Survey report

Ship "Warre" of Hull

Position:

Baltic Sea - Lithuania, Klaipeda

Survey date:

21.06.2020

24.06.2020

24.08.2022

Author:

Holger Buss

Version:

September, 12th 2022



Sample picture (source)

Introduction	3
Description of the Wreck	3
Details	4
Video of the Wreck	14
History of the Ship:	15
Journeys	16
1802 First Journey to St. Petersburg	16
1803 Baltic Sea	16
1804 Baltic Sea	17
1805 Baltic Sea	17
1808 Canada	18
1809 Mediterranean sea	19
1811 - 1814 Whale fishing in Southern seas	19
1813 Trial	20
1814 Back from Southern Seas	21
Whale fishing sample picture (source)	21
1814: Sold by Auction	22
1817 From London to St. Kitts (Caribbean)	23
1818 St. Petersburg	23
1819 Jamaica	23
1822 With Mahogany from Honduras to Hull	24
Last Journey: Hull to Memel 1823	25
The fait: sinking on 12th April 1823	26
The Bell	28
The Bell on the 3D-Model	29
Recovery of the Bell in 2022	30
Position of the wreck	31
The Baltic Sea Heritage Rescue Project	32
The Team during the identification 06.2020	33
Team for 3D-Scanning 08.2022	34
The team during the recovery of the bell 08.2022	35
LLoyds London:	36
Masters	36
Paintings of Ships from Hull	37
Model of a Cargo vessel: "Cat-Bark"	39
Whale Fishing	40
Summary	41
Author:	42
Location of the latest version of this report:	42

Introduction

In this survey report, the wreckage of a wooden ship in the Baltic Sea near Klaipeda (Lithuania) is described. The discovery of the bell by the team of the 'Baltic Sea Heritage Rescue Project' in 2020 allowed the identification as "Warre", built 1802 in Hull (Great Britain). The ship was driven ashore due to wind and ice at Memel on 11th April 1823. It sank on the next day. In August 2022 we were able to make a complete photogrammetry scan of the wreck and make a 3D printed replica. Two weeks later the bell was recovered with the according permissions.

Description of the Wreck

Wooden ship with various copper nails. The site of the wreck has the dimension of 41m * 21m. The main construction of the ship has fallen into many pieces. The shape of the ship is barely recognizable. The oak wood itself is in quite good condition. The frames and the planks are connected with many copper nails and massive copper rods. No copper plates were found. Several wooden pulleys were found.

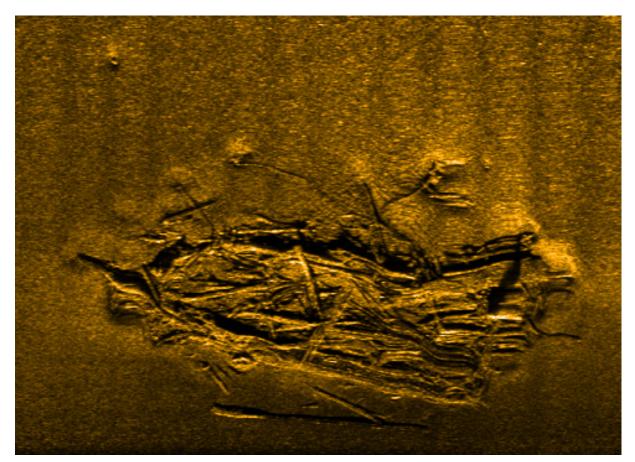


3D-Print by the author



Replica of the bell

Details



Sidescan of the wreck



3D-Model of our Photogrammetry (Link to <u>Sketchfab</u>)



Rudder steven at the stern

#2



#3



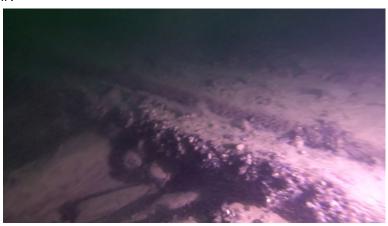




#6



#7







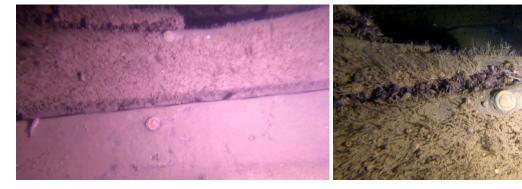
#10



#11



#12



#13



#14



#15



#16



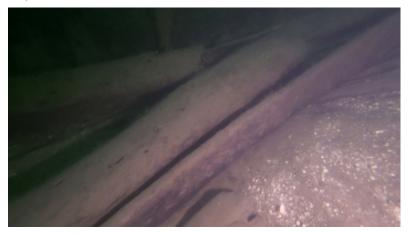


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#19







#22



#23

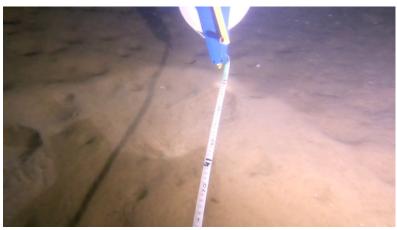


#24





#26



#27







#30



#31







#34



Probably a modern fishing gear

#35



Massive copper rods / connectors

Video of the Wreck

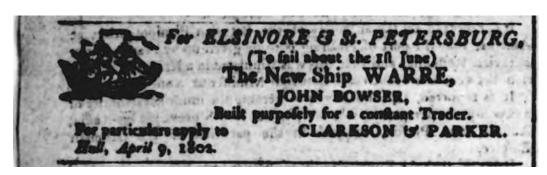


https://youtu.be/CGSFIUtq3d0

History of the Ship:

