

# Forgotten Wrecks of the First World War

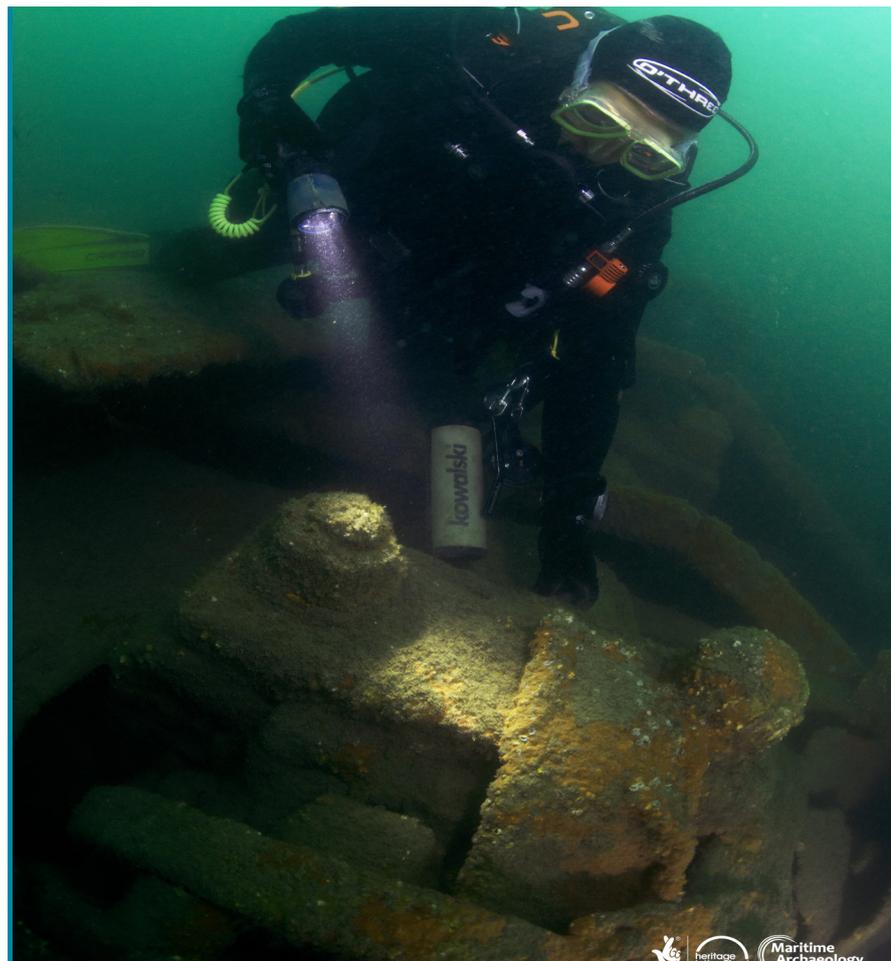


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# 2018

# *SS Serrana*

## Site Report





**FORGOTTEN WRECKS  
OF THE FIRST WORLD WAR**

**SS *SERRANA* SITE REPORT**



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## **i Acknowledgments**

The Forgotten Wrecks of the First World War project was generously funded by the Heritage Lottery Fund through their Heritage Grants Programme.

MAT would like to thank all the volunteers who gave up their time to help with research and to dive on the *SS Serrana*: Andrew Daw and Penelope Orme. Special thanks also to local dive boat skipper and historian Dave Wendes who made his research collection available for scrutiny by MAT staff. Special thanks also to Michael Pitts, who gave MAT permission to use his images.

MAT Staff who took part in fieldwork: Jan Gillespie, Christin Heamagi, Brandon Mason.

MAT staff who took part in research and reporting: Jasmine Noble Shelley, Jan Gillespie, Julie Satchell.

## **ii Copyright Statement**

This report has been produced by the MAT with the assistance of funding provided by the Heritage Lottery Fund through their Heritage Grants Programme. Unless otherwise stated all images are copyright of the MAT.

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## 1. Project Background

Forgotten Wrecks of the First World War was a Heritage Lottery Funded project which is dedicated to raising the profile of a currently under-represented aspect of the First World War. While attention is often focused on the Western Front and major naval battles like Jutland, historic remains from the war lie, largely forgotten, in and around our seas, rivers and estuaries.

With over 1,100 wartime wrecks along England's south coast alone, the conflict has left a rich heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores. The study and promotion of these archaeological sites presents a unique opportunity to better interpret them and improve physical and virtual access.

The project focused on underwater and coastal sites between Kent and Cornwall, which included merchant and naval ships, passenger, troop and hospital ships, U-boats, ports, wharfs, buildings and foreshore hulks. These sites, under water and on the foreshore, have been degrading and deteriorating due to natural and human processes for approximately 100 years and, as a result, are extremely fragile. In many cases, this project represented a final opportunity to record what remained on the seabed and foreshore before it is lost forever.

The project aimed to characterise the nature and extent of the maritime First World War archaeological resource surviving on the south coast's seabed and around the coast. This enabled an understanding of maritime activity just off our shores during the conflict and provided a window onto some of the surviving sites. While it was not possible to visit and record all c.1,100 vessels dating to the First World War, lost off the south coast of England, a representative sample of sites were selected for more detailed study, analysis and interpretation and this report relates to one of these sites, the SS *Serrana*.

## 2. Methodology

General detail on the methodologies employed during the project are outlined within *Forgotten Wrecks of the First World War: Project Methodology Report*, this report section concentrates on approaches and resources relating to SS *Serrana*.

### 2.1 Desk Based Research

Research to gather information on the *Serrana* and its crew included a range of primary and secondary sources.

#### Online information/sources

Online resources included:

<b>Pastscape:</b>	<a href="http://www.pastscape.org.uk/hob.aspx?hob_id=805282">http://www.pastscape.org.uk/hob.aspx?hob_id=805282</a>
<b>Wrecksite EU:</b>	<a href="http://www.wrecksite.eu/wreck.aspx?78802">www.wrecksite.eu/wreck.aspx?78802</a>
<b>Uboat.net</b>	Details of the U-boat that was initially suspected to have caused the sinking: <a href="http://www.uboot.net/wwi/boats/index.html?boat=UB+35">http://www.uboot.net/wwi/boats/index.html?boat=UB+35</a>
<b>Video</b>	<a href="https://www.youtube.com/watch?v=6JcPnnDQ6S0">https://www.youtube.com/watch?v=6JcPnnDQ6S0</a>
	CWGC (Commonwealth War Graves Commission), 2018. <i>Find War Dead – Serrana</i> [online] Available at: <a href="https://www.cwgc.org/find/find-war-dead/results?war=1&amp;unit=Serrana">https://www.cwgc.org/find/find-war-dead/results?war=1&amp;unit=Serrana</a> [Accessed 04/01/2018]

Desk based research included a search for *Serrana* within bathymetric survey data sets. While no high resolution data was identified in public archives, a geophysical image of the stern section of the *Serrana* was obtained courtesy of Dave Wendes (see Section 4).

