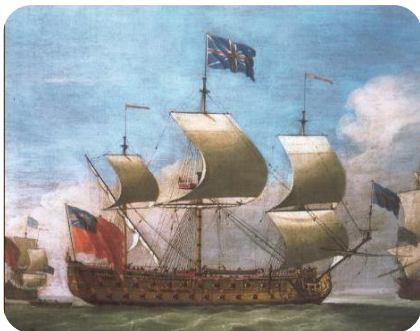
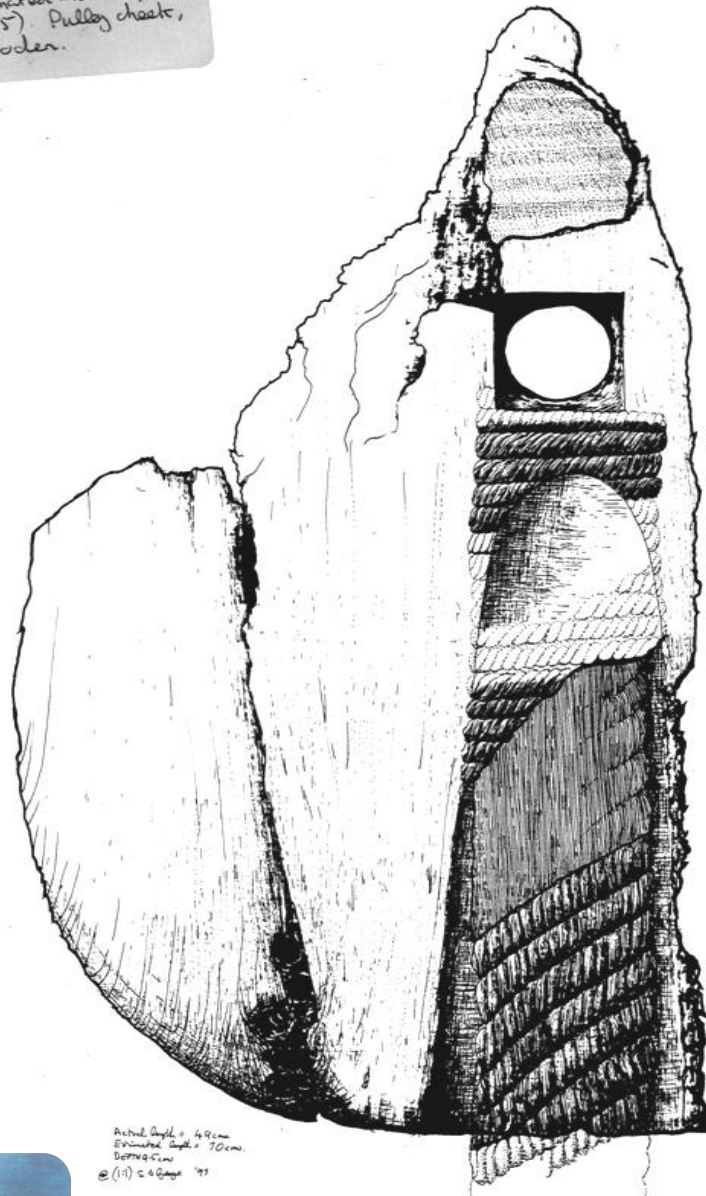


HMS Venerable Report

Steve Clarkson - April 2011

Supported by the BSAC Jubilee Trust

L.o.a. 49 cms (x9.5)
Estimated L.o.a 70cms
(x9.5). Pulley chest,
wooden.



Sketch by Stephen George

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1. Background to Project

The background to this project starts in the 1970's when a local diver, Stephen George, spent a considerable amount of his time searching for wrecks on the South Devon coast. He later teamed up with Neville Oldham in order to further their knowledge on the shoreline wrecks of South Devon. One of the wrecks that he had found was that of HMS Venerable and some of his research had been passed on to Neville Oldham. Although some of the material has been lost, I was able to gather a considerable amount of information from Stephen and Neville who have both made a huge contribution to this project.

2. Acknowledgements

Thanks are expressed to the following who assisted in diving and/or gather information required to assist me in producing this report:

Neville Oldham (Lead Historian), Dave Parham (Lead Archaeologist), Stephen George (History of wreck), Jessica Berry, Ron Howell, Mike Turner, Gareth Corfield, Paul Fiander, Nick McVernon, Clive Weatherby, Katalin Weatherby, Matt Case, and those from Reading & Torbay BSAC who attended the NAS training organised by the project.

References have been used from the following sources:

Building the wooden fighting ship	Dodds & Moore
The Navy and Army Illustrated	Edward Fraser
Devon Life Article	Vicky Jenkins
The Sea	F.Whymper
Devon Shipwrecks	Richard Larn OBE
Sherborne and Yeovil Mercury	
Diver magazine	Kendall McDonald
Nelsons Navy	Haythornethwaite & Younghusband
The Arming and fitting of ships of war	Brian Lavery
Portrait of Torbay	John Pike
The History of Paignton	C.H.Patterson
Paignton in six reigns	F.R.Penwell
Mariners mirror	Dennis Wheeler
The Blackwall Frigates	Basil Lumbock
The construction & fitting of Man o War	Peter Goodwin
Fighting sail	Oliver Warner
The Infernal Diver	John Bevan
National Maritime Museum	
Shipwrecks of the Devon Coast	Kendall McDonald

3. Legal Status

HMS Venerable is not on the protected wrecks list. It was assessed by the Archaeological Diving Unit (ADU) in the 1990's and English Heritage deemed the site not to have sufficient wreckage to be registered.

4. Introduction

During the course of this project, I have unearthed so much of HMS Venerable's history that I have included some of it in the report.

This report includes not only the state of the site today but also some history of the ship, as well as artefacts which are known to have been recovered in the past and are now in my possession. Section 5 outlines our plans and approach to the project and Section 8 shows some of the challenges of diving the site. Section 11 includes some of the history of previous salvage but there are gaps where little is known. Artefacts found during the project, as well as artefacts given to me during my investigations over the period of the project, are shown in Section 12. These include photographs and sketches of the finds.

Diving activities are outlined in Section 17, including who was involved. Section 19 shows the financial report.

What has been achieved is outlined in Section 18 and the possible future investigations on the site are shown in Section 20.