The oak wooden sailing ship was built in 1802 in Hull near Kingston (Great Britain). Measured per register: 328 87-94 tons, square stern with two flush decks, coppered on wood sheathing and copper-fastened. She had a draft of 15 feet and was classed as A1 by Lloyds. It was originally built as a cargo ship for the East West India Trades and general purposes. 1802-1808 the most Journeys were between England and St. Peterborough (Russia) with cargo like iron, wood, tallow and wheat. In 1808 she was at Gibraltar. 1811 the ship was equipped with fishing gears and oil boilers for the whale-fishery. The Ship started 12th of May 1812 for the South Seas for whale fishing with Captain John Kenney. The vessel was at the Cape of Good Hope (South Africa) on 1st June 1813. W.Sharp was involved in the costs of the whale fishing equipment and lend them 'divers sums of money'. This ended in a trial and Sharp and Clarkson, Parker & co. went bankrupt. The ship came back in 1814 with 300 tons of whale oil and 6 tons of whale bones. 1814 the Warre was sold by auction and stopped the whaling activities. She made larger journeys like 1817 to St. Kitts (Caribbean), 1819 to Jamaica and brought Mahogany from Honduras in 1822. Several advertisements for traveling with the "Warre" can be found in the historical newspapers. After that she traveled again between England and St. Peterborough (Baltic sea). On April 12th 1823 the ship sank near Memel (Today: Klaipeda, Lithuania).

Captains: John Bowser, John Kenney from London



First appearance in newspapers: April 9th 1802

The ship changed the owners quite often. John Bowser, Clarkson, Parker and Robinson, Easingwood, Thomas Trader, T. Flint, J, Murray were some of the owners. 1823: Last owner: J, Murray

Warre

Clarkson Capt. J. Kenney 327

A ship built in Hull in 1802. Employed in the South Sea Whale Fishery in 1813-14, returning in December 1813 This vessel is recorded by the Society of Merchants, but not in Lloyds Register, and several details

are identical or similar to those of

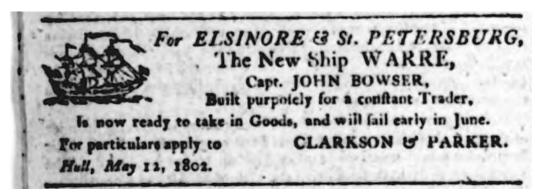
Vere (2)

Book: Ships employed in the South Sea Whale Fishery from Britain: 1775-1815 by Jane M Clayton

Journeys

1802 First Journey to St. Petersburg

The first Journey was from Hull (Great Britain) to St.Petersburg (Russia). They left in June from Hull.



Source: Hull Advertiser and Exchange Gazette - Saturday 15 May 1802

On October 15th, they started from Petersburg back to Hull with a load of 'tallow':

Howe Lamb	Memel	London	Balks
Lord Nelfon, Lee Warre, Bowfer	Peterfburg Ditto	Landon Hull	Tallow
Sarah. Spotfwood	Dantzig	Leith	Wheat
Profpect, Cram	Memel	Newcalle	Timber
15. Liberty, Clark	Ditto	Memel	Ditto

Source: Hull Advertiser and Exchange Gazette - Saturday 30 October 1802

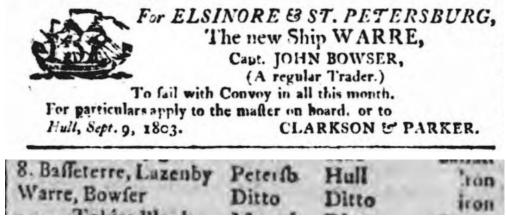
They were back at Hull November 6th:



Source: Hull Advertiser and Exchange Gazette - Saturday 13 November 1802

1803 Baltic Sea

In **1803** the 'Warre' did similar journeys with iron as cargo. They sailed with convoy.



Hull Packet - Tuesday 23 August 1803

1804 Baltic Sea



For ELSINEUR & St. PETERSBURG, The WARRE,

JOHN BOWSER, Mafter,

To fail with the Convoy succeeding that appointed for Apply to CLARKSON & PARKER.

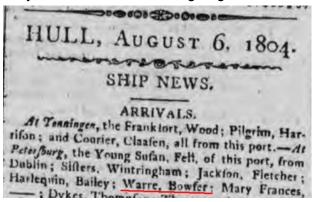
WHO HAVE ON SALE,

Red and White Wood St. Petersburg DEALS.

Hell, May 2, 1804.

(One property.)

They arrived in St. Petersburg August 6th



1805 Baltic Sea

On April 23rd 1805 the 'Warre' sailed from London to Riga.