## Records at The National Archives

Research was further extended through visits to view relevant material held at The National Archives (TNA) at Kew.

Documents relating to the <i>Serrana</i> :	Ref.	Where	Date accessed
ADM 137/1474 – Master’s Report and interview and sailing orders	TNA	MAT	2014
ADM 137/2963 - Single page summary of the loss incident	TNA	MAT	2017
BT 365/20/158, BT 365/20/149, BT 365/20 - References to Cargo	TNA	MAT	2017

A list which provides references to documents held at TNA pertaining to passenger lists at the inward calling ports of the ships voyages can be found in Appendix 8.1 (courtesy of Dave Wendes from his private collection).

Extracts from *The Times* Newspaper which lists the vessels sailings and an extract from the *Montreal Gazette* of 16 July 1913 which lists the cargo and passengers who arrived at St Lawrence Sugar Refinery Wharf can be found at Appendix 8.2 and 8.3 (courtesy of Dave Wendes from his private collection).

### BT365 Board of Trade and successors: War Risk Insurance Records

The War Risk Insurance records, comprising ledgers recording claims for values of ship cargoes lost by sinking during the First World War, were consulted at TNA. While they do not provide a complete list of cargo carried on a vessel, they can provide an interesting insight into the nature and insurance value of some of the cargo on board when the ship was lost. The MAT is grateful to Kyle Abbots for sharing his research collected over many years from The National Archives. The list of cargo from *Serrana* is included in Section 3.3.

## 2.2 Associated Artefacts

While the Forgotten Wrecks project had a non-recovery policy, where possible the project aimed to ‘virtually reunite’ artefacts historically recovered from the Forgotten Wrecks. The project has identified the following artefacts from the *Serrana* in existing collections:

<b>Receiver of Wreck records:</b>	Some artefacts were reported during the 2000 Amnesty, but it is unclear whether these belong to the <i>Serrana</i> or another vessel located nearby. Other artefacts not during the Amnesty have been reported. Please see Section 5 for more information.
<b>Martin Woodward collection:</b>	Brass letter ‘N’ and the letter ‘E’ thought to have fallen from the name of the ship found on bows
<b>Other private collections:</b>	A firing trigger from a 7.5” naval howitzer gun

## 2.3 Site Visit/Fieldwork

Forgotten Wrecks funded diving from the dive boat *Wight Spirit* took place on the wreck of the *Serrana* on 7 July 2014. The site had been previously dived by divers from MAT with a limited archaeological survey having been carried out.

Due to the shallow nature of the wreck, the *Serrana* was visited as a second dive, with divers undertaking 64 minutes diving on the wreck. The visibility underwater on the dive was less than ideal and photography was abandoned while an attempt to capture video footage with a Go-Pro camera was undertaken.

### 3. Vessel Biography: *SS Serrana*

The *Serrana* was chosen as one of the Forgotten Wrecks case study sites because it is representative of tramp ships - a prominent type of 20<sup>th</sup> century vessel with an important role in the merchant shipping economy of the time. Vessels such as these were used during the First World War for the transport of both essential and non-essential goods. Its wrecking is evidence of attempts to try to sever Britain's supply network from the rest of the world. See Figure 1 for an image of the *SS Sargasso* which is a similar ship built by the same builders, in the same yard, for the same trade.

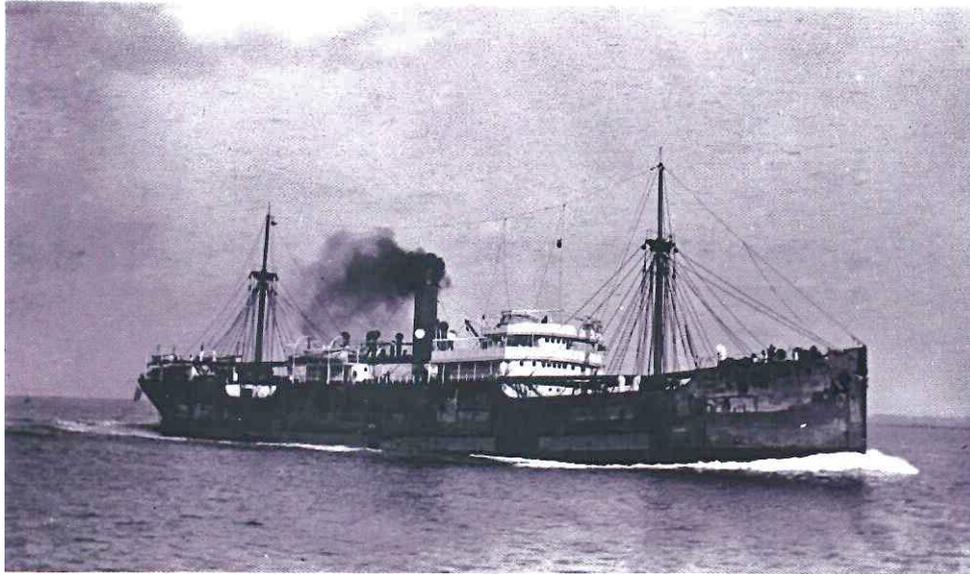


Figure 1: *SS Sargasso*, a similar ship to the *Serrana* (courtesy of Dave Wendes)

#### 3.1 Vessel Type and Build

*Serrana* was built by J Readhead and Sons, in South Shields, England, and completed in 1905. The ship was a schooner rigged steel screw steamer, with one deck and a gross tonnage of 3677 tons. The 353.4ft (c. 107.71m) long ship had a beam of 47.6ft (c.14.5m) and was powered by a three cylinder triple expansion engine with two scotch boilers with a nominal horsepower of 399.

The *Serrana* was an ocean going cargo and passenger ship, it did not have a fixed schedule or published ports of call, instead basing its itinerary on wherever it was required to deliver its cargo (Wessex Archaeology, 2011). Such ships were built to be sturdy and basic in order to maximise their load capacity.

#### 3.2 Pre-war Career

Prior to the war, the *Serrana* spent most of its time trading and carrying passengers between the UK, the West Indies and ports in North and South America. Appendix 8 has further details of sailings.

#### 3.3 First World War Use & Loss

The *Serrana* was an English vessel, owned by The Antillies Shipping Company Ltd, and was operated at the time of loss by Scrutton & Sons of 16 Fenchurch Avenue, London (official number 120609, pendant number NHP 350). Earlier in the war, the *Serrana* survived a collision with another vessel, *SS Roin*, nine miles SSW of Newhaven on 30 August 1914.

