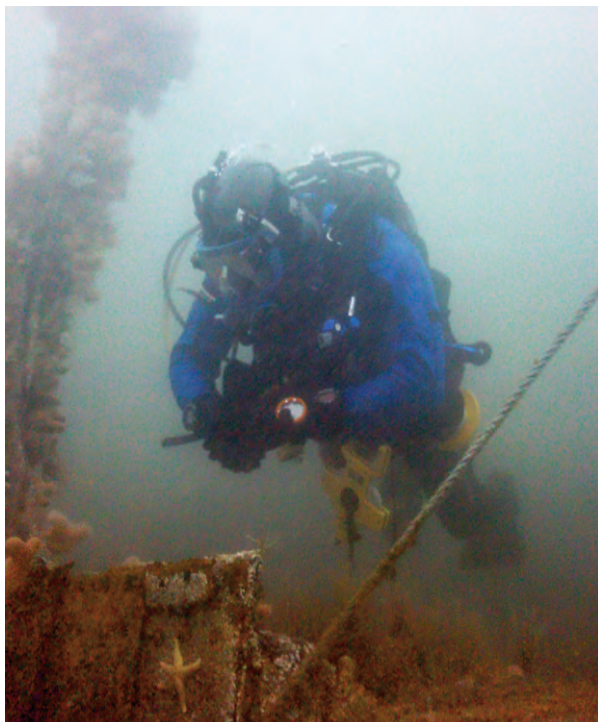


Plate C40: Volunteer student diver Bob Mackintosh inspects the damage to the bow of the Thesis during SAMPHIRE 2015 fieldwork. Photo: J. McCarthy (© WA Coastal & Marine 2015)

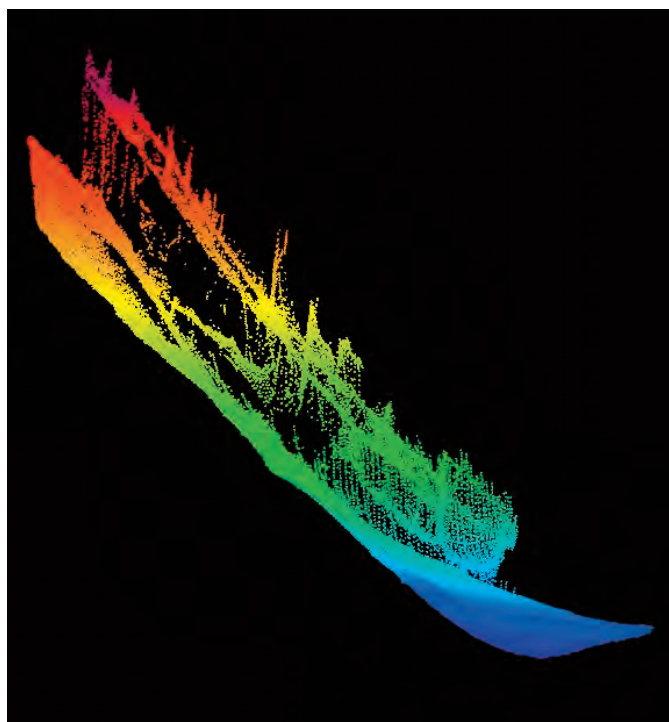


Plate C41: Multibeam image of the Thesis wreck provided to the SAMPHIRE project by John Howe of the Scottish Association of Marine Science

SAMPHIRE ID: 145

Classification: ANCHOR

Site Name: Unknown, Yule Rock

Canmore ID: Unknown

Coordinates: 170321, 740275

Accuracy: 30m

Description:

Guy Grieve, a scallop diver on the Isle of Mull reported the location of an anchor that he discovered around Yule Rocks in the Sound of Mull. The coordinates were provided in the form of an Admiralty Chart with marked location at 56°29.9N, 5°44W. The SAMPHIRE team dived the reported location on 7th and 8th, July and conducted circular searches in an attempt to relocate the anchor. Unfortunately the seabed was covered by significant kelp growth and the anchor's location was not relocated.

There are a number of reported losses in this area of the Sound of Mull but none directly related to Yule Rock. Furthermore, the presence of a single anchor does not necessarily indicate a loss of a vessel. Further research is needed to understand this site.

SAMPHIRE ID: 146

Classification: STEAMSHIP (19TH CENTURY)

Site Name: Cathcart Park (alternatively the SS Cathcartpark)

Canmore ID: 118303

Coordinates: 128050, 713850

Accuracy: 20m

Description:

Details of this shipwreck were provided by Simon Exley of *Fyne Pioneer* and by Richard Booth of Tyneside Divers. Moir and Crawford (2014, 163) provide a brief description of the circumstances of

the wreck but no detail on the current location or condition of the remains. They state:

'The Cathcartpark was owned by the Denholm Line and was en route from Runcorn to Wick with a cargo of salt when she ran aground on Sheep Island, one of the Torran Rocks, near Iona on the 15th April, 1912. Despite the vessel lying with a forty five degree list, the crew, under the command of Captain Thomas Blair, managed to lower two of the ship's boats and rowed safely ashore, one landing at Iona and the other on the mainland of Mull. Over the next week the ship was gradually broken apart by the incessant hammering of the waves. By the 18th salvage experts reported the keel up and her hull plates parting. By the 22nd the deck was awash even at low tide and the Cathcartpark was abandoned.'