5. Objectives

The objectives of this project were to:

- Locate and identify what was left of the wreck and produce a site survey
- Establish which way around the ship sank, as this appears to be different on two different paintings of her sinking
- Train a number of divers to NAS Level 1 standard
- Locate and document items previously taken from the wreck

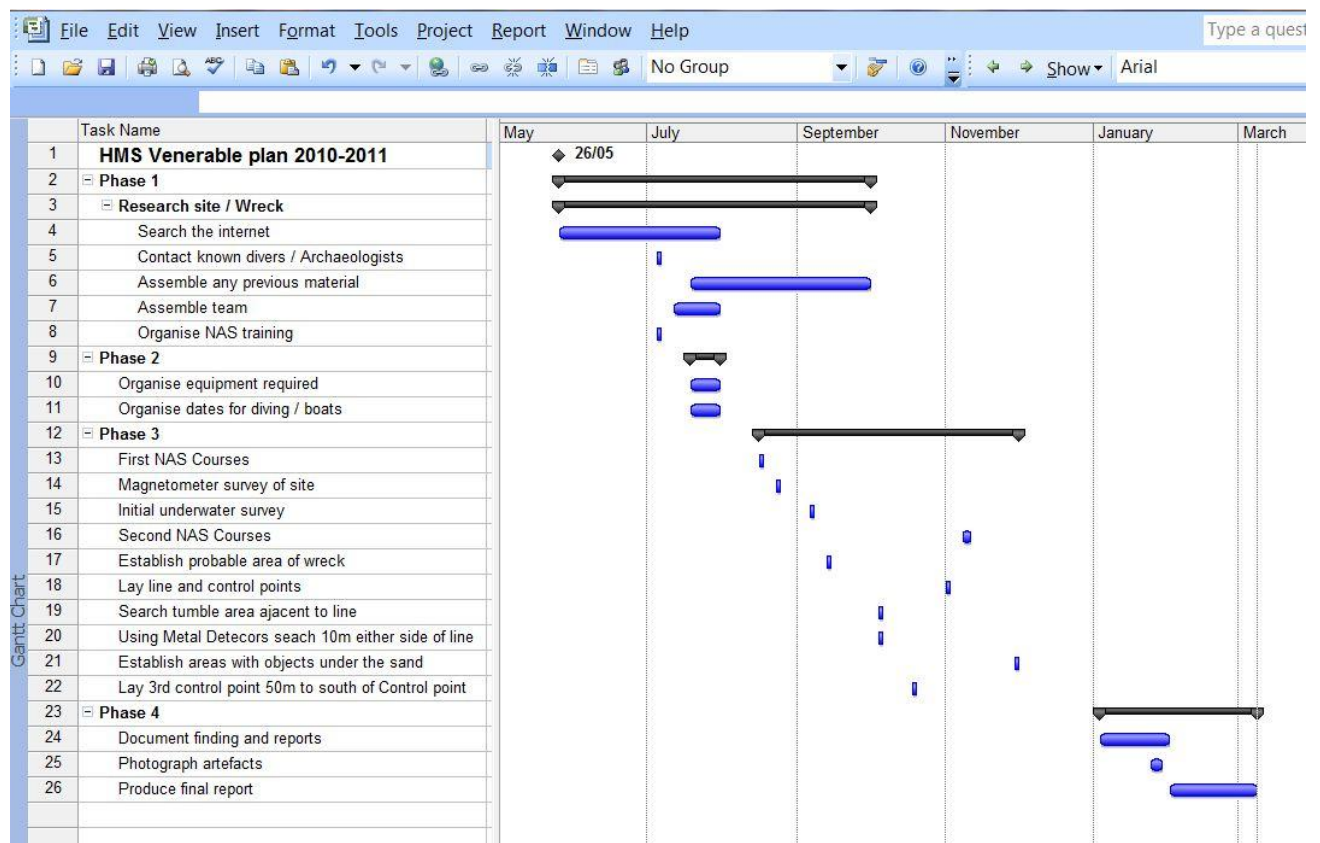
6. Plans and Approach

The plan was split into 4 phases as shown below. The first couple of months involving research and planning in order to get the maximum out of the diving. The plan was then to introduce some inexperienced divers in marine archaeology and use them to work with the more experienced members of the team.

Once we had established an approximate position for the wreck site, we would put in two 'Control Points', 50m apart, across the site with the connecting line to be marked at 1m intervals. This would be referenced back to a fixed object on the site. The plan was to locate and use a cannon which was seen on the site in the 80's but no position was known. This would establish the 3rd control point.

As there is considerable kelp on the site, the winter months seemed the appropriate time to search for any object in the rock tumble stretching from the dry rocks to the seabed.

Broadly speaking, we did keep to the plan but there were some challenges in locating the possible wreck position and having to re-position the control points see (Section 8).



7. NAS Training

Two Introduction courses and two Part 1 NAS courses were carried out in Brixham in August and November 2010. We were able to use the HMS Venerable site for the practical exercise in August but the weather was against us in November. In total 13 divers attended the Introduction course and 12 divers attended the Part 1 course. Many thanks to Dave Parham, Jessica Berry and Matt Case for their efforts in running the courses. The attendees covered all the costs associated with the courses.

Attendee	Organisation	NAS Introduction	NAS Part 1
Steve Clarkson	Reading BSAC	✓	✓
John Bawden	Reading BSAC	✓	✓
Alison Bawden	Reading BSAC	✓	✓
Colin Mathews	Reading BSAC	✓	✓
Gareth Corfield	Reading BSAC	✓	✓
Clive Weatherby	Reading BSAC	✓	✓
Katalin Weatherby	Reading BSAC	✓	✓
Ian Donaldson	Reading BSAC	✓	✓
Emma Harris	Reading BSAC	✓	✓
Sue Mitchell	Reading BSAC	✓	✓
Dave Armstrong	Reading BSAC	✓	✓
Viv Jones	Reading BSAC	✓	✓
Phil Payne	Reading BSAC	✓	✓



8. People involved

The project has involved divers from various BSAC clubs including Reading ,Northampton, Cheshire, Totnes and Torbay with 20 divers actually diving the site.

These include:

Steve Clarkson	Reading BSAC
Neville Oldham	East Cheshire BSAC
Dave Parham	Project Archaeologist
Jessica Berry	HQ BSAC
Ron Howell	Northampton BSAC
Mike Turner	Totnes BSAC
John Bawden	Reading BSAC
Alison Bawden	Reading BSAC
Colin Mathews	Reading BSAC
Gareth Corfield	Reading BSAC
Clive Weatherby	Reading BSAC
Katalin Weatherby	Reading BSAC
Ian Donaldson	Reading BSAC
Emma Harris	Reading BSAC
Sue Mitchell	Reading BSAC
Dave Armstrong	Reading BSAC
Viv Jones	Reading BSAC
Phil Payne	Reading BSAC
Nick McVernon	Torbay BSAC
Mike Williams (training)	Wolverhampton University
Julie Williams	ditto
Paul Fiander	Reading BSAC
Stephen George (History)	Ex BSAC diver
Matt Case	NAS

9. Challenges diving the site

Not having been to the site before, there were a few challenges to face along the way. The first were local fishermen, fishing from the rocks that were directly next to the identified site. Some would wait until diving was complete but others would cast over the divers. The second was a string of shrimp traps laid over the site during the summer months. The third were local boaters and canoeists who often came too close to the site despite being warned off. Considering these problems, we delayed some of the diving until the winter and low water.

The control points had also been moved on a couple of occasions.

Research established that there were at least two other wrecks on the site and this presented some challenges when using the magnetometer and metal detectors. The following section provides some detail of these wrecks. We decided to use underwater magnetometers as well as metal detectors on the site. As we found a considerable amount of metal on the site, a surface magnetometer output would have been very difficult to interpret.

a) Other Wrecks on the site

The following diagram shows some of the position of some of the wrecks in relation to the identified site.



After the First World War, many captured ships were towed to scrap yards in the UK. T189 was one of these ships and was due to be scrapped and was on tow to Teignmouth from Cherbourg in France. The T189 was a German torpedo boat destroyer.

On December 12th 1920, she was under tow with a similar boat, by the London Tug 'warrior', when both torpedo boats broke loose from the towlines. The strong wind from the East had turned into a gale. She was driven into the rocks off Roundham Head at about 11pm that night. The S24 that had also broken loose ended up on Preston beach the same night. All the crew survived and those on the T189 were taken ashore with a rocket apparatus.