DIRTY, CHAPTISON	Newcastle	Pillau	coals
23. Warre, Easingwood	London	Riga	ballist
Silver Eel, Stephenson			Com Hickory

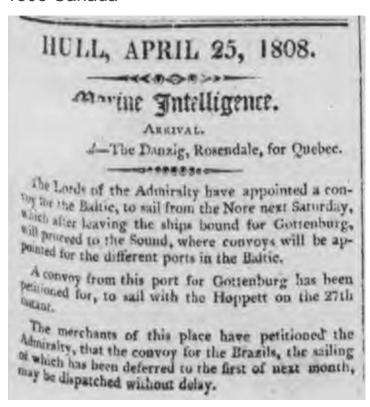
Source: Hull Packet - Tuesday 14 May 1805

It was the first journey under the master "Easingwood"

Moxon, Rayner	Riga	Hull	wheat
Robert, Fothergill	Stockholm	Ditto	iron
15. Warre, Eusingwood	Riga	Ditto	wheat

June 15th, the Warre left Riga for Hull with a cargo of wheat. In October 1805 they were again in St. Petersburg

1808 Canada



The Hope, Featherstone, for Madeira; Douro, Stephenson, and Fath, Featherstone, for Surinam, all of this port, are in the West-India fleet; and the Warre, Easingwood, in that for Halifax.

Hull Packet - Tuesday 26 April 1808

https://www.britishnewspaperarchive.co.uk/viewer/bl/0000062/18080426/010/0003

SHIP NEWS.

The Warre, Fasingwood, of this port, arrived at Portsmouth, from New Brunswick, on Sunday se'nnight, with timber for the Dock-Yard, under convoy of the Medusa frigate. The remainder of the fleet, it was expected, have put into the Western ports.

Hull Packet - Tuesday 01 November 1808

1809 Mediterranean sea

In January 1809 the vessel was driven in the harbour of Portsmouth due to strong gale

Several Vessels were driven from their moorings in the River during the Gale last night, and received considerable damage.

Powrsmouth, 30. "The whole of this day it has blown a tremendous Gale from the WSW; we fear much damage has been done at Spithend, &c. A large Trunsport Brig is on shore on the Horse. tollowing Vessels have run into the Harbour with loss of Anchors and Cables: viz. The Metcalf, Kirkus; the John, Spring; the Warre, Easingwood; the Lord Nelson, Bill; the Diffeent, Sharo; the Venus, Self; a Brig marked BF, and and another Brig marked 53 .- 7 P. M. the Gale increases."

Lloyd's List - Tuesday 31 January 1809

Journey to Gibraltar

Kingston-upon-Bull.

FRIDAY, APRIL 21.

At Gibraltar-The Success, Hesletine, from this port; Warre, Lingwold, from Portimouth ; Scarthingwell, -, and Farnley, Hirrdon, from Ma ta. The Las Coul from alies

And back to Portsmouth

Kingston=upon=unu

FRIDAY, SEPTEMBER 15.

At Palermo, on the 14th July-The Vigilant, Clifford, from this port. In the Meriey-The Habella, Meck, of this port, from Bahia. At Partimouth-The Warre transport, Ealingwood, from Gibraltar.

1811 - 1814 Whale fishing in Southern seas June 1st 1813 in Cape of Good Hope (South Africa)

CAPE OF GOOD HOPE arr. from June 1 Warre, Kenny London

https://babel.hathitrust.org/cgi/pt?id=mdp.39015005785830&view=1up&seq=180&g1=Warre

1813 Trial

There was a trial between 'Sharp', and C.P.&Co regarding cargo of oil obtained by the whale-fishery. Sharp got bankrupt October 1812 and C&P got bankrupt in January 1813. The ship returned with the oil in December 1813

COURT OF CHANCERY.

EX PARTE THE ASSIGNEES OF ROBINSON AND CO. IN THE MATTER OF SHARPE AND SONS,

Mr. Hart stated, this was a motion on the behalf of the assignees of Robinson and Co. that his Lordship would direct the following issues, which he had made a minute of. He was confident that his Lordship must recollect the case, as he made an order on it so late as the 7th of March, on the petition of Capt. Kenney and the crew of the ship Warre, South Sea whaler, that a receiver might be appointed, and that they might receive their aliquot ratios. The circumstances were, that when the ship was fitted out she belonged to Robinson, Clarke, and Co. and they assigned her registry over to Sharpe and Sons; and both parties having become bankrupts, the Captain refused to deliver the cargo or ship to either. The issues he would propose would put the question at rest, viz. Whether Sharpe and Sons were in possession of the ship at the time of their bankruptcy? He was of opinion that the Act of 21 James II. would put an end to the question; but, if the Court and Jury were of a different opinion, then the second issue would be to try, whether it was the property of Robinson and Co.? The third issue would be, to try who the implements necessary for carrying on the fishery belonged to? And the fourth issue, to try whether the assignees of Robinson and Co. were entitled to the outfits of the ship? He (the Learned Counsel) was not aware there could be any objection to this motion.

Sir S. Romilly, on the other side, said, that actions had been already brought, which had in contemplation all that was asked for, which would make the issues altogether unnecessary, and it had not been stated they had foregone those actions. He then contended, that his Lordship had no jurisdiction, as the original application was to appoint a receiver to prevent the cargo of oil

from wasting.