Although the wreck is currently listed as an unlocated loss in the National Inventory an article on the site by Tyneside Divers appeared in the BSAC SCUBA magazine (August 2015, 64–9) and online diving forums suggest that its location was previously known within the diving community for several years. This article included a sketch of the site by Andy Hunt (**Plate C42**) which is provided here courtesy of Tyneside BSAC. The Tyneside divers have stated that the identification as Cathcart Park is not definitive but based on the location close to the reported loss and on an unsubstantiated rumour that another diver had recovered the bell of the ship some years previously.

The wreck is described by the Tyneside divers as 'spread over a series of gullies just off the Torran Rocks. The deepest wreckage is to be found at the bottom of the gullies in about 22 metres, with the shallowest points higher up the reef at 8 metres. The most distinctive part of the wreck is the remains of the boilers in a sandy hollow at 16 metres, where several metal pipes stand vertically from the seabed up to 12 metres. Also visible in this area are the remains of the coal store and flanges. Exploring deeper down the gully from the boiler, divers can swim along the prop shaft with the prop still in place, slightly left of the winch block at 22 metres. Swimming up the rocky sides of the gully, there are portholes, copper pipes and other debris hidden in the kelp. The next gully along hides lifeboat davits and other wreckage. The local sea life is varied, with nudibranchs on the kelp, sea urchins, anemones and squat lobsters'.

Simon Exley also provided a number of photographs of the wreck (**Plate C43**) and an image of an un-provenanced painting of the ship, possibly made around the time of its launch. Andrew Hunt of Tyneside BSAC also provided images (**Plates C44–46**) and a copy of their expedition report to BSAC.

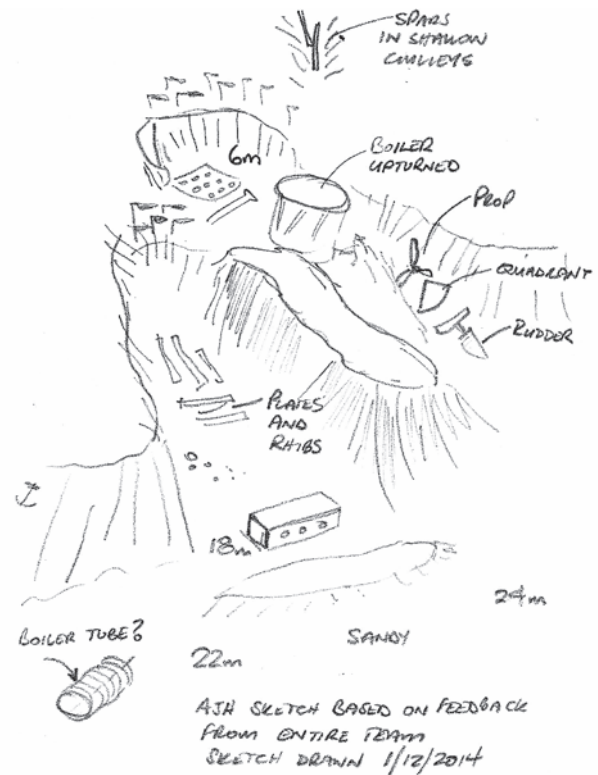


Plate C42: Sketch of the wreck of the Cathcartpark provided by Tyneside BSAC (© Andy Hunt 2015)



Plate C43: Photograph of pipes and flanges of the wreck of the Cathcartpark provided by Fyne Pioneer (© Simon Exley 2014)

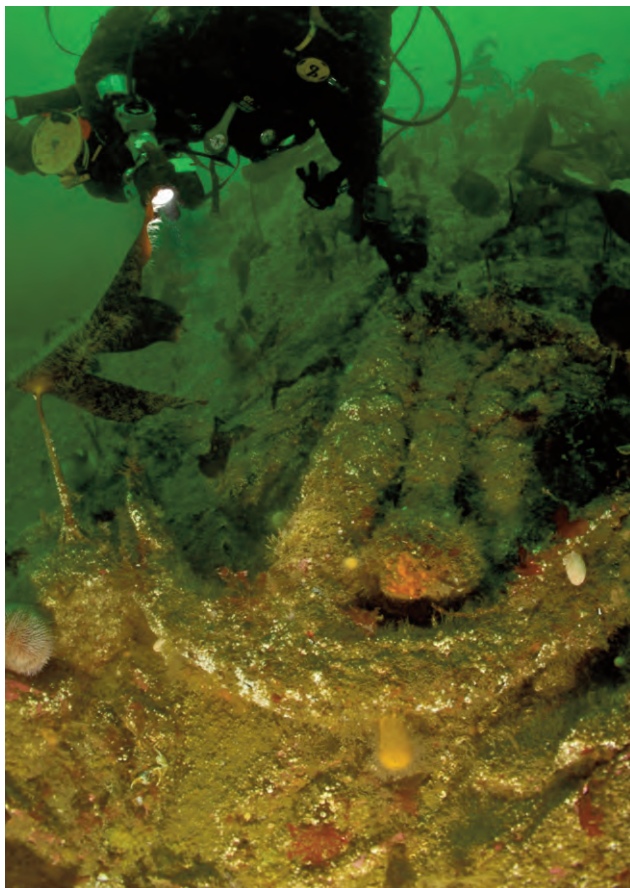


Plate C44: Photograph of an anchor of the Cathcartpark, provided by Tyneside BSAC (© Andy Hunt 2014)