The wreck has been extensively salvaged over the years, mostly by 'Dynamite Jim' from Paignton. Some sections of the wreck are under the sand laying over the HMS Venerable site, making it difficult to stop the underwater metal detectors triggering. Some sections are large enough to swim through as shown below.



Photo of part of T189

Also close to the site is HMS Savage, a sloop-of-war of 144 tons. This Navy ship was driven ashore in an easterly gale in February 1762 and soon became a total loss, though it is believed that all her guns were salvaged. This site also appears to have been a dumping ground over the years, making it even more difficult to distinguish or identify the wreck.

10. History of HMS Venerable

HMS Venerable was launched at Perry's yard in Blackwall on 19th April 1784. It took approximately 4000 mature oak trees to build her over a two year period at a cost of approximately £3800. She was 170 ft long with a beam of 47 ft and weighed over 1650 tons. Many other ships were produced at the same yard including HMS Crocodile, a 24 gun sixth rate, who met her death not far away from HMS Venerable in 1784. Also not far away in South Devon, lies the wreck of another older ship, 'HMS Ramillies'.

HMS Venerable was designed by Sir Thomas Slade, who was the 'Surveyor to the Navy' at the time. He had based his design on Spanish and French ships captured in the 1740's.

Her first Captain is believed to be Sir John Orde, who joined the ship in 1794. It is unclear where the ship was in the 10 years after her launch in 1784 to 1794 and we are assuming, having been made of green oak, she was still in the water at Blackwall. We are still researching where she was over that period of time. One of the copper sheeting pieces recovered is dated 1794, which suggests she was not put into commission until that date. This may well be the date she was first sheathed.

A couple of her memorable events are summarised in the following section.

a) Her memorable moments

a1) Battle of Algeciras

There were two separate battles involved in this conflict.

The battle began on July 6, 1801, when the French Admiral Linois brought his three ships of the line and one frigate into Algeciras after finding that the British had blockaded Cádiz. No fewer than four Spanish forts protected the harbour at Algeciras, and so the French and Spanish considered it safe despite its proximity to Gibraltar.

The British observed these movements from Gibraltar, and decided to move quickly to try to neutralise this threat. On 8 July, a fleet under Admiral Sir James Saumarez sailed out from Gibraltar into the Bay of Gibraltar, intending to attack the French ships.

The British fleet consisted of six ships of the line. Saumarez had a seventh ship of the line, HMS Superb, but she and her accompanying brig, Pasley, were absent; Saumarez dispatched his sole frigate - the HMS Thames - to recall her, but they did not return in time.

The British squadron consisted of:

- Caesar 80 (flag of Rear-Adm. James Saumarez, with Captain Jahleel Brenton)
- Pompee 74 (Captain Charles Stirling)
- Spencer 74 (Captain Henry D'Esterre Darby)
- Venerable 74 (Captain Samuel Hood)
- Hannibal 74 (Captain Solomon Ferris)
- Audacious 74 (Captain Shuldham Peard)

The French squadron consisted of:

- Formidable 80 (flag of Rear-Adm. Linois, with Captain Laindet Lalonde)
- Indomptable 80 (Captain Moncoussu †)
- Desaix 74 (Captain Jean-Anne Christy de la Pallière)
- Muiron 40 (Captain Martinencq)

Saumarez's six ships attacked the French ships and Spanish forts, but a lack of wind and numerous shoals in the harbour hampered the attack. The French squadron, with aid

from the forts and Spanish gunboats, held its own. They were able to drive off the larger British force, although the French purposely grounded their ships to avoid capture. Saumarez lost the 74-gun Hannibal after it ran aground near Spanish fortifications and was obliged to surrender,[1] which enabled the French to capture her. Calpe lost several men and boats attempted to rescue Hannibal's crew. The rest of the British squadron suffered various degrees of damage and the British lost 121 men killed and 240 wounded. The French lost 306 killed, including Captains Laindet Lalonde and Moncoussu, and 280 wounded.

Both sides retired to their respective sides of the bay, and over the next four days repaired their battle damage as best they could. The *Pompée* could not be repaired in the time available, and the *Caesar* was only repaired in time due to constant day-and-night work. The French refloated their ships and prepared them for sea.

a2) Battle of Camperdown

The Battle of Camperdown (known in Dutch as the *Zeeslag bij Kamperduin*) was a major naval action fought on 11 October 1797[Note A] between a Royal Navy fleet under Admiral Adam Duncan and a Dutch Navy fleet under Vice-Admiral Jan de Winter. The battle was the most significant action between British and Dutch forces during the French Revolutionary Wars and resulted in a complete victory for the British, who captured eleven Dutch ships without losing any of their own. In 1795 the Dutch Republic had been overrun by the army of the French Republic and had been reorganised into the Batavian Republic, a French client state. In early 1797, after the French Atlantic Fleet had suffered heavy losses in a disastrous winter campaign, the Dutch fleet was ordered to reinforce the French at Brest. The rendezvous never occurred; the continental allies failed to capitalise on the Spithead and Nore mutinies that paralysed the British Channel forces and North Sea fleets during the spring of 1797.

By September, the Dutch fleet under de Winter were blockaded within their harbour in the Texel by the British North Sea fleet under Duncan. At the start of October, Duncan was forced to return to Yarmouth for supplies and de Winter used the opportunity to conduct a brief raid into the North Sea. When the Dutch fleet returned to the Dutch coast on 11 October, Duncan was waiting, and intercepted de Winter off the coastal village of Camperduin. Attacking the Dutch line of battle in two loose groups, Duncan's ships broke through at the rear and van and were subsequently engaged by Dutch frigates lined up on the other side. The battle split into two melees, one to south, or leeward, where the more numerous British overwhelmed the Dutch rear and one to the north, or windward, where a more evenly matched exchange centred on the battling flagships. As the Dutch fleet attempted to reach shallower waters in an effort

to escape the British attack, the British leeward division joined the windward combat and eventually forced the surrender of the Dutch flagship *Vrijheid* and ten other ships.

The loss of their flagship prompted the surviving Dutch ships to disperse and retreat, Duncan recalling the British ships with their prizes for the journey back to Yarmouth. En route, the fleet was struck by a series of gales and two prizes were wrecked and another recaptured before the remainder reached Britain. Casualties in both fleets were heavy, as the Dutch followed the British practice of firing at the hulls of enemy ships rather than their masts and rigging, which caused higher losses among the British crews than were normally experienced against continental nations. The Dutch fleet was broken as a fighting force, losing ten ships and more than 1,100 men. When British forces confronted the Dutch Navy again two years later in the *Vlieter Incident*, the Dutch sailors refused to fight and their ships surrendered en masse.

Below is a painting of the battle:



There is a statue of Jack Crawford in Sunderland dedicated to his contribution in the battle. When the colours were shot from the mast (a sign of surrender) Jack recovered the colours and climbed the mast to put them back. This is where **‘Nailed the colours to the mast’** originated. This ultimately led to the victory.

The successful split formation used in the battle was one that was adopted by Nelson at Trafalgar years later. Nelson always has a painting of Duncan in his cabin. He did later acknowledge the fact it was Duncan’s idea.