Mr. Leach, on the same side, contended, that, if the issues were granted, it would make a considerable dif-ference to his clients, as it would make them plaintiffs instead of defendants.

Mr. Hart-" Our idea was originally to have brought un action of trover against Kenney, the Captain."
The Lord Chaucellor-" That was forgotten, for

you have brought it against the assignees of Sharpe."

Mr. Hart—" If we admit the carge to be in their

possession, it would prevent my clients from sustaining their action."

The Lord Chancellor-" As to Kenney's lien, it raight be put in the issue, that the claim should not be

Mr. Hart-" We were never out of possession, for Kenney was our servant."

The Lord Chancellor-" I would recommend you to apply to some Special Pleader belonging to the Courts w, to know how an action would day; I will give you an opportunity of mentioning it again."

Farther consideration postponed.

EX-PARTE KENNEY, IN THE MATTER OF THE SAME.

Mr. Agar moved that Mr. Gammon, who had been appointed by the Court receiver of the proceeds of the cargo of the ship Warre, should pay into the Bank of England the fourteenth part of it, being the proportion Gapt. Kenney. He looked on this as a motion of care, as there could be no difficulty in ascertaining the aignot ratios.

Mr. Bell stated, he had a similar motion on the part

of Mr. Israel Moses, who was the purchaser of seamens'

In Cord Chamestor or I should like to see the assignment; for it often happens, that sailors do all the

service, and Jews get all the money for their labour."
Sir S. Romilly—" This Israel Moses does not even venture to assert who the assignments are from. I trust your Lordship will require further evidence."

Mr. Agar—" I have seen the assignments, and they

premise to give up to the parties any sum that may be

received, above that advanced, bearing interest."
The Lord Chancellor—" We must always look at those kind of causes with suspicion. It is my judicial duty to protect scamen, as well as any other of his Majesty's subjects. I only recollect one case where a circumstance of this kind was honestly executed: it was an Attorney at Portsmouth, who went on board a ship

of war, to draw up a sailor's will; all the sailors insisted he should perform the same for them, and they made him their general legatee. The ship and all on board were lost at sea; the Attorney went to Doctors' Commons, proved the wills, but gave up his right as legatee. You must, Mr. Agar, produce those assignments, before I can think of making an order."-Motion

Public Ledger and Daily Advertiser - Thursday 23 June 1814

More details of the trial:

https://books.google.de/books?id=w_Q2AQAAMAAJ&pg=PA349&lpg=PA349&dg=ship+warre+of+ hull&source=bl&ots= t0vLe6Vfd&siq=ACfU3U3S7xZJKwS3S8AWT 5VzqlEoMs22A&hl=en&sa=X &ved=2ahUKEwj2ts DzprgAhUUw8QBHdKhBMUQ6AEwCnoECAlQAQ#v=onepage&g=ship%20 warre%20of%20hull&f=false

3471. ———.]—ROBINSON v. MACDONNELL (1816), 5 M. & S. 228; Holt, N. P. 612, n.; 105 E. R. 1034; subsequent proceedings, sub nom. Re Ship Warre, Re Robinson, Clarkson & Parker,

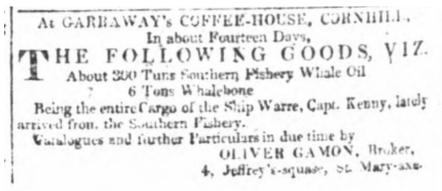
Re Sharps (1817), 8 Price, 269, n.

Annotations:—Refd. Hay v. Fairbairn (1818), 2 B. & Ald. 193; Monkhouse v. Hay (1820), 8 Price, 256; Kirkley v. Hodgson (1823), 1 B. & C. 588. Mentd. Curtis v. Auber (1820), 1 Jac. & W. 526; Duck v. Braddyll (1824), M'Cle. 217; Doe d. Kettle v. Lewis (1830), 10 B. & C. 673; Douglas v. Russell (1831), 4 Sim. 524; Leslie v. Guthrie (1835), 1 Bing. N. C. 697; Metcalfe v. York (Archbp.) (1836), 1 My. & Cr. 547; Parry v. Deere (1836), 2 Har. & W. 395; Re Daniel, Ex p. Ashby (1855), 25 L. T. O. S. 188; Holroyd v. Marshall (1862), 10 H. L. Cas. 191; Morris v. Delobbel-Flipo, [1892] 2 Ch. 352.

https://www.ebookarchive.org/details/in.ernet.dli.2015.216497/page/n449/mode/2up?q=warre

1814 Back from Southern Seas

In February 1814 the ship was back from whale fishing with 300 tons of whale oil and 6 tons of whalebones



Public Ledger and Daily Advertiser - Friday 25 February 1814



Whale fishing sample picture (source)

1814: Sold by Auction

In April 1814 the Ship was sold. This was the announcement in the Newspaper:

By Order of the Assignees of Messrs. George Sharpe and Sons, At the LONDON COMMERCIAL SALE ROOMS, Or WEDNESDAY, May 4, at Two precisely, THE Ship WARRE, British built, of oak, measures per register 323 87-94 tons, square stern, with two flush decks, coppered on wood sheathing, and copperfastened; is a strong, well built, burthensome vessel, and is well found in good stores. She sails fast, has just delivered a cargo in gond order from the South Seas; and is admirably adapted for the Fishery, the East or West India Trades, or for general purposes, John Kenney, Master. Lying at the upper end of the Commercial Pock, Rotherhithe.-Inventories may be had on board, at the place of sale, and of SMITH, MARTEN, SMITH, and Co. 9, America-square. A Blue and White Flag at the Mast-head. At the LONDON COMMERCIAL SALE ROOMS, On WEDNESDAY, May 4, immediately after the sale of the Ship Warre, TER WHALING STORES, consisting of Fishing Gear, Oil Boilers, &c. &c. about 14 Fathoms Firewood, and 5 Bolts of Canvas. Lying in the Commercial Dock, Rotherhithe.-Also a quantity of Deal Ends and Batters, 23 Oak Planks, 4 Kegs with Tar, ex Bornevennen. Lying on the West Quay of the Basin, London Docks. May be seen three days previously to the sale, at the places above expressed, where Catalogues may be had, at the place of SMITH, MARTEN, SMITH, and Co. sale, and of (Vine-street), America-square.

Published: 28th Apr 1814 in the newspaper: Public Ledger and Daily Advertiser

1817 From London to St. Kitts (Caribbean)

For Passengers only.—Direct for ST. KITT'S,
And warranted to Sail before the 20th Instant,

THE new coppered fast-sailing Ship WARRE,
Thomas Trader Commander, 330 tons. Has excellent Accommodations. Lying in the West India Export Dock,
on the South-side. For Passage apply to the Commander on board, or at Lloyd's Coffee-house; or to
EDW. SALESBURY, 55, Old Broad-street.

Public Ledger and Daily Advertiser - Saturday 22 February 1817

1818 St. Petersburg

Sailed yesterday the Warre, Trader, for St. Petersburgh Arrived and sailed for the River, the Caroline, Clark from St. Kitt's; Lord Duncan, Stephenson, from Onothe, Earl Filzwilliam, Story, from Jamaica; Shannon, Fanknes, from Dominica; Duckenfield, Purdy, from Jamaica; and Egfred, Kirby, from Bengal.

Globe - Saturday 27 June 1818

1819 Jamaica

The Warre, Trader, arrived in the Downs from Jamaica, sailed about 31st March. On the 2d ult. Cape Nicholas bearing East distant 20 leagues, was fallen in with by the Oronoco, Capt. Joly, a Cruizer, belonging to Adml. Bryon's Squadron, which overhauled the papers. On the 22d lat. 40. 20. lon. 54. 59. spoke the Columbus, Smith, from London; and on 3d inst. lat. 45. 54. lon. 17. 06, Norfolk, London to Quebec.

Lloyd's List - Friday 14 May 1819

1822 With Mahogany from Honduras to Hull

MAHOGANY.

THE WARRE, Capt. FLINT, is arrived with a Cargo of Fine HONDURAS MAHOGANY, which will be offere for SALE BY PUBLIC AUCTION, as soon as it is Landed, of which further Particulars and the Day of Sale will be given in a future Advertisement RICHARD TOTTIE. Hull, July 6, 1822.

Hull Advertiser and Exchange Gazette - Friday 12 July 1822

In October 1822 it was again in St. Peterburg

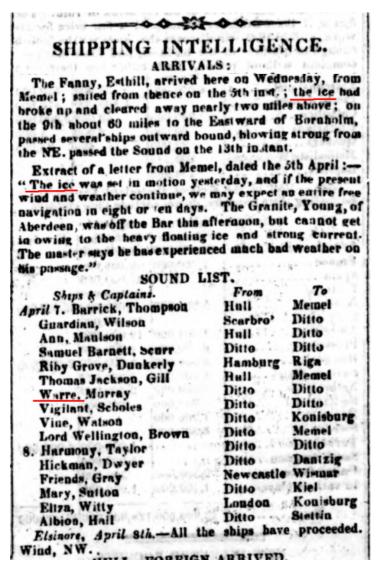
KINGSTON-UPON-HULL, FRIDAY, OCTOBER 11, 1822.

In the River St. Lawrence, on the 28th Aug. - The Hercules, Oporto—The Anlaby, Overion, from this port. At Petersburg-The Gleadow, Bean; Wolga, Brown; X.L., Bell; Fides, Gill; Barrick, Jameson; Thomas Jackson, Gill; Alexander, Bilton; Maida, Estell; Warre, Murray; Rambler,

Last Journey: Hull to Memel 1823

In April 1823, the Warre, together with several ships from Hull arrived at Memel. They had a strong NW wind. Because of 'heavy floating ice and strong current' they weren't able to enter the harbor.

"5th April: The ice was set in motion yesterday, and if present wind and weather continues, we may expect an entire free navigation in eight or ten days."