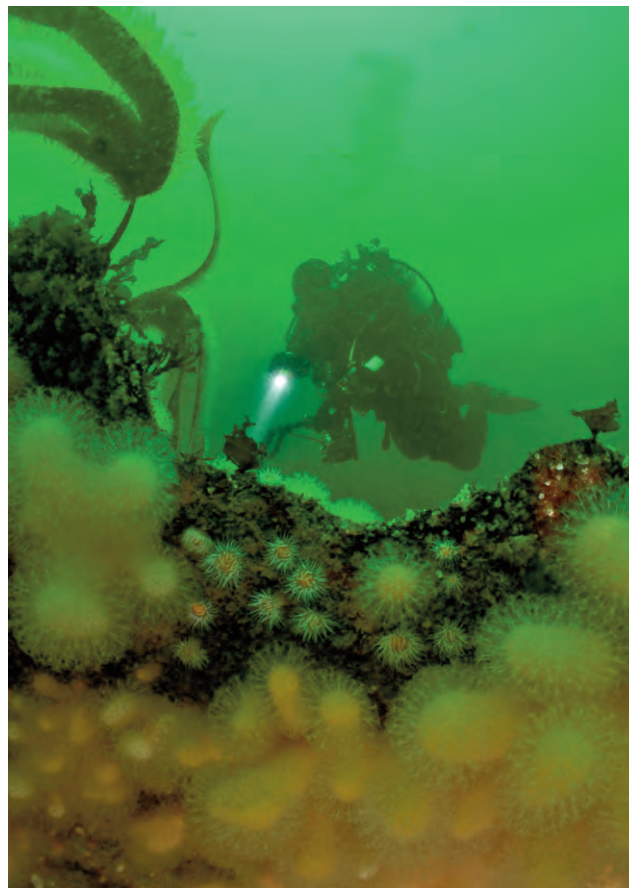


Plate C45: Diver inspecting the wreck of the Cathcartpark, provided by Tyneside BSAC (© Andy Hunt 2014)

The *Cathcartpark* is recorded as an unlocated loss in the RCHAMS database (CANMORE ID 118303). The current entry for the site is based upon a record of the stranding of the vessel in 1912 which appeared in *The Oban Times*, 'Cathcart Park ran on to Sheep Island, one of the Torran Rocks near Iona on the morning of Monday last week (15 April 1912). Cargo of salt from Runcorn in Lancashire to Wick. The 11 crew escaped in two boats. Forepart seriously damaged'. Whitaker also states that the vessel was built in 1897, registered in Greenock and had the following dimensions: 840grt. Length: 63m. Beam: 9m.

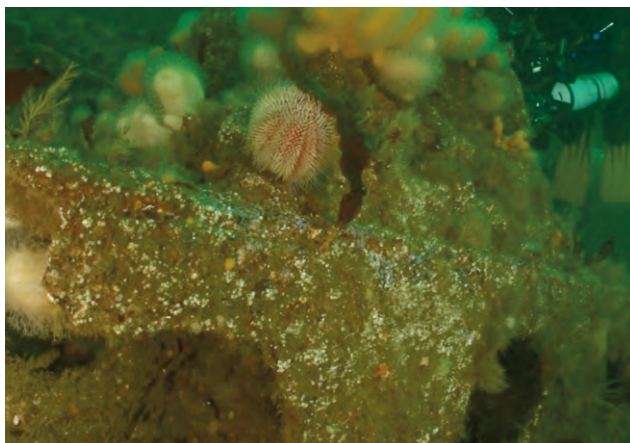


Plate C46: Photograph of the Cathcartpark, provided by Tyneside BSAC (© Andy Hunt 2014)

The location given for the loss, 56°15N 006°30W off Sheep Rock, is described as being 'quite close to where it is believed the wreckage now lies' by the Tyneside club who rediscovered the site. They list three coordinates in their SCUBA article as follows:

56°14.356N 006°23.419W (WGS 84)
56°14.378N 006°23.472W
56°14.374N 006°23.441W

The second of these coordinates lies in the middle of the other two and has been used to generate the BNG reference for this SAMPHIRE record.

SAMPHIRE ID: 147

Classification: FONT

Site Name: Kilmorich

Canmore ID: 143610 (Kilmorich Parish Church)

Coordinates: 218054, 710744

Accuracy: 2m

Description:

During 2015 SAMPHIRE fieldwork on the 10th of July a photogrammetric survey was undertaken of Kilmorich Old Parish Church font, incised with a galley and believed to be of late medieval date. This location was identified with the help of Glasgow based historian Denis Rixson who has published a map of the Highland galley carving locations. An image of this galley carving has previously been published in Campbell (1906, Plate XXIV) and is accompanied by text stating that it had originally been kept at Kilmorich but had then been sent to Inveraray Castle some time before 1906 for safekeeping after being nearly used for mending a dyke. The font was then 'rediscovered' at Inveraray Castle (23349) in 1988 after around a century and was then returned to Kilmorich Parish Church (143610) in 1990. The RCAHMS collection for the church includes a drawing of the font (DC 24762) while the collection for Inveraray Castle also includes a photograph of the font (B 476). The original provenance of the font has been the subject of some controversy and a short article of uncertain provenance was provided to the SAMPHIRE team by Jean Maskell, manager of Ardkinglas Estate and included in the project archive.