On the 19<sup>th</sup> January 1918, *SS Serrana* was on route from London bound for Barbados, and was not on government business. The ship was armed with one 4 inch stern gun, and two 7.5 inch howitzers. On board was a cargo of 500 tons of coal, 112 bags of mail and 300 tons of general cargo. Detail of the 'general cargo' is found in the Board of Trade War Risk Insurance records at TNA and included:

ID	Date of Settlement	Insurer	Claimant	Nature of Goods	Value (£)
23699	14/02/1918	Nathan + Godfrey Ltd	Nathan + Godfrey Ltd	Ladies Hats, Drapery, Shoes. Earthenware, Tyres, Hardware etc	940
23700	14/02/1918	J. G. P. Porter Esq.	J. G. P. Porter Esq.	Straw Paper	660
23701	14/02/1918	D. Haes + Co.	D. Haes + Co.	Ladies Shoes	85
23718	18/02/1918	Matusch Goldschmidt + Co. Ltd	Sth. British Ins. Co. Ltd	Textiles	420
23719	18/02/1918	T. Archibald Crombie	T. Archibald Crombie	Cement	280
23724	19/02/1918	T. W. Stanton + Co. Ltd	T. W. Stanton + Co. Ltd	Earthenware + Tyres	230
23734	20/02/1918	J. Moreton + Co. Ltd	J. Moreton + Co. Ltd	Merchandise	20
23751	22/02/1918	Alfred Royle + Willan	Alfred Royle + Willan	Merchandise	95
23755	23/02/1918	J. Culbert Esq.	Harris Marrian + Co.	Lace + Hats	48
23761	25/02/1918	Kay Bros	Percival J. Smith	Cottons	1335
23762	25/02/1918	Thomas Hankey + Co.	Thomas Hankey + Co.	Exchange Book, Hoes, Brake Lining for Motor Cars etc	303
23859	01/03/1918	St. Lucia Usenes + Estate Co. Ltd	Crawford Boag + Beck Ltd	Engineering Sundries	15
23894	05/03/1918	Curtis Campbell + Co.	Curtis Campbell + Co.	Machinery, Sugar Estate Stores	124
23915	06/03/1918	F. A. Crombie	F. A. Crombie	Oil Drapery + Paper Goods	105
25221	3/14/1918	J. G. Porter Esq.	J. G. Porter Esq.		90
25241	3/15/1918	Allen Bros + Co.	Allen Bros + Co.	Dredger Parts etc	75
25296	3/20/1918	Scholefield, Goodman + Sons Ltd	Scholefield, Goodman + Sons Ltd	Hats, Leather Belts	155
25530	4/11/1918	Snipkin Marshall Hamilton Kent + Co.	Escombe McGrath + Co.	Books	155
25556	4/15/1918	John Dickinson + Co.	Escombe McGrath + Co.	Paper	100
25639	4/22/1918	G. E. Hudson + Son	G. E. Hudson + Son	Merchandise	35
25668	4/24/1918	Royal Bank of Canada	Royal Bank of Canada	Boots + Hats	212
25692	4/26/1918	Neale + Wilkinson Ltd	Neale + Wilkinson Ltd	Matchets + Cottons	70
25731	4/30/1918	Scholefield, Goodman + Sons Ltd	Scholefield, Goodman + Sons Ltd	Cycle Tyres	230
25796	5/4/1918	W. Bolus + Co. Ltd	Budd Budd + Edenborough	Merchandise	305
26004	5/29/1918	W. Balchin Ltd	W. Balchin Ltd	Bottled Beer	50
27879	9/2/1918	W. Nicholson + Co.	W. Nicholson + Co.	Soap	672

At 4.45am that morning, there was an explosion amidships. There was some confusion after the event as to whether the vessel was hit by a mine or a torpedo. Initial statements suggested a torpedo, but further investigation suggested it was a mine instead because:

1. As the night of the sinking was very dark and the *Serrana* was showing no lights, it would have been difficult for a submarine to spot it.
2. The vessel had a very flat floor and the explosion occurred right underneath the boilers – a torpedo would presumably have struck the side or missed underneath.
3. The vessel did not list as would have been expected had it been struck in the side.

Therefore, it was assumed that a mine struck the bottom of the vessel directly (TNA ADM 137/1474). The main steam pipe burst in the initial explosion, killing three firemen in the stokehold and injuring three more. The vessel appeared to be going down so the crew abandoned ship. Not all made it safely from the ship – Section 3.5 provides details of those who lost their lives.

The *Serrana* managed to issue an S.O.S signal, which was picked up by the Drifter *Magpie*. The Commander-in-Chief at Portsmouth sent the tugs *Grappler* and *Walvisch* out to assist the stricken vessel, and found Drifters *Rosebud*, *Bluebell*, *Eastern Dawn* and *White Oak* already in attendance. The vessels picked up the remaining crew and passengers of the *Serrana* and landed them safely at Poole.

However, upon finding out that the *Serrana* was still afloat when abandoned, the Master was sent back out to try and recover the ship's confidential papers. As the ship seemed unstable, he did not linger to attempt to retrieve anything.

The decision was made to attempt to tow the *Serrana* back to shore. Unfortunately, the towing cables broke as the ship was sagging amidships due to the explosion, and the floundering ship grounded on the Bridge Reef at the Needles. It was hoped the ship could be recovered at the next high tide, but part of the vessel broke away in the meantime and drifted up the Solent sinking 400m away, the davits showing clear at low tide. The vessel was written off as a loss.

The crews of the tugs and drifters were commended for their skill in this difficult operation, though comment was made that the Master of the *Serrana*, seeing that the ship did not sink immediately, should have stayed to destroy confidential papers and assist with the salvage operation (TNA ADM 137/1474).

### 3.4 Associated Vessels

*UB-35*: Initial suggestions were that the *Serrana* was sunk by this U-boat. *UB-35* was launched in 1915, and sunk a total of 42 ships before it was sunk by depth charge in January 1918 with 26 lives lost and just two survivors (Uboat.net, 2018).

Vessels *White Oak*, *Rosebud*, *Bluebell* and *Eastern Dawn* attempted to assist with the situation, later accompanied by two tugs, the *Grappler* and the *Walvisch*. The *White Oak* helped to secure tow ropes to the *Serrana* and the two tugs attempted to tow the ship (unsuccessfully) to shore.

### 3.5 People Associated with the *Serrana*

At the time of loss, the *Serrana* carried 59 people, including 12 passengers. There appears to have been some confusion over the number and identities of the fatalities. The Master of the vessel, Albert George Maskell, upon examination after the event, stated that seven lives were lost, but only describes what happened to six of them: three stokers died in the initial blast, two passengers drowned while trying to reach the lifeboats, and one crew member passed away after reaching shore. The confirmed fatalities were (CWGC, 2018):

- Frederick Canterbury, Passenger – Drowned
- Edwin Dready, Fireman – Killed in Explosion

- Robert Greaves, Passenger – Drowned
- Fitz Albert Linton, Ordinary Seaman – Drowned
- St Clair Payne, Fireman – Killed in explosion
- Cyril Prince, Fireman – Killed in Explosion
- Joseph Spencer, Fireman – Died from his injuries in Poole Hospital

### 3.6 Post-loss Activity

Explosive operations to clear parts of the wreckage took place in the early 1920's (Dave Wendes pers comm. 2018). The *Serrana's* shallow depth means it is within easy access for divers with a range of qualifications, making it a popular dive site, especially for new divers. There has not, however, been any archaeological investigations of the site prior to 2010, when *Serrana* was surveyed as part of the New Forest Coastal Zone Assessment, before undergoing further survey in 2011 by SADSAC (Solent Archaeological Divers Sub Aqua Club). The wreck was marked with a buoy in 2010.

