The Explorers Club Flag is a symbol of courage and fidelity. The award of the flag is a significant accomplishment. Since 1918, the flag has been carried to all of the Earth’s continents, as well as under the sea and into the stars. To date, 850 explorers have carried the flag on over 1450 expeditions. A select handful of the 202 Explorers Club flags have been framed and now decorate the Club house in New York. These include flags carried by Roy Chapman Andrews, Bob Bartlett, Thor Heyerdahl, Naomi Uemura, and miniature flags carried aboard the Apollo 8 and Apollo 15.

Your expedition will now become part of the rich history attached to this flag. Earlier expeditions include:

Saul Blickman 1955 NY Zoological Expedition to India
Lou Klewer 1960 The Blade-Toledo Zoo Safari
Dr. John Foerster 1981 Whale Study Expedition
Dr. S. Dillon Ripley 1981 Biological Survey/Namdapha, India
Prof. D. H. Avery 1982 Study of Natural Iron Smelting Furnaces/Malawi
Paul Rodzianko 1984 New Zealand Expedition
Marvin Steffins 1984 Expedition to Turkey
Dr. William Ellison 1985 Acoustic Studies of Bowhead Whales off Pt. Barrow, Alaska
Dr. William J. Jahoda 1985 Zabalo (Pavayaco) River and Zancudo Cocha (lake) Expedition

Peter Overmire 1985 Mt. Kailas, Western Tibet
Gerald L. Kooymen 1986 Cape Washington Emperor Penguin Expedition
Leo LeBon 1986 American-Indian Sia Kangri Expedition
Eric Rosenfeld 1986 Survey of Kingnail Fiord, Baffin Islands, NW Canada
Prof. Jerome Jackson 1987 Search for the Ivory-Billed Woodpecker Expedition
John Rutherford 1995 1995/96 ARCE Egyptian Antiquities project: Valley of the Kings
Richard C. Wiese 2003 Mountain of God Volcanic Expedition
J. Craig Venter 2004 Sorcerer II Global Expedition
Mariusz Ziolkowski 2007 Inca Oracles
James J. Brett 2009 In the Footprints of Our Ancestors
Richard J.D. Harris 2010 Pearse Resurgence, 2010

You can take pride in joining this illustrious group and in your broader membership and participation in exploration.

Lorie M.L. Karnath
President

Constance Difede
Flag and Honors, Chair
TABLE OF CONTENTS:

Page 2.......... Information about Flag 160
Page 4.......... Substantive part of the report - fieldwork
Page 20........ Attachment regarding discoveries
Page 37........ Attachment regarding anchors inventory
Page 46........ Attachment regarding cannons inventory
Page 51........ Expertise
Page 52........ Cannons expertise by Ruth Brown
Page 55........ Expertise by Waldemar Ossowski PhD
Page 56........ Expertise by Marta Żuchowska PhD
Page 65........ Summary
Page 75........ Bibliography
The First Polish Scientific Diving Expedition to Sierra Leone took place between November 9 and November 23, 2012.

The purpose of our expedition was to find and explore shipwrecks located along the coast of Banana Island - a small archipelago lying about a day’s way from the capital Freetown.
We started our research with underwater reconnaissance. Several days of searching our area of interest using the side scan sonar “StarFish 452F” did not bring any satisfactory results - we only found a few significant remains of modern shipwrecks. After an interview with the local fishermen and the owner of the local fledgling diving base we established that on the south-western outskirts of the island are the remnants of a shipwreck probably from colonial times. This wreck site was discovered several months earlier by Greg Delichristosa - the owner of the diving base and the small hostel, where our expedition had its operational base. This wreck site has never been examined or inventoried.
The unknown shipwreck immediately piqued our interest.
The first dive was already very exciting - it turned out that at the bottom of the sea lie cast iron cannons and anchors from a warship most likely from the second half of the 17th century or from the 18th century. We felt that such a unique wreck site must be duly and carefully examined and that it just might reveal a sliver of a mystery suppressed by the waters of the Atlantic Ocean for hundreds of years.

One of the five anchors

Determination of the position of an unknown shipwreck based on the local fishermens’ story
The remains of the shipwreck rest on 08° 05’ 31.84”E and 013° 14’ 38.24”N from 5 to 20 meters (16 to 65 ft.) from the shore at a depth of 4 to 10 meters (13 to 33 ft.) on a rocky bottom. After detailed visual inspection it has been determined that on the bottom there are 28 cannons - most of them do not exceed the length of 220 cm (7.2 ft.), but two of the greatest cannons are 305 cm (10 ft.) long. Eight of the cannons are broken, making it difficult to determine their original length. Between stones we came across a Cascabel Button element which probably belonged to the 29th cannon. Each of the eight damaged cannons has an easily recognizable Cascabel Button, meaning that the element that we found cannot belong to any of them. We also found five anchors over 4 meters (13 ft.) long, two of which are armed with Ring and Flukes proving their use before sinking. One of the unarmed anchors (no Ring and Flukes) has a broken arm, which can also indicate that the anchor was used and that the arm broke under the force acting upon it. The missing arm has deteriorated to this date. In the latter part of the report are detailed descriptions of the discovered cannons and anchors.