While working on the nearby Ardno wreck (see separate entry) the SAMPHIRE team took the opportunity to undertake a photogrammetric survey of this font due to its particular interest in depicting a contemporary carving of a medieval galley (**Plate C47**). Although somewhat hampered by the placement of the font near a wall it was possible to generate a near complete 3D model and to render orthographic views of the front and top of the font (**Plate C48**). Campbell's illustration (1906, Plate XXIV) shows more detail (**Plate C49**) from the carving than can currently be discerned, even using these techniques and this would suggest that the stone has been subject to some

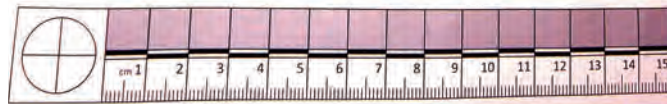


Plate C47: Detail of galley carving on the font at Kilmorich. Photo: J. McCarthy (© WA Coastal & Marine 2015)



Plate C48: Orthographic views of the Kilmorich font produced using photogrammetry. Image: J. McCarthy (© WA Coastal & Marine 2015)

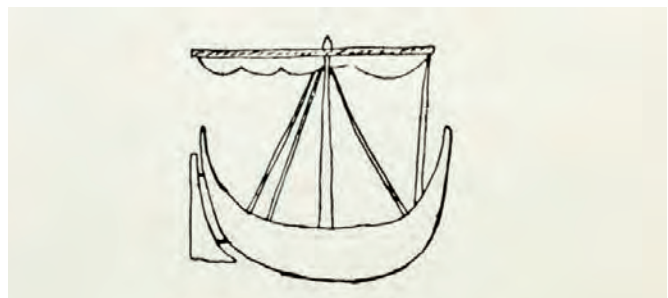


Plate C49: An early 20th-century illustration of the galley carving on the Kilmorich font (Campbell 1906, Plate XXIV)

erosion since 1906, presumably mainly during the 20th century where it was at Inveraray Castle. Currently all that can be seen on the stone is the shape of the galley hull, the mast and a trace of the yard and stays whereas the 1906 illustration shows clearly the yard and stays as well as a furled sail and rudder.

SAMPHIRE ID: 148

Classification: CRAFT

Site Name: Ardno Wreck

Canmore ID: Unknown

Coordinates: 148973, 941168

Accuracy: 100m

Description:

Dr Clare Ellis of Argyll Archaeology reported three historic wrecks to the SAMPHIRE team following a presentation of the SAMPHIRE project at the Society of Antiquaries' *Archaeological Research in Progress* public lecture. One of the finds was the remains of a wooden vessel in the intertidal zone of upper Loch Fyne near Ardno. The SAMPHIRE team was able to visit the upper Loch Fyne site during the 2015 SAMPHIRE fieldwork phase. The vessel was re-identified near Ardno by the SAMPHIRE team on July 4th, 2015. The site was briefly investigated and was considered to be of significant interest to warrant a further investigation. On the 10th of July 2015, the SAMPHIRE team returned to the site to conduct a detailed survey of the wooden remains (**Plate C50**). A plan map of the vessel remains was drawn with details of the construction fully recorded (**Plate C51a**). A photogrammetric survey was also undertaken and an orthographic plan view produced for the site (**Plate C51b**).

The remains of the vessel measure 14.8m in length and 3.5m in width. Most of what remains represents one side of the vessel from the keel to the turn of bilge. Remains of the stern and deadwood remain. No evidence of the stem or bow structure survives but it is likely that the vessel did not extend much further past 16m. The wreck is carvel-built and retains its aft deadwood outer planking and floors and first futtocks as far as the turn of the bilge on the port side. The majority of the fastenings were wooden treenails (**Plate C52**) with smaller iron nails used to fasten the now missing inner planking. There appears to be 19 floor timbers across the vessel, crossing over the keel and this appears to be all or nearly all the ship originally had. Futtocks were staggered to aft



*Plate C50: The SAMPHIRE team planning the intertidal wreck at Ardno at the head of Loch Fyne. Photo: J. McCarthy
(© WA Coastal & Marine 2015)*

side of each floor throughout the length of the vessel, in a manner known as 'zoned discontinuous' (McKee 1983, 61). The general flat-bottomed shape of the vessel suggests a trading vessel. Floor and futtock timbers appeared to be 'rough cut' rather than lumbered, perhaps indicating a local vernacular vessel or a vessel of an early date, perhaps pre-20th century. A large post with traces of iron fastenings was noted lying to the north-east of the wreck at a distance of approximately 15 metres. This was heavily covered in kelp and could conceivably be a mast for the vessel or alternatively simply an unrelated discarded telegraph pole.