Sunderland Maritime Museum

It was extremely interesting when Neville Oldham and Dave Parham found a group of ordinary people who worked in the shipyards on the banks of the River Tyne who, when the yards closed down, decided to create a working museum dedicated to the ship building industry that had disappeared, where they could pass on their shipbuilding skills to future generations, giving their time free and financing their enterprise by repairing old vintage wooden boats.

They formed Sunderland Maritime Heritage. One of their first aims was to try to save the City of Adelaide, a 19th century schooner, the hull of which is still intact and lying in Glasgow. They wanted to get her back to Sunderland where she was originally built so they could restore her.

Amazingly, the crafts-men of SMH in six weeks built a large scale replica of her to take round to local events to raise money for the project.

Inspired by this, they decided to build a quarter scale model of HMS Venerable. This was not just as a salute to their local hero but to train young shipwrights in the construction of wooden ships.

The following pictures give you some idea of the model and its scale.

A small number of artefacts from HMS Venerable have been loaned to the museum by Neville Oldham and it is hoped we can loan them more on completion of this project.

See their website at : www.sunderlandmaritimeheritage.org.uk



11. The final moments

HMS Venerable is the only British man-of-war known to have been lost because a man fell overboard! On Saturday 24th November 1804, the Channel Fleet was at anchor in Tor Bay. One ship was the third-rate 74-gun HMS Venerable, under the command of Captain John Hunter. At 3pm, the wind suddenly shifted wildly from west to north-east. With the wind came rain, blotting out most shore marks. At 4.30pm as the wind increased, the admiral decided his ships would be safer out at sea and made the order to sail. The Navy crews raised their anchors and were lashing them to the catheads as they fought their way out of Tor Bay against the wind. In Venerable, all was going well, but just as the men were "in the act of hooking the cat", a seaman fell overboard from his perch on the anchor itself.

The cry of "man overboard" sent crews rushing to launch a boat. In the dark and rush, one of the ropes was let go too soon, the boat tipped and Midshipman J. Deas and two seamen were thrown out and drowned. The boat lowered on the other side of the ship managed to pick up the man who had fallen overboard from the anchor. While this rescue was being carried out, the foresails and topgallants were set, but all the time the ship had been falling back and was now unable to weather Berry Head. They tacked and headed north but found themselves nearly running down other ships of the fleet.

In avoiding collisions, they lost more ground and suddenly on tacking, found themselves near the lights of Paignton. They tried once more to round Berry Head, but could not make it and north they went again. Another ship loomed ahead of them and in avoiding her they lost more ground. At 8.30pm the wind died and as it did so the big warship touched bottom and then grounded hard. The rain stopped and they could see that they were "under Paignton cliffs". The Venerable was held by rocks fore and aft.

The lull did not last. The wind came back full from the east and the sea came up with it. The crew tried to cut the masts away so that they would fall between the ship and the shore, but failed. Distress signals were fired as the ship seemed likely to capsize. By 10pm the water was up to the lower gun deck inside and huge waves were breaking right over the ship. HMS Impetueux was anchored close by and lowered herself back on her cable until she was within 600 yards. HMS Goliath did the same and both sent their boats out to the stricken ship. The men on the Venerable dropped into them from the stern ladders in a wild rescue relay amongst the enormous surf.

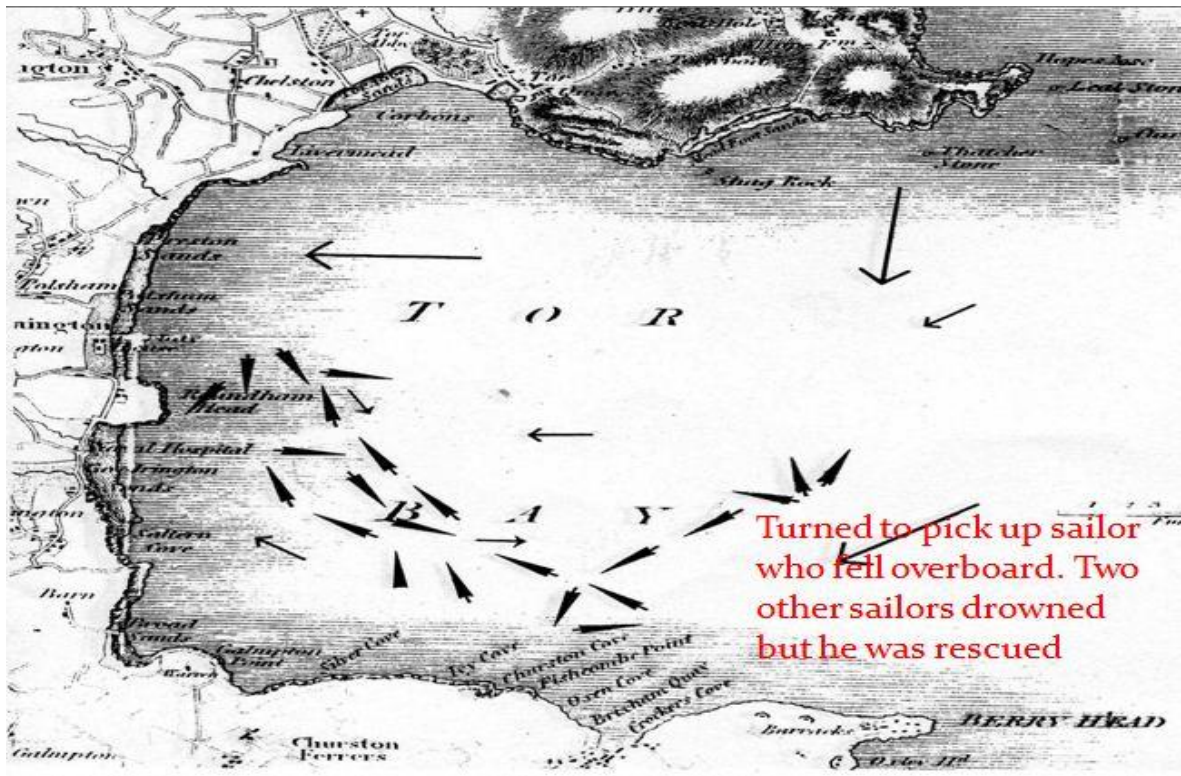
At midnight, the Venerable was almost right over and soon after the last man was taken off she broke in two amidships. Shortly after that Captain Hunter saw his ship "break into a hundred thousand pieces" but the loss of men, thanks to Impetueux and Goliath, which took off 547, was only eight, including the midshipman and two sailors who drowned trying to rescue the man overboard.

Captain Hunter told his court-martial - at which he was acquitted - that his crew were so brave that he would be glad to have all the men but one with him in any other ship. The one he rejected was a private of the Marines, David Evans, who, during that dreadful night, was dragged on deck drunk still clutching "a tin kettle of port wine". His pockets were stuffed with articles of officer's

apparel that he had stolen from the wardroom. It is doubtful if Evans was able to serve in any other ship anyway - he was given 200 lashes of the cat-o'-nine-tails on his bare back during a beating round the Fleet some weeks later.

Most of the guns of the Venerable were salvaged. However, divers on the site have found cannonballs and quite a lot of small lead shot. The wreckage is 350 yards to the south-east of the southern end of the beach.

The following chart shows the track of HMS Venerable from when her anchor was raised to her eventual demise on Roundham head. Stephen developed this from the court marshal information.