*One of the two armed anchors with a cannon visible on the left side*

*Dimensioning and description of the cannon No.2*
Work on dimensioning of the anchor No.2
Upper part of the anchor No.2 with a well-preserved ring
All cannons and anchors are overgrown with a thick layer of coral. During the cleanup of one of the smaller cannons we were able to reveal the number “1762” on its surface - probably the year of its manufacture, which indicates it to be a “pre-colonial” ship. Just next to the digit “2” we came across the well visible diagonal character “/” where on the right side (very poorly visible) was a piece of character forming together the upside down letter “V”. However, it is not certain whether it is just a crack in the cast iron. We did not find any other inscriptions, decorations or reliefs on the cannons. We searched the seabed around the wreck site within 100 meters (330 ft.) at a depth of 4 to 10 meters (13 to 33 ft.), but did not find any other evidence of the disaster. Water visibility during exploration ranged from 3 to 8 meters (10 to 26 ft.) depending on the day and the tides. The water temperature was 28 degrees Celsius (82° F.) Currents and water movements were strong, especially close to the shore.
Cleaning the surface of the cannon
We also built an airlift and used it to excavate deeper sandy parts of the wreck site.
We used the airlift to excavate sand to a depth of not more than 50 cm (2 ft.) and we did not encounter remains of the shipwreck. Before using the airlift, we searched the sandy bottom using an underwater metal detector „Aquavision Pro,” but we found no clear traces of metal parts of the wreckage. We did find, however, broken fragments of glass bottles - part of the bottom was made of green color glass and part of the neck and side of the bottle was made of red-orange color glass. There is a large amount of gas bubbles in both pieces of glass, which suggests that they were produced in the second half of the 17th or in the 18th century. We also came across bricks that were most likely from the forge or kitchen and a bent piece of a square sheet of lead. None of these items have a characteristic inscription or emblem which can identify their manufacturer. The obtained samples will be handed over to experts for further examinations.
On the southwestern edge of the wreck site at a depth of about 10 meters (33 ft.) we excavated large quantities of porcelain pottery - probably Chinese. Unfortunately, none of the pottery was preserved intact as the movements of the water and the shoal irreversibly destroyed them. All of the specific photos are presented in attachment No. 1.
We made a detailed drawing of the wreck site and the exact location of each item (illustration below). We also have a lot of photo-video material of the wreck site. We also searched the shore in the immediate vicinity of the wreck site to a height of 5 meters (16 ft.) above sea level. In the crevices of a rock, we found fragments of glass and pottery with features similar to the ceramics from the wreckage underwater. On the shore, we came across a wooden vessel—probably used to break up the grains (a type of vertical spacing, mortar)—of undetermined origin, whose relationship to the shipwreck is not clear. Studies were not conducted in the dense jungle that grows on the shore.
In the front, one of the cannons with visible damage. In the background, another damaged cannon raised at a 45 degree angle.
The limited duration of the expedition (two weeks) and insufficient funds (lack of institutional sponsors) disabled us from exploring the wreck site more deeply. During the expedition we came upon a very unpleasant surprise: on November 19, 2012 we noticed that the cannon with the relief “1762” was gone! We suspect that local scrap iron collectors are responsible - who under the cover of night pulled the cannon to the surface. Unfortunately, Sierra Leone does not have any units that could effectively protect such a wreck site. Fearing for the fate of the other artifacts and for the preservation of the shipwreck for the world cultural heritage we informed the local UNESCO office of this theft and devastation. On December 10, 2012 we received an email that ensures us that during the regional meeting of underwater cultural heritage protection for Africa in March 2013 our case will be presented to the representatives of the government of Sierra Leone.
The participants of the expedition were:

Marcin Jamkowski
Peter Wytykowski
Roman Zajder
Robert Głuchowski
Piotr Kardasz
Attachment No. 1 of the report

DISCOVERED FRAGMENTS
The extracted fragments of the porcelain
Fragments of the cups

Fragments of the cups with zoomorphic motif
Fragments of a porcelain dish with a convex design

Fragments of a cup with a well-preserved floral motif
Fragments of the cups with zoomorphic motif
Fragments of a cup with a well-preserved floral motif

Fragments of the porcelain
Fragments of the porcelain
Bottom fragment of a green-glass bottle
Fragments of clay pottery
Wooden item found on the shore in the immediate vicinity of the wreck site and fragments of porcelain

Wooden item found on the shore in the immediate vicinity of the wreck site
A piece of wood from the ship surrounded by coral reef with an inlaid fragment of porcelain at a height of the digit 13
Bent fragment of thick sheet of lead

View of the other side

View of the top
Bottom fragment of the porcelain pottery
Neck of the bottle - side view

Neck of the bottle - side view

Neck of the bottle with the preserved fragment of the bulge - side view
Cascabel button from the cast iron cannon broken off probably during the fall at the rocky bottom of the sea- top view Cascabel button

Cascabel button from the cast iron cannon broken off probably during the fall at the rocky bottom of the sea- back view
Attachment No. 2 of the report

DIMENSIONS OF THE ANCHORS
**Anchor No. 1**

date of inventory: **19.11.1012**
position of exploration: 08°05’31.84 E 013°14’38.24 N
Banana Island, Sierra Leone

*Recording form based on the underwater drawing*

---

**Iron Stocked Anchor Recording Form**

<table>
<thead>
<tr>
<th>Section 1: General Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category:</strong> SHIPWRECK</td>
</tr>
<tr>
<td><strong>Site:</strong> CANNON WEEK</td>
</tr>
<tr>
<td><strong>Location:</strong> 08°05’31.84 E, 013°14’38.24 N</td>
</tr>
<tr>
<td><strong>Banana Island, Sierra Leone</strong></td>
</tr>
<tr>
<td><strong>Reference:</strong> ANCHOR NO. 1</td>
</tr>
</tbody>
</table>

---

**Section 2: Anchor Dimensions (recorded in mm units)**

<table>
<thead>
<tr>
<th>Shank</th>
<th></th>
<th>Stock</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of shank:</td>
<td>420</td>
<td></td>
</tr>
<tr>
<td>Diameter of top of shank:</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Diameter of bottom of shank:</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Diameter of stock eye:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Arms</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of one arm:</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>Arclength of arms:</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Height of bills:</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>Distance between bills:</td>
<td>250</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shackle</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Diameter of shackle:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diameter of eye of shackle:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thickness of shackle pin:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opening of shackle:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

*The Big Anchor Project is coordinated by the Nautical Archaeology Society - www.nauticalarchaeology.org*
PHOTO Anchor No. 1
Anchor No. 2

date of inventory: 19.11.1012

position of exploration:
08°05'31.84 E
013°14'38.24 N
Banana Island, Sierra Leone

Recording form based on the underwater drawing
PHOTO Anchor No. 2
Anchor No. 3

date of inventory: **20.11.1012**

position of exploration:
08°05'31.84 E
013°14'38.24 N
Banana Island, Sierra Leone

*Recording form based on the underwater drawing*
PHOTO Anchor No. 3
**Anchor No. 4**

date of inventory: **21.11.2012**

position of exploration:

08°05’31.84 E
013°14’38.24 N

Banana Island, Sierra Leone

*Recording form based on the underwater drawing*

---

### Section 1: General Information

<table>
<thead>
<tr>
<th>Context</th>
<th>Ship's Wreck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site</td>
<td>Cannon Wreck</td>
</tr>
<tr>
<td>Location:</td>
<td>08°05’31.84 E 013°14’38.24 N</td>
</tr>
<tr>
<td>Banana Island, Sierra Leone</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference #:</th>
<th>Anchor No. 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship name:</td>
<td></td>
</tr>
<tr>
<td>Ship type:</td>
<td></td>
</tr>
<tr>
<td>Function:</td>
<td></td>
</tr>
<tr>
<td>Anchor type:</td>
<td></td>
</tr>
<tr>
<td>Category:</td>
<td></td>
</tr>
</tbody>
</table>

**Date and Origin**

- Era: 
- Period: 
- Nationality: 
- Certainty: 

**Recording form based on the underwater drawing**

---

### Section 2: Anchor Dimensions (recorded in [mm] unless otherwise stated)

<table>
<thead>
<tr>
<th>Shank</th>
<th>Key</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of shank:</td>
<td>120</td>
</tr>
<tr>
<td>Diameter of top of shank:</td>
<td>35</td>
</tr>
<tr>
<td>Diameter of bottom of shank:</td>
<td>50</td>
</tr>
<tr>
<td>Diameter of stock eye:</td>
<td>180</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Arms</th>
<th>Key</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of one arm:</td>
<td>180</td>
</tr>
<tr>
<td>Amplitude of arms:</td>
<td>380</td>
</tr>
<tr>
<td>Height of arms:</td>
<td>34</td>
</tr>
<tr>
<td>Distance between arms:</td>
<td>280</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shackle</th>
<th>Key</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diameter of shackle:</td>
<td></td>
</tr>
<tr>
<td>Diameter of eye of shackle:</td>
<td></td>
</tr>
<tr>
<td>Thickness of shackle pin:</td>
<td></td>
</tr>
<tr>
<td>Opening of shackle:</td>
<td></td>
</tr>
</tbody>
</table>

---

The Big Anchor Project is coordinated by the Historical Archaeology Society - www.southamericaarchaeology.org
PHOTO Anchor No. 4
Attachment No. 3 of the report

DIMENSIONS OF THE CANNONS

On the inventoried cannons we did not find Lifting Dolphins and on the remaining cannons which are heavily overgrown with coral it is not possible to identify the part or the cannon does not have it.
Cannon No. 1

date of inventory: **17.11.1012**
position of exploration:
08°05'31.84 E
013°14'38.24 N
Banana Island, Sierra Leone

*Recording form based on the underwater drawing*
Cannon No. 2

date of inventory: **21.11.2012**

position of exploration:
08°05'31.84 E
013°14'38.24 N

Banana Island, Sierra Leone

*Recording form based on the underwater drawing*
Cannon No. 3

date of inventory: **21.11.1012**

position of exploration:
08°05'31.84 E
013°14'38.24 N

Banana Island, Sierra Leone

*Recording form based on the underwater drawing*
PHOTO
Other discovered, but not dimensioned due to a lack of time cannons
Banana Island cast - iron gun assemblage - Preliminary thoughts

A group of 28 cast-iron guns have been located off Banana Island, Sierra Leone. Three were examined more closely and one, subsequently lost, had marks engraved on the basering.

Part 1 Cannon 1
Given the state of the cannon, and its subsequent disappearance, we are limited to commenting on the inscription and its measurements. You will be glad to know these do tell us something.

The gun is too concreted to give us details of the barrel. It has a calibre of approximately 10 cm, a length approximately 225 cm and the inscription 1762/ engraved n the basering.

Comments
The engraved mark is a weight, not a date. It should look like this:

The dash at the end resents the letter A and shows the weight of the gun in Amsterdam pounds.

Cannon expertise of Ruth Brown - a leading world expert on artillery.
http://www.basiliscoe.com

Examples of cannon’s weight marks
This indicates the gun passed through the Netherlands. The Netherlands was a major centre for arms dealing in the 16th, 17th and 18th centuries, not just for the various fleets that sailed from there: the Dutch East Indies Company (VOC); West Indies (GWIC) and the Dutch navy, but for other counties, too. The Dutch did not have the capacity to cast iron guns and bought them from Sweden and Great Britain. For much of the period of the VOC, most guns were of Swedish origin.

This weight, calibre and length suggests a 6 pounder cannon, which would have been carried by small and mediums sized VOC ships from the second half of the 17th century well into the 18th century.

**What to look for**

Engraved ownership- marks such as VOC- A; VOC- D or VOC-M might found engraved on the barrel between the trunnions and the breech of the gun.

If the guns were made in Sweden, they should have a mark cast onto the trunnion like this: it should in the form of a single, double or triple letters. Some Swedish guns have numbers cast on one trunnion representing the date of casting. English guns before c1695 have a double letter engraved either side of the touch-hole or on the barrel between the trunnions and the breech. After 1695 English adopt the Swedish tradition of casting a mark onto the cannon trunnion. These marks help to identify and date the cannons.

This is the most common Swedish mark- F for Finspång.

**Examples of ownership marks**
Part 2- the cannon assemblage

We only have two pieces of information- a minimum number of guns and a weight mark. These indicate a well-armed merchant ship, probably originating in the Netherlands, or at least having some connection with it. The fact that the guns seem to be matched set of cast-iron guns suggest it does not date from the earliest period of exploration when ships carried mixed sets of guns of bronze, wrought-iron and cast-iron. Think roughly of the period 1650-1750, though of course you have to be alert to either end of that spectrum.

Here are a few websites in case you need to get up to speed on the Dutch East Indian Company (VOC):

https://www.gahetna.nl/sites/default/files/bijlagen/research_guide_to_dutch_maritime_shipwrecks_pdfa.pdf
http://www.maritiemdigitaal.nl/
http://www.tanap.net/

List of many VOC wrecks here:


(the website mentioned appears to have vanished, sadly; there seems to an awful lot of Dutch ships lost.)
Gdansk, January 31, 2013

Expertise of Waldemar Ossowski PhD – underwater archeologist, certified curator of the Polish Maritime Museum in Gdansk.

It’s a very interesting discovery. Based on the attached materials I suggest another interpretation of this discovery, namely that we are dealing with a ship East Indiaman type. It was a large, armed merchant ship, which used sails as propulsion and was capable of traveling long distances as an independent travel to China or East Indies. These ships were used primarily by the commercial fleet of the British East India Company and the Dutch East India Company (VOC) (also by other European trading companies in a much lesser degree) from the beginning of the 17th century to the thirties of the 19th century.