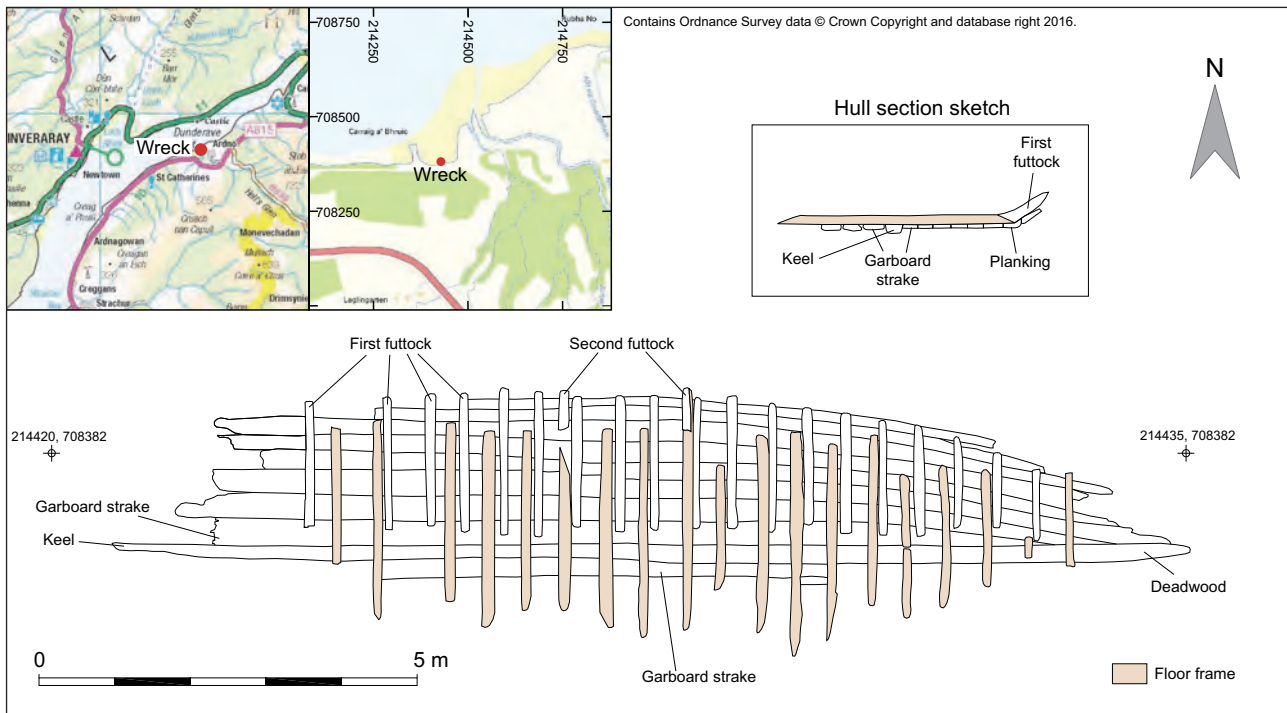


Plate C51a: Plan of Ardno wreck



Plate C51b: Photogrammetric orthomosaic of Ardno wreck. Image: J. McCarthy (© WA Coastal & Marine 2015)

There is one recorded loss in this area, the *Amida* (Canmore ID 220376) a motor yacht burnt at Ardkinglas in 1908. However this wreck does not appear to match that classification and is more likely to be a trading or transport vessel, meant only for use in the sheltered sea lochs of Loch Fyne and the Clyde Firth. Information on a possible identification was provided to the SAMPHIRE team by Dot Chalmers of the Here We Are Centre, a community organisation situated at the head of Loch Fyne. According to Dot, the wreck is said to have 'belonged to Duncan MacCallum, a Great uncle of a resident in Cairndow, he stayed in Holly Bush cottage at St Catherine's. Duncan had a coal business and ran the Post Office at St Catherine's, he used the sailing boat to go to Glasgow to collect coal and provisions. It is said that he never went over the Rest and Be Thankful, as he went everywhere on his boat!'



Plate C52: Detail of treenail on Ardno wreck. Image: J. McCarthy (© WA Coastal & Marine 2015)

Two photographs which show the wreck at a much earlier date were passed on to the SAMPHRE project by Dot. The earlier of these is a low-resolution scan of a black and white photograph (**Plate C53**) provided to the Here We Are Centre by Felicia Gallacher. It shows a boat on the shore at Ardno and is described as dating from the 1900s. Although this boat appears to lie perpendicular to the shore and the wreck surveyed by the SAMPHIRE team lies parallel to it, it is clear from the location of a large intertidal rock visible in the image that both are roughly the same location. The rock is marked as Carraig a Bhruic (Rock of the Badger) on the Ordnance Survey maps and the Ordnance Survey Name Books

(Ordnance Survey 1868–78) for the area state that ‘a large whin rock close to the low water's edge. There is a jetty from the high water to it’. This suggests a possible explanation for the location of this wreck, suggesting it was abandoned at or near this jetty, no longer visible. The boat in the photograph appears to be largely or completely intact with a straight bow and raked stern and a wheelhouse set at the stern topped with a funnel. This configuration suggests a steam drifter of Zulu design, likely dating to around 1900 or later (Newland 1999, 89–91). However the remains found at Ardno seem somewhat smaller, more crudely built and more broad-beamed than a typical Zulu and may suggest a more idiosyncratic design more suitable for use in sea lochs. A second photograph (**Plate C54**) passed on by Dot was originally provided by Alicia Lamont and is more certainly the same identification as the surveyed wreck. This undated photograph shows three women in bathing suits in the foreground of the image while a man and two boys operate a rowing boat behind them. The wreck is visible in the background of the image and is being explored by a second group. In this image the wreck appears to have shifted into its current alignment with the shore and has lost its masts. Although the vessel stands to a much greater height than at present, it had already started to decay in this photograph, having already lost its gunwales and most of its upper strakes, the futtocks projecting above them.