12. Previous Salvage

In 1835 the Deane brothers demonstrated their diving skills in Torbay harbour and moved on to salvage the Venerable. Being so close to the shore the local started salvaging her the day after she sank and there is even a report of the landowner being shot in the shoulder by the military whilst he was involved in this salvage. The Deane brothers removed the cannons as well as small artefacts and sections of worm holed timber, currently in Portsmouth Museum. During the 70's and 80's, local divers recovered most of the small artefacts visible. One of the divers, Stephen George, has participated in this project and gave me most of the items listed in the following section.

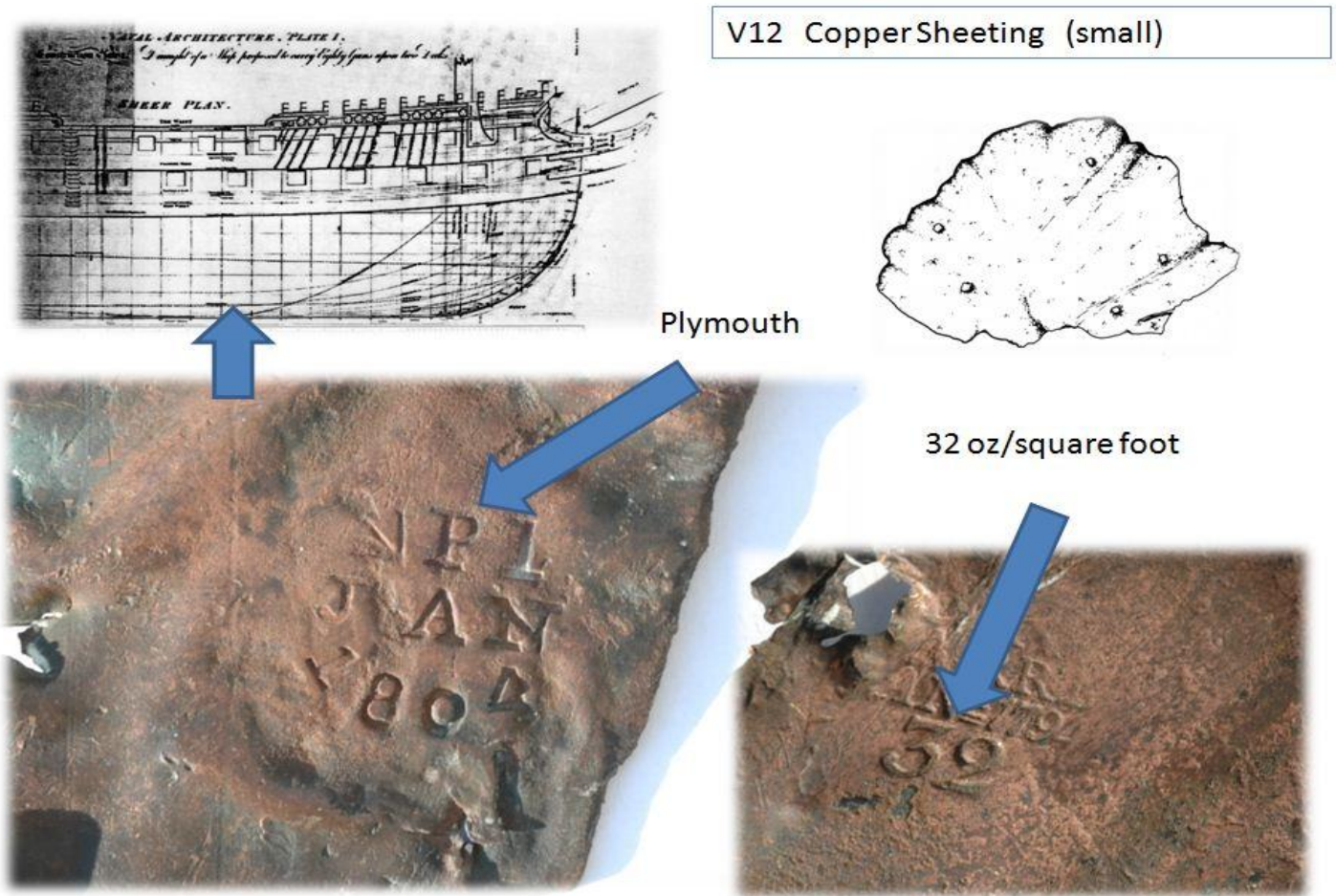
13. Artefacts being reported

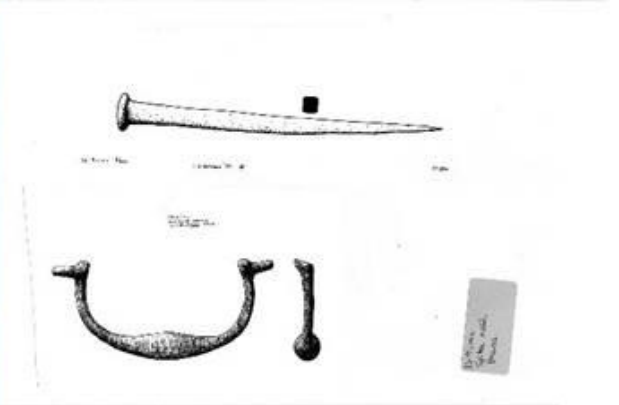
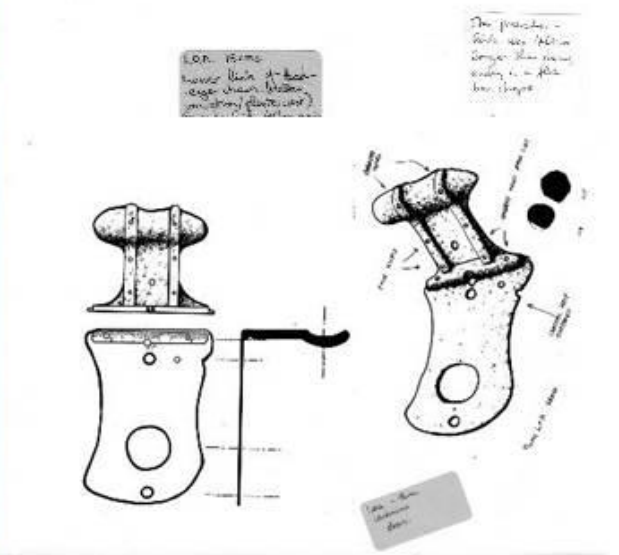
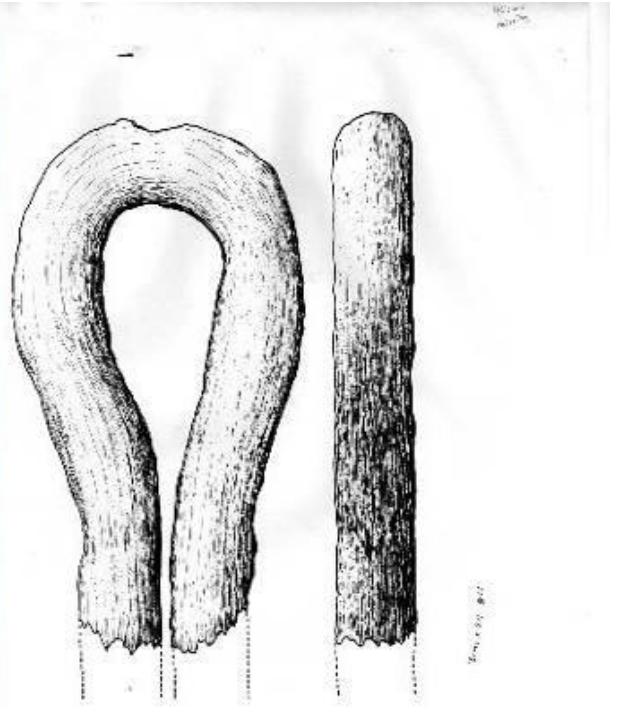
The following are a list of artefacts I have managed to gather over the course of the project. Only copper sheeting and nails have been located and recovered during the project.