The name East Indiaman comes from the English term warship: Man of War. In this case, this meant that a merchant ship in the service of the East India Company was the lead ship of war. These ships were heavily armed.

When it comes to the anchors, in the case of sailing ships, five anchors were standard equipment. They were different sizes depending on the carried out maneuvers. When it comes to the cannons, from the 18th century dolphin handles were no longer used. The presence of China indicates that the ship sank during the journey with a load of goods to Europe from the far East colonies. A similar vessel sank on the Baltic Sea close to the port before arriving in Goteborg, Sweden loaded with porcelain. There is a book regarding this subject which could be used as comparative material.

Because they were the largest ships of the era, their quantity was not too large, so it should be relatively easy to identify the shipwreck especially since it sank close to the shore. The wooden item found on the shore, however, has no connection or relation to the shipwreck.
Warsaw, March 08, 2013

Porcelain expertise by Marta Żuchowska PhD
SIERRA LEONE, BANANA ISLAND OFFSHORE WRECK EXERTISE OF POTTERY CARGO AND SMALL FINDS

Following remarks concern a small group of finds coming from preliminary research on sunken shipwreck found close to banana Island, Sierra Leone. Among archaeological finds I got for present expertise ceramic artefacts prevail, there are also two pieces of glass bottles and one piece of lead sheet. Ceramic material is composed mainly of porcelain vessels, unfortunately none is complete, but most of the fragments are well preserved, so the decorative motifs can be reconstructed. None of collected pieces have any production mark, thus the only criterion for chronology may be typological analysis.

PORCELAIN CATALOGUE

No 1.
Two fragments of “Batavian ware” tea set – incomplete tea bowl and a rim of saucer. Plate I.1,2 (Bowl: diam. 7,4 cm; h. 4 cm; saucer: diam. 11,5 cm) Batavian ware is a type of Chinese export production characterised by brown or coffee-brown glaze applied together with the underglaze cobalt-blue decoration. Our pieces belong to the typical tea set with brown glaze covering outer walls of bowls and saucers and white inner surfaces with slight underglaze blue decoration which can not be described because the shrads are too small. The name Batavian comes from the Dutch name of port – Batavia, present Jakarta, where cargo was transferred from Chinese ships to the Dutch ones and Dutch ships travelling from China or Japan to Europe stopped always for supplies and inspection. Batavian ware was especially popular during 1st half of 18th century, although it was still produced during the Qianlong reign (1736 – 1796).

Fig.1 Batavian ware from Ca Mau wreck (1725)
**No 2.**
7 fragments of shallow saucers decorated with cobalt blue underglaze motifs of peonies and bamboos. **Plate I.8** (foot diam. 4.8 cm) Decoration is placed on the inner side of the saucers. The motif of peony and bamboo was very popular as decoration on the porcelain. Peony is a symbol of love, feminine beauty and full blossom flowers are considered as auspicious motif bringing good fortune, while bamboo is an emblem of longevity and often associated with sages. This motif was one of often represented on Chinese export production. It appear for example on the Batavian ware tea set found in so called Nanking cargo recovered from the Geldermalsen VOC wreck dated to 1752.

**No 3.**
3 fragments of small tea bowls with decoration of peony on the outer walls and small mark similar to Ø in the centre of inside part. Could be part of the set with above. **Plate 1.7** (diam. 5.6 cm, h. 3 cm)

**No 4.**
1 fragment of tea bowl with floral blue underglaze decoration representing motive of peony (diam. about 6 cm) **Plate I.10**

**No 5.**
7 fragments of tea set with cobalt blue underglaze “panelled border decoration” – 4 fragments of saucers and 3 fragments of bowls with undulated rims. **Plate I.3,4** (bowl: diam. 6.8 cm; saucer: foot diam. 6.4 cm). Decoration is composed by a series of vertical lines dividing a space of the outer walls of bowls and inner rim of saucers into smaller compartments in which flowers and butterflies can be recognised. The central space of saucers contained probably the scene of fishermen village, very popular on such porcelain, but only very small fragments are preserved. Panelled border decoration refer to elder kraak porcelain, Jingdezhen kilns early export production of 16th and early 17th century. Such decoration appear still in early 18th century during emperor Kangxi (1654-1722) and emperor Yongzheng (1723-1735) reign, but is rarely seen later.

---

Fig.2 Batavian ware tea set with bamboo and peony motive, from Geldermalsen wreck (1752)
Similar tea bowls and saucers have been found on Ca Mau wreck of Chinese ship heading from Canton to Batavia (Jakarta) with ceramic cargo, dated to 1725. Fisherman village landscapes were very popular on the Chinese export porcelain.

No 6.
One fragment of tea bowl with cobalt blue underglaze decoration of plum blossom. **Plate I.9** (diam. 7 cm, h. 4,1 cm)

No 7.
6 fragments of saucers decorated with cobalt blue underglaze representation of deer under the pine and “fungus of longevity”. **Plate I.6** (diam. 11 cm, h. 1,8 cm.) One more very popular motif full of symbolism – deer is an emblem of longevity and believed the only animal able to find the fungus of longevity. Together with the pine, because of being green throughout the year also being associated with long life this scene form a typical very auspicious landscape. Almost identical landscape is represented in the central part of the saucers withpanelled border decoration found on Ca Mau wreck (1725).
No 8.
Two fragments of small bowls with blue underglaze decoration of the “fungus of longevity” on the outer wall. Might form a set with the above. Plate I.5 (diam. 6,4; h. 3,6 cm.)

No 9.
1 fragment of small bowl with blue underglaze animal motif (deer? tapir?) on the outer wall.

No 10.
One fragment of a small bowl (bottom part) with blue underglaze landscape representation.

No 11.
One fragment of soup dish or bowl with underglaze decoration on both outer and inner surface. The shard is strongly destroyed. Decoration contain probably a horse in full gallop, but is too destroyed to reconstruct the full representation.

No 12.
One fragment of a big dish or plate with blue underglaze floral decoration representing peonies. The cobalt colour is very bright and porcelain very thin and of good quality. It had to be part of a dish fully covered by the floral decoration. Such plates were very popular during Kangxi(1654 – 1722) and Yongzheng (1723-1735) emperors reigns. Attached photo of plate sold on internet auction shows identical decoration on completely preserved piece.