Plate C53: Photograph of the wreck site dating to the early 1900s. This image appears to show the features of a steam powered vessel with characteristics typical of Zulu fishing vessels. Image provided by Dot Chalmers of Here We Are (© Felicia Gallacher 2015)



Plate C54: A later photograph of the wreck site also dating to the early 1900s. This image shows significant degradation of the vessel. Image provided by Dot Chalmers of Here We Are (© Inglis Lamont 2015)

SAMPHIRE ID: 149

Classification: ANCHOR

Site Name:

Canmore ID: 329638

Coordinates: 56 06.913N 005 36.849W

Accuracy: 20m

Description:

This site was first reported to the SAMPHIRE team in May 2015. Simon Exley of Fyne Pioneer Diver Charters reported an anchor which had been discovered by a group diving from his charter vessel at a depth of 20m. The position given describes where the divers were dropped. They then headed north on a thin sandy bottom between the slope down and the boulders below. The anchor is described as a standard Admiralty anchor which is in three parts with a length of about 1.2m long.

SAMPHIRE ID: 150

Classification: SMACK (19TH CENTURY)

Site Name: *Lord Bangor* (possibly)

Canmore ID: 220683

Coordinates: 176300,693600

Accuracy: 100m

Description:

This wreck was first reported to the SAMPHIRE team in May 2015. Simon Exley of Fyne Pioneer Diver Charters reported discovering wreckage and plates on the wall south of Ardnoe Point in the form of girders and a small plate. An exact location was not recorded but Mr Exley had encountered the material several times scattered down to a depth of about 50m. The rough position provided is 56 04.959N 005 35.809W. It may be related to the *Lord Bangor* (CANMORE ID 220683) which was built in 1848 and was stranded three miles south-west of Crinan in 1894 but which has never been located on the seabed, although it was noted that the *Lord Bangor* is likely to have been of wooden construction.

SAMPHIRE ID: 151

Classification: SHIP

Site Name: Ruadh Sgeir, *Carrigart* (Possibly)

Canmore ID: 302250 (possibly)

Coordinates: 172100, 692628

Accuracy: 30m

Description:

This wreck was first reported to the SAMPHIRE team in May 2015. Simon Exley of Fyne Pioneer Diver Charters reported wreckage identified by divers on the west side of Ruadh Sgeir in the form of plates and girders, this may be related to the lighthouse construction or possibly part of the unlocated wreck of the *Carrigart* (CANMORE ID 302250), a steam drifter lost in 1933 after foundering on the rock.

SAMPHIRE ID: 152

Classification: FINDSPOT

Site Name: Black Rock, Sound of Jura

Canmore ID: Unknown

Coordinates: 145320, 663050

Accuracy: 50m

Description:

A cannonball and 'dead-eye' rigging block were seen by John Young of the LOTSAC dive club during a dive on the trawler *Criscilla* (CANMORE ID 102619) on the 3rd of July 1995. The cannonball



Plate C55: Cannonball from Black Rock, in the Sound of Jura recovered by recreational diver John Young in 1995. Photo: J. McCarthy (© WA Coastal & Marine 2015)

(**Plate C55**) was recovered and is in the possession of Mr Young. Due to the amount of time elapsed since the recovery no further details of the context of these finds was available beyond the information recorded in Mr Young's dive logs. The slightly corroded and damaged cannonball appeared to be of iron with a visible seam running around it. The maximum diameter of the cannonball is just over seven centimetres, suggesting a four pound shot.

Although these objects were found near the *Criscilla*, they are clearly not contemporary with it. Most other recorded wrecks and losses in this area are also likely to be too recent for cannonballs.

SAMPHIRE ID: 153

Classification: CRAFT

Site Name: Westport Beach

Canmore ID: Unknown

Coordinates: 165426,625741

Accuracy: 5m

Description:

Dr Clare Ellis of Argyll Archaeology reported the remains of a wooden vessel eroding out of a sand dune on the Mull of Kintyre. Dr Ellis stated that the wreck measured 11.10 m long by approx. 4.10m wide (at surface of sand) with 37 visible upright timbers on the seaward side and 23 visible on the landward side. Dr Ellis also noted that the wreck contained wooden dowels and suggested it may have been carvel built. The photographs taken in the winter of 2013 (a period notable for severe storms and many coastal archaeological discoveries) show the ribs of a double-ended boat (**Plate C56**) and possible traces of stern and stem posts (**Plate C57**). Dr Ellis stated that 'a couple of years ago in the winter it got quite gouged out though I have never seen the base of the interior'. The most recent information suggests that the vessel is no longer visible, having been reburied under beach sand. There are no entries in the National Inventory for wreck sites in this immediate area.