## 4. Seabed Remains

### 4.1 Site Location and Environment

The bow is located on the Bridge Reef, just west of the Needles and lies on a chalk rock seabed at around 8m depth, the position is 50°39.620'N, 001°36.166'W (WGS84). The stern section is located 400 meters to the North West of the Needles at position 50°39.868'N, 001°35.835'W (WGS84) in around 18-20m of water on a seabed of shingle interspersed with sand (Figure 2) (Positions kindly supplied by *Wight Spirit* dive boat skipper Dave Wendes). The tides are very fierce in this area, and that, along with the heavy seas associated with this location, accounts for the condition of the remains.

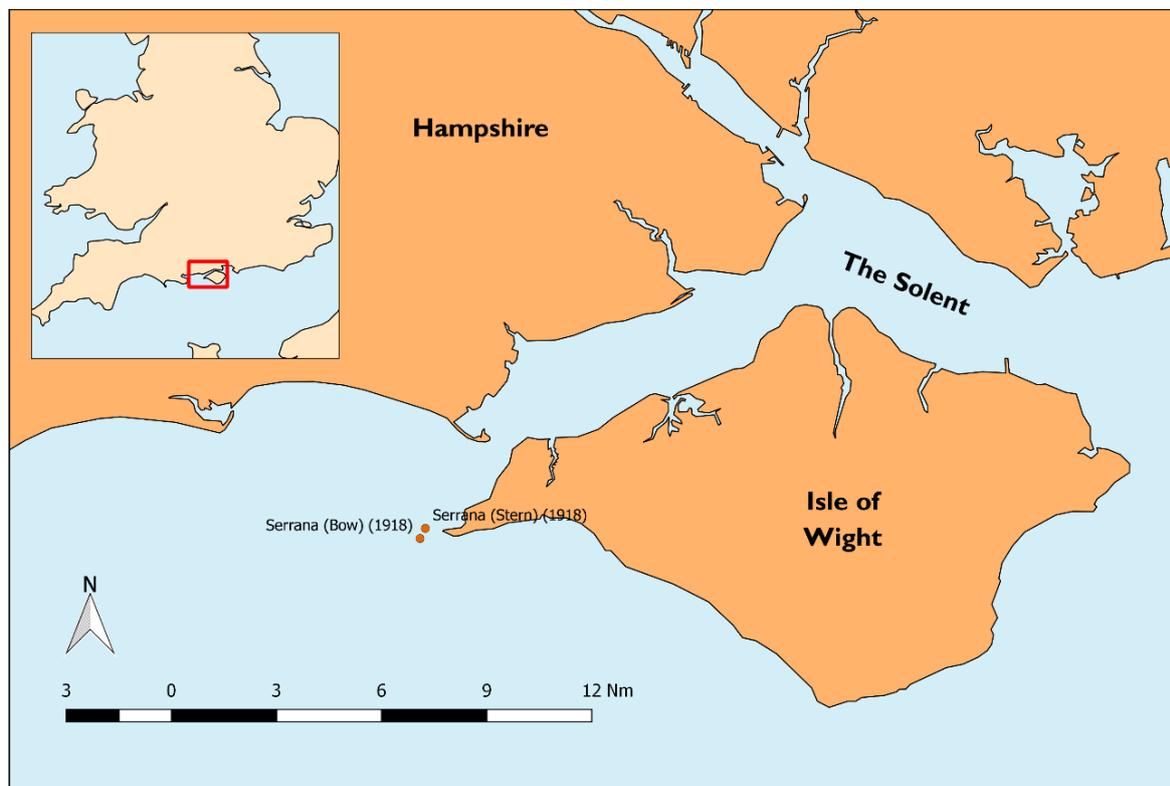


Figure 2: location of SS *Serrana* (in two parts)

A geophysical image of the stern section of the *Serrana* was obtained from Dave Wendes, see Figure 3.



Figure 3: Geophysical image of stern section SS *Serrana* (courtesy of Dave Wendes)

The geophysical image is taken over the stern section of the *Serrana*. The two boilers can be seen in the bottom right of the image, they are out of alignment casting a large shadow. Above the boilers in the centre of the image is a debris field and the remains of the mast. Moving to the left of the image is a large shadow cast by the upstanding wreckage of the hull.

## 4.2 Archaeological Methodology

As there was a limited plan of the wreck from previous diving, further diver survey planned to:

- Confirm the extent, density and preservation of the seabed remains and add to the site plan.
- Obtain photographs and/ or video of key site features.
- Locate and survey the 7.5" howitzer gun and the propeller to add to the archaeological record.

Unfortunately, when *Serrana* was dived during the Forgotten Wrecks project the poor visibility prevented good images of the wreck being obtained. Video footage was taken using a Go-Pro recorder and specific features were identified as far as possible from the video. The video footage started at the gun, continued down the port side to the stern and finished in the propeller area. Distance and key feature measurements were recorded at various points.

## 4.3 Description of Surviving Vessel Remains

The stern and bow sections of this vessel are separated, with the bow section lying in shallower water around 400m away from the stern section.

### 4.3.1 Bow Section

The bow section lies in about 8m of water, though not much of it remains upstanding (Wendes, 2011). The remains are very broken and degraded lying on a hard chalk seabed, but there are still remnants of the ship's cargo to be seen such as railway/wagon wheels and bricks (D Wendes, pers comm. 2018).

### 4.3.2 Stern Section

The stern section lies in 18-20m of water and is resting on a rocky outcrop, it measures 60m in length by 20m at its widest point. The wreck is leaning over towards its starboard side, and is orientated north west/south east, with the stern pointing to the north west. Additions have been added to a sketch that was generated during a Solent Archaeological Divers Sub Aqua Club (SADSAC) survey that shows the basic layout of the site (Figure 4).