Hull Packet - April 1823

https://www.britishnewspaperarchive.co.uk/viewer/bl/0000062/18230428/019/0003

The fait: sinking on 12th April 1823

Memel, April 12 1823:

Yesterday several vessels attempted to come in with fresh Northerly breeze, but when in the narrow, where the current is very strong, the ice had had been stopped above the town gave way; all the vessels got to sea again with trifling damage, except the Warre, Murray, of Hull, which was forced on the South Point, and makes little water. Until the ice is down, nothing can be done to her assistance, but if the weather continues favourable, and the vessel gets no material damage from the floating ice, she is expected to be got off at a moderate expense.

-- We are sorry to add, that letters of a later date state the Warre to be wrecked.

Memel, April 12. - Vesterday several vessels attem ted to come in with a fresh Northerly breeze, but when in the Narrow, where the current is very strong, the ice bet had been stopped above the town gave way; ail the vessels got to sea again with trifling damage, excert the Warre, Murray, of Hull, which was forced on the South Point, and makes a little water; until the ice is down, nothing can be done to her assistance, but if the weather continues favourable, and the ve-sel gets no material damage from the floating ice, she is expected to he got off at a moderate expense .- We are sorry to add, that letters of a later date state the Warre to be wrecker'.

Hull Packet - Monday 05 May 1823

https://www.britishnewspaperarchive.co.uk/viewer/bl/0000062/18230505/025/0003



The 'Jane', 'Viewforth' and 'Middleton' Fast in Ice (Hull Maritime Museum)

EAST INDIA COMPANY'S SHIPS.

The Lady Melville arrived off the Start the 24th instant. She sailed from Canton the 3d December; the Cape the 18th February; and St. Helena the 6th March.
The Thomas Coutts arrived of the Wight the 26th instant.

She left China the 6th January, and St. Helena the 16th of

March.

The Repulse outward-bound, and the Prince Regent, from Bengal and Madras, were at St. Helena when the Thomas Coutts left. The latter was expected to sail for England on the 20th of March.

The Company's ship Waterloo was all well on the 25th of March, in lat. 1. 00. N. long. 22. W.

The undermentioned ships arrived in Bengal as follows, viz. The Marchioness of Ely and the Winchelsea on the 10th of November; and the General Hewett on the 22d December.

The Biene, Winberg, from Stettin to London, was driven on shore the 17th inst. near Toretie—crew saved.

The Warre, Murray, from Hull, was driven on shore off Memel 11th inst. but it was expected would be got off with trifling damage.

The Sicillian, Frost, from Jamaica, arrived off Seaford, ex-perienced a hurricane on the 1st ult. westward of Bermuda, when the vessel was struck by a tremendous ses, which carried away her bowsprit and all belonging to it, destroyed the boats, and swept every thing of deck; reached Terceira in 28 days, got a new bowsprit and refitted, and on the 1st inst. proceeded for England.

The Castle Forbes, Ord, from Van Diemen's Laud, was spoken with on the 12th February, in lat. 26. S. long. 57. E.

Morning Advertiser - Tuesday 29 April 1823

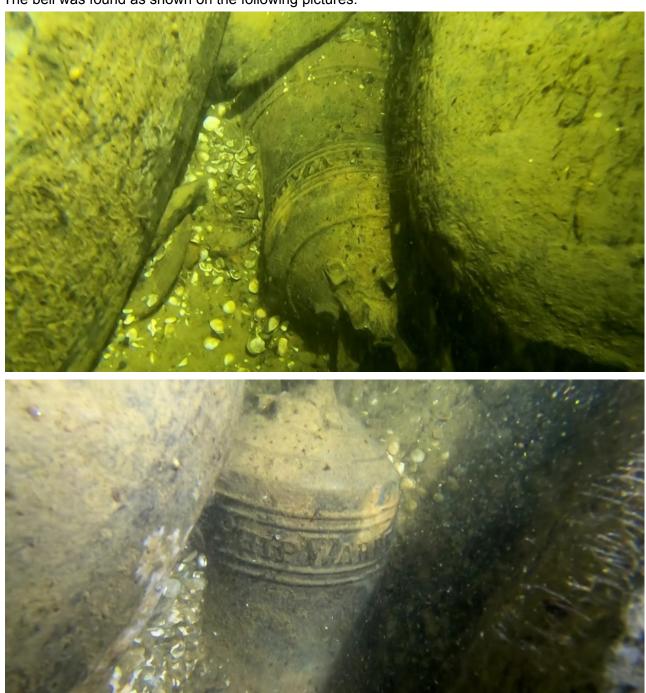
https://www.britishnewspaperarchive.co.uk/viewer/bl/0001427/18230429/011/0004

HULL, APRIL 30 .- The Fame, Scorsby, (Greenlander), was totally consumed by fire, on the evening of the 23d instant, at Deer Sound, in Orkney. Some of the crew arrived at Leith on the 27th, on their way home. It is said to have originated in the gun-room. They were obliged to run her on shore, and the men had scarcely time to save their cloaths. - The Warre, Murray, of this port, was totally lost near Memel, on the 12th instant. WILL N F to C F _

Public Ledger and Daily Advertiser - Saturday 03 May 1823

The Bell

During the dive on 21th June 2020 our team found the bell of the ship. The bell was found as shown on the following pictures:



The inscription: "...Ship Warre of Hul.." was readable on this first dive. After further careful inspections on 24th June 2020, the bell remained at the wreck.