Plate C56: A general view looking north of the wreck reported at Westport by Dr Clare Ellis of Argyll Archaeology (© C. Ellis 2015)



Plate C57: The northern end of the wreck at Westport (© C. Ellis 2015)

A post on the Kintyre Forum (www.kintyreforum.com) from 2013 when the wreck was exposed notes a newspaper report in the *Campbeltown Courier* from July the 15th 1899 describing a ship loss in this location in 1899. The report entitled *Distressing Boating Accident at Westport Five Lives Lost*, states that four men and two boys from a local farm went out for a night's fishing in a four-oared boat purchased a week earlier. Returning in the vicinity of Westport they were swamped in a heavy swell around 30 yards offshore while attempting to enter the small creek near Westport cottage. Only one boy of 15 years old made it ashore and alerted the locals. The boat was reportedly washed ashore badly damaged. However commentators on the Kintyre Forum note that despite the proximity of the wreck to the loss of this boat, its description as four-oared and the fact that it was launched by four men from a beach appears to be incompatible with a wreck of the size seen at Westport.

SAMPHIRE ID: 154

Classification: CRAFT

Site Name: Machrihanish Beach

Canmore ID: Unknown

Coordinates: 165050,622050

Accuracy: 100m

Description:

Dr Clare Ellis of Argyll Archaeology reported three intertidal wooden wrecks to the SAMPHIRE team following a public presentation in 2015 (see separate entries). This wreck was seen by Clare and her father in October of 2014. The wreck was first noted eroding from a sand dune section and a few days later was photographed disappearing into the sea at approx. NR 650 220 (**Plate C58**). The wreckage consists of a roughly rectangular fragment of ship's hull approximately 4m by 2m. There are approximately eleven closely spaced futtocks attached to five planks. The slight curve of the futtocks suggests that these planks may be ceiling planking. The futtocks appear to be substantial and well-cut. The photographs show numerous fastenings which appear to be trenails but may alternatively be metal (**Plate C59**).

There are four reported losses listed in the National Inventory in Machrihanish Bay. The losses include the stranding of a ship called named the *Oxford* in 1790 (CANMORE ID 328469), a record of wreckage washed ashore at Machrihanish Bay in 1790 (CANMORE ID 328845), a wreck driven ashore in 1817 (CANMORE ID 330024) and a brig named *Penrose* wrecked in 1823 (CANMORE ID 327899).



Plate C58: A fragment of ship hull in the process of being lost to the sea at Machrihanish beach, recorded by Dr Clare Ellis of Argyll Archaeology (© C. Ellis 2015)



Plate C59: A detail of the hull remains showing the fastenings (© C. Ellis 2015)

SAMPHIRE ID: 155

Classification: PADDLE STEAMER (19TH CENTURY)

Site Name: *Falcon*

Canmore ID: 116505

Coordinates: 157358,618412

Accuracy: 5m

Description:

Early in 2015, Dr John Howe of the Scottish Association of Marine Science put Dr Raymond Cramer from the British Oceanographic Data Centre (BODC) in touch with the SAMPHIRE team. Raymond was interested in finding new dive sites to visit. Ray also passed along the coordinates and information of a previously unlocated paddle steamer, the *Falcon*. The location of a substantial wreck at this location was first established during a multibeam survey in 2013 (HI 1355). Once this anomaly was published by the UKHO (UKHO 80105) Dr Cramer arranged a dive to identify it. The site is located at 55° 23.967'N, 5° 50.025'W. The details of the survey have been provided to the UKHO who include an entry for the wreck. Since identifying this site Dr Cramer has undertaken several dives on the site and states that 'the stern is fairly complete, sitting upright on the bottom with half the propeller and the lower portion of the rudder buried. The starboard side is more intact, and runs through to the midsection which is totally collapsed leaving a boiler on display. The bow section disappears into the seabed. It is in a fairly remote area, with launching being difficult from Machrihanish'. The wreck has also been dived by Scottish shipwreck author Peter Moir. Although the dive appears to have taken place before publication of the latest edition of *Argyll Shipwrecks* (Moir and Crawford 2014) was published Peter Moir has provided some brief descriptive information to the UKHO entry including the fact that the wreck is a mid-engined steamship which is reasonably intact and that the highest point is the engine and boiler. Moir also stated that it lies south of a slight rise in the seabed and can only be dived at slack water (UKHO 80105).

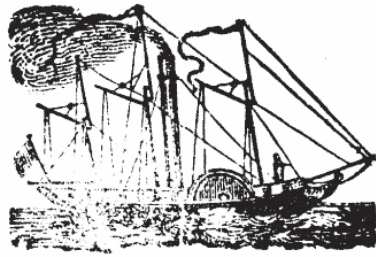
Ray Cramer was unable to provide images of the current state of the wreck but did provide images of the ship's bell (**Plate C60**) and a maker's plaque (**Plate C61**) recovered in 2013 which confirm the identity of the wreck. Ray has confirmed that these artefacts have been reported to the Receiver of Wreck and currently remain in his possession. The multibeam survey appears to show that the wreck is intact and sits upright on the seafloor with a collapsed bow and a scour area to the southwest. The *Falcon* was sailing from Glasgow to Londonderry on the 5th of January 1867 when it struck a rock and began to take on water. Only 3 of the 63 people on board survived. The *Falcon* was commemorated in a poem published on a broadsheet, a copy of which is held in the Bodleian Library (Roud Number: V7316 Shelfmark: Firth c.12(89) **Plate C62**). An alternate but similar version of the ballad is held by the National Library of Scotland (Shelfmark: L.C.Fol.178.A.2(076)).



Plate C60: The recovery of the Falcon's bell by Dr Ray Cramer in 2013 (© R. Cramer 2013)



Plate C61: The shipbuilder's plaque recovered by Dr Ray Cramer in 2013 (© R. Cramer 2013)



Lines on the Loss of the "Falcon."