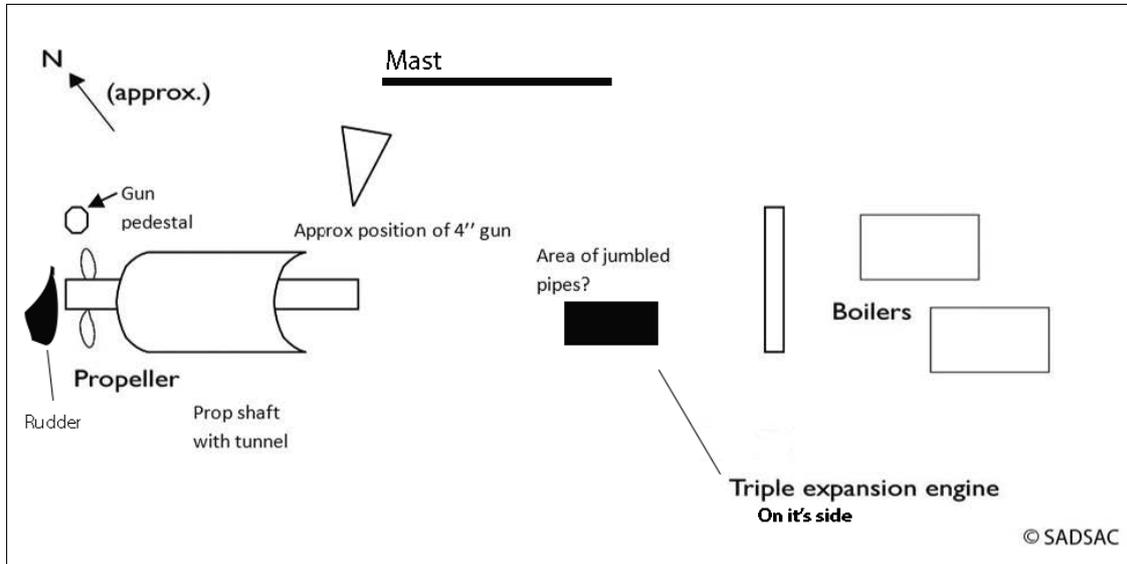


Figure 4: A sketch of the site of the stern section of the *Serrana* (after SADSAC)

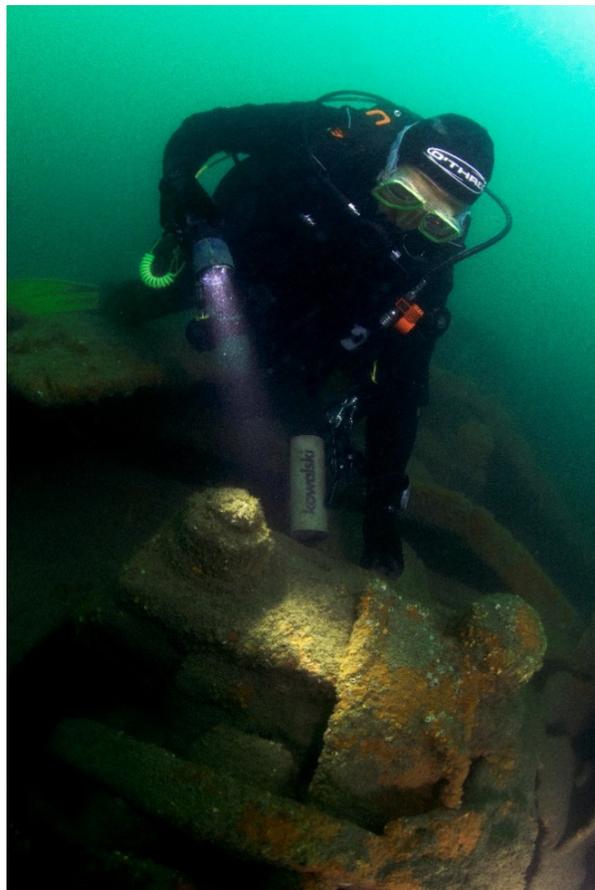


Figure 5: Diver near *Serrana's* engine block (image courtesy of Mike Pitts)

Lying on the south east edge of the stern section are the two large single-ended boilers, one has a large dent in it, probably as a consequence of explosive operations in the early 1920's, their alignment suggests one boiler has fallen out of position. The triple expansion engine is lying aft of these and has fallen on its side (Figure 5).

Moving aft (in a North Westerly direction) there is an area of jumbled pipes and structural debris. At the stern, there is a four-bladed steel propeller, still attached to the shaft and partially enclosed within the propeller tunnel (Figure 6). The propeller tunnel runs for 12m after which there is a debris field following the propeller for 20m. Amongst this is the rudder. The propeller blades measure 2.2m, and the width of the boss behind the propeller has an external diameter of 0.37m (Figure 7). The length of the fittings from the stern end to the forward edge of the propeller is 1.2m.

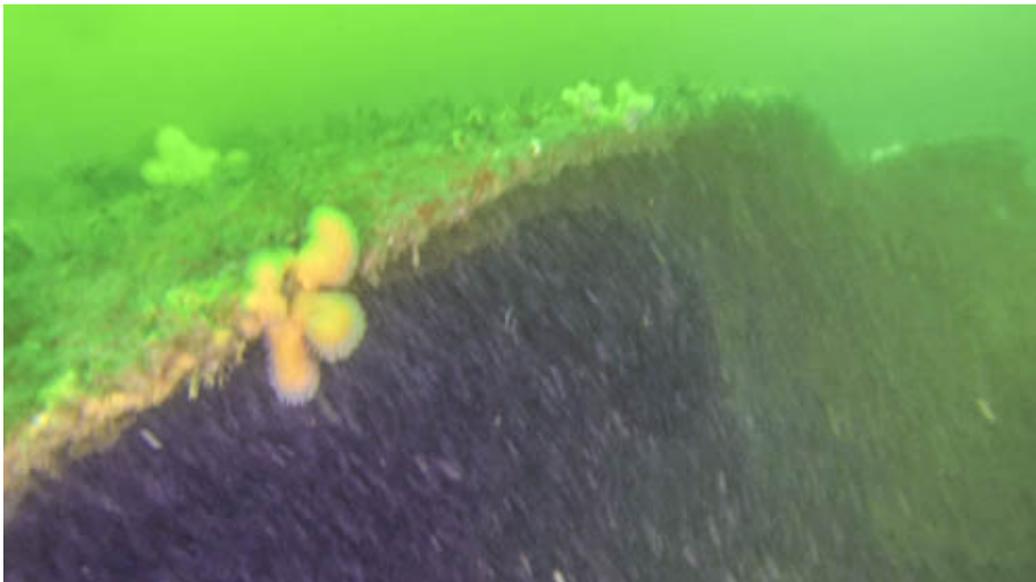


Figure 6: Propeller tunnel



Figure 7: Propeller (image courtesy Mike Pitts)

A mast, lying to the port side just forward of the upright howitzer gun, was measured at 4m long with a diameter of 0.25m. Crockery was observed not far away from this feature (Figure 8)



Figure 8: Crockery lies amongst the wreckage

The remains of a stern gun lies near the propeller partially buried. The *Serrana* was said to have carried two 7.5 inch howitzers and would have had one at either side but the starboard gun appears to be missing. The port howitzer gun is still standing, it is upright and reasonably intact measuring 1.9m in length with a length from the front end of the gun to the stand of 0.93m (Figure 9, 10 and 12). The gun diameter measures 0.3m. An image of the same gun illustrates how the gun looked before being submerged (Figure 11). The image was listed as 'The depth charge gun and its crew on the SS *Orca* during the voyage to Australia with Troops returning for demobilization'.