HMS <i>Venerable</i> (1784) Artefacts		
Reference	Item	Count
V1	Bolts [Copper]	7
V2	Bolt (Large) [Copper]	1
V3	Sheathing [Copper]	3
V4	Block cheek	1
V5	Rope	1
V6	Fittings (inc small wheel, handle & buckle) [Copper]	13
V7	Ceramic fragment	1
V8	Barrel hooping fragments [Copper]	3
V9	Nails [Copper]	5
V10	Lead shot	6
V11	Artefact castings (modern, cast from concretions)	2
V12	Lead sheeting (Small)	4
V13	Lead sheeting (Large)	2
V14	Tacks (Small)[Copper]	129
V15	Tacks (Large) [Copper]	11
V16	Block sheave (Small & Medium)	7
V17	Block sheave (Large)	1
V18	Bottle base	1
V19	Timber	2
V20	Misc	3
V21	Sheathing (copper)	1
	Total	202

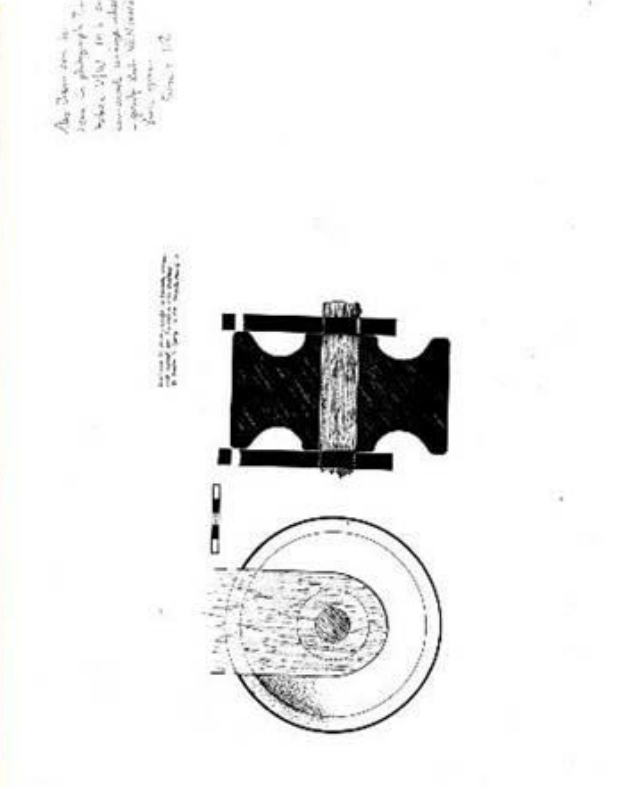
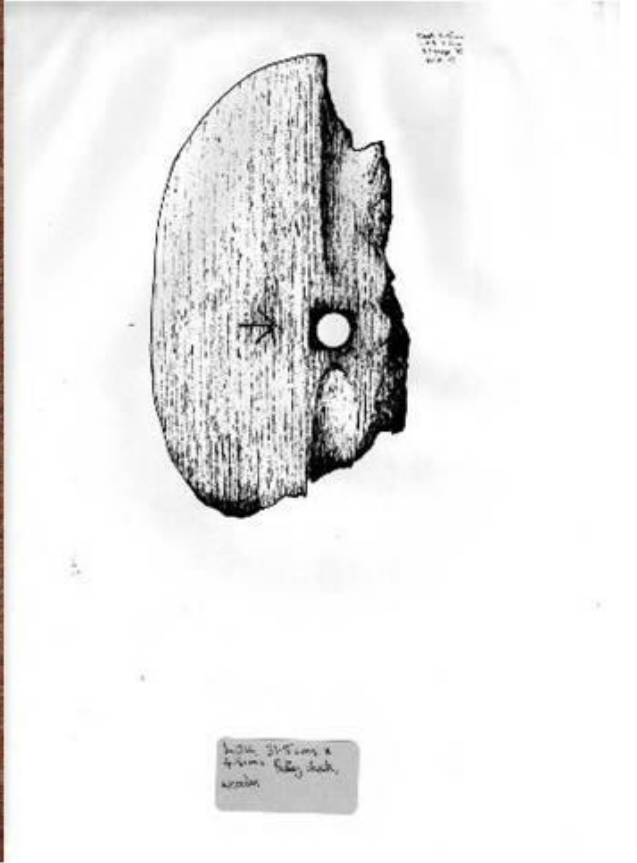
a) Artefacts, pictures and sketches

The following section shows photographs of some of the artefacts as well as sketches and the probable position on the ship. The first picture shows the 32 oz sheeting used on the bottom of the hull revealing key dates in the ships history. Jan 1804 was when she had a refit in Plymouth.



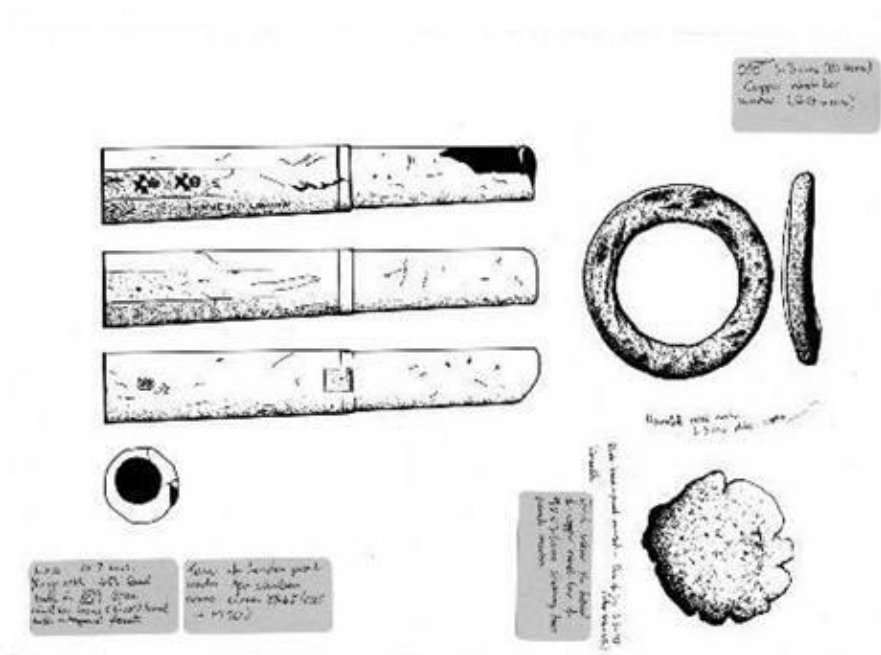








Pistol manufactured by 'Bunney London'



b) Other known artefacts

I believe a couple of items from the site were reported during the wreck amnesty. These were a clay pipe and copper nails. The artefact below is on display in the Maritime Museum and was recovered in 1835 by the Deane Brothers. It's not clear why this is engraved 1802 and not 1804. The other image is of some wood with toredo worm recovered at the same time.