Fig. 4 Saucer with panelled decoration and motive of the deer under pine tree. Fungus of the longevity can be seen left of the deer. (Ca Mau wreck 1725)
No 13.
Three fragments of a big dish with underglaze moulded relief decoration and additional blue underglaze strip of decoration around the rim. (diam. about 30 cm) Glaze is slightly greenish. Dish is much thicker than other pieces. The piece is quite uncommon one, because of mixing the technique of underglaze moulded relief decoration referring to celadon jars (usually stoneware with relief decoration and green transparent glaze which emphasize the relief by different shades of green due to diverse thickness, especially popular during Song dynasty reign – 960 –1279) and blue underglaze painting. Generally during the last period of Kangxi reign (1700 –1722) and especially Yongzheng reign (1722 –1735) we can observe growing production of imitations of ancient types of pottery, from the other side new types of decorations appear, mixing often two styles, for example relief and red painting. This make me suppose that the plate should belong to this period, but, because of its exceptional decoration it need more profound studies.

Fig. 5 Plate with decoration of peonies.
The piece from Sierra Leone have to be a part of a very similar one.
SMALL FINDS:

No 1.
6 fragments of a green bottle with concaved bottom (bottom diam. 11 cm). Only the bottom part is preserved, but it’s characteristic highly concaved shape suggest that it may be so called “Belgian type” wine or spirit bottle dated to the early 18th century (about 1700 – 1730). So called English onion bottles are quite similar and are dated to the late 17th – early 18th century.

No 2.
One fragment of the yellow bottle (diam. of rim – 2,6 cm). Only the neck is preserved.

No 3.
A piece of folded lead sheet (7,5x10x0,3 cm) It could be a part of tea box lining, similar finds have been collected from Wung Tau wreck. The Chinese custom, adapted by some European companies was to transport tea in wooden large boxes lined with lead foil to avoid contamination of leafs during the transport. But according to the sources, VOC was the only company which did not use such boxes, transporting tea in the big containers lined with bamboo instead. This habit caused the tea transported by VOC being of inferior quality than this imported to Europe by EIC. VOC directives were to change the methods of transport, but they were usually not applied. Lead sheets could be used in many other ways of course.

Fig. 5 Belgian type bottle (left), English onion bottle(right)
CONCLUSIONS

Among fragments collected around the wreck most belong to the tea sets. There are few types representing visibly mass production and most fall to the category of Chinese “export porcelain”. This suggest that the porcelain was a part of cargo, not of personal belongings of the crew. Growing popularity of tea in Europe in 18th century caused big demand for tea porcelain which was ordered in China, usually in Jingdezhen kilns, together with other types of tableware. We can expect that the wrecked ship was transporting also such objects as porcelain plates, candle-holders, mugs etc., tea leafs are also very plausible option for the part of cargo.

After losing Formosa (present Taiwan) in 40ies of 17th century VOC was buying most of porcelain ware via Chinese middlemen, who transported diverse kind of goods on their own ships to Batavia (present Jakarta). Political disorders caused by the establishment of Manchu dynasty (Qing) in China made trade with China more difficult than before and a part of porcelain goods were imported from Japan, especially in 70ies, after destroying a big part of Jingdezhen kilns by the fire. Starting from 80ies import from China was gradually growing, stimulated further by establishment of trading point in Canton around 1720.

Presence of Batavian ware place the Sierra Leone porcelain cargo well in the first half of 18th century. Long life of typical motifs represented on most of fragments found close to the wreck and lack of production marks on preserved parts of porcelain make more accurate chronology rather hypothetical. Presence of “panelled side decoration” porcelain and many similarities with the Ca Mau wreck cargo suggest rather early chronology within this period, probably about 1720 – 1735. The above chronology seem to be proved by the finds of glass ware. Further finds can slightly change this chronology.

Bibliography

Bi Keguan Chinese Folk Painting on Porcelain, Beijing 1991
Sir Harry Garner Oriental Blue and White, 1970
B. Goodman The Dutch east India Company and the Tea Trade.
He Li Chinese Ceramics, Thames and Hudson 2006
Masterworks of Chinese Porcelain in the National Palace Museum, Supplement, Taipei
S.G. Valenstein A Handbook of Chinese Ceramics, Metropolitan Museum of Arts 1989
The Ca Mau shipwreck, Trevor Philip & Sons (eds) 2007

Warsaw, 2013

Marta Żuchowska PhD
Institute of Archaeology, Uniwersity of Warsaw
Krakowskie Przegórze 26/28
00-927 Warsaw, Poland
marta.zuchowska@gmail.com
PLATE I: FORMS OF PORCELAIN VESSELS

1. Batavian ware tea bowl
2. Batavian ware saucer
3. Tea bowl with panelled decoration
4. Saucer with panelled decoration

5cm

Drawing: M. Zuchowska
PLATE I: FORMS OF PORCELAIN VESSELS

5. Tea bowl with motive of fungus of longevity
6. Saucer with motive of deer under the pine
7. Tea bowl with floral decoration
8. Saucer with motive of peony and bamboo
9. Tea bowl with motive of plum blossom
10. Tea bowl with motive of peony

Drawing: M. Zuchowska
SUMMARY

After a 10 month query of identifying the shipwreck explored by the Polish team during an expedition to Sierra Leone in November 2012.
EXPERTISE - SUMMARIZED

1. the expertise of Professor Ruth Rhynas Brown from Basiliscoe Museum Consultants concludes:

1.1 Analyzed cast iron cannons are most likely Swedish production,

1.2 Discovered on one of the cannons the digit 1762 and sign “/” is the weight given in pounds and the character “/” is most likely the remains of the letter (A), which is the weight in Amsterdam pounds,

1.3 Based on fragmentary information gained during the exploration, it can be assumed that the cannons could have been on board of one of the ships of the Dutch East India Company (VOC),

1.4 Supposed period of cannon production is 1650-1750.

2. the expertise of Dr. Waldemar Ossowski (The Polish Maritime Museum in Gdansk) conclude:

2.1 After examining the materials contained in the preliminary report of the expedition, their historical assessment is most likely attributable to the origin of the remains to one of the ships of the fleet of the Dutch East India Company (VOC).