The Bell on the 3D-Model





Here the link to the 3D-Model on Sketchfab https://dive3d.eu/models/baltic-sea/lithuania/warre-of-hull/

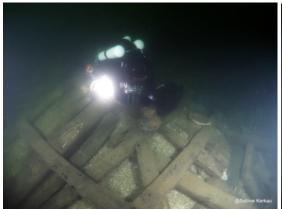
Recovery of the Bell in 2022

The bell wouldn't be safe on the wreck, because the wreck is quite close to the coast and sports divers could simply reach the depth of about 38m. So, the bell was recovered with the required permissions.





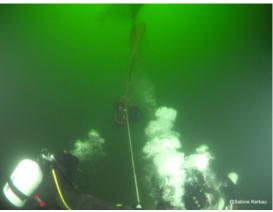
The bell at the wreck in 2022





The bell was carefully put into a bag

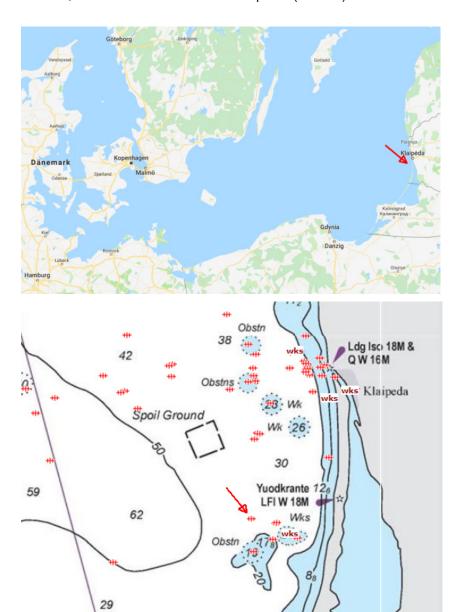




Liftbags

Position of the wreck

55°31N, 20°54E Lithuania- Klaipeda (Memel)



The wreck was first mentioned 2010 by the UK Hydrographic Office:

SEP 2010/000138210 31.8.10 WK USC 35MTRS IN 5531.76N, 2054.54E [WGD]. (LITHUANIAN NAV WARNING 032/10). BR STD.

The Baltic Sea Heritage Rescue Project

The Baltic Sea Heritage Rescue Project is an organization in which people from many countries volunteer for protection of the Baltic Sea. They find and remove lost ghost nets, search, identify and document wrecks to protect them and keep their stories alive. It finances itself through donations and public funds. As a registered and recognized non-profit organization, donation receipts may be issued. The Baltic Sea Heritage Rescue Project works closely with the University of Klaipėda and relevant ministries and archaeologists as well as the museum.



Due to the depth of the wrecks, only so-called technical divers are used who dive with helium mixtures at depth and increased levels of oxygen in the decompression phase.

The Baltic Sea Heritage Rescue Project is a non-profit organization founded in July 2018 in Klaipeda, Lithuania by Rolandas Schön, Sabine Kerkau and Linas Duoblys.

https://www.bshrp.org

In addition, the following aspects are examined:

- Is the wreck looted or damaged by third parties?
- How is the wreck changing over the years?
- How can the wreck be protected in terms of robbery and damage
- How is the situation of ghost nets?

The Team during the identification 06.2020

Divers: Sabine Kerkau, Holger Buss, Andrey Govorov, Rolandas Schön



Captain Linas Duoblys, Holger Buss, Sabine Kerkau, Andrey Govorov



Andrey Govorov, Holger Buss, Rolandas Schön



Team for 3D-Scanning 08.2022





Annika Lötzke, Gerrit Klußmann, Holger Buss, Kpt. Linas Duoblys, Dr. Andreas Küver Dr. Andreas Küver, Holger Buss, Gerrit Klußmann, Annika Lötzke





Dr. Andreas Küver, Holger Buss

Annika Lötzke, Gerrit Klußmann





Ship NZ55

The team during the recovery of the bell 08.2022



Captain Linas Duoblys, Andrey Govorov, Egidijus Ezerinskis, Sabine Kerkau,



The divers Andrey Govorov and Egidijus Ezerinskis

LLoyds London:

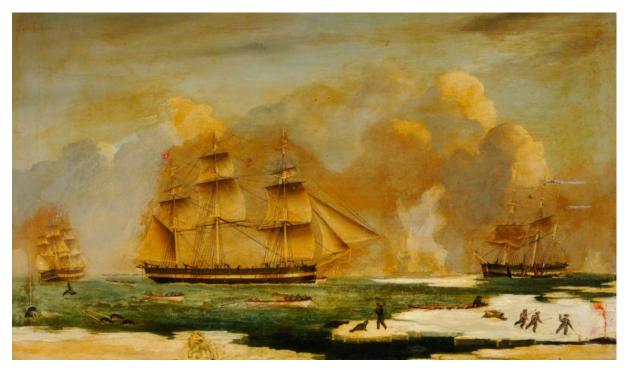
1802-1805: 1 Capt.&Co. 16 Hl Baltic A 1 J. Bowfer 327 Hull 1806: 4 Capt.&Co.16 Lo.Baltic A 1 Easnwood 327 i Iull 1811: Easnwood 327 Hull 9 Bowser&c 10 Li. Elsin 1819: T. Trader 326 Hull' 16 Batson&C 17 Lo.StVin E 1 1820: T. Trader 320 Hull 17 Batson&C 17 1821: 18 Batson&C 17 LoJamai. L T. Trader 326 Hull s. W&C pt c.f.x6 1822: 19 Trader&C 17 Lo. Hndrs E 1 F. T. Flint 1823: J. Murray 326 Hull 20 C. Thmpsn 17 HIPtrsbg E I IF 1 SDB IS. Spprs X9 N. TpSdsnD. 22 1K. PIC In