Figure 9: Howitzer still stands on the port side (image courtesy of Mike Pitts)

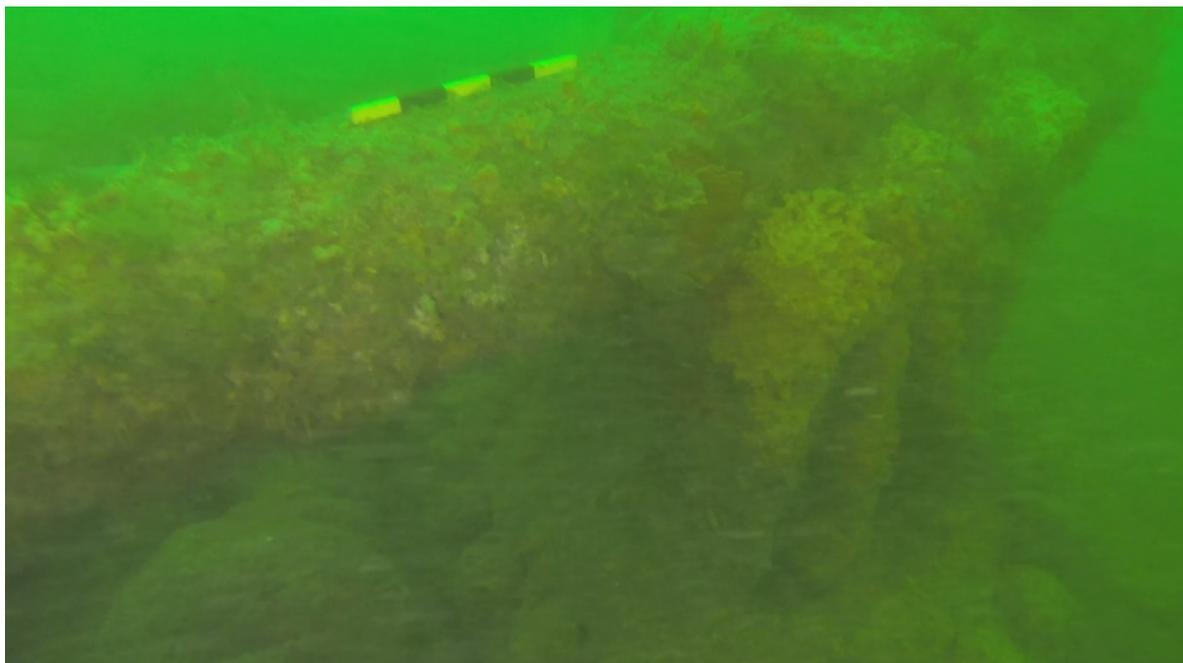


Figure 10: Gun with scale



Figure 11: 7.5 inch naval howitzer on board *SS Orca*  
(Source: Wikimedia Commons)



Figure 12: Diver pictured with the howitzer gun (image courtesy Mike Pitts)

The wreck is home to much sea life and a proliferation of hydroids and *Alcyonium digitatum* (or dead man's fingers) can be found colonising the wreck in many areas (Figure 13).

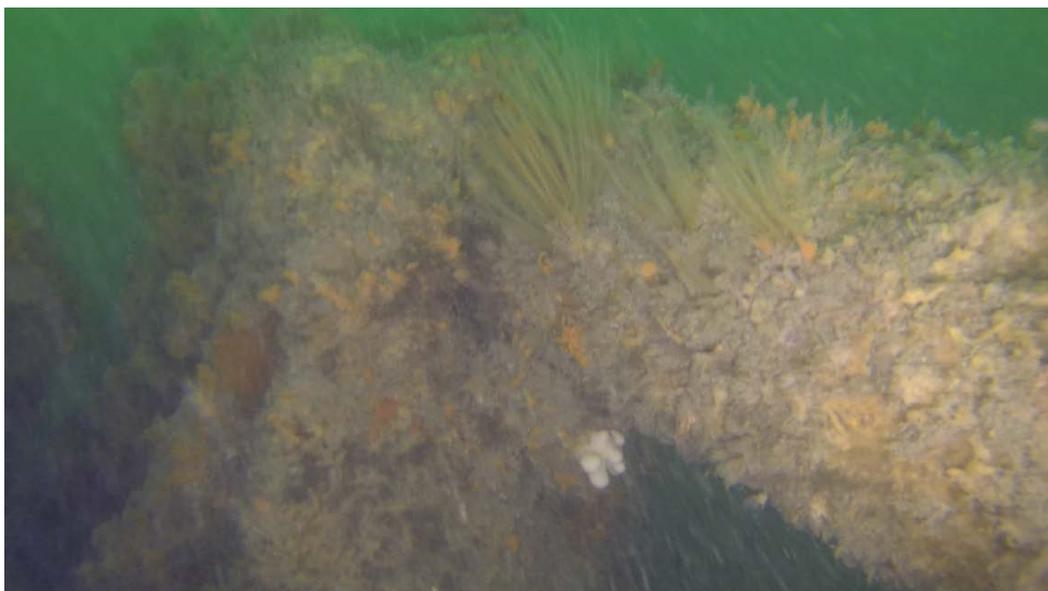


Figure 13: Hydroids and dead man's fingers living on the gun

The condition of the *Serrana* is fairly flattened and broken up and it is in two parts, but it is consistent with what might be expected of a wreck that has survived the natural processes within the high-energy environment in which it has laid for a century.

## 5. Artefacts

Objects recovered from the *Serrana* are held within a couple of collections. The Receiver of Wreck (RoW) records provide detailed information for objects which were either reported during the 2000 Amnesty, or have been reported subsequently.

### 5.1 Receiver of Wreck

There are several objects that may have come from the *Serrana* that were reported during the Receiver of Wreck 'Wreck Amnesty' in 2000.

Class: Fixtures and Fittings:

- brass pulley blocks (Droit A/599)
- wooden ring (Droit A/599)
- brass ring (Droit A/599)
- brass rocket head (Droit A/599)
- brass filler cap (Droit A/599)
- copper funnel (Droit A/599)
- brass handle (Droit A/599)
- brass rail end (Droit A/599)
- brass nut (Droit A/599)
- brass sleeve (Droit A/599)

Class: Ships equipment

- Copper bucket handle (Droit A/599 as above)

The above items are said to have possibly come from either *Serrana*, *Irex* or *Varvassi*, their true origin has not been confirmed. They could have come from the stern section of the *Serrana*.