3. the detailed expertise of porcelain fragments carried out by Dr. Marta Żuchowska (Institute of Archeology of University of Warsaw) concludes:

3.1 At the archaeological site were found fragments of porcelain Chinese production „Batavian Ware“,
3.2 There were a few different kinds and types, which may indicate that the China porcelain carried on board represented a merchandise for sale and was not used by the crew,

3.3 After dating by Dr. Żuchowska the China porcelain originates from the first half of the 18th century,

3.4 Discovered at the archaeological site fragments of glass most likely came from bottles of wine or rum Belgian type produced at the beginning of the 18th century,

3.5 Discovered a piece of sheet lead may come from boxes, they were inserted into their interiors, in order to preserve the freshness and aroma of tea during transportation, we also have to remember that the hulls of ships were covered by lead sheets in order to prevent the penetration to the wood by marine organisms that caused its destruction.

4. sketch expertise on the base of the material contained in the preliminary report carried out by Dr. Will Brouwers from the Cultural Heritage Agency of Netherlands, indicates:

4.1 The canon inscription is the weight 1762A in Amsterdam pounds,

4.2 Canon no. 1 was at least traded and weighed in Amsterdam, where the canon was manufactured is not clear,

4.3 Cast iron canons (Gotelingen = dutch) middle caliber as expected on an East Indian trader,

4.4 The China porcelain is from Kangshi period (1662-1722) most probably the first half of the 18th century.
Material collected during archaeological fieldwork, its analysis and interpretation and based upon the above expertise information conclude that:

- The vessel was armed with a minimum of 28 cast iron guns, most likely produced in Sweden for a Dutch contractor’s order, as indicated by the marking of the weight in Amsterdam pounds,

- The vessel most likely had five anchors of which two were armed. On the base of a photo of the anchors taken at the archaeological site, analysis from Dr. Rafal Reichert (Centro de Estudios Superiores de Mexico y Centroamerica) says that their shape and the execution is similar to those with whom he met on the archaeological sites on the Caribbean and which date back to the 17th century and the first half of the 18th century,

- Whole or part of the cargo on the ship was China porcelain from the first half of the 18th century. This fact may indicate that the vessel set off the cruise from Batavia (the former Dutch colony, today’s Jakarta) and was on the way back to the metropolis,

- Many small fragments of porcelain found at the archaeological site, as well as on the shore between rocks, may indicate that it was a significant part of the cargo carried on board,

- All carried out expertise so far indicate that the ship could belong to East India trade most likely to the Dutch East India Company (VOC).
CONCLUSION ACCORDING TO THE ABOVE INFORMATION

The application of the above information by adopting the most logical, reasonable and possible interpretations, it can be assumed that the explored during the expedition shipwreck belonged to the Dutch East India Company (VOC) and she was on her way back from Batavia to one of the Dutch ports. The main cargo was the China porcelain as demonstrated by the large number of fragments of this type of pottery. The number of guns may indicate that she was a ship of the type Indiaman (trading ships battle high-capacity). The ship sank in mysterious circumstances in the first half of the 18th century on the southwestern tip of Banana Island, Sierra Leone.

HISTORICAL QUERY

These conclusions led me to the following: Every ship bound from Batavia stopped for a few weeks in Cape (currently Republic of South Africa) in order to resupply, carry out necessary repairs, add crew members and rest before continuing on the more than four month voyage to the homeland. In the area of my search were therefore VOC fleet vessels that sailed from the Cape between the years 1700 and 1750 and didn’t arrive to the place of destination. Among them are:

- Enkhuizen – departure from Cape June 12, 1742 - [http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98031](http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98031)
- Maria Adriana – departure from Cape September 14, 1743 - [http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98063](http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98063)
- Drechterland – departure from Cape March 5, 1744 - [http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98071](http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98071)
- Hofvliet – departure from Cape March 5, 1744 - [http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98075](http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98075)

SOURCE MATERIALS ABOUT THESE SHIPS

ENKHUIZEN

SOURCE MATERIALS

In Robert Marx’s book „The World’s Richest wrecks” on page 234 the author provides information about the sinking of the ship Enkhuizen in 1742 on the southern side of the island of Santa Maria in the Azores Archipelago.

Jaap van Overbeek, who has long been engaged in the VOC fleet history [http://www.vocsite.nl/](http://www.vocsite.nl/) and with whom I have been in contact with regarding the VOC ships which I am interested in, claims that the ship Enkhuizen sunk in the English channel, which he shows on his website: [http://www.vocsite.nl/schepen/detail.html?id=10319](http://www.vocsite.nl/schepen/detail.html?id=10319)

ANALYSIS

The collected material about the ship Enkhuizen, unfortunately, does not confirm her resting place. Information from Robert Marx and Jaap van Overbeek are contradictory, making it difficult to determine their authenticity and opens the possibility of further analysis. It would be useful to get more detailed evidence of the sinking of this ship, perhaps they are in one of the Dutch archives.

MARIA ADRIANA

SOURCE MATERIALS

Materials about Maria Adriana received from Linn Borghuis maritime archaeologist from the Dutch Ministry of Education, Culture and Science said that:

- Maria Adriana probably has been lost on Scilly Island or close to Cornwall, South-West of England in 1744,
- Rex Cowan received from the Dutch Ministry of Finance a salvage contract to find the wreckage in the Scilly Island waters, which to this day a finding has not been confirmed,
In the 90’s of the 20th century, Peter Kaye claimed that he found the wreck of Maria Adriana on one of the Scilly Islands, however, this information is not supported by any evidence.

In the 90’s of the 20th century, several diving expeditions have been researching the VOC ship Maria Adriana which sank in 1744 in the Scillies Archipelago recovered items that may well indicate the wreck site of the above vessel.

In the English National Archive two information survived:
- from the diaries of Captain Robert Hurst, a garrison Engineer officer stationed in St. Mary’s, the main island, in which he wrote “The poor departed of unknown people of the low lands Were buried in the corner of the parish church of Hugh Town on St. Mary’s”
- from the writings of St. Mary’s parish priest Parson Troutbeck “An unknown Dutch Ship struck west of broad sound and sank down in about 22 fathoms... a tragic result lay in the recovered bodies which in full Christian Faith were interned in reverence”

The Maria Adriana was built in 1730 for the Rotterdam Chamber of the Dutch East India Company, the fabled Veereingde Oostindische Compagny - VOC, and named after Maria Adriana Doorthey, daughter of Daniel Doorthey.