You feelings hearts of each degree,
List to an awful calamity:
In a dread ul storm on the Argyle coast,
A Glasgow steamer has been lost.

In the month of January—this present year,
The Falcon for Londonderry did steer,
With a crew of twenty three all told;
And forty passengers, young and old.

Fathers and mothers with joy and glee,
Were going home to their family;
With hearts so light, we understand,
Returning, were, to their native land.

To the mouth of the Clyde, as you may read,
The steamer Falcon did proceed;
But a storm came on, and the captain he
Tried to hug the land for the ship's safety.

The vessel struggled with the angry wave,
While Captain Hudson tried the ship to save
And kept under the land with his living freight,
Hoping the storm would soon abate.

The wind and waves with their angry roar,
Drove the steamer Falcon towards the shore;
And with great violence she was toss'd,
Upon a rock on the Argyle coast.

Men, women, and children, in great despair,
Fell on their knees and joined in prayer;
While some half-frantic jumped into the wave,
And soon, alas! met a watery grave.

Fathers, mothers, and children dear,
Clung to each other in hope and fear;
And calling upon the Lord to save
From being swallowed up by the angr ywave.

The captain then he did command,
The ship to be backed upon the land;
But alas! no human power could save,
And all sunk in a watery grave.

Friends and relations, both high and low,
The country round where'er you go,
In grief and anguish they do lament
The loss of their friends by this sad event.

Plate C62: The scan of the broadsheet ballad of the Falcon (Shelfmark: Firth c.12(89)) is from the Bodleian Library. Distributed by the Broadsheet Ballads Online archive (<http://ballads.bodleian.ox.ac.uk/>) and is copyright Bodleian Library. It is licensed under a Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Unported License. The image has been cleaned, cropped and straightened

SAMPHIRE ID: 156

Classification: CRAFT

Site Name: Maidens Harbour: Unknown

Canmore ID: Unknown

Coordinates: 221220,608240

Accuracy: 10m

Description:

During the community engagement phase of SAMPHIRE, the team were directed to a fragmentary intertidal wreck in the intertidal zone of Maidens, Ayrshire by the local harbour master. A brief photographic survey was made of the site. The locals didn't know the history of the vessel and simply commented that it had been there as long as they could remember. The team made a photographic survey of the wooden remains which consisted of a stern post and portions of the lower hull (**Plate C63**). The wreckage



Plate C63: General view of an intertidal shipwreck recorded by the SAMPHIRE team during community engagement fieldwork in 2015 at Maidens Harbour. Photo: A. Roberts (© WA Coastal & Marine 2015)



Plate C64: Detail of the wreck at Maidens Harbour. Photo: A. Roberts (© WA Coastal & Marine 2015)

includes numerous cupreous ships pins eroding out of the timbers (**Plate C64**).

The National Inventory lists two reported losses in the area of Maidens, the *Kitty* (CANMORE ID 305778), an unknown craft from the Firth of Clyde, and the *Grace* (CANMORE ID 220319) a lugger reported to have stranded at Maidens in 1903. The vessel remains could be representative of a lugger, but further research would be necessary to confirm its identity.

SAMPHIRE ID: 157

Classification: CRAFT

Site Name: *Monrieth*

Canmore ID: 125031 and 101629

Coordinates: 265905,548355

Accuracy: 10m

Description:

During the 2015 community engagement fieldwork for SAMPHIRE, a vessel was reported to the team by Keith Armstrong-Clark, the local harbour master at Kirkcudbright. The remains of a vessel identified by locals as the *Monrieth* of Wigtown are located south of Kirkcudbright in Goat Well Bay. The vessel is visible at low tide and the SAMPHIRE team was able to visit the site during community engagement fieldwork (**Plate C65**). Later research demonstrated that this site was already known but the SAMPHIRE project has been able to gather some additional images and construction detail.



Plate C65: General view of the intertidal wreck of the *Monrieth* photographed by the SAMPHIRE team during community engagement fieldwork in 2015. Photo: A. Roberts (© WA Coastal & Marine 2015)



*Plate C66: A plaque erected near the Monreith wreck commemorating its wrecking.
Photo: A. Roberts (© WA Coastal & Marine 2015)*

The remains consist of a wooden hull, complete from stem to stern, though much of the lower hull is still buried in the intertidal sands. The exposed portions of the vessel consist of second and third futtocks and the remaining stem and stern structures. The exposed remains are heavily covered in seaweed but iron fastenings are still visible. It is probable that wooden treenails were used in the construction as well but were not visible due to the vegetation.

The *Monrieth* was a schooner built in Wigtown in 1876 with a gross registered tonnage of 64 tons. The vessel ran aground on the 11th of November 1900, with a cargo of stone bound for Kirkcudbright. The National Inventory lists two entries for this site. One relates to the reported loss of the vessel and current location of the vessel (CANMORE 125031). This entry includes notes of an entry about the site made by the Scotland's Coastal Heritage at Risk (SCHARP) project in 2013. A second entry (CANMORE 101629) relating to the same wreck appears in the National Inventory and is derived from UKHO entries and aerial surveys in the same vicinity. A plaque commemorating the wreck has been erected nearby (**Plate C66**).

APPENDIX REFERENCES

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