s.W&C \rightarrow Sheathed with Copper S \rightarrow Ship Drp. \rightarrow Damages repaired Srprs \rightarrow some repairs Lo. \rightarrow London Li. \rightarrow Liverpool HI \rightarrow Hull

Masters

1802 John Bowser 1805 Easingwood 1819 Thomas Trader 1822 T. Flint 1823 J. Murray

Paintings of Ships from Hull



'Abram' of Hull (Hull Maritime Museum)



Entrance to the Old Harbour, Hull (<u>Hull Maritime Museum</u>)



'True Love' of Hull (<u>Hull Maritime Museum</u>)



The 'Thornton' (Hull Maritime Museum)

Model of a Cargo vessel: "Cat-Bark"



Model of a sailing ship in the National Maritime Museum, Greenwich, London (source)

At this scale it represents a ship measuring 98 feet along the upper deck by 28 feet in the beam and an approximate tonnage of 360. Known as a 'cat' or 'bark', this type of three-masted vessel was employed in the coat trade between the ports of the north-east coast of Britain and the Thames, and was later replaced by the collier brigs. The bluff bows and almost flat floors, together with the broad cheeked 'pink' stern, distinguish the 'cat' as a sturdy vessel for bulky cargoes. Carrying capacity and the ability to take to the ground were more important than speed in this type of ship, which was developed in the North Sea and the Baltic.

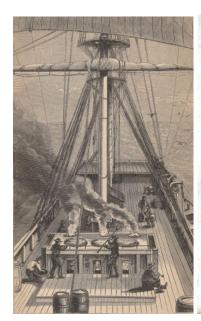


Whale Fishing



'Aurora' (Hull Maritime Museum)

This seascape shows British whalers operating in good weather, with all their boats launched and in pursuit of whales from the characteristic davits shown on the vessels' sterns. When the whale was sighted, boats were quickly lowered. Each boat, carrying six to seven men, was commanded by the harpooner. When the boat was 'on fish' (in a position to strike) the whale was harpooned. Once dead it was towed back to the ship and 'flensed' alongside, the blubber being cut off in strips using sharp blubber spades and hooks, with the whale carcase rotated to remove it all. Baleen was also saved from the mouths of filter-feeding species, teeth from sperm whales, and some whale bone, but the rest jettisoned. Blubber was 'tried' (boiled to extract the oil) and the oil barrelled and stowed in the hold. Whalers operating at sea did this in a deck furnace, but where it was practical to set up a shore base it could also be done on the coast. The whalers shown may be large north-east-built 'cat-barks'. (Source)





Producing whale oil (Source) Whale fishing (Source)

Summary

On June 21st 2020 a team of the "Baltic Sea Heritage Rescue Project" was diving at an until then unidentified wooden wreck close to Klaipeda (Memel). The purpose was inspection, site survey and measurements. On this dive the bell of the ship was found with the inscription: "Ship Warre of Hull". Some documentations of the bell were done on 24th. The bell itself remained in the original place. During research newspaper articles from Great Britain were found that confirmed that the in 1802 built ship "Warre" sunk on 12th April 1823 close to the harbor of Memel due to wind and ice conditions. The ship of size of 327 tons and a draft of 15ft was built for cargo and general purpose. In 1811 it was equipped for whale fishery in the Southern Seas. The wreck survey, position and newspaper reports leave no doubt and allow a 100% valid identification.

The wreck site and position of the bell was 3D scanned via photogrammetry by the author in 2022 and the finding and identification was not published until September 2022. The concern was that the bell wouldn't be safe on the wreck after publishing this survey report. The wreck is quite close to the coast and sports divers could simply reach the depth of about 38m. It took two years for the permission to recover the bell to protect it.



Whale fishing and oil cooking (source)



Hull Whaler 'Elizabeth' (Hull Maritime Museum)

Author:





Andrey Govorov & Holger Buss on the day they found the bell

Author Holger Buss with the 3D-model

Holger Buß is a graduate engineer in electrical engineering and develops control systems for unmanned aerial vehicles. He has been diving since 1999, is certified with TEC1 (GUE) and is also a volunteer rescue diver at the DLRG. Together with the "Gezeitentaucher" (tide divers) and the team "Baltic Sea Heritage Rescue Project" he investigates shipwrecks off the East Frisian Islands and in the Baltic Sea. Since 2020 he has been creating wreck models by photogrammetry.

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Location of the latest version of this report:

English:

https://dive3d.eu/docs/berichte/

Website with more photos and video material: https://dive3d.eu/models/baltic-sea/lithuania/warre-of-hull/