Other artefacts listed as recovered from *Serrana* in the period following the Amnesty include:

Class: Fixtures and Fittings (from the bow section):

- 10" Porthole (Droit 273/02)
- 8" brass disk from the top of the steering pedestal (Droit 273/02)
- Brass switch control probably from a steam winch (Droit 273/02)
- A brass lever (Droit 197/04)
- 4 worn brass portholes (Droit 197/04)

Class: Armament:

- 1 x brass lever/handle from the 7.5" howitzer marked 'BL 7.5 HOW 566 EOC 1917 BKC4' (Droit 310/10)

Class: Ships equipment:

- Worn ship's bell marked with 'SERRANA, 1906, London' (Droit 197/04) (In a private collection)
- Part of a sextant (Droit 197/04)
- Three small pieces of pottery

It is unknown where these artefacts are currently, but they have all been reported to the Receiver of Wreck (Pastcape, 2018).

## 5.2 Martin Woodward Collection

Martin Woodward's collection contains artefacts from the *Serrana*. There are Brass letters 'E' and 'N', these were recorded by volunteers during the Forgotten Wrecks project and are currently on display at the Shipwreck Centre, Isle of Wight (Figure 14). These are assumed to have come the ships name which would have been on the bow of the ship.



Figure 14: Brass letters from the *Serrana*

## 5.3 Dave Wendes Collection

Dave Wendes holds a firing trigger in his collection from the *Serrana* which has also been recorded by volunteers during the Forgotten Wrecks project (Figure 15). This firing trigger is from a 7.5 inch Naval howitzer gun. National Archives document ADM 137/1474 records that the *Serrana* was equipped with two of these guns, as well as a smaller 4 inch gun. The port side gun can still be seen in place and upright on its pedestal in Section 4 of this report.



Figure 15: Firing trigger from the wreck of the *Serrana*

## 6. Site Significance & Potential Further Research

As the centenary of the wrecking of the *Serrana* is marked, there is still much work to do to understand the history and significance of the ship and its full place in history. Initial work has highlighted the potential for further investigation in a number of areas:

- Exploring whether the artefacts recorded in the RoW Amnesty are from the *Serrana*, or whether they are from one of the other suggested vessels.
- Full recording of objects from the site held by Martin Woodward and in other private collections.
- Further diving work to examine areas of structure and map the remains.

Although quite broken up, the wreck of the *Serrana* still holds much information pertaining to this type of vessel from this era, and can serve as representative of its kind. The *Serrana* is significant as being specifically identified as a 'tramp steamer'. These cargo vessels had no fixed routes and moved between ports carrying a wide variety of cargoes. Although there are many cargo vessels lost within the Forgotten Wrecks study area those identified as 'tramp steamers' are rare. A 2011 report 'Assessing Boats and Ships 1914-1938' outlined that "As only one ship that may have operated in the tramping system is present in the preserved record, the remains of vessels that can be conclusively identified as having operated as tramps are likely to be regarded of special interest, unless or until they become sufficiently apparent as wrecks as to no longer be regarded as rare" (Wessex Archaeology 2011: 38).

## 7. Bibliography

### Websites

Pastscape, 2018. *Serrana* [online] Available at:

[https://www.pastscape.org.uk/hob.aspx?hob\\_id=805282&sort=4&search=all&criteria=serrana&rational=q&recordsperpage=10](https://www.pastscape.org.uk/hob.aspx?hob_id=805282&sort=4&search=all&criteria=serrana&rational=q&recordsperpage=10) [Accessed 04/01/2018]

CWGC (Commonwealth War Graves Commission), 2018. *Find War Dead – Serrana* [online] Available at:

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Wreck site EU , 2018. *SS Serrana (aft)*. Available at <https://www.wrecksite.eu/wreck.aspx?1277> [Accessed 4/1/18].

### Books, Documents and Reports

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TNA ADM 137-1474, *English Channel: German Submarines, 21-31 January 1918*.

SADSAC, 2012. *Solent Wreck Project Report 2012*. Available at: [http://library.bsac.com/bsajt/2012/sadsac\\_project\\_wreck\\_of\\_the\\_solent.pdf](http://library.bsac.com/bsajt/2012/sadsac_project_wreck_of_the_solent.pdf) [Accessed 04/01/2018]

Wessex Archaeology, 2011, *Assessing Boats and Ships 1914 – 1938: Archaeological Desk-based Assessment*. Prepared for English Heritage.

Wessex Archaeology, 2011. *New Forest Rapid Coastal Zone Assessment Survey Phase 2: Field Assessment* [online] Available at: <https://content.historicengland.org.uk/images-books/publications/new-forest-rczas-phase-2/new-forest-rcza-phase2.pdf/> [Accessed 04/01/2018]

## 8. Appendices

### 8.1 Inward Passenger List

A list of references to documents held at TNA with information regarding passengers courtesy of Dave Wendes from his private collection.

- BT26/343/74. 3 April 1908. (Direct Line) Antigua to London. Embarking at Trinidad.
- BT26/345/42. 5 July 1908. (Scrutton, Sons & Co) West Indies to London. Embarking at Demerara and Trinidad.
- BT26/387/61. 31 March 1909. (Direct Line) West Indies to London. Embarking at Barbados, Trinidad and Dominica.
- BT26/436/64. 10 March 1910. (Direct Line) Belize to London. Embarking at Belize.
- BT26/439/20. 4 June 1910. (Direct Line) West Indies to London. Embarking at Demerara.
- BT26/441/41. 18 September 1910. Belize to London. Embarking at Belize.
- BT26/489/44. 22 January 1911. (Direct Line) West Indies to London. Embarking at Surinam and Trinidad.
- BT26/492/54. 15 May 1911. (Direct Line) Belize to London. Embarking at Belize.
- BT26/495/47. 9 September 1911. (Direct Line) Quebec to London. Embarking at Quebec.
- BT26/512/30. 22 June 1912. (Red Star Line). Demerara to Dover. Embarking at Demerara and Trinidad.
- BT26/561/83. 8 February 1913. (Direct Line) West Indies to London. Embarking at Georgetown, Trinidad and Bridgetown.
- BT26/563/68. 3 May 1913. (Direct Line) West Indies to London. Embarking at Barbados and Demerara.
- BT26/564/126. 24 August 1913. (Direct Line) West Indies to London. Embarking at London (sic).
- BT26/595/15. 15 December 1914. (Direct Line) West Indies to London. Embarking at Demerara.
- BT26/604/46. 26 February 1915. (Elder Dempster Co Ltd) New Orleans to Liverpool. Embarking at New Orleans.
- BT26/615/40. 20 June 1915. (Messrs Scrutton, Sons & Co Ltd) Belize to London. Embarking at Belize.
- BT26/616/75. 14 September 1915. (Direct Line) West Indies to London. Embarking at Demerara, Trinidad and Dominica.
- BT26/630/20. 16 April 1916. (Messrs Scrutton, Sons & Co Ltd) Trinidad to London. Embarking at Jamaica and St Michaels.
- BT26/630/87. 2 May 1916. (Direct Line) West Indies to London. Embarking at Demerara, Trinidad, Grenada and Barbados.
- BT26/631/159. 29 October 1916. (Direct Line) Demerara to London. Embarking at Demerara, Trinidad, Grenada Barbados and Dominica.
- BT26/639/93. 16 February 1917. (Direct Line) West Indies to London. Embarking at Demerara, Trinidad and Barbados.
- BT26/640/59. 5 May 1917. (Direct Line) Demerara to London. Embarking at Trinidad and St Vincent.