On January 14, 1743 captained by Jan Elswout Maria Adriana left Batavia with 69 crew members plus sick VOC officials. The ship arrived at the Cape of Good Hope in the middle of August 1743, loaded its special cargo of gold bullion and left Cape on September 14, 1743.

Thijs Terhorst from the Cultural Heritage Agency of Netherlands passed me a message that in Robert Marx’s book „The World’s Richest Wrecks“ there is information about the sinking of the Maria Adriana in 1773 on the south side of Ascension Island. The same information says that several months later, the ship picked up 97 survivors and took them back to Holland. The English received a generous reward from the Dutch East India Company.

In Nigel Pickford’s book „The Atlas of Shipwreck & Treasure“ on page 172, the wreck number 52, on the map from the page 136 in the square K9, there is information about the sinking of Maria Adriana on Scilly Island and her cargo of gold bars valued at £12.8 million according to recent newspaper reports, but this sum is unlikely. According to the author, the ship’s location is claimed to have been found, but no recoveries have been made.

ANALYSIS

I decided to focus my research on the ship Maria Adriana on which I had more information and which, according to my actual knowledge most „fits” as the wreck from Sierra Leone. The most important task was to determine whether the information concerning the burial of the remains of the unknown seamen on Scilly Island is in any way related to the loss of Maria Adriana. The only reliable and confirmed information is the fact that Maria Adriana departed from Cape on September 14, 1743. To reach the coast of Scilly Island, therefore, she needed about three and a half months with favorable winds, so this tragedy would have to happen at the end of December 1743 or at the beginning of January, 1744 - establishing this fact has become my priority. I contacted Canon Paul Miller from the parish of Hugh Town on St. Mary’s, asking if the parish archives could provide information about this burial. Canon Miller put me in contact with Amanda Martin curator of the Isles of Scilly Museum. The following information was obtained:

- There is possibly some confusion in the above citation, most likely the author of the note of the burial was Robert Heath (not Hurst) an officer stationed in the 40’s of the 18th century in the garrison St. Mary’s on the island of Scilly. He published in 1750 a book „The Isles of Scilly.“ Officer Heath noted then: “About the Year 1743, a Dutch east-Indiaman, outward-bound, was lost off St. Agnes in about 20, or 22 Fathoms of Water, with all the People.”

- The work of Father Persona Troutbeck „A Survey of the Ancient & Present State of the Scilly Islands” was published in 1794, but is based on anecdotal evidence from the 1740’s onwards,
Lloyd’s “Shipwreck Index of the British Isles” does not confirm the sinking of any ship in 1744, but it gives information about the number of ships that sank off of the coast of Scilly Island in 1743.

Person Troutbeck certainly refers in his book that the VOC ship Hollandia sank on July 13, 1743.

According to the above information, it appears that there is no indication that Maria Adriana sunk on Scilly Island and certainly there is no evidence of the fact.

Carefully studying Robert Marx’s book I found on page 244 information which Thijs Terhorst pointed out to me about the sinking of Maria Adriana on Ascension Island, but on page 265 I found another information about Maria Adriana, this time, the author claims that this ship sank 10 leagues west of Cape Palmas, Liberia. The same book, the same ship, the same year of sinking, the same captain and two very different places of rest - interesting!

It would be desirable to obtain information about the 97 rescued survivors from Ascension Island, if such an event was reported the information must be in the British or Dutch archives.

It is puzzling why Maria Adriana needed almost eight months to get from Batavia to the Cape when the average voyage at that time was 112 days for the ships who departures in January. Did she has a technical problem or perhaps inclement weather or is it a mistake in the record of the date of departure from Batavia?

DRECHTERLAND I HOFVLIET

SOURCE MATERIALS

In Robert Marx’s book “The World’s Richest Wrecks” on page 244, I found information that Drechterland and Hofvliet sunk in 1744 on a small island located off of the coast of Brazil, also with the same information, we find that with these two ships sailed Strjen, which then sank at St. Paul Rock. Survivors were rescued by the Portuguese and taken to Salvador as prisoners.

Information obtained from the Dutch National Archives with the help of Jaap van Overbeek, says Hofvliet and Drechterland sank on May 19, 1744 on the position 50° 32’N - 31° 32’E.

Photography below.

ANALYSIS

Information about geographic coordinates received from Jaap van Overbeek may be misleading because at that time the prime meridian was not in Greenwich and these coordinates now show in Ukraine. The date of sinking may indicate that the vessels were on their way two and a half months, compared to the average duration of a voyage from Cape to the Netherlands which was at that time 124 days. These vessels were already above the halfway point of their journey, and thus off of the coast of Sierra Leone.

The information contained in Robert Marx’s book about Hofvliet and Drecherland are not precise. The ship that accompanied Hofvliet
and Drechterland called Strijen and according to „The Dutch East India Company’s shipping between the Netherlands and Asia 1595-1795” this ship was lost between Batavia and the Cape. [http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98096](http://www.historici.nl/Onderzoek/Projecten/DAS/detailVoyage/98096)

To sum up, the witness could not be Strijen as she disappeared between Batavia and the Cape and sailed from Batavia in March 1744 which is the same month and year as Drechterland and Hofvliet departure from the Cape of Good Hope on their way back to the Netherlands.

The only evidence from the period of the sinking of these ships is a note with the date and coordinates contained in the Dutch archives. An important factor in our quest would be to trace the source of this information - determining where this data come from and who had witnessed the sinking of these ships.

Also, it would be advisable to determine the details about their armament - information about the number of cannons carried on board would be helpful in further analysis.

In addition to the above information, I would like to add that in Richard and Bridget Larn’s book „Shipwreck Index of the British Isles” volumes 1 to 4, I found some information about unidentified shipwrecks. The first information about the period of my interest is that an unknown vessel sank on November 23, 1742 in the vicinity of North Cornwall, the next information is already from December 1742. Enkhuizen sailed from Cape on June 12, 1742, so she would be more than a month delayed in order to find her resting place on the coast of North Cornwall.

I found a note about seven unknown wrecks which sank in the period from February to June 1743, but at that time Maria Adriana was still en route from Batavia to the Cape. Another one talks about a ship which sank on November 20, 1743 in the North Cornwall area, but in two months Maria Adriana could not reach the shores of Cornwall. There is also information about an unidentified wreck from 1743 on Scilly Island, but no day and month is known, so if the tragedy occurred at the end of December, which cannot be determined at the moment, it could theoretically be Maria Adriana.