Note the above item shows 1902 and not 1904 as does the commemorate mug

It is known that, over the years, local divers have recovered (this is on hearsay evidence only):

- Assortment of copper rivets
- Gold uniform hat pin
- Piece of a sextant
- Various shot
- Cannon gun lock
- Trigger guard
- Horseshoe clamp
- Various nails, handles & bolts
- A half penny
- Warrant officers button

14. Finds Disposal

Following this project, assuming the Receiver of Wrecks is agreeable, we will be contacting local museums in the area as well as the Maritime Museum in Sunderland, to see if we can provide the artefacts with a more permanent home.

We have recently been contacted by 'The Friends of Camperdown ', based in Dundee. One of their prominent members , Dr Andrews, and his wife, who is a direct descendent of the Padre' on HMS Venerable during the battle, are hoping to create a museum and would be interested in obtaining artefacts from the wreck.

15. Promotion

Over the past year we have been promoting the project and the BSAC Jubilee Trust with presentations at

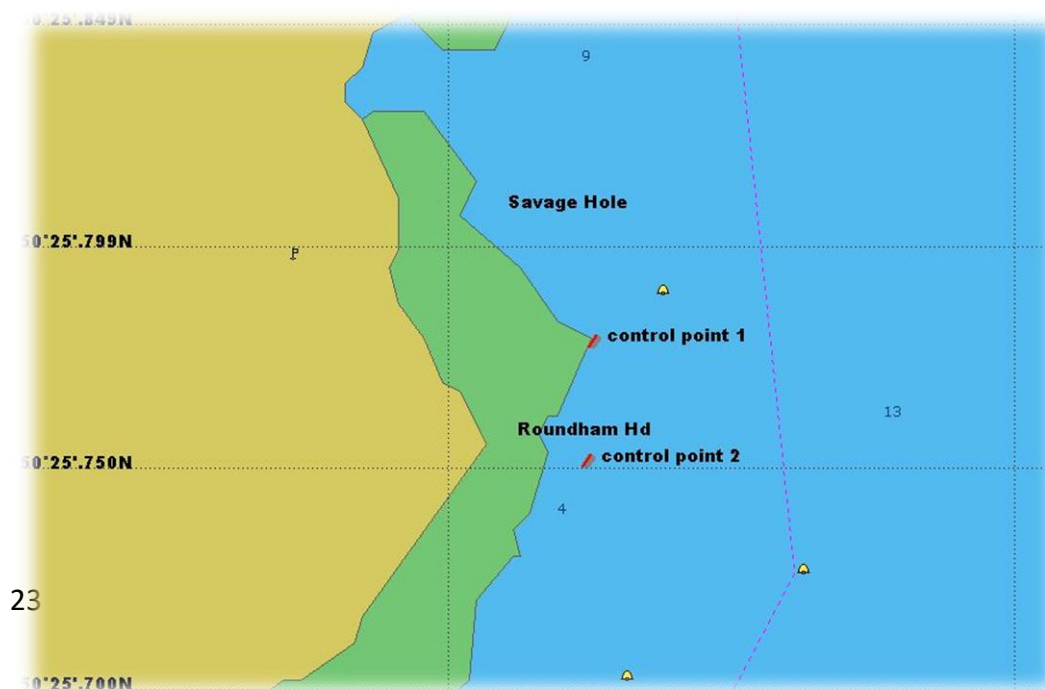
- Brixham Yacht Club
- Reading BSAC HQ in Reading
- Torbay BSAC HQ in Torquay

I have also had articles published on the project in:

- NAS Newsletter
- IMASS (International Marine Archaeological Shipwreck Society) Newsletter

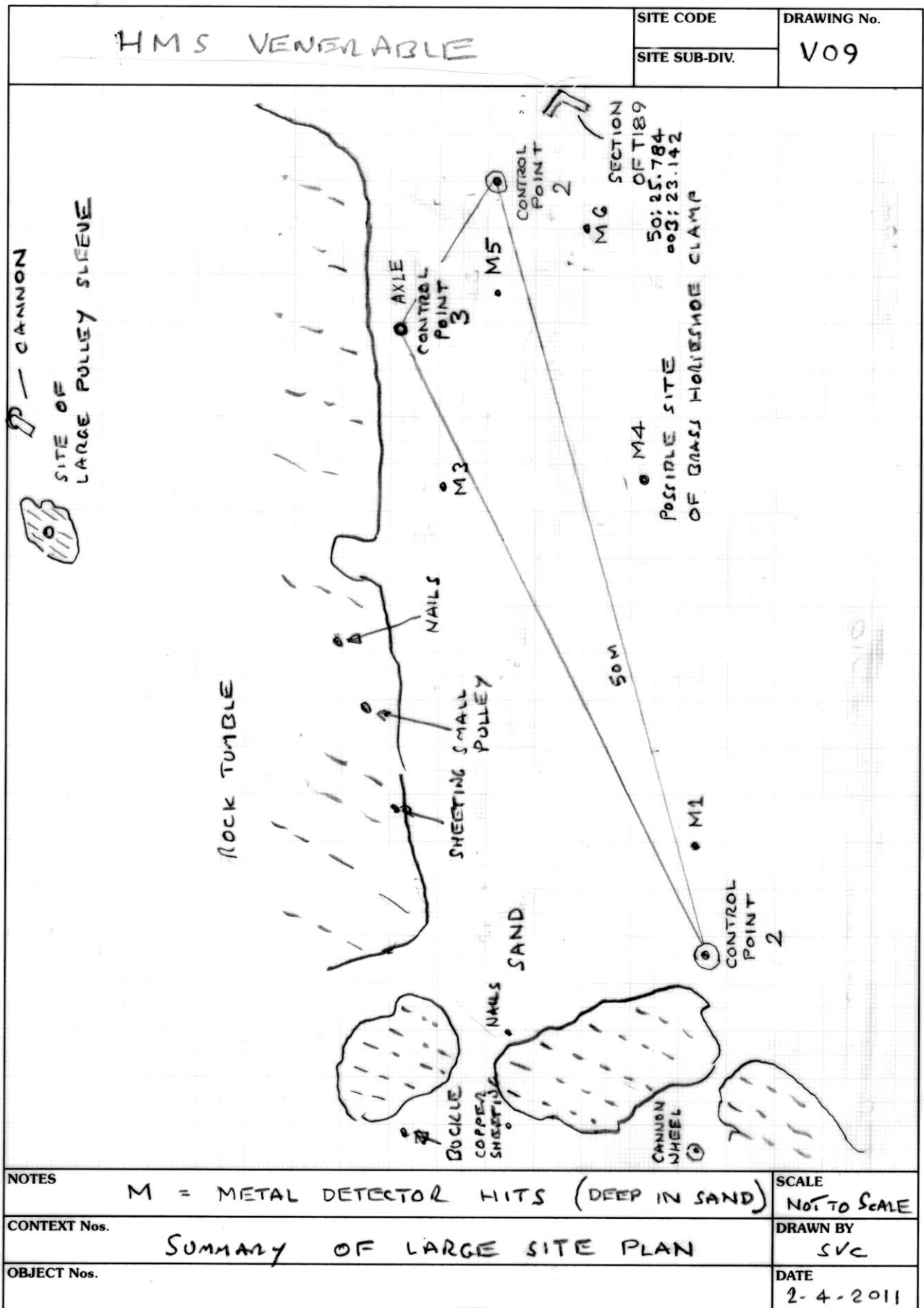
16. Site Location

The site is in position 50:25.757 003:33.164 off Roundham Head in Devon. The chart below shows the area and the two control points used.