## 8.2 Extracts from *The Times*

Extracts from *The Times* newspaper concerning vessel sailings, courtesy Dave Wendes from his private collection.

- 9 October 1905. Home sailings. Dartmouth, 7<sup>th</sup>, *Serrana*, Barbados.
- 16 January 1906. Foreign arrivals. Barbados, 14<sup>th</sup>, *Serrana*, London.
- 28 February 1906. Foreign sailings. Belize, 24<sup>th</sup>, *Serrana*, London.
- 13 April 1906. Home sailings. Gravesend, 12<sup>th</sup>, *Serrana*, Barbados.
- 30 May 1906. Foreign sailings. Barbados, 28<sup>th</sup>, *Serrana*, London.
- 24 September 1906. Home arrivals. Lizard, 23<sup>rd</sup>, passed, *Serrana*, Belize for London.
- 21 November 1906. Foreign arrivals. Trinidad, 19<sup>th</sup>, *Serrana*, Cardiff.
- 5 February 1907. Home sailings. Cardiff, 1<sup>st</sup>, *Serrana*, Barbados, 2<sup>nd</sup>.
- 9 February 1907. Home sailings. Gravesend, 8<sup>th</sup>, *Serrana*, Barbados.
- 22 February 1907. Foreign arrivals. Barbados, 24<sup>th</sup>, *Serrana*, London.
- 8 April 1907. Foreign sailings. West Indies, 4<sup>th</sup>, *Serrana*, Havre and London.
- 20 May 1907. Home arrivals. Dartmouth, 10<sup>th</sup>, *Serrana*, and left for Barbados.
- 10 July 1907. Foreign sailings. West Indies, 8<sup>th</sup>, *Serrana*, Quebec.
- 22 October 1907. Foreign arrivals. Barbados, 19<sup>th</sup>, *Serrana*, London.
- 6 November 1908. Foreign arrivals. Savannah, 4<sup>th</sup>, *Serrana*, Boston.
- 1 April 1909. Home arrivals. Gravesend, 31<sup>st</sup>, *Serrana*, St Kitts.
- 2 December 1909. Foreign arrivals. St Lucia, 20<sup>th</sup>, *Serrana*, London.
- 27 June 1910. Home sailings. Gravesend, 25<sup>th</sup>, *Serrana*, Colon.
- 19 September 1910. Home arrivals. Gravesend, 16<sup>th</sup>, *Serrana*, Belize for West Indies.
- 21 February 1911. Foreign arrivals. St Lucia, 18<sup>th</sup>, *Serrana*, London.
- 9 March 1911. Foreign sailings. Colon, 7<sup>th</sup>, *Serrana*, Belize.
- 12 June 1911. Home sailings. Gravesend, 9<sup>th</sup>, *Serrana*, Demerara.
- 12 June 1911. Home arrivals. Dartmouth, 11<sup>th</sup>, *Serrana*, and left for West Indies.
- 17 June 1911. Foreign arrivals. Madeira, 15<sup>th</sup>, *Serrana*, London for Demerara.
- 28 June 1911. Foreign arrivals. Barbados, 26<sup>th</sup>, *Serrana*, London.
- 8 September 1911. Passed and signalled. Lizard, 7<sup>th</sup>, passed, *Serrana*, Quebec for London.
- 22 September 1911. Home arrivals. Sunderland, 26<sup>th</sup>, *Serrana*, Quebec via London.
- 26 January 1912. Foreign arrivals. Puerto Mexico, 24<sup>th</sup>, *Serrana*, for London.
- 22 February 1912. Foreign sailings. Cuba, 20<sup>th</sup>, *Serrana*, for Newport News and London.
- 30 April 1912. Contracts of dock labourers. Summons against 43 labourers.
- 5 October 1912. Foreign arrivals. Galveston, 3rd, *Serrana*, West Indies.
- 19 October 1912. Foreign sailings. Galveston, 16<sup>th</sup>, *Serrana*, Newport News, Havre.
- 10 February 1913. Home arrivals. Gravesend, 8<sup>th</sup>, *Serrana*, Barbados for West Indies.
- 1 March 1913. Home sailings. Gravesend, 27<sup>th</sup>, *Serrana*, Demerara.
- 18 March 1913. Foreign arrivals. Barbados, 16<sup>th</sup>, *Serrana*, London.
- 18 July 1913. Foreign arrivals. Quebec, 17<sup>th</sup>, *Serrana*, West Indies.
- 1 October 1913. Foreign arrivals. Quebec, 31<sup>st</sup>, *Serrana*, Montreal.
- 1 November 1913. Foreign arrivals. Quebec, 30<sup>th</sup>, *Serrana*, West Indies.
- 1 November 1913. Foreign sailings. Quebec, 31<sup>st</sup>, *Serrana*, Montreal.
- 11 November 1913. Foreign arrivals. Quebec, 7<sup>th</sup>, *Serrana*, Montreal.
- 4 December 1913. Home arrivals. Gravesend, 3<sup>rd</sup>, *Serrana*, Sydney (Cape Breton) for SCD. (No idea).
- 21 January 1914. Foreign arrivals. Barbados, 19<sup>th</sup>, *Serrana*, London for West Indies.
- 2 September 1914. Collision in the Channel. The Newcastle steamer *Rion*, outward bound from Dover, has been in collision in the Channel with the London steamer *Serrana*. The *Rion* was beached at West Newhaven in a sinking condition. The *Serrana* has arrived at Dover. The *Rion*, 2186 tons, belongs to the *Rion Steamship Company (Ltd)* and the *Serrana*, 3677 tons, to Messrs *Scrutton, Sons & Co*.
- 2 December 1914. Home arrivals. Gravesend, 1<sup>st</sup>, *Serrana*, Demerara for West Indies.

### 8.3 Extract from Montreal Gazette

Extract from the Montreal Gazette 16 July 1913 (courtesy of Dave Wendes from his private collection).

Montreal Gazette

July 16 1913

From many ports

The Direct liner steamer *Serrana* arrived here last night from the West Indies and berthed at the St Lawrence Sugar Refinery Wharf. She has brought 5,700 tons of sugar and a small quantity of molasses, and is the seventh of the fleet of sugar boats which have arrived here this season. Captain Haskell reported that the *Serrana* had loaded in the first place at Demerara, and had since called at Guadeloupe, Dominica, St Kitts and Antigua. Two passengers were brought from Antigua and there is a passenger on board who is making the round trip from England via the West Indies and the St Lawrence, and from here home.

After she has discharged her cargo, the *Serrana* will sail for ports in the lower river to load deals for London and Sunderland.