The next information contained in the same book says that an unidentified vessel sank on September 26, 1744 in the vicinity of South Cornwall, nearly seven months after the departure of Drechterland and Hofvliet from the Cape, which excludes the possibility of sinking in the British Isles.

In the detailed scientific description of the structure, the activity and operation of the VOC fleets contained in the three volumes of the book „The Dutch East India Company’s Shipping Between the Netherlands and Asia 1595-1795” by J.R. Bruijn, F.S. Gaastra and I. Schöffer, on page 82 of the first volume there is information about the average duration of the voyage from Batavia to the Cape, which in the period of my interest from 1740 to 1749 lasted 98 days. Three pages later, there is information concerning the average stopping time in the Cape before embarking on her way back to the Republic, which lasted 40 days. Finally, on page 89 the average time of the trip from the Cape to the Netherlands is given, which according to the authors of the book, amounted to 124 days.

At the beginning of my work, I assumed that the ships that are the subject of this analysis were in the majority of studies and have been taken into account by the authors in preparing such a detailed study and travel time was close to the average located in J.R. Bruijn, F.S. Gaastra and I. Schöffer’s book. The exception is the case of Maria Adriana and her nearly eight month travel from Batavia to the Cape. It would be advisable to determine the causes of such a long voyage, if the delay was due to technical reasons. The vessel would have to go thorough repairs during standstill in the Cape because it is very unlikely that the Company would have loaded such a valuable cargo of gold bars onto an inefficient ship. Following this reasoning and assuming that Maria Adriana struggled with technical problems it is possible that during the voyage from the Cape to the homeland they could have reappeared and the Captain would seek safe refuge in proximity to the land.
FURTHER RESEARCH

In the 18th century the British, Swedish and Danish fleet participated in trade with the Far East. Assuming of Swedish origin of the cannons on board, which also been used by above fleets, I decided to check if any of them had lost his ship off the coast of Sierra Leone.

The biggest fleet was the British East India Company (EIC), in which I selected several ships that sank in period of my interest. About confirmation of the sinking I asked Andrea Cordani - historian engaged in the EIC fleet, especially shipwrecks belonging to this fleet. http://www.eicships.info/index.html.

LIST OF SEVEN BRITISH EIC SHIPS:

1. Gloucester Frigate – Captain Phil Browne, reported on November 26, 1705 to have been lost on the homeward leg of her second voyage,

2. New George - captured by the French in 1708,

3. Duchess - captured by the French on the way back to the homeland in 1709,

4. Sherborne - captured by the French on the return leg of her maiden voyage in 1709,

5. Derby - captured by pirate Angria on December 26, 1735 off Suvarnadurg, India,

6. Devonshire - sank during a typhoon on the mouth of the Ganges River in 1736,

7. Normanton - sailed from Madras, cruise through St. Helena to London on January 18, 1740 and there is no trace of him.

With great help from Andrea Cordani I was able to determine the fate of five of the selected ships and only the frigate Gloucester and the ship Normanton could possibly „fit” the wreck in Sierra Leone, as the two went missing under mysterious circumstances and the resting places are unknown, but unfortunately, at this moment there is no specific information relating to these two missing ships. The only information that I have received is at this link http://www.eicships.info/ships/shipdetail.asp?sid=669 and concerns the ship Normanton.

References that Andrea Cordani used to determining the fate of these vessels:

- Rowan Hackman - Ships of the East India Company (2001, World Ship Society, 0905617967)

The Swedish East India fleet (SOIC) was much smaller and operated in the Far East from 1731 until 1813, in 82 years of operation this company only used 38 vessels and not one sank in the area and period of my interest. More about SOIC fleet at: http://www.goteborg.com/dest/index_dest.htm

The last fleet that was left for me to check was the Danish East India Company. The only person who has knowledge about the subject and who I contacted was Erik Gøbel from the Danish National Archives. Unfortunately, the information I received from hi is not optimistic, namely Mr. Gobel for the rest of this year is on leave from the National Archive and does not have access to the archives and probably the archives do not have any documents from this early period, which makes the case of the Danish Indiaman fleet still open.
FINALLY CONCLUSIONS

At this stage of the search, the name of the shipwreck explored by the Polish team cannot be determined. However, most likely, we can assume that the ship belonged to the Dutch East India Company (VOC). According to the information I collected about the four ships of the VOC fleet, which I presented in this summary, I am not able to clearly determine if the shipwreck explored by us in Sierra Leone is one of the ships selected by me. On the contrary, the information that I have reached is contradictory, vague and does not preclude the possibility of finally sinking on Sierra Leone. It can also be assumed that one of the two British EIC ships, as it is not known where they have gone missing, could have sunk in the region of Sierra Leone. Unfortunately, I could not reach any of the information about the Danish fleet, which, as I mentioned earlier, leaves this question open for future research.

Organizing another expedition and more carefully examining the wreck site again will focus on:

- cleaning the remaining cannons to locate and reveal inscriptions and signs to confirm the manufacturer and the user,

- A careful search of the sandy bottom using an air lift in order to reach for the remains of the wooden hull and to find artifacts that were carried on board,

- searching the shore in the vicinity of the wreck site to find artifacts discarded by the ocean and any evidence of survivors who were rescued from the disaster.

Because of the many unresolved issues and unanswered questions the query will continue and the report subsequently supplemented with new facts and discoveries.
AUTHORS OF THE PHOTOS:
On pages 8, 9, 36-38, 40-43, 45, 48 - © Roman Zajder / Shipwreck Expeditions
Other photos in the report - © Marcin Jamkowski / Adventure Pictures

HISTORICAL CONSULTANTS:
Jaap van Overbeek / www.vocsite.nl
Dr. Rafał Reichert: rafreich@yahoo.com

Graphic design and text composition in the report:
Aleksandra Kasjańska / info@awo-art.pl

IN CASE OF QUESTIONS OR CONSULTATIONS PLEASE CONTACT:
Peter Wytykowski: pwytykowski@hotmail.com
Marcin Jamkowski: jamkowski@adventurepictures.eu
Live account of the expedition was placed on:
www.sierra2012.com

Report written by Peter Wytykowski, Marcin Jamkowski and Roman Zajder
Completed on: December 12, 2012
Last update: October 24, 2013