17. Site Plans

The following sketch is a summary of the larger drawing produced and shows the area included in the survey. It also includes some of the areas where the items were found.



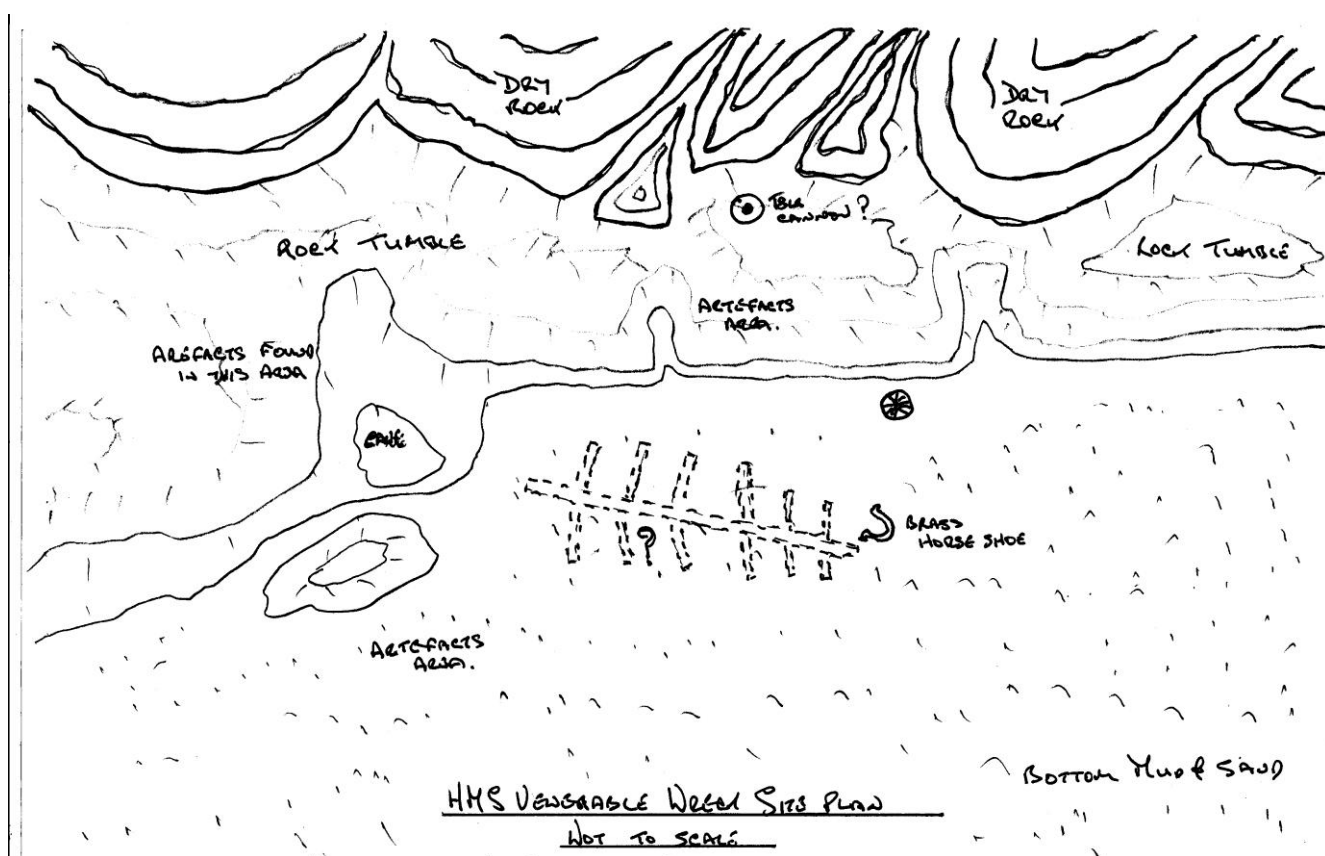
18. Diving activities

Date	divers	objective
1/5/2010	Rod Howell Mike Turner Neville Oldham	Located the site
2/5/2010	Ron Howell Mike Turner	Locate a control point and place concrete tyres
9/5/2010	Steve Clarkson Neville Oldham	Surface mag survey using borrowed mag
28/7/2010	Mike Turner Neville Oldham	Metal detector survey in rock tumble
31/8/2010	Steve Clarkson Neville Oldham	Echosounder survey to Find T189 to use as control point
1/9/2010	Clive Weatherby Katalin Weatherby	Reposition moved control points
12/9/2010	Clive Weatherby Katalin Weatherby	Metal detector search around axle (Control point 3)
17/10/2010	Paul Fiander John Bawden Alison Bawden	Drop new concrete with 1m bouys
Various dives planned to photograph/video the site have been aborted due to weather		

19. What has been achieved

The survey confirmed that almost none of the wreck is now visible apart from small items of copper and nails that can be found amongst the rocks. At least one iron cannon still remains in a gully. Diver Stephen George has seen large timbers of the wreck (as indicated by the dotted lines) that have been exposed in the past but are now probably buried in the sand which is approximately 2m deep. From what he has described, the wreck does lie with the bow to the north and not the south.

The following sketch by Neville Oldham shows where Stephen George has seen the hull in the past.



We have also pulled together a lot of material and artefacts that can now be placed in an appropriate home for the public to see.

A total of 12 divers have been introduced into the world of Marine Archaeology and have been trained to NAS part 1 Level. They are all now enthusiastic about the subject and most of them want to be involved in future projects. We will, of course, be continuing with the HMS Venerable project.

We believe we have achieved all the objectives but in the process have identified a lot more we could do on the project.

20. Financial Report

The project spend was roughly in line the planned cost. A detailed spreadsheet and receipts are available if required.

Members of the team provided all their own personal boats and equipment at no charge to the project (Except Fuel).

Hire Equipment	Magnetometer/metal detector hire	
Equipment bought	Rope, buoys, slates etc	
Air		
Boat fuel /hire	Fuel for club & private boats	
Launch & river fees		
	Total spend	
	Jubilee Trust Funding	

21. Possible future HMS Venerable projects

There are still areas to the south and to the east of site that could contain artefacts under the sand and these are worth more investigation.

In the 1980's, one diver (Stephen George) interviewed, did see part of the ship's hull exposed and has provided information that would suggest it may be worth digging in the sand in a particular area. We did get a good metal detector reading in this area which is possibly the bow of the ship. Stephen did extensive diving and research on the wreck.

With so much information gathered, I believe it would be worthwhile producing a booklet on HMS Venerable. This could be promoted in local museums and bookshops.

22. Underwater photographs





One remaining
cannon (still in situ)

Area near
control
point 2



Iron Wheel
(recovered)

Wrought iron
rigging stay
(recovered)



23. Some pictures of the team at work







